

Ashwell Business Park

Supplementary Planning Document

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Title

Ashwell Business Park Supplementary Planning Document

Subject matter

To provide a clear structure and guidance on the key issues that will need to be considered when submitting development proposals for the Ashwell Business Park.

Adoption Date

The Ashwell Business Park Supplementary Planning Document was adopted by the Council on 7th January 2013.

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1. Introduction

- 1.1 Following the closure of the HMP Ashwell in March 2011, it is intended that the site is to be acquired and a Business Park created in 2012/13.
- 1.2 The purpose of this document is to provide a clear structure and guidance on the key issues that will need to be considered when submitting development proposals for the Ashwell Business Park.
- 1.3 When adopted by the Council the document will be a material consideration when considering planning applications for proposed development and change of use on this site. It does not introduce new policy but rather it is intended to elaborate on, and be consistent with, existing and emerging development plan policies.
- 1.4 It does not provide a comprehensive guide on all the issues to be considered but rather it focuses on the main issues considered relevant. There is a wide range of other guidance available as part of national planning policy and from a range of other sources.

2. Location and Site Description

- 2.1 The former prison site is located in the open countryside on the Ashwell Road approximately 1.3km to the north of Oakham and 2.1km to the south of the village of Ashwell (see site location plan – Appendix 1) The site has been used as a prison since 1955 and prior to that was used as World War II US army base.
- 2.2 The 10 hectare brownfield site consists of the range of redundant office, accommodation, training, leisure and ancillary buildings and land associated with the previous prison use on the site. The site is adjoined by residential dwellings on Burley Crescent to south and open countryside to the north, east and west. Residential properties at Kimball Close and business premises (i.e. Council's salt barn and depot) are located immediately to north of the site.
- 2.3 The Ashwell Road between Oakham and Ashwell forms the western boundary of the site. There are two existing road access points at present, one in the south-west corner of the site and one to the west perimeter of the site as defined by the existing prison security fencing.
- 2.4 The site has gradual rise in a westerly direction. The surrounding area is predominantly flat in nature and is located in the low lying Vale of Catmose landscape character area.

3. Infrastructure and Services

3.1 Utilities

- 3.1.1 The existing site is served with electricity, gas and potable water services and while some reinforcements may be required depending on the final configurations of the site, there should be no practical difficulties in delivering what is required.

3.2 Waste water treatment

3.2.1 The site is served by a public mains sewer but there is limited headroom at the Oakham Waste Water Treatment Works.

3.3 Telecommunications/Broadband

3.3.1 There is telecommunications/broadband infrastructure available but it is expected the site will be significantly upgraded to superfast broadband as part of the Council's Digital Rutland project to improve broadband across the county.

3.4 Roads

3.4.1 There are no adopted highways on the site

4. Environmental Constraints

4.1 Flood Risk

4.1.1 The site is outside the flood plain and flood risk areas identified on the Environment Agency's flood risk maps. The northern and western parts of the site are identified on the Environment Agency's Areas Susceptible to Surface Water Flooding maps.

4.2 Biodiversity

4.2.1 There are no recently designated Local Wildlife Sites within the site.

4.3 Cultural Heritage

4.3.1 The site is not within a Conservation Area and does not contain any listed buildings. Conservation Areas are nearby in Oakham and villages of Ashwell and Langham.

4.3.2 There may be some historical interest in the site in terms of its former prison and military uses. There are a number of designated heritage assets nearby including Burley House a Grade I listed 17th century mansion surrounded by its registered park and garden.

4.3.3 There are no known areas of archaeological interest on or near to the boundary of the site.

4.4 Public Open Space

4.4.1 There are no publicly accessible areas of open space on the site.

5. Planning Policy Background

- 5.1 The Ashwell Business park will increase the employment land supply in Rutland. This new site, along with the undeveloped employment land allocations and existing land and premises in the industrial estates are safeguarded in the Core Strategy. This should enable the County to maintain and attract inward investment from businesses within the area and provide a balanced portfolio of sites in the future.
- 5.2 The employment sites in Rutland will be regularly reviewed in order to ensure that they are still required for this purpose and that sufficient land is provided to meet employment land requirements in the County.
- 5.3 General policy criteria relating to Ashwell Business Park are set out in Policy CS6 of the Rutland Core Strategy. This states that:

Policy CS6 – Re-use of redundant military bases and prisons

The Council will seek to ensure that any re-use or redevelopment of former military bases or prisons is planned and developed in a comprehensive and co-ordinated manner.

Proposals will be subject to a development brief or masterplan setting out the main requirements. This will form part of a supplementary planning document or development plan document to be prepared in consultation with the prospective developers and local communities.

The key requirements for any proposals are that they should:

- a) re-use existing land and buildings and where appropriate minimise any built development on undeveloped airfield land;
- b) not lead to undue disturbance to nearby local communities through traffic, noise, aircraft activity or other uses;
- c) protect and where possible enhance the countryside and character of the landscape, natural and cultural heritage;
- d) be accessed satisfactorily and not generate unacceptable traffic on the surrounding road network
- e) be accessible by public transport and include measures to encourage walking and cycling;
- f) incorporate high quality design and construction including the need for energy efficiency, renewable energy and waste management.

- 5.4 The policy sets out the key requirements for any alternative uses of the former prison site that may be proposed, setting out criteria relating to the re-use of existing land and buildings, disturbance to local communities, protecting the countryside, landscape and ecology, accessibility, design and construction, renewable energy and energy efficiency.
- 5.5 In accordance with policy CS6, this Supplementary Planning Document (SPD) has been produced to outline the detailed requirements for any proposed alternative uses incorporating a master plan to guide the future development of the site.

- 5.6 The development of this site would also be subject to other policies in the Rutland Core Strategy and emerging policies in the Site Allocations and Policies DPD listed below:

Rutland Core Strategy (2011)

- CS8 Developer contributions
- CS13 Employment and economic development
- CS19 Promoting good design
- CS20 Energy efficiency and low carbon energy generation
- CS22 The historic and cultural environment

Site Allocations and Policies DPD (Preferred Options October 2012)

- SP15 Design and amenity
- SP17 Outdoor lighting
- SP18 Wind Turbines and low carbon energy developments
- SP20 The historic environment

- 5.7 The National Planning Policy Framework (NPPF) supports sustainable economic development in rural areas including the reuse of brownfield sites, the conversion of existing buildings and well designed new buildings.
- 5.8 The employment and economic development strategy in Policy CS13 of the Core Strategy support the re-use or re-development of redundant military bases and prisons as set in Policy CS6.
- 5.9 Consultation on the Preferred Options version of the Site Allocations and Policies DPD is scheduled to take place in October 2012. It is anticipated that this DPD will be adopted by the end of 2013, when it will become a material consideration when determining planning applications for any alternative uses on this site.

6. Development Guidance

6.1 Potential Development Options

- 6.1.1 A range of alternative land uses for the site would be considered in accordance with Policy CS6 and other policies in the area as follows:
- Class B1 Business including office, research and light industry
 - Class B2 General Industry including manufacturing
 - Class B8 Storage and distribution
 - Class D1 Non-residential education and training centres
 - Employment related Sui Generis uses.
- 6.1.2 In addition, Class D2 assembly, leisure and community uses that utilise the existing sport facilities
- 6.1.3 Some employment related Sui Generis uses may be suitable (e.g. builders yard, business car park), and will be considered on a case by case basis subject to discussions with the Local Planning Authority.

6.1.4 The use of site for housing would not be considered acceptable in this location. Sufficient land for housing is identified in the Core Strategy and Site Allocations & Policies DPD to meet the current housing targets up to 2026. Current policies seek to focus new housing development in and adjoining the main towns whilst limiting unnecessary development in the countryside.

6.2 Master Plan

6.2.1 A master plan is attached at Appendix 2 showing the re-use or redevelopment of the site on a phased basis.

6.2.2 The re-use or redevelopment of the site will initially be focused on the western part of the site. This part of the site offers a range of existing buildings in fairly good condition that can be offered on a lease or freehold basis for a mix of business and alternative uses to meet the need for start up, home relocating and mature businesses.

6.2.3 The north west corner of the site beyond the existing units offers new build opportunities including the potential for the re-location to the north of the business park of the Council's salt barn, from its existing location.

6.2.4 The central parts of the site at the front offer infill and new build opportunities. The buildings in this location are in poor condition and fire damaged, and may require demolition. The master plan outlines a potential new build zone in this location.

6.2.5 In the longer term (10 years+) any alternative re-uses of redevelopment of the buildings and land on the eastern part of the site would need to be considered in the context of the latest national and local planning policies operating in the area.

6.3 Planning and Design Objectives for the Site

6.3.1 The objectives are to:

- Ensure that any re-use or redevelopment is planned and developed in a comprehensive and co-ordinated manner
- Ensure any proposals do not lead to undue disturbance to nearby local communities through traffic, noise or other uses
- Achieve a varied and attractive working environment
- Ensure an acceptable relationship with existing development and the countryside
- Ensure satisfactory links with the existing highway network
- Undertake development in a sustainable way

6.4 Design, Layout and Construction Requirements

- 6.4.1 There are a number of existing buildings on the site and these should be retained and reused where possible.
- 6.4.2 The design and redevelopment of the site for any significant alterations to existing and for new buildings should comply with policy CS19 in the adopted Core Strategy, which sets out the Council's policy on the design of developments.
- 6.4.3 The site should be developed to the highest possible standards with consideration given to making the most efficient use of land, design, layout, materials, landscaping and the disposition of uses.
- 6.4.4 The layout for redevelopment of the site will take account of the orientation of existing buildings and should include a mixture of unit sizes to provide premises to meet a wide range of user need. Plots should be of a sufficient size to adequately accommodate car parking, to the Council's parking standards, servicing requirements and landscaping.
- 6.4.5 The impact on the residential amenity of the adjacent residential properties should be managed, so as to control noise, smells and operating hours associated with the business park, which is likely to include some industrial/manufacturing uses. To reduce this impact the buildings on the southern end of the site will not be acceptable for B2 general industrial and B8 storage & distribution uses in this location.
- 6.4.6 It is recommended that a Heritage Impact Assessment is undertaken that includes a broad appraisal of the significance of the standing structures, both in the context of the sites World War II origins and its subsequent use as a prison. The potential direct or indirect impact on the setting of nearby heritage assets should also be considered as part of the assessment in particular on Burley House if there is significant warehouse development proposed.
- 6.4.7 Building design could be traditional or contemporary and the use of sustainable materials and construction methods will be encouraged where viable. They should be designed to minimise energy and water consumption and incorporate the use of renewable energy. The inclusion of features such as rainwater harvesting, solar panels and wind turbines should be considered.
- 6.4.8 Potential risk from surface water flooding and contamination issues would need to be investigated and appropriate measures taken as part of any redevelopment/development proposal where feasible and reasonably practicable given topography and existing buildings and infrastructure being re-used. It is recommended that a drainage strategy be prepared and surface water runoff managed through Sustainable Urban Drainage Systems (SUDS) rather than connecting to the public sewer system. Early engagement with the statutory bodies will be key to ensuring that adequate measures are included and the layout of the site reflects this.

- 6.4.9 The colour of exterior walls and roofs can influence the appearance and impact of a building. Careful consideration should be given to the choice of colours to limit visual prominence and assimilate with existing buildings.
- 6.4.10 The existing site is occupied by relatively low lying buildings, high buildings (generally in excess of 10metres or 3 storeys) should be avoided to minimise the visual impact on the landscape and nearby residential properties.
- 6.4.11 Advertisement signage on individual buildings should be of a design and scale to minimise any adverse impact on the environment when viewed from outside and within the site.
- 6.4.12 The layout and design of the site will be required to maximise natural surveillance with particular regard to the security of car parking areas and should incorporate measures to ensure that opportunities for crime and the fear of crime are minimised. Car parking areas to which the public have access are encouraged to follow the requirement of the Association of Chief Police Officers (ACPO) Secure Car Park Award Scheme. The use of lighting can contribute to the security of the site.
- 6.4.13 Appropriate security measures should be undertaken to buildings. Developers should incorporate the recommendations in the Association of Chief Police Officers (ACPO) Secured by Design Accreditation Scheme and consult with the Police Architectural Liaison Officer prior to the submission of a planning application.

6.5 Access and Transport

- 6.5.1 A new access point is proposed off Ashwell Road to the north west perimeter of the site, this will be in addition to the two existing access points as shown in Appendix 2. This will improve the accessibility within the site. It is expected that access and routing of HGV's into the site will be dealt with in the Transport Assessment.
- 6.5.2 Safe and convenient pedestrian and cycle access should be provided within the site, to connect with Ashwell Road. The means of access to and within the site should also be designed to maximise the accessibility of people with disabilities.
- 6.5.3 Pedestrian access is to be improved by a footway route along the frontage of the site from the bridge by the business units to the roundabout to connect with the existing footway, which will enable easier access to the bus stop and to the entrance points to the site.
- 6.5.4 Traffic calming measures to enforce appropriate speed restrictions within the development may be required.
- 6.5.5 A new parking plaza is proposed to serve the existing and new buildings as shown on the Masterplan (appendix 2).

- 6.5.6 Car parking provision should be subject to the Council's parking standards prevailing at the time. All new premises should provide secure and attractive cycle parking and the provision of pedestrian facilities should be supportive of the mobility impaired. This will be addressed in a Transport Assessment.

6.6 Transport Assessment

- 6.6.1 Any development proposals will need to be supported by a full Transport Assessment consistent with DfT's Guidance on Transport Assessment (GTA) that covers all modes of transport and the relevant policy objectives at all levels.
- 6.6.2 The scope of the Transport Assessment will need to be agreed with Rutland County Council as Highways Authority., and will be required before works can commence in detail on the Transport Assessment. These parties must agree the findings of these works and the final Transport Assessment.
- 6.6.3 The Transport Assessment should allow the transport implications of the redevelopment of the site to be properly considered and will help identify suitable measures to achieve a more sustainable and environmentally sound outcome.
- 6.6.4 The Transport Assessment should reflect the scale of the development and the extent of the transport implications of the proposal. For small schemes, the Transport Assessment should illustrate accessibility to the site by all modes and the likely modal split of journeys to and from the site. It should also give details of proposed measures to improve access by public transport, walking and cycling. The assessment should include a Travel Plan to be implemented following development.
- 6.6.5 The Travel Plan should be produced in consultation with the Local Authority and Local Transport providers. It should contain:
- Measurable outputs related to targets in the Council's Local Transport Plan;
 - Arrangements for monitoring progress of the plan; and
 - Arrangement for enforcement in the event that agreed objectives are not met.
- 6.6.6 Some or all of the Travel Plan may be made binding, either through conditions attached to the planning permission, or through a related planning obligation.

6.7 Environmental Issues

- 6.7.1 Given the previous uses for the site, there may be some environmental constraints to address which require more specialised surveys.

- 6.7.2 Building techniques will adhere to the Building Research Establishment Environmental Assessment Method (BREEAM) energy efficiency standards on all new buildings and where possible for any significant alterations to existing buildings across the site, including water efficiency and sustainable drainage (SuDs).
- 6.7.3 New buildings will be encouraged to meet BREEAM design standards for energy efficiency in accordance Core Strategy Policy CS20 – Energy efficiency and low carbon energy generation.
- 6.7.4 Lighting within the development should be designed to minimise light pollution should only illuminate necessary areas within the site and will be designed in order to limit upward spillage and spillage beyond the site boundaries.
- 6.7.5 The lighting columns across the site should be retained for reuse where possible. Careful consideration should be given to high-level flood lighting in the area and light pollution to the surrounding residential properties and open countryside. Illuminated bollards are one effective means of providing subtle low-level lighting and picking out routes. Details of minimising light pollution will be required as part of any planning application.

6.8 Landscaping

- 6.8.1 Proposals for the redevelopment of the site should include landscaping to create an attractive setting and frontage to enhance the appearance of the approach and entrance to the site.
- 6.8.2 Landscaping within the site should include formal tree and shrub planting on any roads through the site to provide an attractive and appropriate setting for the Business Park.
- 6.8.3 Any existing trees and hedgerows on site should be retained where these are important in terms of amenity value or species. New structural planting should also be considered to help define the boundary and create a sense of place.
- 6.8.4 Additional landscaping of car parking areas within the site and surrounding buildings will be encouraged, where appropriate. Landscaping will help break up the expanse of car parking and would be more visually appealing. The use of variations of surfacing material will be encouraged. Details of landscaping proposals must be agreed with the Local Planning Authority.

6.9 Services

- 6.9.1 Details of any infrastructure requirements should be sought from the relevant undertaker/agency, together with advice on the acceptability of proposed infrastructure provision.

6.10 Developer Contributions

6.10.1 Requirements for off-site infrastructure improvements to support development are unknown at this stage and would be established through detailed assessment informed through consultation with the Council's Highways Department as part of the planning process.

6.10.2 Developer contributions will be considered in accordance with the Council's Core Strategy Policy CS8 – Developer Contributions and the adopted Planning and Developer Contributions Supplementary Planning Document in relation to Highways and Transportation.

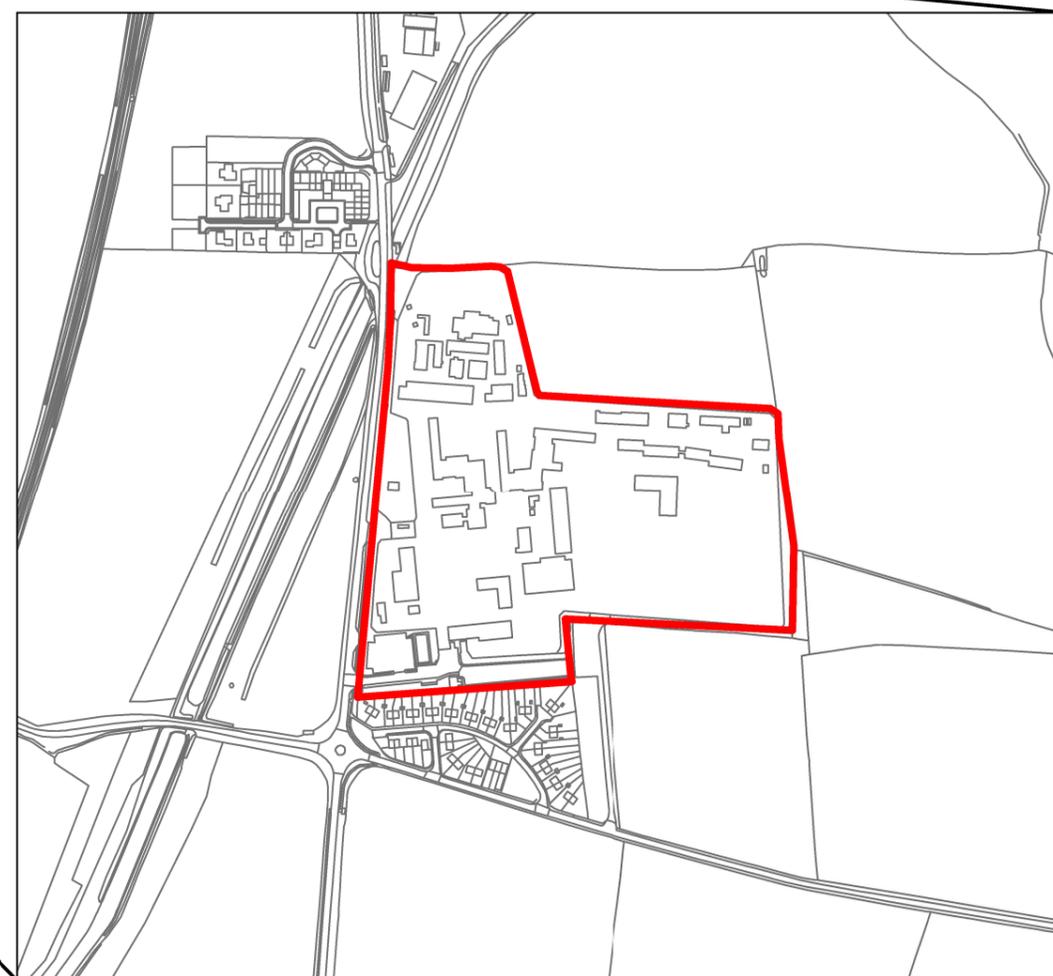
6.10.3 The Planning and Developer Contributions SPD gives detailed guidance on the nature of financial or other contributions required for Highways and Transportation in Appendix 1.9. However, this SPD will be replaced when the Community Infrastructure Levy is implemented in Rutland.

7. Information to Support a Planning Application

7.1.1 Pre-application discussions with the Council are encouraged in order to agree the information that will be required to accompany a planning application. There will however be a charge for this service in accordance with the scale of pre-application charges on the Council's website.

7.1.2 Subject to site investigations, supporting information may be required to supplement a planning application for the site. This list is not exhaustive, but may include the following:

- Design and Access Statement
- Transport Assessment
- Landscaping Scheme
- Flood risk assessment/Drainage Strategy
- Contamination assessment
- Heritage Impact Assessment
- Acoustic assessment
- Ecological Survey
- Other Specialised Surveys

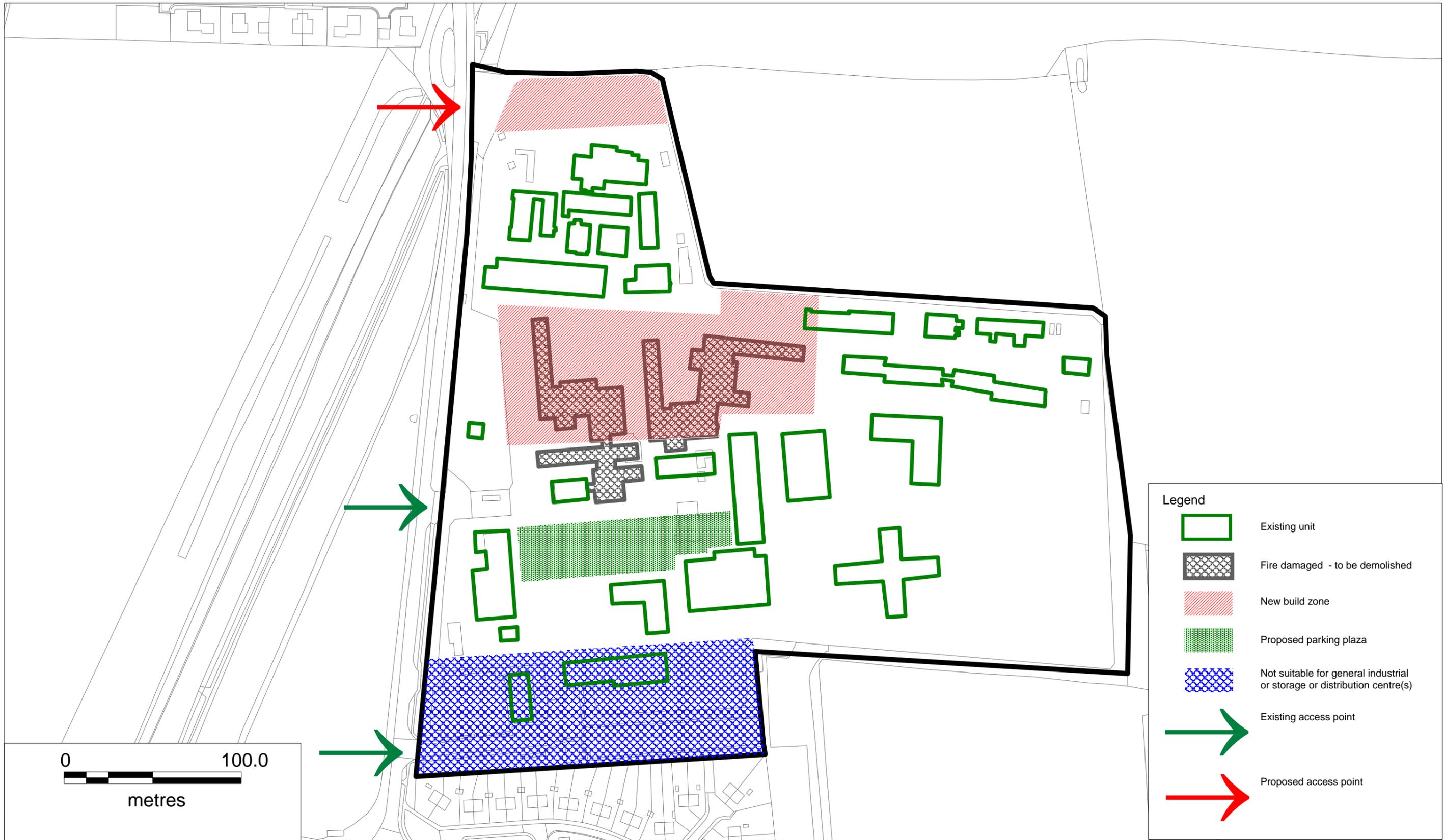


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Location Plan
Ashwell Business Park
Appendix 1
January 2013



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- Legend**
-  Existing unit
 -  Fire damaged - to be demolished
 -  New build zone
 -  Proposed parking plaza
 -  Not suitable for general industrial or storage or distribution centre(s)
 -  Existing access point
 -  Proposed access point

0 100.0
metres

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**Masterplan
Ashwell Business Park SPD
Appendix 2
January 2013**



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