DESIGN CODE

SHEPHERDS GROVE, STANTON & HEPWORTH

JULY 2026

Prepared by PRC Architecture & Planning
on behalf of JAYNIC

11268 - REVISION 4

CONTENTS

1.0 Introduction

1.0 INTRODUCTION

THE PURPOSE OF THIS DOCUMENT

1.1 This document has been prepared on behalf of JAYNIC, in support of it's hybrid proposals for the development of Shepherds Grove, Stanton and Hepworth. The proposed development will deliver an exemplar scheme to support economic growth within West Suffolk and the surrounding areas.

1.2 This design code provides an overall framework to sit alongside the proposed development in a co-ordinated manner of high quality and sustainable design, in accordance with national and local planning policy objectives.

1.3 Through these measurements, the design code can provide guidance to inform the development of detailed design proposals. The code is in accordance with the guidance set out in the National Model Design Code, which defines design codes as a 'set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area'.

1.4 Additionally, the design code accords with the National information requirements set out in the National Planning Practice Guidance prescribed by the Town and Country Planning Development Procedure 2015.

DESCRIPTION OF THE APPLICATION

1.5 Hybrid application incorporating full application for a new roundabout, internal spine road and related landscaping, infrastructure and works, together with site perimeter landscaping. Outline application for phased development (where each phase shall be severable being an independent act of development) including buildings and/or use under Use Classes E (g) and/or B2 and/or B8 and/or ancillary uses to include associated works and infrastructure. All other matters reserved.

ADMINISTRATIVE BOUNDARY

Suffolk County Council and West Suffolk Council

LOCAL PLANNING POLICY

1.6 This design code follows the Shepherds Grove Masterplan which was approved at West Suffolk Council's Cabinet meeting in November 2025. This document has been prepared accordance with LP11 of the West Suffolk Local Plan (2025) which confirms that a design code is required following the production of a masterplan for the site. Appendix E of the West Suffolk Local Plan (2025) sets out the content of a design code. In discussion with West Suffolk Council, it was agreed that some of the elements listed in Appendix E were not applicable to commercial schemes and were for residential only. Therefore, the content of this design code is based on the following principles:

Local Context and Character	How the design code resonates with and enhances the distinct architectural, cultural, and environmental heritage of West Suffolk. Encourage the use of locally sourced and traditional materials while allowing for innovative proposals
Scale and Density	Clearly defined parameters for building heights, density, and built form.
Green Public Realm	Requirements for wider green infrastructure implementation including species palettes, management, and stewardship. Provide requirements around set palettes for street furniture and wayfinding.
Sustainability	State energy-efficient building design, renewable energy integration, and sustainable urban drainage systems. Recommend or require the use of sustainable construction materials and low impact building techniques.
Transport and Parking	Define standards for road widths, cycle paths, and pedestrian footpaths including size, material, and application. Establish clear criteria for parking solutions based on location, density, and connectivity. The code should promote layout that priorities pedestrian and cycle use.
Accessibility	Ensure all designs are inclusive, catering to people of all ages and abilities.
Boundary and Interface	Set guidance around public facing boundaries and interfaces ensuring consistency between public and private realms.
Flexibility and Adaptability	Encourage designs that can easily be adapted to changing needs over time.
Visual Consistency	Provide a palette of colours, materials, and finishes to ensure a coherent visual identity across developments
Infrastructure and Services	Outline the integration of essential utilities without compromising aesthetics, such as underground cabling, waste solutions, and water management systems.

THE NATIONAL DESIGN GUIDE (NDG)

1.7 The Design Code has been written to respond to the ten characteristics of well-designed places, as set out in the National Design Guide (NDG), published by the Ministry of Housing, Communities and Local Government (MHCLG) in January 2021. The highlighted items set out below are the ten characteristics of well-designed places, as set out in the National Design Guide:

THE TEN CHARACTERISTICS OF WELL-DESIGNED PLACES

• Context	Enhances the surroundings.
• Identity	Attractive and distinctive.
• Built form	A coherent pattern of development.
• Movement	Accessible and easy to move around.
• Nature	Enhanced and optimised.
• Public spaces	Safe, social and inclusive.
• Uses	Mixed and integrated.
• Building	Functional, healthy and sustainable.
• Resources	Efficient and resilient.
• Lifespan	Made to last.

2.0 Local Context and Character

2.0 LOCAL CONTEXT AND CHARACTER

INTRODUCTION

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

2.2 To the north, Shepherds Grove is bounded by the A143 Bury Road, and to the east by Sumner Road which leads from the A143 southwards to Walsham Le Willows. The area to the north and east is predominantly in agricultural use with a scattering of residential properties along the A143 and the villages of Hepworth to the north and Wattisfield to the east.

2.3 To the south, Shepherds Grove adjoins open countryside in arable use, interspersed by woodland blocks which limit views of the southern portion of the site. To the south-west, Shepherds Grove West industrial estate adjoins the hamlet of Upthorpe and Shepherds Grove Park (a residential park homes site).

2.4 To the west (north of Shepherds Grove West), the adjoining land is also in agricultural use with a few scattered residential properties along the south side of the A143 (see Figure 1). At the present time, access to Shepherds Grove West industrial estate from the A143 can only be obtained via Upthorpe Road and Grove Lane through the village of Stanton. This includes all commercial vehicles and HGVs. Shepherds Grove East industrial estate is accessed via two separate entrances from Summer Road to the east.

2.5 The proximity of Shepherds Grove to the A143 and A14 (at Bury St Edmunds), allows good access to the wider strategic road network which in turn provide access to/from the local ports of Harwich and Felixstowe.

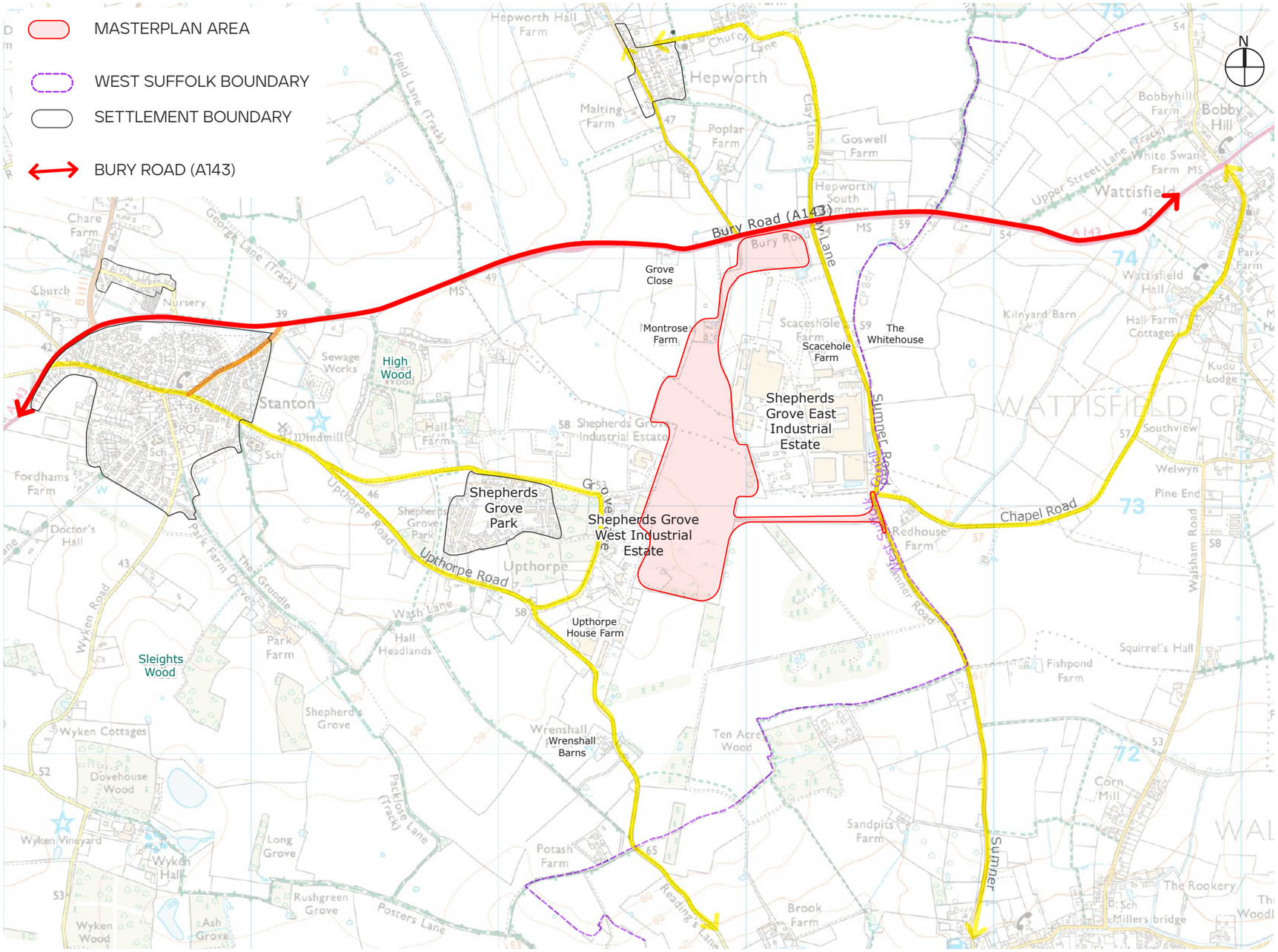


FIG 1: CONTEXT DIAGRAM - Survey Data

2.0 LOCAL CONTEXT AND CHARACTER

PLOTS

2.7 Plots A, B and C to the north of the site will be abutting the A143 and are envisaged to form both a sensitive road frontage and gateway entrance to the proposed development. These plots have been specifically set and staggered around the proposed new roundabout to allow for the final proposed units to have their own individual identity set within their heavily landscaped surroundings.

2.8 These plots will have the lowest height buildings on the proposed development and whilst rectangular in build form, the proposed buildings will incorporate low pitched metal roofs and elevational glazed and timber features in order to visually reduce the buildings scale and mass to provide a modern aesthetic which will be complimentary to the local architecture.

2.9 The remaining Plots D and E towards the south of the development will be able to accept a range of larger sized buildings with increased heights, which will also utilise similar material palettes and modern design aesthetic proposed to the smaller plots fronting the A143

2.10 Individual plots throughout the development will be set and landscaped to ensure a coordinated character across the development that reinforces and enhances the existing landscape infrastructure and ecological framework which will also aid the setting of the units within the local environment

SUMMARY

2.11 This proposed modern design approach highlighted both above and within the design code resonates and enhances the architectural, cultural and environmental heritage of West Suffolk and encourages the use of locally sourced and traditional materials. It will seek to embrace the existing Design Aesthetic and form evident in the adjoining Shepherds Grove East and West Industrial Estates similar to the existing example images opposite. The basic principles of localised urban design with the schemes approach for each of the plots to be fully accessible, sustainable, separated and defined spaces will be upheld.

SHEPHERDS GROVE WEST INDUSTRIAL ESTATE
LOOKING SOUTH EAST TOWARDS READING LANE

SHEPHERDS GROVE EAST INDUSTRIAL ESTATE
LOOKING SOUTH WEST FROM SUMMER LANE

SHEPHERDS GROVE WEST INDUSTRIAL ESTATE
LOOKING NORTH FROM READING LANE

SHEPHERDS GROVE EAST INDUSTRIAL ESTATE
LOOKING WEST TOWARDS GROVE LANE

FIG 2: SURROUNDING CONTEXT IMAGES

3.0 Scale and Density

3.0 SCALE AND DENSITY

STYLE

3.1 A variety of employment buildings will be developed adopting contemporary building specifications, adding to the current available local offer and supply within the scale and density parameters approved in the Masterplan.

PLOTS

3.2 In respect of the overall Masterplan Area, three smaller plots A, B and C front the A143 to the north and another smaller plot D is located west of the proposed site spine road further to the south provide opportunity for smaller businesses or occupiers as well as start up units. Plot E to the south will be able to facilitate a mix of different sized units including a range of larger sized units.

KEY

- INDICATIVE & EXISTING PERIMETER FRAMEWORK LANDSCAPING
- DEVELOPABLE AREA - REFER TO DEVELOPABLE AREA SCHEDULE
- ESTATE SIGNAGE ZONES

FIG 3: DEVELOPABLE AREA PARAMETERS PLAN WITH CORRESPONDING KEY

3.0 SCALE AND DENSITY

SCALE

3.3 The scale of the buildings proposed on the various plots will be reflective of institutional requirements and current market demand for buildings of the final selected sizes. They will potentially range from circa 1,300m² to 9,290m² GEA with a potential for larger unit towards the Southern end of the development. They would incorporate clear internal haunch heights ranging from 8m-17m in height which in turn would equate to maximum building heights ranging from 12m-20m.

FORM

3.4 The built form of the proposed buildings will be rectangular and would incorporate low pitched metal roofs and elevational features to visually reduce the scale and mass of the development. Each plot will be complimented by the introduction of new and existing reinforced perimeter landscaped bunds screening the development from the wider local area.

3.5 The proposals for the overall development of the site have been carefully considered in relation to the character of the area and the sites relationship with local villages, adjacent industrial plots and the surrounding area.

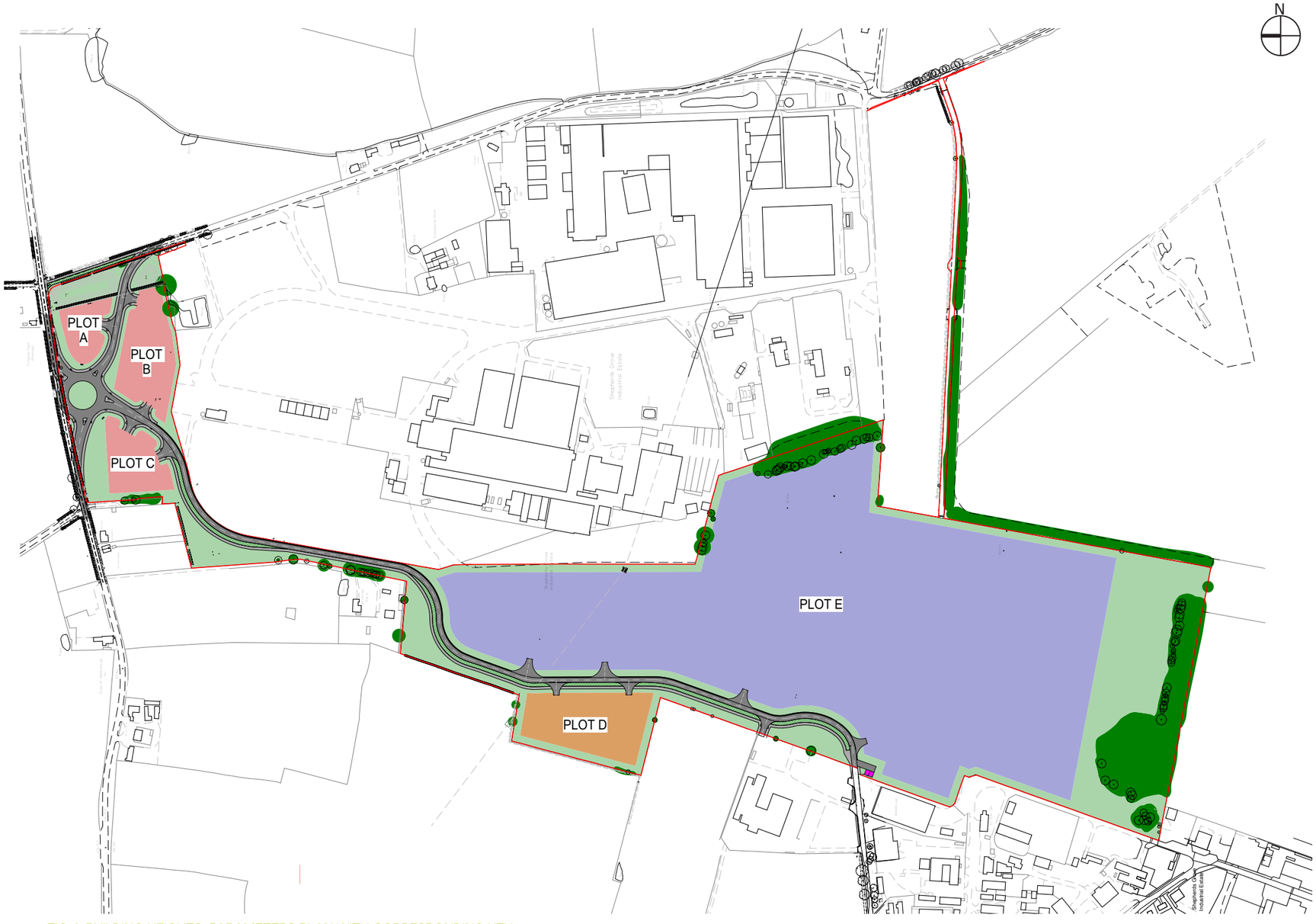


FIG 4: BUILDING HEIGHTS PARAMETERS PLAN WITH CORRESPONDING KEY

KEY

- MAXIMUM BUILDING HEIGHTS - 12M
- MAXIMUM BUILDING HEIGHTS - 16M
- MAXIMUM BUILDING HEIGHTS - 20M
- ESTATE SIGNAGE ZONE

4.0 Green Infrastructure and Public Realm

4.0 GREEN INFRASTRUCTURE AND PUBLIC REALM

INTRODUCTION

4.1 The Landscape Framework Parameter Plan (Fig. 6) establishes the primary landscape structure for the development, comprising perimeter landscape buffers, frontage planting, attenuation features, and ecological habitats. The Landscape Masterplan also provides indicative landscape proposals for individual development plots, illustrating how these plots can integrate with and contribute to the wider landscape structure.

4.2 Future development plots shall be designed in accordance with these guidelines to ensure a coordinated landscape character is achieved across the site whilst allowing flexibility for individual occupier requirements.

LANDSCAPE AND OPEN SPACE OBJECTIVES

4.3 Retain and protect existing landscape features of value within the site wherever possible and integrate them into a robust green infrastructure and ecological framework across the development.

- Existing hedgerows are present along the majority of the site boundaries, with mature trees located along the north-eastern boundary adjacent to Summer Road and at the southern end of the site.
- The site is covered in its entirety by a blanket Tree Preservation Order (TPO).
- Existing drainage ditches run along the northern and north-eastern boundaries adjacent to Bury Road and Summer Road.
- Establish a strong landscape and ecological framework throughout the site, ensuring new development is set within an attractive and high-quality landscape that responds to the site's semi-rural setting.

4.4 Provide substantial and well-designed landscape buffers along the countryside-facing edges of the developable area to:

- Minimise the visibility of new buildings in views from the surrounding countryside;
- Create an attractive landscape setting and framework for the development; and soften the visual effects of development on adjacent receptors and the wider business park environment.
- Create attractive, functional and well-landscaped open spaces within the development that contribute positively to the character and appearance of the business park environment.

4.5

LANDSCAPE SENSITIVITIES AND LANDSCAPE FRAMEWORK

The Masterplan identifies three levels of landscape sensitivity for the development area's boundaries (see Masterplan section 4.3), based on existing vegetation, adjoining land uses, visual context and other site constraints. These sensitivity classifications have informed the proposed landscape framework, as well as the design and height of buildings across the site.

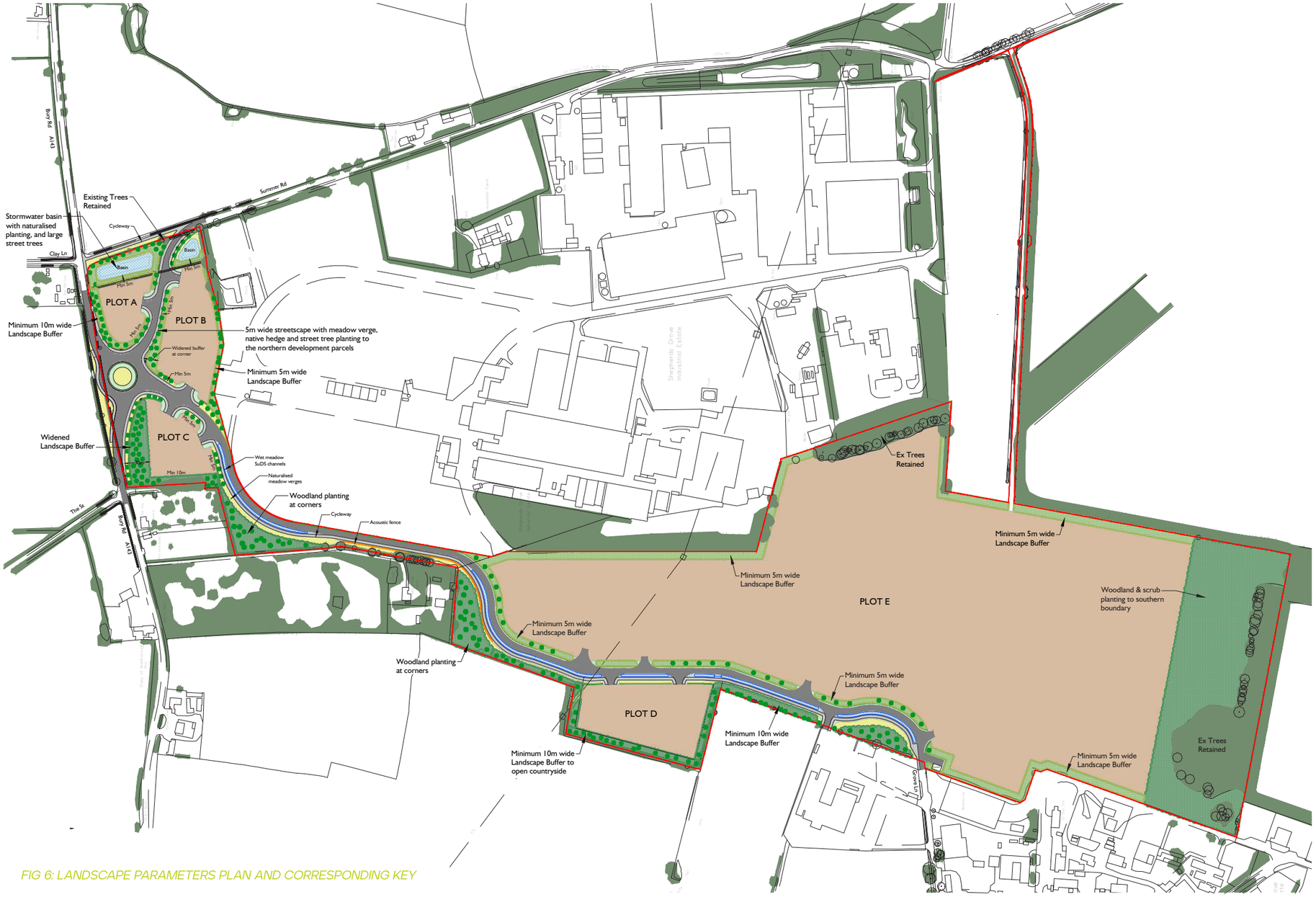
NATIVE HEDGE

WILDFLOWER MEADOWS

SCRUB PLANTING

FIG 5: PLANTING PRECEDENTS

4.0 GREEN INFRASTRUCTURE AND PUBLIC REALM



KEY

- EXISTING RETAINED TREES & VEGETATION
- PROPOSED SPECIMEN TREES
- PROPOSED WOODLAND PLANTING (18no. native tree species, w/ meadow underseeding)
- PROPOSED SCRUB PLANTING (7no. native species, w/ meadow underseeding)
- PROPOSED MIXED NATIVE HEDGE (8no. native species)
- PROPOSED WILDFLOWER MEADOW eg Emorsgate EM5 Wildflower Meadow mix or similar
- PROPOSED WETLAND MEADOW eg Emorsgate EM8 Meadow Mixture for Wetlands or similar
- PROPOSED SPECIES RICH LAWN eg Emorsgate EM1 Species Rich Lawn mix or similar
- PROPOSED ESTATE SIGNAGE
- APPLICATION SITE
- INDICATIVE DEVELOPMENT PARCELS
- INDICATIVE ROAD
- INDICATIVE CYCLEWAY / FOOTPATH

FIG 6: LANDSCAPE PARAMETERS PLAN AND CORRESPONDING KEY

4.0 GREEN INFRASTRUCTURE AND PUBLIC REALM

LANDSCAPE GUIDELINES

4.6 Framework landscaping shall be integrated into individual development plot proposals and managed per the Landscape and Ecological Management Plan (LEMP). Proposals shall maintain clear visibility splays and provide for safe pedestrian / cycle movement. Proposals shall include sufficient covered cycle parking.

ON-PLOT PLANTING

4.7 Plot layouts will be designed to include soft landscaping to enhance the appearance of the external areas and soften the built form, whilst complementing the surrounding framework landscape. Where plots adjoin, each plot should provide a minimum 3m internal landscape buffer for a combined minimum 6m wide green corridor between development plots. Where boundary fencing is required, this should be provided to the outside of the landscape buffer to allow for a consolidated green corridor. Proposals should prioritise the use of native tree and shrub planting. Where a broader palette of ornamental species is required, these should be selected from the RHS Plants for Pollinators list. Tree and hedge planting should be used as structural elements to define space and achieve placemaking within the plots. A diverse species palette shall be specified to avoid over-reliance on any single species. No individual species should comprise more than 20% of the total tree numbers across a plot.

4.8 Trees should be selected to tolerate urban and industrial environments; demonstrate resilience to climate change; provide seasonal interest and visual quality; and support biodiversity objectives.

4.9 All trees shall be provided with adequate soil volume and rooting conditions. Soft landscape beds where trees are proposed will have a minimum width of 2 metres to allow space for tree pits and root growth. Where trees are located within hard landscape areas, structural soil systems, tree sand, or equivalent engineered solutions should be used. Underground services, street lighting columns and CCTV sight lines will be coordinated so as not to compromise trees and other planting.

CAR PARKING AND VEHICLE CIRCULATION AREAS

4.10 Car park shall generally incorporate landscape islands, tree planting, and soft landscape to break up extensive areas of paving. A minimum of one tree per 10 parking spaces should be targeted.

EMPLOYEE AMENITY

4.11 Outdoor amenity spaces shall be provided for staff wherever practicable.

These areas should:

- Be readily accessible from staff facilities.
- Incorporate seating paving and planting to create an informal gathering area.
- Be protected from traffic movements.

BOUNDARY TREATMENTS

4.12 A certain amount of security fencing will be required for health and safety and security purposes, however fencing shouldn't automatically be applied to the full extent of all boundaries around units.

- For example, where practical, car parks and landscaped areas may remain unfenced to create a greater level of amenity along estate roads / cycle routes.
- Where service yards and operational areas require enclosure, this will be between 2.4m to 3.0m height green or black coated steel paladin fencing, with appropriate gates and barriers;
- Where possible, car parking areas should remain open with barriers, hedging and / or timber post & rail fencing to control out of hours vehicle access if required by the occupiers;
- Hedge planting adjacent to car parks and site boundaries should be used instead of fences, wherever possible.

HARD LANDSCAPE MATERIALS

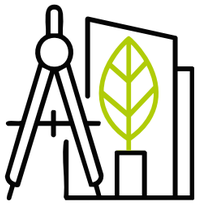
4.13 Hard landscape materials shall compliment the wider development character. The materials should be durable and appropriate for industrial and logistics uses; maintain consistent palette across the site; and provide clear visual distinction between pedestrian and vehicular access.

EXTERNAL LIGHTING

4.14 Lighting design shall be coordinated with landscape proposals. Reserved Matters applications shall demonstrate how lighting impacts have been minimised. Particular attention shall be given to ecological corridors and tree planting. Lighting shall be designed to minimise upward light spill and unnecessary illumination of vegetation and habitat areas.

TREE PLANTING

GREEN DESIGN



SUSTAINABLE DESIGN

FIG 7: GREEN DESIGN STRATEGIES

4.0 GREEN INFRASTRUCTURE AND PUBLIC REALM

LANDSCAPE AND ECOLOGICAL MANAGEMENT PLAN (LEMP)

4.15 All development within the site shall be subject to a Landscape and Ecological Management Plan (LEMP). The LEMP shall establish the management objectives, responsibilities and maintenance requirements for all landscape and ecological features across the site, ensuring that the approved landscape strategy is successfully implemented and maintained throughout the lifetime of the development.

4.16 The LEMP shall include measures to ensure that :

- The landscape framework integrates successfully with the surrounding semi-rural setting;
- Landscape planting and ecological features establish successfully during the early phases of development and are appropriately managed throughout the construction period;
- In the medium and long term, all landscaped areas and open spaces are maintained in accordance with the approved design and continue to provide an attractive, safe and functional environment for employees and visitors;
- Planting is maintained in accordance with best horticultural practice to promote healthy growth, resilience and long-term establishment;
- Retained trees, hedgerows and other existing vegetation are monitored and managed appropriately, including the use of specialist arboricultural advice where required;
- Hard landscaping, street furniture, SuDS features and drainage infrastructure are regularly inspected and maintained in good working order;
- High standards of appearance are maintained through regular litter collection, weed control, mulching, selective thinning and the replacement of failed planting;
- Management and maintenance activities are undertaken in a sustainable manner, promoting efficient use of resources, minimising water consumption where practicable and reducing the use of chemicals wherever possible.

4.17 The LEMP shall identify the parties responsible for implementation and ongoing maintenance and set out mechanisms for monitoring and review.

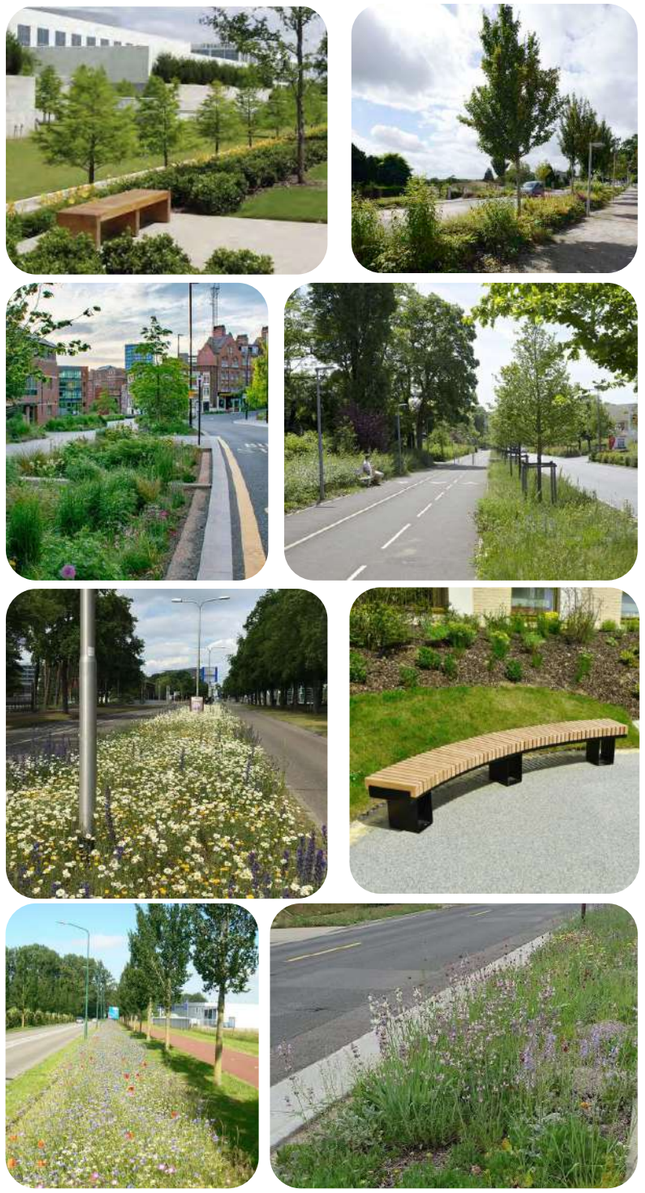


FIG 8: LANDSCAPE PRECEDENTS

5.0 Sustainability

5.0 SUSTAINABILITY

ENERGY AND CO2 EMISSIONS

5.1 Developments will be fossil fuel free for heating and cooling. Design proposals should seek to minimise energy consumption as far as practicable. The use of low and zero carbon energy sources should be investigated and incorporated where feasible to minimise CO2 emissions. Design proposals should utilise a 'fabric first' approach specifically focusing on reducing heating and cooling demands through the size and location of windows, thermal performance specifications, and shading. Designs should aim to achieve a balance between solar gain and solar shading to ensure overheating is managed.

5.2 A high level strategy will be set out within the Outline Sustainability & Energy Statement with detail provided within the Reserved Matters Energy Statement(s).

WATER CONSERVATION

5.3 Design proposals should demonstrate that water efficiency measures have been employed.

5.4 Water use should be reduced as far as practicable and demonstrated through the achievement of full credits (5No.) under BREEAM New Construction Wat 01.

5.5 Rainwater harvesting and reuse as part of integrated water management should be investigated for feasibility.

A high level strategy will be set out within the Outline Sustainability Statement with detail provided within the Reserved Matters Sustainability Statement(s).

CIRCULAR ECONOMY AND EMBODIED CARBON

5.6 Circular economy principles should inform the design of the building(s) and site layout. Materials demand should be minimised and on-site reuse and recycling should be maximised, as far as practicable. Design proposals should consider the use of biogenic building materials as alternatives to high carbon materials. The local sourcing of materials should be considered. Construction waste should be reduced, treated as a resource and managed on site where feasible. Where demolition is proposed, embodied carbon impacts should be minimised where feasible through:

- An assessment of whether the materials are suitable for reclamation, with targets for reclamation and reuse.
- Consideration for how building materials, components and products are to be disassembled, stored, re-used and recycled.

5.7 A high level strategy will be set out within the Outline Sustainability Statement with detail provided within the Reserved Matters Waste Reduction & Circular Economy Statement(s)

CLIMATE RESILIENCE

5.8 Buildings should be designed to be resilient, taking account of long term climate change impacts such as rising temperatures, flooding, wind speeds, heavy rain and snowfall. A climate resilient design should include prevention of overheating in buildings and implementation of solutions for urban cooling through the retention of valuable landscape features where feasible and provision of green infrastructure.

5.9 A high level strategy will be set out within the Outline Sustainability Statement with detail provided within the Reserved Matters Sustainability Statement(s).

GREEN INFRASTRUCTURE AND BIODIVERSITY

5.10 Design proposals should conserve biodiversity and protect the geodiversity of sites and surrounding areas through implementation of the mitigation hierarchy. Green infrastructure, building design and landscaping proposals should incorporate sustainability features that enhance biodiversity to achieve at least a 10% net gain.

5.11 A high level strategy will be set out within the Outline planning submission (and summarised within the Outline Sustainability Statement) with detail provided within the Reserved Matters submission(s).

BREEAM

5.12 Buildings will achieve an 'Excellent' rating under the current BREEAM New Construction standard.

5.13 A high level 'route map' to Excellent will be set out within the Outline Sustainability Statement with detail provided within the Reserved Matters Sustainability Statement(s).

FIG 9: PROJECT TARGETS

FIG 10: TARGET ICONOGRAPHY

BIODIVERSITY & GREENING *REDUCED CO2 EMISSIONS* *CIRCULAR ECONOMY* *CLIMATE RESILIENCE* *WATER*

6.0 Transport and Parking

6.0 TRANSPORT AND PARKING

ACCESS AND MOVEMENT

6.1 A new roundabout junction will be created onto the A143 forming a principal new access road into the site running north-south.

6.2 A new site access will create safer movement along the A143 and divert commercial vehicle movements away from Stanton village and the local primary school.

6.3 The provision of a pedestrian/cycle route from the A143 to Shepherds Grove West will reduce traffic on the existing access to Shepherds Grove West from Stanton village via Upthorne Road and Grove Lane. This will make the environment on this linkage more conducive to cycling and walking to the existing Shepherds Grove east and west and also the development site

6.4 Cycling, wheeling and walking will be facilitated through the development by a new shared cycle pedestrian facility that links from the A143 to Grove Lane and then to Stanton Village on quiet rural carriageways. Public transport to the site via existing bus stops on the A143 and Grove Lane will also link to this facility and hence the whole development.

6.5 Travel Plans will set out routes for commercial vehicles movements that avoid local villages.

6.6 New footway to be provided along Grove Lane, from the site as far as Shepherds Grove Park, and linking up with the existing footway along Grove Lane.

6.7 A safe and legible network of streets will be established within the body of the site serving the employment elements within the site.

6.8 The spine road width has been agreed with the highway authority and has been set to allow two large vehicles to pass and will not be so wide to encourage higher traffic speeds. Widening on bends has been provided as required. The minimum width of 6.25m has adopted on straights widening to 7.3m on bends. While not proposed initially locations for the future provision of bus stops should be identified and similarly locations for chicane traffic calming to be provided should speeding be found to be an issue after opening to traffic.

6.10 A shared use unsegregated cycle/footway provides a continuous link on the west side of the spine road, with uncontrolled crossings linking to all plots to allow active travel connectivity to all plots.

PARKING

6.11 Within plots active travel routes should be clear and follow desired lines to entrances and cycle parking as appropriate. Cycle parking should be considered in line with Suffolk County Council policy to suit the plot use class. In some cases where the policy provision is considered to be far in excess of the actual likely demand a lesser provisions should be considered based on the end user predictions with a plan to increase the provision should demand be greater than anticipated.

6.12 Car Parking should be provided in line with the end user predicted use requirements, taking the Suffolk County Council parking guidance into consideration. But where end user predictions of use indicate that an over provision of parking would results then a reduction in provision should be considered.

6.13 Electric Vehicle parking should be provided in line with the Suffolk County Council parking standard proportions.

The parking provisions:

	CAR	CYCLE
E(g)	- 1 per 30sqm	2 per 200sqm
B2	- 1 per 30sqm	2 per 200sqm
B8	- 1 per 150sqm	2 per 400sqm

	DISABLED
E(g)	- 2 bays or 5%
B2	- 2 bays or 5%
B8	- 2 bays or 5%

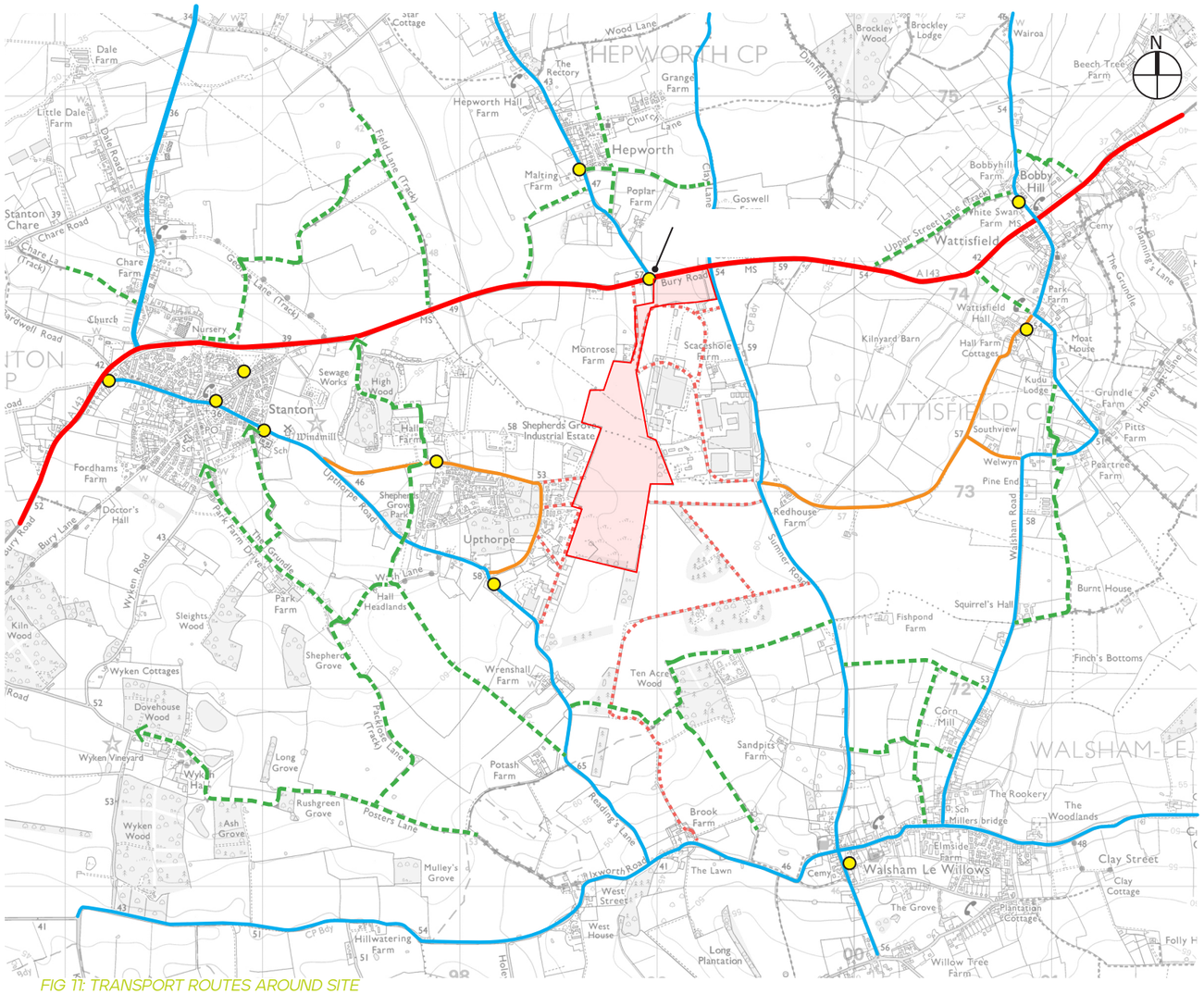


FIG 11: TRANSPORT ROUTES AROUND SITE

7.0 Accessibility

7.0 ACCESSIBILITY

INTRODUCTION

7.1 The proposed development scheme is intended to provide a fully inclusive environment for all buildings and their associated plots which will be designed to cater for people of all ages and abilities in compliance with BS8300:2018 (Design of an accessible inclusive built environment - Code of Practice) and Part M of the Building Regulations.

7.2 The plots should be designed with access for mobility impaired users as required by building regulations. Routes from accessible parking places should clear and follow desire lines.

GREEN TRAVEL

7.3 As a minimum the proposed development will promote green travel, car and cycle parking in full compliance with local authority standards and will include accessible parking in compliance with BS8300:2018 provided at 5% and car share spaces provided at 5%.

7.4 Cycle storage will be provided throughout each plot with the use of secure covered Sheffield style stands at key locations adjacent entrances to each building.

7.5 Electric car charging points will be provided across the site in accordance with BREEAM requirements or LPA standards, whichever is higher.

7.6 Each unit will be provided with accessible WC's and showers suitable for wheelchair users and provision will be made for either lifts or future lifts subject to building regulation requirements.

DISABLED ACCESS

7.7 All accommodation stairs will be designed to cater for ambulant disabled persons.

7.8 Estate signage will be controlled so that the way finding through the estate is clear and legible.

ROAD NETWORK

7.9 The proposal includes access from the existing road network and new spine access road, which will incorporate new pedestrian and cycleway footpaths complete with full delineation, dropped kerbs and tactile paving at crossing points.

ACCESSIBLE PARKING BAY

TWO-TIER CYCLE PARKING. INCLUDING SHEFFIELD CYCLE STANDS TO GROUND LEVEL

EXAMPLE OF ADAPTED CYCLE PARKING

FIG 12: ACCESSIBILITY ELEMENTS

8.0 Boundary and Interface

8.0 BOUNDARY AND INTERFACE

INTRODUCTION

8.1 It is proposed that the overall development should define clear and attractive boundaries between public and private spaces. Frontages should contribute positively to the street scene through consistent approaches to building setbacks, entrances, boundary treatments, landscaping, and levels of enclosure. The development will be set largely open to the public which includes the office frontages and associated car parking to all buildings. Spaces will be clearly defined using a palette of different materials with 2.4m high security mesh fencing and security gates set to perimeters of all service yard / working areas only. Low level timber post and rail fence should be provided between where required in order to define plot boundary.

8.2 Based on the current Masterplan areas of existing vegetation, visual context, and other constraints, the development area's boundaries have been classified into three levels of sensitivity which have been used to inform the proposed framework landscaping and should be taken into consideration as part of detailed development proposals.

SENSITIVE BOUNDARIES

8.3 Development edges near to sensitive receptors (such as residential properties) or where proposed development would be prominent in views from the surrounding countryside should allow for a higher degree of screening. Generally, the width of these landscape buffers should be 10m. Where this cannot be achieved along the narrow roadway strip linking the northern and central / southern development areas, an appropriately designed acoustic fence should be provided to supplement buffer planting.

8.4 The landscape buffer adjacent to the A143 was increased prior to consultation to a minimum of 10m. There has been an additional circa 3m - 21m landscape buffer included adjacent to Plot C. Jaynic does not believe there is justification for anything beyond, but, would add that this now needs to be considered in light of the reduction in building heights by two metres in this area of the site.

MODERATELY SENSITIVE BOUNDARIES

8.5 For development edges that are clearly visible from the surrounding countryside, even if they are designed to be less prominent, adequate screening should be in place to break up and filter views of the proposed buildings. Generally, the width of these landscape buffers should be 10m within development parcels and a minimum 5m width where the buffer is not within a building parcel.

LOW SENSITIVITY BOUNDARIES

8.6 Development edges with similar uses or where existing buildings or vegetation largely screen views of the proposed development require a lower degree of screening. Generally, the width of these landscape buffers should be 5m. Where this cannot be achieved along the narrow roadway strip linking the northern and central / southern development areas, a minimum 1m wide mixed native hedge with post and rail fence should be provided between the roadway and Shepherds Grove East Industrial Estate.

INTERNAL PLOT BOUNDARIES

8.7 Where development parcels are subdivided, internal boundaries should provide a low level of buffer planting to break up development and create ecological corridors. Generally, internal landscape buffers should be 3m width along either side of plot boundaries, to provide a total 6m width landscape buffer between development on adjacent plots.

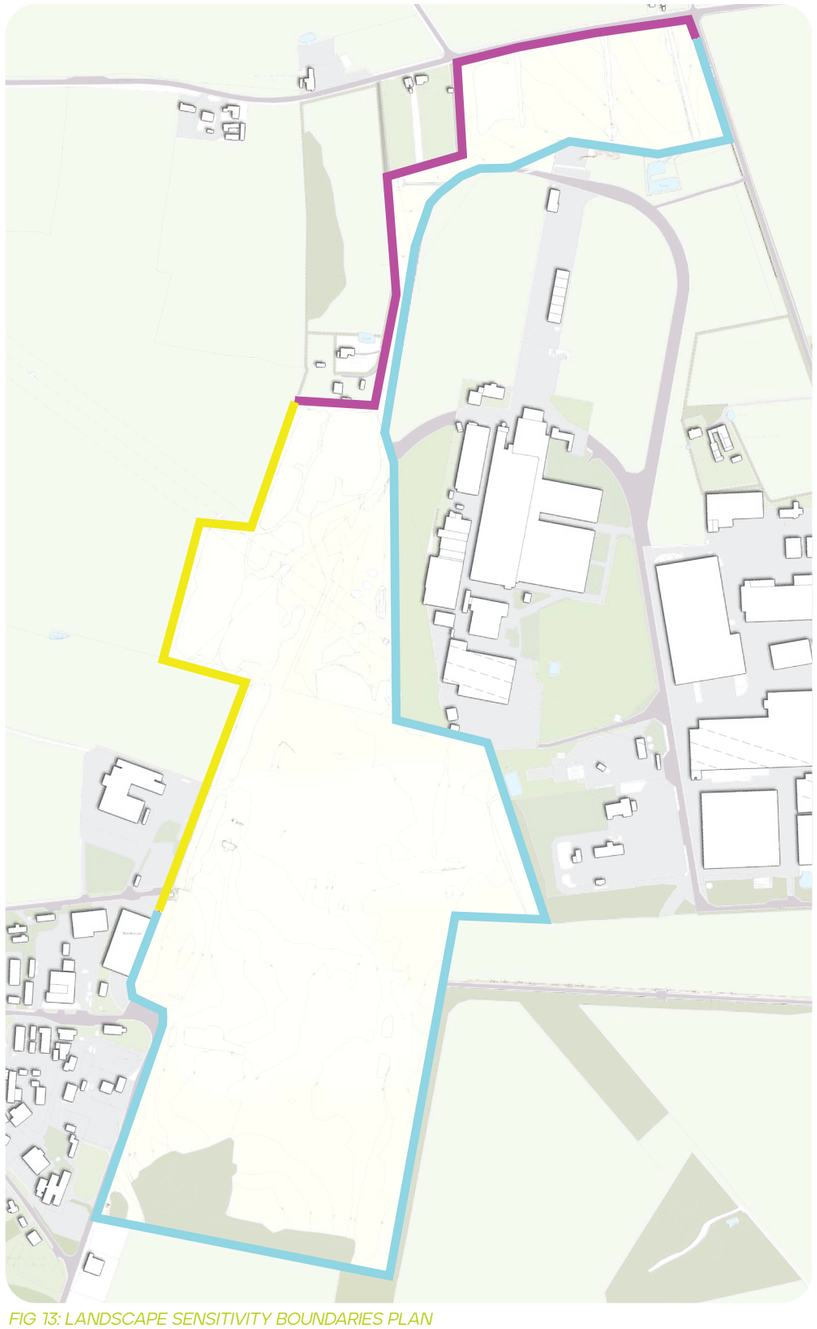


FIG 13: LANDSCAPE SENSITIVITY BOUNDARIES PLAN

KNEE RAIL FENCE

POST AND RAIL FENCE

BLACK WELDMESH FENCE

FIG 14: FENCE EXAMPLES

9.0 Flexibility and Adaptability

9.0 FLEXIBILITY AND ADAPTABILITY

CORE PRINCIPLES

9.1 Adaptable and flexible design principles are fundamental to creating resilient, commercially viable, and sustainable environments. This design code aims to ensure that all projects are conceived and delivered with inherent capacity for future modification, extension, or change of use without compromising structural integrity, aesthetic quality, or operational efficiency.

9.2 The design shall include the following principles:

- Longevity and futureproofing - Ensure the building can accommodate changes in function, occupancy and climate without extensive change or demolition.
- Resource efficiency - Inherently contribute to sustainability to extending lifespans of buildings, reducing demolition waste and optimising the use of materials.
- Commercial Viability - Flexible, adaptable spaces offer greater market appeal by catering for diverse users, reducing vacancy rates.

DESIGN STRATEGIES AND CONSIDERATIONS

9.3 Design accommodates for future usage by allowing for a variety of uses through the limited construction of permanent internal partitions. Structural systems that allow for large, unobstructed plans ensure maximised layout flexibility. Vertical circulation such as lift and stair cores serves diverse future layouts and a potential multi-tenancy configuration. HGV access taken into consideration where relevant for industrial or logistics handling, with space for internal material handling and loading zones.

9.4 Structures are to be set to standard grid spacings to allow for construction economy and regularisation with designs capable of accepting higher loading capacities for additional floors and uses, fixings and connections to be fully accessible to aid future adaption and replacement

9.5 Chosen materials are to have longevity and be recyclable such as concrete, steel, timber, glass and aluminium within modular systems to facilitate replacement and adaption

9.6 Internal layouts to be set to open plan to allow for flexible partition layouts to cater for changing uses and minimal impact to building structure

9.7 Service zones both horizontally and vertically within the building fabric and Plant areas to be oversized and fully accessible to allow for alteration and extension with statutory service infrastructure to be able to accommodate upgrade with minimal disruption

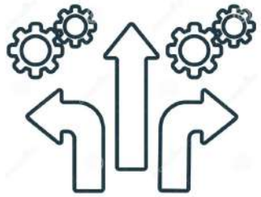
SERVICES AND INFRASTRUCTURE

9.8 Accessible services allow for easy maintenance where commercially viable. The infrastructure will allow for both current EV chargers and future EV chargers to be taken into consideration, providing necessary provisions through adequate electrical supply.

EXTERNAL INTERFACES

9.10 The proposed Masterplan allows for a series of development plots, providing phased construction with high-quality design including flexible layouts capable of accommodating EV chargers, space for Heavy Goods Vehicles (HGV) access following an evolving logistics demand.

9.11 The sites access points, turning heads and internal road networks are designed to be safe with the efficiency to accommodate current and future HGV manoeuvring and demands, minimising conflict with other site users.



FLEXIBILITY

ADAPTABILITY

DISASSEMBLY

FIG 15: ICONS OF DESIGN STRATEGIES

EXAMPLE OF DESIGN STRATEGIES

EXAMPLE OF HGV EV CHARGER

EXAMPLE OF EV CHARGER

FIG 16: ICONS OF DESIGN STRATEGIES

10.0 Visual Consistency

10.0 VISUAL CONSISTENCY

APPEARANCE

10.1 The application is to be made in hybrid form, and the building plots will be in outline format. Details regarding appearance will be submitted to the Council as part of each reserved matters application. Therefore, as the site layout and building forms are not fixed at this stage this section sets out initial high-level thoughts on materiality, colour palettes, and visual identity across the proposed development.

10.2 This section incorporates a series of precedent illustrations to demonstrate how the proposed development of varying size units would comfortably sit in its surrounding and highlight the potential improvements to Locally used materials and detailing for the appearance and material palette for employment use buildings of an industrial typology.

10.3 Each of the illustrations consist of primarily simple rectangular forms with low pitch roofs to visually reduce the scale, using a range of composite and profiled built up metal cladding to cover wall and roof elements to the main body of the warehouse. Generally neutral colours such as white, silver and grey tones are used. Office areas are defined by glazed feature entrances some including brie Soleil's, canopies/ projections and high levels of aluminium framed glazing to office areas, to articulate the buildings uses and to provide a high quality appearance and legibility.

EFFICIENT FOOTPRINT *TREE PLANTING* *LOW PITCH ROOFS*

FIG 17: ICONS OF APPEARANCE CHOICES

CONCRETE SERVICE YARD

NATURAL BLOCK PAVING

TARMACADAM ROAD

BRINDLE BLOCK PAVING

FIG 18: HARDSTANDING EXAMPLES

10.0 VISUAL CONSISTENCY

MATERIALITY

10.1 The proposals would include a similar range of materials, with external walls consisting primarily of profiled built up metal cladding with contrasting colours from a neutral grey palate used to provide visual interest through contrast in colour and reduce the visual mass of buildings. The roof would consist of profiled metal cladding in a light coloured goosewing grey to blend into the skyline. Neutral colour tones would be selected avoiding fashion and primary colours which often fade and date developments. Neutral tones also provide a subtle backcloth and blend into the skyline, mitigating impact on long range views.

SUSTAINABILITY

10.2 Sustainably sourced timber boarding is proposed in order to highlight office areas particularly on the Northern Plot in order to soften appearance and articulate the buildings uses and provide high levels of legibility. The timber element is a natural material that would be suited to the sites setting and is a reflective of materials used in agricultural buildings in the wider area. This will also provide a strong contrast in terms of colour and texture creating high levels of visual interest and a natural modern aesthetic.

10.3 The warehouse elevations would be clean and simple and incorporate functional features such as personnel doors, loading doors and dock leveller's. Whereas the Office elevations would incorporate high levels of glazing and full height glazed entrance features, enhanced with vertical timber brise soleil and projecting canopies. This would produce a high-quality legible aesthetic, creating visual interest through contrast and layering.

10.4 The proposals would result in a high-quality built form that responds to it context and seamlessly fits into its setting, that would be attractive to potential tenants and create an attractive environment for both users and passers by.

PLOTS

10.5 Plots A, B and C due to their proximity to the A143 road frontage with the new roundabout junction will seek to embrace the use of locally used materials from the proposed materials palette which will be carefully arranged with a modern aesthetic to provide active and defined frontages. These smaller height units combined with the proposed structured planting will settle these plots within the landscaping to provide an attractive gateway to the development.

FIG 19: PROPOSED COLOURS

PARTICO ENTRANCE FEATURE

TIMBER CORNER FRONTAGE

OPTIMIZED ROOF LIGHTS

PV PANELS

LEVEL LOADING DOORS

DOCK LEVELLER LOADING DOORS

FIG 20: VISUAL EXAMPLES

11.0 Infrastructure and Services

11.0 INFRASTRUCTURE AND SERVICES

11.1 Development proposals should integrate essential utilities, servicing infrastructure, and environmental systems into the overall design approach. Infrastructure such as electrical and communications networks, waste storage and collection areas, drainage systems, and water management measures should be carefully located, screened, and detailed to maintain a high-quality public realm and avoid visual clutter.

UTILITIES AND SERVICING

11.2 Utility infrastructure should be planned early and coordinated with the building layout, landscape, and public realm.

11.3 Where feasible, cabling and distribution networks should be routed underground or concealed to minimise visual impact along the spine road.

11.4 Metering, plant, substations, and service equipment should be:

- Located away from primary frontages where possible;
- Integrated into building design;
- Screened with appropriate architectural or landscape treatments

WASTE AND SERVICING AREAS

11.5 Waste services will be dealt with by each occupier via a private waste collection service.

11.6 Waste storage should be:

- Designed as an integral part of each phase designed at reserved matters;
- Accessible for collection vehicles without disrupting pedestrian routes;
- Screened from streets, public spaces, and neighbouring units.

WATER MANAGEMENT AND DRAINAGE (SUDS)

11.7 Sustainable drainage systems (SuDS) should form part of the landscape and public realm strategy, including:

- Permeable paving;
- Attenuation features such as swales, wetlands and basins;

11.8 Foul water will be removed from site via the Anglian Water public sewers.

COMMERCIAL FRONTAGE AND PUBLIC REALM

11.9 Building services should not dominate active frontages. Ventilation, plant, loading areas, and service entrances should be carefully positioned to avoid conflict with:

- Pedestrian movement;
- Entrances;
- Amenity areas.

FIG 21: SuDS PRECEDENT IMAGES

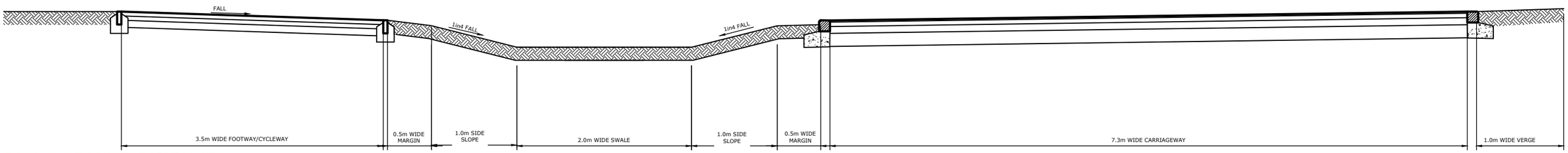


FIG 22: SWALE INDICATIVE SECTION NTS

12.0 Summary

12.0 SUMMARY

12.1 This Design Code Summary outlines the key principles and requirements for the development of the Shepherds Grove employment allocation, aligning with West Suffolk Local Plan policy AP41. The aim is to create a highly sustainable, attractive, and contemporary employment destination that integrates with existing estates and provides significant new job opportunities.

VISION & INTEGRATION

12.2 Develop a cohesive, attractive, and sustainable employment site that seamlessly connects and integrates with the existing Shepherds Grove West and East industrial estates.

12.3 Establish a vibrant business destination that supports and enhances services and facilities in Stanton and the wider local area.

SITE PLANNING & LAYOUT

12.4 Provide high-quality, flexible building plots capable of attracting occupiers from local and regional markets.

12.5 Ensure buildings are sensitively sited within well-landscaped settings.

LANDSCAPE & ECOLOGY

12.6 Preserve and integrate existing landscape features of value within the site.

12.7 Provide enhanced landscaped areas that actively promote biodiversity and create new wildlife habitats across the site.

12.8 Establish robust landscaped buffer strips along the countryside edge to minimise the visual impact of new buildings from adjoining rural views.

INFRASTRUCTURE & ACCESSIBILITY

12.9 Construct a new primary site access, including a roundabout, off the A143 to:

- Improve existing highway safety issues.
- Reduce commercial vehicle movements through Stanton village.
- Provide direct/improved access for Shepherds Grove West and East.
- Provide a new footpath/cycleway between the A143 and Shepherds Grove West.
- Improve footpath links between the site and Grove Lane, and to existing bus stops.

SUSTAINABILITY & ENVIRONMENTAL PERFORMANCE

12.10 Ensure all new development is designed to the highest sustainable standards, minimising environmental impacts.

12.11 Adopt a sustainable surface water drainage strategy for the entire site.

12.12 Promote sustainable modes of travel to the site, encouraging public transport, walking, and cycling.

12.13 Adopt the highest standards of building construction, incorporating renewable energy and low carbon systems and materials wherever technically and economically feasible.

FIG 23: AERIAL OF SITE AND CONTEXT, GOOGLE EARTH

Milton Keynes
12 Warren Yard
Warren Park
Milton Keynes
MK12 5NW

+44 (0)1908 305 246

London
The Leather Market
11 13 Weston Street
London
SE1 3ER

+44 (0)203 595 3540