

**Suffolk Coastal Local Plan**  
**remaining 'Saved Policies' – July 2013**



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SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
AP1	<b><u>Conservation Areas - Control of Development and Enhancement</u></b>	<p>1.23 A number of settlements contain Conservation Areas. These are 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. Therefore, it will be important to ensure that new development or change is not to the detriment of the Conservation Area, but actually preserves or enhances it.</p> <p>1.24 In Conservation Areas, the Authority will seek a high standard of design which respects the existing appearance of the area, and ensure that development and change is undertaken in a sensitive fashion. In particular, new development must be designed, not as a separate entity, but as part of the larger whole which has an established character. As well as the design of new build, the Council will also give regard to the design of spaces about buildings. Conservation Areas within the District, by their very nature do not easily absorb additional traffic generated from both residents and visitors/tourists to the area. To help avoid any adverse impact of new highway works as a result of development the Council will take account of the County Council publication 'Highway Works in Conservation Areas'.</p> <p>1.25 In addition, the designation of a Conservation Area enables the Local Planning Authority to control the demolition of buildings and the felling of trees.</p> <p>1.26 Within the District there are a number of Conservation Areas. These are listed in Part Two of the Written Statement - the Area Policies. The District Council is in the process of preparing Supplementary Planning Guidance for the Conservation Areas, as well as for other subjects related to conservation and listed buildings.</p> <p>1.27 The boundaries of the Conservation Areas are shown on the Proposals Map. The following policy will apply:</p> <p><b>POLICY AP1</b></p> <p><b><u>Conservation Areas - Control of Development and Enhancement</u></b></p> <p><b>To protect the character of the Conservation Areas, as shown on the Proposals Map, and to ensure that new buildings, alterations or other development preserve or enhance them, the District Council will, in the control of development within, or affecting, each Conservation Area, pay special attention to the following matters:</b></p> <p><b>(i) the building materials used, to ensure that they are consistent with the general character of the respective area;</b></p>

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		<p>(ii) <b>the form, scale, design and detailing of new buildings, alterations to existing buildings, and the space around buildings (including landscape schemes, roads and fencing), which should be in harmony with, and relate satisfactorily to, their surroundings;</b></p> <p>(iii) <b>other development, including street furniture, road, footpath and other surfaces, lighting and advertisement displays, should be in keeping with the respective Conservation Area; wherever practicable, electricity, telephone and other cable systems should be placed underground, or in suitably concealed locations;</b></p> <p>(iv) <b>natural features, including trees, should be preserved wherever possible; schemes of landscaping and tree planting will normally be required;</b></p> <p>(v) <b>Supplementary Planning Guidance;</b></p> <p>(vi) <b>the traffic implications arising from the proposed development.</b></p> <p><b>The District Council will normally seek the submission of detailed plans and drawings of proposed development instead of granting planning permission in outline form.</b></p> <p><b>As resources permit, the District Council will support and formulate proposals for the enhancement of Conservation Areas.</b></p>
AP4	<b><u>Parks and Gardens of Historic or Landscape Interest</u></b>	<p>1.31 The District Council has carried out a detailed survey of the more important historic parks within the District and has adopted a Supplementary Planning Guidance (SPG) in respect of them. The adopted SPG covers 21 parklands, but does not include possible historic parklands below 50ha in size, nor does it include historic gardens. The 50ha threshold was adopted as an appropriate measure for identifying parklands of District-wide significance, as it was felt that a major attribute of a parkland 'of note' is its extensive coverage within the landscape. The delineated boundary of each of these historic parklands includes the area currently forming the visual extent of the parkland, as well as any additional areas which historically formed part of the extent of the parkland and which continues to display the remnants of the former parkland.</p> <p>1.32 Three rural parks are already included in the National Register of Parks and Gardens of Special Historic Interest compiled by English Heritage. These are:</p>



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		<ul style="list-style-type: none"> <li>• Campsea Ashe Park</li> <li>• Henham (part)</li> <li>• Heveningham Hall and Gardens.</li> </ul> <p>1.33 The other parks and gardens, although not recognised by such designation are, nonetheless, important and their character and appearance should be safeguarded. The list of such sites includes:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Bawdsey Manor Park</p> <p>Benhall Lodge Park</p> <p>Boulge Park</p> <p>Broke Hall Park, Nacton</p> <p>Carlton Park, Kelsale</p> <p>Cockfield Hall Park, Yoxford</p> <p>Easton Park</p> <p>Glemham Hall Park, Little Glemham</p> <p>Glemham House Park, Great Glemham</p> </td> <td style="width: 50%; vertical-align: top;"> <p>Glevering Hall Park, Hacheston</p> <p>Grove Park, Yoxford</p> <p>Grundisburgh Hall Park</p> <p>Marlesford Hall Park</p> <p>Orwell Park, Nacton</p> <p>Rookery Park, Yoxford</p> <p>Sibton Park</p> <p>Staverton Park, Wantisden</p> <p>Sudbourne Park</p> </td> </tr> </table> <p>The District Council is aware that there may be some smaller parklands and gardens that justify protection. It is intended that these will be examined as and when proposals for development are put forward which may have an effect on them.</p> <p>1.34 These 21 designated historic parklands are already either in the Area of Outstanding Natural Beauty or Special Landscape Areas, and policies relating to those areas will apply. The boundaries of these have been, and others which may subsequently be added to the list, will be, established and published by the District Council as Supplementary Planning Guidance. In considering applications for development, the District Council will ensure that the proposals will not have a materially adverse impact on the character, features or setting of a historic parkland. Applications will also be assessed against the adopted Supplementary Planning Guidance as well as the other relevant policies in the Local Plan.</p>	<p>Bawdsey Manor Park</p> <p>Benhall Lodge Park</p> <p>Boulge Park</p> <p>Broke Hall Park, Nacton</p> <p>Carlton Park, Kelsale</p> <p>Cockfield Hall Park, Yoxford</p> <p>Easton Park</p> <p>Glemham Hall Park, Little Glemham</p> <p>Glemham House Park, Great Glemham</p>	<p>Glevering Hall Park, Hacheston</p> <p>Grove Park, Yoxford</p> <p>Grundisburgh Hall Park</p> <p>Marlesford Hall Park</p> <p>Orwell Park, Nacton</p> <p>Rookery Park, Yoxford</p> <p>Sibton Park</p> <p>Staverton Park, Wantisden</p> <p>Sudbourne Park</p>
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		<p><b>POLICY AP4</b></p> <p><b><u>Parks and Gardens of Historic or Landscape Interest</u></b></p> <p><b>The District Council will encourage the preservation and/or enhancement of parks and gardens of historic and landscape interest and their surroundings. Planning permission for any proposed development will not be granted if it would have a materially adverse impact on their character, features or immediate setting.</b></p>
AP13	<b><u>Special Landscape Areas</u></b>	<p>1.63 There are other areas within Suffolk with special landscape attributes, which are particularly vulnerable to change. They include some river valleys which still possess traditional grazing meadows and marshes, with their hedgerows, dykes and associated flora and fauna and Historic Parklands.</p> <p>1.64 In the Suffolk Coastal District such areas include the valleys of the River Alde, Blyth, Deben, Fynn, Hundred, Mill, Minsmere, Ore and Yox, together with their tributaries. These are, therefore, designated as Special Landscape Areas.</p> <p><b>POLICY AP13</b></p> <p><b><u>Special Landscape Areas</u></b></p> <p><b>The valleys and tributaries of the Rivers Alde, Blyth, Deben, Fynn, Hundred, Mill, Minsmere, Ore and Yox, and the Parks and Gardens of Historic or Landscape Interest are designated as Special Landscape Areas and shown on the Proposals Map. The District Council will ensure that no development will take place which would be to the material detriment of, or materially detract from, the special landscape quality.</b></p>
AP28	<b><u>Areas to be Protected from Development</u></b>	<p>3.25 The inclusion of an area within a physical limits boundary does not mean that it will always be appropriate for development. Such an area may make an important contribution to the setting or character of a Town, Village or the surrounding Countryside in an undeveloped form. It may also be necessary to resist any infilling or development because it would be detrimental to the character, spacing or density of a particular area. The larger or more significant areas are shown on the Proposals Map and development will not normally be permitted in these areas. There may be exceptional circumstance where such an area is part of a larger one which lies either side of the physical limits. In such cases, the whole of that larger area is shown on the Proposals Map. In addition, there may be other gaps or open spaces which should also be protected, but they are too numerous to identify individually.</p>

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		<p>3.26 In implementing this policy, the District Council will have regard to a number of factors, notably the scale and location of the proposed development and whether there is likely to be any materially detrimental effect on the character and appearance of a particular area. In this respect, modest extensions or other minor works may be acceptable, so long as they do not violate the overall policy objective.</p> <p><b>POLICY AP28</b></p> <p><b><u>Areas to be Protected from Development</u></b></p> <p><b>Development will not normally be permitted where it would materially detract from the character and appearance of:</b></p> <p><b>(i) those areas identified on the Proposals Map to be protected from development, or further development; and</b></p> <p><b>(ii) other sites, gaps, gardens and spaces which make an important contribution in their undeveloped form to a Town or Village, its setting, character, or the surrounding landscape or townscape.</b></p> <p><b>Outside of the physical limits boundaries of Towns and Villages, the area is defined as Countryside .</b></p>
AP51	<b><u>General Employment Areas</u></b>	<p>4.23 In the interests of creating jobs and stimulating the local economy, the District Council will seek to make maximum use of existing industrial land. It is anticipated that most economic activity of a general nature will take place on industrial estates, including any extensions to them.</p> <p>4.24 It will be important to resist the loss of the employment potential of these areas to other unsuitable uses and to ensure that development does not take place to the detriment of other objectives of the Plan. At the same time, it will be important to seek to make maximum use of the land and buildings. The suitable scale and type of development will be indicated within the Area Policies. Applications for employment uses will need to take into account any possible adverse effect on residential amenity, traffic and the environment generally. This will involve detailed consideration being given, not only to the layout, design, materials and car parking provision, but also control over the type of materials to be stored on site, availability of water for fire-fighting and the hours of working. For example, some employment areas are considered suitable for B1 and B2 uses, but not B8 uses, due to their close proximity to residential areas or areas of high landscape value. These areas are identified in the appropriate Area Policies and on the Proposals Map.</p>

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		<p><b>POLICY AP51</b></p> <p><b><u>General Employment Areas</u></b></p> <p><b>Unless otherwise stated in other policies of this Local Plan, on the Industrial Estates identified as General Employment Areas and shown on the Proposals Map, planning permission will normally be granted for Classes B1, B2 and B8 development as defined in the Town and Country Planning (Use Classes) Order, 1987. Proposals for Class A1 uses will be subject to Policy AP61.</b></p>
AP56	<b><u>Town Centre</u></b>	<p>4.40 The six towns of Aldeburgh, Felixstowe, Framlingham, Leiston, Saxmundham and Woodbridge are identified as 'Towns' for Local Plan policy purposes. In each of these Towns an area has been defined as the '<i>Town Centre</i>' on the Proposals Map. This is to ensure that:</p> <p>(i) commercial uses do not gradually spread into adjacent residential streets, to the detriment of the amenity of local residents and the character of the areas;</p> <p>(ii) concentration of shopping floorspace is within a reasonable distance of car parks and public transport facilities.</p> <p>4.41 Government policy, as set out in PPG6 (Town Centres and Retail Developments), published in June 1996, identifies the following key objectives:</p> <ul style="list-style-type: none"> <li>• to sustain and enhance the vitality and viability of town centres;</li> <li>• to focus development, especially retail development, in locations where the proximity of businesses facilitates competition from which all consumers are able to benefit and maximises the opportunity to use means of transport other than the car;</li> <li>• to maintain an efficient, competitive and innovative retail sector;</li> <li>• to ensure the availability of a wide range of shops, employment, services and facilities to which people have easy access by a choice of means of transport.</li> <li>• to encourage investment in retail, employment, leisure and other key town centre uses;</li> </ul>

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		<ul style="list-style-type: none"> <li>• to encourage mixed-use development in town centres.</li> </ul> <p>4.42 Complementary policy guidance is given in PPG13 (Transport). This includes the advice that:</p> <ul style="list-style-type: none"> <li>• shopping should be promoted in existing centres which are more likely to offer a choice of access, particularly for those without the use of a private car;</li> <li>• existing central and suburban shopping centres should be maintained and revitalised by enabling development to take place there and by policies which improve the quality and comprehensiveness of those areas;</li> <li>• development, including major generators of travel demand should be located in existing centres or locations which are highly accessible by means other than the private care.</li> </ul> <p>4.43 The District Council will seek to achieve these Government policy objectives by locating and promoting shops, commercial uses and other traffic generating activities such as leisure, entertainment and health, within the town centres. There will be exceptions to this policy, eg small local shops to serve rural communities (Policy AP60). Clearly, some potential leisure and entertainment uses will not be appropriate within town centres, but this will become evident by the application of the sequential test procedure, as required by Policy AP61. In respect of Felixstowe, it may be desirable for entertainment and leisure uses to be also located on the seafront in accordance with the strategy for the resort.</p> <p><b>POLICY AP56</b></p> <p><b><u>Town Centre</u></b></p> <p><b>The Proposals Map identifies six town centres within the District; at Aldeburgh, Felixstowe, Framlingham, Leiston, Saxmundham and Woodbridge. In order to offer a choice of modes of transport - particularly for people who do not have the use of a car - the town centres are the preferred location for the following, unless there are other overriding material considerations, or in accordance with other policies of this Local Plan:</b></p> <ul style="list-style-type: none"> <li>• major new shopping</li> <li>• commerce</li> </ul>

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		<ul style="list-style-type: none"> <li>• <b>entertainment and leisure</b></li> <li>• <b>health</b></li> <li>• <b>community uses</b></li> </ul> <p><b>all where suitable sites are available. All applications for new development on town centre sites should satisfy the criteria set out in Policy AP61.</b></p> <p>Footnote: The 'Other Policies' include those that relate to employment (AP46 to AP53); retail (AP55 to AP65); tourism (AP66); farm diversification (AP70 to AP73); community facilities (AP87 to AP88); recreation (AP106 to AP109); Felixstowe Seafont (AP198 to AP202); and specific areas and allocations.</p>
AP59	<u>District Centres</u>	<p>4.52 Annex A of PPG 6 defines a District Centre as:</p> <p>'Groups of shops, separate from the town centre, usually containing at least one food supermarket or superstore and non-retail services such as banks, building societies and restaurants.'</p> <p>4.53 The District Council considers that for the purposes of PPG6, Cavendish Park, Felixstowe, Grange Farm, Kesgrave; High Street, Walton; and Martlesham Heath should be identified as District Centres, in that they are separate from the town centres and contain a range of facilities serving large residential areas which have, or are continuing to develop, around them. To this list should be added The Hill, Wickham Market, as well as Rendlesham, where the District Council is promoting the creation of a District Centre as part of the redevelopment of the former Bentwaters Domestic Base, and Bixley Farm, where the approved Master Plan includes provision for a District Centre. These District Centres are delineated on the Proposals Map, except Rendlesham where the nature of the proposed redevelopment is not yet known. Expansion of these District Centres or, indeed, the creation of new and similar ones will be encouraged. However, such centres should complement town centres and local centres and not prejudice their vitality and viability.</p> <p><b>POLICY AP59</b></p> <p><u>District Centres</u></p> <p><b>The following centres are defined as District Centres and shown on the Proposals Map:</b></p>

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		<p><b>Felixstowe : Cavendish Park</b></p> <p><b>Kesgrave : Grange Farm, Ropes Drive West</b></p> <p><b>Martlesham Heath : The Square</b></p> <p><b>Walton : High Street</b></p> <p><b>Wickham Market : The Hill</b></p> <p><b>District Centres are also proposed at Bixley Farm, Rushmere St Andrew, and at Rendlesham, which will be located within the physical limits, as defined on the Proposals Map.</b></p> <p><b>The District Council will encourage retail and other commercial and community uses within these centres which are consistent with the needs of existing or developing communities. Development should be close to the main road network and public transport routes and should not have any material adverse impact on the environment, highway safety, residential amenity or the vitality or viability of existing town, district and local centres.</b></p>
AP118	<b>Development in Blyth area villages</b>	<p>9.8 Within the Blyth Area are four Towns - Aldeburgh, Framlingham, Leiston and Saxmundham - and policies for each of these are set out later in this section, as well as the general Policy AP26 after para 3.17 earlier.</p> <p>9.9 There are a considerable number of Villages within the area. The scale and character of each individual village will determine the scale of new development appropriate to that settlement. Because of the nature of the Villages in the Blyth Area, which has high quality built and rural environments, large-scale development in the form of estates is better located and more able to be absorbed into the four Towns.</p> <p>9.10 Within the Villages, new housing development will be considered in the light of the general policy AP27. This provides for development normally to take the form of either infilling or small groups, as specified in the following policy:</p> <p><b>POLICY AP118</b></p> <p><b><u>Development in Blyth Area Villages</u></b></p>

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		<p>In order to implement Policy AP27, the following settlements are defined as Villages; the appropriate scale of development being:</p> <p>(a) Infilling only within the Villages of:</p> <table data-bbox="1070 408 1727 699"> <tr> <td>Bruisyard Church</td> <td>Little Glemham</td> </tr> <tr> <td>Chediston Church</td> <td>Parham</td> </tr> <tr> <td>Chediston Green</td> <td>Saxtead Green</td> </tr> <tr> <td>Dunwich</td> <td>Stratford St Andrew</td> </tr> <tr> <td>Farnham</td> <td>Theberton (Church)</td> </tr> <tr> <td>Heveningham</td> <td>Theberton (Eastbridge)</td> </tr> <tr> <td>Huntingfield</td> <td></td> </tr> </table> <p>(b) Infilling or Groups within the Villages of:</p> <table data-bbox="1070 802 1727 1414"> <tr> <td>Aldringham</td> <td>Kelsale-cum-Carlton</td> </tr> <tr> <td>Badingham (Church)</td> <td>Kettleburgh</td> </tr> <tr> <td>Benhall Green</td> <td>Knodishall</td> </tr> <tr> <td>Blythburgh</td> <td>Marlesford</td> </tr> <tr> <td>Bramfield</td> <td>Middleton</td> </tr> <tr> <td>Brandeston</td> <td>Peasenhall (with part of Sibton)</td> </tr> <tr> <td>Cransford</td> <td>Rendham</td> </tr> <tr> <td>Cratfield (Bell Green)</td> <td>Snape</td> </tr> <tr> <td>Darsham</td> <td>Sweffling</td> </tr> <tr> <td>Dennington</td> <td>Thorpeness</td> </tr> <tr> <td>Earl Soham</td> <td>Walberswick</td> </tr> <tr> <td>Easton</td> <td>Walpole (with part of Cookley)</td> </tr> <tr> <td>Friston</td> <td>Wenhaston</td> </tr> </table>	Bruisyard Church	Little Glemham	Chediston Church	Parham	Chediston Green	Saxtead Green	Dunwich	Stratford St Andrew	Farnham	Theberton (Church)	Heveningham	Theberton (Eastbridge)	Huntingfield		Aldringham	Kelsale-cum-Carlton	Badingham (Church)	Kettleburgh	Benhall Green	Knodishall	Blythburgh	Marlesford	Bramfield	Middleton	Brandeston	Peasenhall (with part of Sibton)	Cransford	Rendham	Cratfield (Bell Green)	Snape	Darsham	Sweffling	Dennington	Thorpeness	Earl Soham	Walberswick	Easton	Walpole (with part of Cookley)	Friston	Wenhaston
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		<p style="text-align: center;"><b>Great Glemham                      Westleton</b> <b>Hacheston                              Yoxford</b></p> <p><b>'Infilling' and 'Group' are defined earlier in para 3.5. The presence of particular areas to be protected from development is also covered earlier in Policy AP28 after para 3.26 and these areas, where known, are shown on the Proposals Map.</b></p>
AP119	<u>Parham Airfield</u>	<p>9.14 The disused Parham airfield straddles a number of parishes. Today, there remain principally two concentrations of wartime buildings which were once associated with the airfield; at Silverlace Green, Parham and a short distance away in Marlesford parish. These have for some time been utilised by businesses orientated towards agriculture and those which have proved to be 'bad neighbour' uses elsewhere. The main concentration, in Marlesford parish, is visually prominent in the landscape and remote in terms of communication links.</p> <p>9.15 There are also a number of other buildings previously associated with the airfield, but these are scattered rather than in groups, and have been quite acceptably converted to agricultural outbuildings.</p> <p>9.16 In recognition of the existence of the employment provision at Parham airfield, a physical 'employment' limits boundary has been drawn around the areas, where the District Council considers such development is acceptable and within which any further provision should be concentrated. The physical limits boundary is drawn tightly to acknowledge that the buildings are located in an agricultural setting. The boundary has also been drawn to divide the groups of buildings to recognise that different characteristics and issues exist within the area.</p> <p>9.17 At Silverlace Green, there are essentially two areas of buildings served by separate accesses. The first area (marked A on the Proposals Map) is accessed off the Moat Hall Drive, while the second (marked B) gains access from the C242. Both accesses appear reasonable but could be improved if necessary. Along the C242 there is a dense Hawthorn hedge, approximately 15 ft high, forming a good visual screen and noise barrier.</p> <p>9.18 Within Area A the main buildings are former Nissen huts, and it is in this area where existing employment provision is concentrated. Some of these buildings have fallen into a state of disrepair. In Area A, the District Council believes that a significant increase in floorspace would not be appropriate, although a replacement of obsolete buildings may be acceptable.</p> <p>9.19 Currently, there is no employment provision within Area B. However, subject to structural surveys, the buildings on this site are considered appropriate for conversion to employment use. As well as the revitalisation of existing</p>

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		<p>buildings, there is also a small thinned-out, wooded area in the south of the site where further business premises could be sited, provided the peripheral trees are retained to provide a mature screen.</p> <p>9.20 In visual terms, an advantage of that part within Marlesford Parish is that the majority of premises, especially those buildings to the south, are located within a dense Poplar plantation, thus providing an excellent visual and noise barrier to the activities occurring within.</p> <p>9.21 Area C is owned by the MoD and no public access is permitted. It consists of two large hangars which are exposed in the landscape. In this area there should be no further increase in floorspace.</p> <p>9.22 A variety of employment-generating businesses exist in Area D, most of which are well screened. As well as the revitalisation of existing buildings, the District Council believes that in the south of this area (Area D1 on the Proposals Map) the woodland is of a sufficient density and acreage (approximately 3 acres) to accommodate further small-scale business developments, providing peripheral trees are retained to afford an essential mature screen.</p> <p>9.23 In the north of this area (Area D2) the District Council considers that a significant increase in the floorspace would not be appropriate because of a lack of screening along the western and southern boundaries, which means that the site is clearly visible from the surrounding area. In addition, no further structures should be erected on this site.</p> <p>9.24 In considering proposals at Parham airfield, the following Policy will apply:</p> <p><b>POLICY AP119</b></p> <p><b><u>Parham Airfield</u></b></p> <p><b>The following criteria will be applied when considering proposals at Parham Airfield:</b></p> <p><b>(i) the proposal must be within the defined boundary, as shown on the Proposals Map;</b></p> <p><b>(ii) the proposed use must be:</b></p> <p><b>(a) within Class B1 (Business) of the Town and Country Planning (Use Classes) Order, 1987 with the exception of the erection of new buildings where `office' uses will not normally be permitted unless ancillary</b></p>

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		<p>to an industrial use; or</p> <p><b>(b) within Class B2 (General Industrial) of the Town and Country Planning (Use Classes) Order, 1987 and the District Council is satisfied that there will be no serious loss of residential or rural amenity and no significant generation of lorry movements; or</b></p> <p><b>(c) directly allied to agriculture, provided there is no significant generation of lorry movements;</b></p> <p><b>(iii) warehousing, storage (including large-scale, agricultural storage) and haulage uses involving significant generation of lorry movements, will not normally be permitted;</b></p> <p><b>(iv) the proposal does not involve the use of existing buildings or land for retail purposes;</b></p> <p><b>(v) in Areas B and D1, proposals for the erection of small-scale industrial premises will only be acceptable where they conform to the provisions of this policy and retain a significant element of the existing trees on site, supplemented by adequate landscaping proposals;</b></p> <p><b>(vi) In Areas A, C and D2, with the exception of replacement buildings, no new buildings, extensions to existing buildings, or other works will be permitted, unless they are of a minor and wholly ancillary nature;</b></p> <p><b>(vii) the replacement of existing buildings will only be acceptable where the proposed building and use conforms to the provisions of this policy, there is no significant increase in the size or shape of the building, and adequate landscaping takes place;</b></p> <p><b>(viii) the proposal must have no materially detrimental impact on residential or rural amenity.</b></p>
AP122	<u>Sizewell Gap</u>	<p>9.47 Sizewell Gap and its car park, beach and facilities is increasingly popular with both residents and tourists. It does, however, require improvement if it is to continue to cope with the pressures imposed upon it. The following policy, therefore, is intended to address this problem:</p> <p><b>POLICY AP122</b></p> <p><u>Sizewell Gap</u></p>

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		<p><b>The District Council will seek to improve and enhance the appearance of the Sizewell Gap area, as shown on the Proposals Map, for the benefit of residents and tourists.</b></p>
AP123	<p><b><u>Coastal Instability: Dunwich</u></b></p>	<p>9.48 The issue of Coastal Erosion is discussed in paragraphs 6.33 to 6.40 of Part One.</p> <p>9.49 The Shoreline Management Plan has concluded that average, long term, historical rates of erosion may be expected to accelerate in consequence of predicted sea level rise and lead to a further cliff retreat in the next 75 years of the order of 150m at Dunwich Village to 190m at the Greyfriars Wood. For the benefit of the built environment and certain conservation interests the shoreline management strategy will be to seek a means of controlling and slowing down the rate of cliff erosion.</p> <p>9.50 Until such means have been identified and a programme for their implementation has been drawn up, it must be assumed that uncontrolled erosion could occur as predicted and that, hence, for this length of the coast, a policy which generally prohibits development within the area indicated on the Proposals Map should be maintained.</p> <p><b>POLICY AP123</b></p> <p><b><u>Coastal Instability: Dunwich</u></b></p> <p><b>Pending the establishment of the means and programme for the implementation of the managed retreat of the shoreline, the local planning authority will not permit further new development within the area indicated on the Proposals Map unless it can be demonstrated that the design life of the development is commensurate with historically observed and predicted future rates of coastal erosion.</b></p>
AP124	<p><b><u>Aldeburgh: New Housing</u></b></p>	<p>9.55 Reference has already been made (paragraph 9.6) to the lack of any necessity to allocate land specifically to meet the Structure Plan housing requirement for the Suffolk Coastal District as a whole. There will, however, be opportunities for infilling, groups or even small estate-scale developments. These may be acceptable, provided they are within the physical limits, as defined on the Proposals Map.</p> <p>9.56 As Aldeburgh is situated within the AONB and Heritage Coast and there is, in any event, virtually no potential for further development beyond its present physical limits which would not conflict with overriding conservation objectives, there is, therefore, no obvious location for future expansion. In the longer term interests of the town, it is desirable to safeguard existing sites within the physical limits. There will, therefore, be a presumption against any development in excess of a group, unless there is a clear environmental gain in that particular case, or until such time</p>

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		<p>as major residential planning consents in and around the town are completed. This will include 'windfall' sites, including redevelopment.</p> <p>9.57 <b>Policy AP26 of the Local Plan will not apply to the Town of Aldeburgh</b> . Instead, applications for residential development in Aldeburgh will be judged against the following policy:</p> <p><b>POLICY AP124</b></p> <p><b><u>Aldeburgh: New Housing</u></b></p> <p><b>Within Aldeburgh, new housing development will only be permitted where it takes the form of infilling or groups, is located within the physical limits, as defined on the Proposals Map, and causes no problems to residential amenity, the environment or highway safety. Estate scale development or redevelopment will not normally be permitted, but the Council will have particular regard to the following material considerations:</b></p> <p>(i) <b>Any clear environmental gain;</b></p> <p>(ii) <b>The substantial implementation of major residential commitments.</b></p> <p>'Infill', 'Group' and 'Estate' are defined in para 3.5.</p>
AP125	<b><u>Aldeburgh: The Garrett Era Area</u></b>	<p>9.59 That part of the town built in the mid-19th century, largely as a result of the efforts of the Garrett family, now presents a unique character. Large houses in equally large gardens, well planted with trees, occupy a prominent position to the west of the original town. Much of the character of this area, approached through its own private road, is afforded by the trees and the spaces they occupy, rather than the buildings which, from many aspects, are well hidden by the wooded nature of the area.</p> <p>9.60 Specific policies for the area will ensure that pressures for sub-division of plots resulting in the loss of trees, or the ability to provide additional planting in appropriate places to maintain the character of the area, will be resisted.</p> <p>9.61 The District Council feel that a replanting requirement for trees which are felled as they end their useful life is not sufficient for this sensitive area, and that property owners should be encouraged to undertake additional planting to an agreed programme to secure the continuity of the well-wooded appearance. A number of trees are reaching maturity and it would be regrettable if, in future years, large numbers were removed before replacements became</p>

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		<p>established.</p> <p><b>POLICY AP125</b></p> <p><b><u>Aldeburgh: The Garrett Era Area</u></b></p> <p>The area known as the Garrett Era Area in Aldeburgh, as shown on the Proposals Map, is defined as an Area to be Protected from Development to which Policy AP28 will apply. In particular, proposals to substantially enlarge existing properties or sub-divide existing plots will be refused where they would:</p> <p>(i) Materially adversely affect the character of the area;</p> <p>(ii) Materially adversely affect the setting of existing buildings;</p> <p>(iii) Result in the serious loss of existing trees; or</p> <p>(iv) Prejudice replanting schemes of suitable species once existing trees die or are removed.</p> <p>The District Council will advise and seek to encourage property owners to manage existing trees and carry out appropriate new planting to secure the continuity of the well-wooded character of the area.</p>
AP128	<b><u>Aldeburgh: Enhancement of Town Centre</u></b>	<p>9.82 The town centre is entirely within, and forms the greatest proportion of the Conservation Area, and Aldeburgh is fortunate that the majority of buildings within the Conservation Area are generally well maintained and are serving a useful purpose. Opportunities do exist, however, to enhance the area and make it a more pleasant place in which to live and work. When such improvements can also be of economic and commercial benefit they are doubly important. Projects can range from the undergrounding of unsightly overhead wires, a reduction in the proliferation of traffic and parking signs, through to more ambitious schemes to give a greater emphasis to the needs of the pedestrian rather than traffic.</p> <p><b>POLICY AP128</b></p> <p><b><u>Aldeburgh: Enhancement of Town Centre</u></b></p> <p>The District Council will seek the co-operation of Suffolk County Council as the Highway Authority, the Town</p>

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		<p><b>Council and any other groups or individuals in promoting the enhancement of Aldeburgh Town Centre. In particular, measures to ameliorate the impact of traffic and car parking, particularly 'on-street' parking, will generally be supported.</b></p>
AP129	<u>Aldeburgh: High Street</u>	<p>9.83 Car parking in the <b>High Street</b> has proved difficult at peak periods for many years and even if additional peripheral provision can be made, there appears to be little likelihood of alleviating the problem. Several suggestions to improve the situation have been made in the past, but no entirely satisfactory solution has been found which does not significantly reduce the number of parking spaces available.</p> <p>9.84 Most of the current problems are caused by two things:</p> <p>(i) the hazard created by vehicles backing out of parking spaces on the eastern side of the High Street into the stream of moving vehicles, and</p> <p>(ii) delivery vehicles often have to off-load in the middle of the highway because access to the pavement is blocked by parked cars.</p> <p>Further traffic hazards are caused by cars manoeuvring out of parking spaces when visibility is obscured by delivery vehicles.</p> <p>9.85 As many shops and business premises fronting the High Street have no rear servicing facilities, deliveries will still need to continue from the front, and perhaps some car parking spaces should be sacrificed to ensure that delivery vehicles can unload safely. Such measures, combined with relatively simple extensions to the paved area and 'landscaping' could substantially improve the environment of the main shopping street. Recognition could also be given in such measures to the needs of cyclists.</p> <p><b>POLICY AP129</b></p> <p><b><u>Aldeburgh: High Street</u></b></p> <p><b>The District Council, in consultation with the Town Council, local people and the Highway Authority, will examine means to reduce vehicular conflict in the High Street, as shown on the Proposals Map, and to improve the environment and floor scape of the area. Measures to improve unloading facilities for goods vehicles and to improve the area available to the pedestrian will need to be investigated.</b></p>

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AP130	<b><u>Aldeburgh: Pedestrian Priority</u></b>	<p>9.86 There is no potential to pedestrianise the High Street, but the opportunity may well exist to give greater priority to pedestrians in parts of Brudenell Street, King Street and Crabbe Street, and some of the links which exist between them, Crag Path and the High Street.</p> <p>9.87 These cross-town routes between the seafront and the main shopping street are vital to the life of the town and many are well used. Simple enhancement, for example, by a different surface treatment and attention to detail on buildings, could be relatively straightforward and benefit the resident and tourist alike.</p> <p>9.88 It has to be recognised that many of the 'back streets' of Aldeburgh must be available to vehicles for access and servicing, but a form of pedestrian priority already exists because of their narrowness and, often, a lack of proper footpaths, which keeps necessary traffic at low speeds. A fuller recognition of this by the use of paving, or other appropriate surfacing materials, if undertaken after full consultation, could prove very beneficial, particularly if some reduction of traffic in these streets could be achieved.</p> <p>9.89 An example of where this might also usefully be applied is Brudenell Street, which has a car parking problem and greater use of the Fort Green Car Park could be made by improving the pedestrian link to the town centre at the southern end of High Street.</p> <p><b>POLICY AP130</b></p> <p><b><u>Aldeburgh: Pedestrian Priority</u></b></p> <p><b>In consultation with the Town Council, local people and Suffolk County Council as the Highway Authority, the District Council will seek ways to give greater priority to pedestrians in parts of Aldeburgh Town Centre by discouraging non-essential traffic from certain areas. Such an exercise will need to recognise the requirement for vehicular access for those living and working within the area.</b></p>
AP132	<b><u>Aldeburgh: Brickworks Jetty</u></b>	<p>9.97 It is therefore considered that while the existing informal use of the brickworks jetty by a comparatively small number of people does not cause any undue problem, to encourage its greater use by improving the access would be unacceptable. The following policy is, therefore, suggested:</p> <p><b>POLICY AP132</b></p>



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		<p><b><u>Aldeburgh: Brickworks Jetty</u></b></p> <p><b>Proposals which would significantly increase the use of the brickworks jetty, as shown on the Proposals Map, to gain access to the river for recreational purposes, or would substantially increase use of the access track, will be resisted.</b></p>
<p><b>AP134</b></p>	<p><b><u>Framlingham: New Road and College Field</u></b></p>	<p>9.108 On the western side of New Road are two employment sites. The southern one is a depot associated with a garage company in the town, who have now relocated. The owners of the northern site have similarly indicated a desire to relocate.</p> <p>9.109 Both sites are unsuitable for commercial use, in that they are in close proximity to residential properties and a primary school, and are located on a narrow road. Behind both sites is College Field; this rises northwards and is prominent along its northern edge, which also abuts the Conservation Area.</p> <p>9.110 At Vyces Road are the playing fields of the primary school referred to above. The separation of the school from its playing fields, with a busy road in-between, is far from ideal.</p> <p>9.111 The redevelopment of the employment sites for residential purposes would considerably improve the environment of the area. Whereas there are sound reasons for such residential development in their case, the same is not true of College Field, particularly bearing in mind the lack of a strategic need to allocate housing land (see para 9.7). However, an exception could be made if the development of the site made provision for a replacement school playing field. This should be at the northern, more sensitive end, which should be left 'open'. A link to the school would be essential.</p> <p>9.112 The development of the three areas should be on a comprehensive basis. Altogether, about 50 dwellings could be accommodated, and elderly persons' units or sheltered accommodation would be encouraged, in view of the need to keep traffic flows in New Road to a minimum.</p> <p><b>POLICY AP134</b></p> <p><b><u>Framlingham: New Road and College Field</u></b></p> <p><b>The following land at New Road, Framlingham, as shown on the Proposals Map, is suitable for development for housing purposes:</b></p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
		<p><b>(i) employment sites along New Road;</b></p> <p><b>(ii) The TAVR building, if not required for community purposes in accordance with Policy AP88;</b></p> <p><b>(iii) part of College Field, if provision is made for playing fields to serve the Primary School to the south, on land shown on the Proposals Map, and a pedestrian footway links the two.</b></p> <p><b>Development shall take place on a comprehensive basis, retaining existing natural features. Accommodation for the elderly will be encouraged.</b></p>
AP137	<b><u>Framlingham: General Employment Areas</u></b>	<p>9.116 There are two industrial estates in Framlingham - at Station Road and Woodbridge Road. The former includes former allotment land to the west. The latter includes land to the west of Broadwater Road, where potential exists for more intensive use of the southern part. It also includes land known as Holgate Hill at the southern end of the area and on the edge of a Special Landscape Area. Consistent with policies for other parts of the District, both are identified as General Employment Areas, where most forms of employment activity will be encouraged.</p> <p><b>POLICY AP137</b></p> <p><b><u>Framlingham: General Employment Areas</u></b></p> <p><b>The Station Road and Woodbridge Road industrial estates, Framlingham, as shown on the Proposals Map, are identified as General Employment Areas to which Policy AP51 will apply. Any further development at the southern end of the Station Road area (also known as Holgate Hill) will require a high standard of design and a landscaping scheme along the western boundary.</b></p>
AP138	<b><u>Framlingham: Land between Station Road and Fairfield Road</u></b>	<p>9.117 An area of land is identified for employment purposes between Station Road and Fairfield Road. This is opposite existing industrial development and provides opportunities to meet the future employment needs of the town. Part has already been taken up.</p> <p><b>POLICY AP138</b></p> <p><b><u>Framlingham: Land between Station Road and Fairfield Road</u></b></p>

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		<p><b>An area of land between Station Road and Fairfield Road, Framlingham, as shown on the Proposals Map, is identified as an Employment Area suitable for B1 and B2 uses only.</b></p>
AP139	<b><u>Framlingham: Car Parking</u></b>	<p>9.129 The District Council recognises that it is important to make the most efficient use of existing car parking spaces and to keep the provision of off-street parking for all types of vehicle under review. The redevelopment of the garage workshop at Braidge Street (for which planning permission has been granted, subject to a legal agreement) provides the opportunity for additional car parking to meet the future needs of the town centre off The Elms. This should be an integral part of the adjoining development.</p> <p>9.130 The development area extends into The Mere to the north. This is a Suffolk Wildlife Heritage Site and a part of the Conservation Area as well as a Suffolk Wildlife Trust reserve. It is, however, considered that the loss of a comparatively small area of The Mere is more than offset by the opportunity provided by the rationalisation of land uses and new development to create improved access and a phased increased area of public car parking. In this respect, the increase in parking should be significant in order to justify that loss - something in the order of 70 spaces.</p> <p><b>POLICY AP139</b></p> <p><b><u>Framlingham: Car Parking</u></b></p> <p><b>Land at The Elms, Framlingham, as shown on the Proposals Map, shall be developed on a comprehensive basis to accord with the following principles:</b></p> <p><b>(i) additional public car parking shall be an integral part of the scheme amounting, in a phased development, to no less than 70 spaces;</b></p> <p><b>(ii) other car parking on the site shall relate to the type of development and taking account of the District Council's adopted standards;</b></p> <p><b>(iii) residential development is the only acceptable alternative use, preferably for sheltered accommodation;</b></p> <p><b>(iv) development shall be to a high standard of design and choice of materials;</b></p> <p><b>(v) an adequate landscaping scheme shall take place on the northern boundary, including the planting of a</b></p>

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		<p>hedge;</p> <p><b>(vi) access shall be from New Road and egress to Bridge Street;</b></p> <p><b>(vii) the existing garage workshop shall be demolished;</b></p> <p><b>(viii) the existing footpath across the site, currently forming part of the Mere circular walk, shall be diverted and a footbridge provided.</b></p>
AP142	<b><u>Leiston: Eastlands Industrial Estate</u></b>	<p>9.143 Eastlands Industrial Estate is some 15½ acres in size, housing a variety of industrial premises with very little vacant land remaining. Consistent with similar industrial estates in other parts of the District, it is considered suitable as a General Employment Area, where planning permission would be granted for most forms of development which are concerned with economic activity and provide jobs.</p> <p><b>POLICY AP142</b></p> <p><b><u>Leiston: Eastlands Industrial Estate</u></b></p> <p><b>Eastlands Industrial Estate, Leiston, as shown on the Proposals Map, is defined as a General Employment Area to which Policy AP51 would apply.</b></p>
AP145	<b><u>Leiston: Abbey Road</u></b>	<p>9.148 The southern part of the site is occupied by a building materials supply business. The remainder of the site has had the benefit of two valid planning consents for a total of 18 industrial units. The District Council considers that this site is still an acceptable one for some form of industrial development and is likely to play an important part in meeting the future employment needs of the town.</p> <p>9.149 Any proposals for the development of the site will need to take into account the potential of the whole site, so will need to be supported by a detailed layout plan. This is to ensure that it is not developed in a piecemeal manner, resulting in a series of uncoordinated developments. The whole site will need to be served by a single access from Abbey Road, constructed to the requirements of the District Council. Extensive landscaping will be required, particularly along the northern and eastern boundaries. The developer will need to provide foul and surface water drainage schemes acceptable to the District Council. As a large part of this site is an infilled former pit area, it may present some constraints to the form or layout of any development.</p>

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		<p>9.150 Bearing in mind the proximity to residential properties and the restricted access across the railway line, B1 employment uses only would be preferred, although with suitable controls on noise, pollution, etc. B2 uses may be acceptable.</p> <p><b>POLICY AP145</b></p> <p><b><u>Leiston: Abbey Road</u></b></p> <p><b>Land at Abbey Road, Leiston, as shown on the Proposals Map, is considered suitable for employment (Class B1) use only, if developed to a high standard of design and layout with adequate landscaping. Class B2 uses may be acceptable if subject to suitable controls.</b></p> <p>Classes B1 and B2 Uses are described in para 4.9.</p>
AP146	<b><u>Leiston: Town Centre Car Parks</u></b>	<p>9.166 There are currently four existing off-street car parking areas. The High Street and Sizewell Road car parks are District Council operated pay-and-display, whilst the Council Offices and Valley Road car parks are uncontrolled. In addition to these four areas, a large supermarket in the Town Centre has a very large car park which, although intended principally for the benefit of people shopping at its store, is used by the general public. There is also a private car park at Platers Walk, which serves High Street shops. These car parks are adequate for the present level of demand. However, the Plan looks towards the year 2006 and it is likely that, towards the end of the Plan period, there will be a need for additional provision. In managing the car parks it will be essential and desirable to concentrate shoppers' car parking as close as possible to the core retail areas, and to provide safe and convenient pedestrian links between them. Sizewell Road car park does not fulfil these objectives particularly well, and there is merit in seeking to relocate such provision to an area north of the High Street car park.</p> <p><b>POLICY AP146</b></p> <p><b><u>Leiston: Town Centre Car Parks</u></b></p> <p><b>Town Centre car parking will be retained in Main Street, off Valley Road, and off High Street, complemented by private car parks servicing the Co-op and the High Street shops off Plater's Walk. Land is allocated for car parking off High Street, incorporating pedestrian access direct to Sizewell Road, as shown on the Proposals Map. A phased provision is proposed which will not require release of land until the end of the Plan period, for up to ten spaces to the rear of 24 Sizewell Road. Town Centre policy AP56 will apply to the existing</b></p>

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		<b>Sizewell Road car park and to that part of the existing High Street car park not allocated for car parking.</b>
AP147	<b><u>Leiston: Town Centre Environmental Improvements</u></b>	<p>9.167 The boundary of the Conservation Area is shown on the Proposals Map. Within this area the District Council will consider schemes for environmental enhancement of the Town Centre as and when opportunities arise and financial resources permit. As indicated in the Town Centre Profile and in the Town Centre objectives, the District Council will seek environmental improvements in High Street and Sizewell Road, as soon as resources permit.</p> <p><b>POLICY AP147</b></p> <p><b><u>Leiston: Town Centre Environmental Improvements</u></b></p> <p><b>The District Council will, as resources permit, seek environmental improvements to the floorscape and street furniture of the following parts of Leiston Town Centre:</b></p> <p><b>(i) High Street; and</b></p> <p><b>(ii) Sizewell Road</b></p> <p><b>These will be complemented by the requirement that new shop fronts and advertisements in those areas be to a high standard of design and materials.</b></p> <p><i>Footnote:</i> In respect of the above, the District Council intends to provide Supplementary Planning Guidance on shop front design.</p>
AP148	<b><u>Saxmundham: Land east of the River Fromus</u></b>	<p>9.175 Reference has already been made (paragraph 9.6) to the lack of any necessity to allocate land specifically to meet the Structure Plan housing requirement for the Suffolk Coastal District as a whole. However, there are still some 500 dwellings approved but not yet built out of a total consent of just over 600 dwellings at Brook Farm. In addition, there remains the outstanding allocation from the Blyth Local Plan, adopted as interim planning policy in 1987, of an area of land to the east of the River Fromus.</p> <p>9.176 This area includes low-lying paddocks immediately adjacent to the River Fromus, which form part of the Conservation Area. It also includes a small number of allotments on the site of the former sewage disposal works, and agricultural land used in association with Street Farm for arable and grazing purposes. It is well-related to the</p>

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		<p>town and is relatively well contained within the landscape by the rising land to the east of the valley.</p> <p>9.177 Development of this site for housing will only be appropriate if it can be carefully related to the important features of the area to enhance this eastern edge of the town.</p> <p>9.178 Additional benefits to Saxmundham which could accrue from the development of this area for housing are:</p> <p>(i) the opportunity to provide an area of public open space as part of the development within the floodplain of the River Fromus to accommodate pedestrian routes from the new development to the Town Centre, and alongside the river to improve pedestrian access to the church;</p> <p>(ii) the opportunity to provide, in conjunction with (i) above, an improved setting for the church and better views of it from the eastern edge of the town;</p> <p>(iii) an opportunity to contribute to the revitalisation of the area between the High Street and the River Fromus which has, in places, been under-used and neglected. The development of the area to the east of the Fromus will complement the redevelopment of the Saleyard area with which it must inevitably be related, and together, they will make more positive use of this part of the Town Centre, which will have both economic and environmental advantages;</p> <p>(iv) an opportunity to make a feature of the River Fromus near the Town Centre in conjunction with the open space provision, bearing in mind its location within the Conservation Area.</p> <p>9.179 The site is expected to provide in the order of 150 dwellings, and the scheme will be carried out generally in accordance with a Design Brief adopted as Supplementary Planning Guidance.</p> <p>9.180 In addition, the scheme would be expected to include some accommodation for people with disabilities, in accordance with Policy AP20, and a proportion of affordable housing, in accordance with Policy AP38.</p> <p><b>POLICY AP148</b></p> <p><b><u>Saxmundham: Land east of the River Fromus</u></b></p> <p><b>An area of 14.3 acres east of the River Fromus, as indicated on the Proposals Map, is allocated for residential development and public open space and shall be developed generally in accordance with a Design Brief adopted as Supplementary Planning Guidance. An area alongside the River Fromus shall be made available</b></p>

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		<p><b>and laid out as public open space as part of the development.</b></p>
AP150	<p><b><u>Saxmundham: Carlton Park Industrial Estate, Kelsale</u></b></p>	<p>9.185 The only significant industrial area is the Carlton Park Industrial Estate, which lies within Kelsale-cum-Carlton Parish. Consent has recently been granted for an extension to the west. Consistent with policies for other parts of the District, it is appropriate to designate the estate, as proposed to be extended, as a General Employment Area where most forms of economic activity would be encouraged.</p> <p><b>POLICY AP150</b></p> <p><b><u>Saxmundham: Carlton Park Industrial Estate, Kelsale</u></b></p> <p><b>Carlton Park Industrial Estate, Kelsale, as shown on the Proposals Map, is designated as a General Employment Area where Policy AP51 would apply.</b></p>
AP151	<p><b><u>Saxmundham: Rendham Road</u></b></p>	<p>9.186 Although there is a potential for further land as a result of the expansion of Carlton Park, provision needs to be made for additional employment for the whole of the Plan period.</p> <p>9.187 A site to the south of Rendham Road, Saxmundham was allocated in the previous Local Plan. As the Brook Farm residential estate extends towards it, there may be pressure to develop it for housing. However, the site has considerably more merit for employment uses, being particularly well-related to the bypass at its junction with the Rendham Road leading into Saxmundham and, suitably landscaped and laid out, would provide an attractive spot for such a function. The site also provides the opportunity for a new fire station.</p> <p><b>POLICY AP151</b></p> <p><b><u>Saxmundham: Rendham Road</u></b></p> <p><b>An area of 11.9 acres to the south of Rendham Road and east of the Saxmundham Bypass, as shown on the Proposals Map, is allocated as a General Employment Area to which Policy AP51 applies. Vehicular access shall be from the B1119 Rendham Road, to a standard to be agreed with Suffolk County Council, as the Highway Authority. The B1119 shall be widened at the developer's expense to a width of 6.7 metres between the new access and the junction with the Bypass. Any proposal for this area will be subject to a comprehensive layout being agreed with the District Council, and must include a scheme of landscaping to enhance the character of this important approach into the Town. It must also reserve a site on the Rendham</b></p>



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		<p><b>Road frontage for a new Fire Station.</b></p>
<p>AP153</p>	<p><b><u>Saxmundham: Enhancement Schemes east and west of the High Street</u></b></p>	<p>9.194 A scheme here would have a number of objectives:</p> <ul style="list-style-type: none"> <li>(i) buildings to the rear of properties east of the High Street and adjacent to the Fromus are deteriorating and under-used, but their group value contributes to the intimate character of the area and should, where possible, be safeguarded and enhanced;</li> <li>(ii) pedestrian links to the open space and residential development to the east may help to revitalise the area;</li> <li>(iii) limited vehicular access from the supermarket site should be safeguarded.</li> </ul> <p>9.195 A Design Brief is available separately as Supplementary Planning Guidance.</p> <p><b>POLICY AP153</b></p> <p><b><u>Saxmundham: Enhancement Schemes east and west of the High Street</u></b></p> <p><b>As resources permit and opportunities arise, the District Council will promote and encourage enhancement schemes for the areas east and west of the High Street, Saxmundham, as shown on the Proposals Map.</b></p>
<p>AP155</p>	<p><b><u>Saxmundham: Non-Shopping Uses in the High Street</u></b></p>	<p>9.213 The High Street represents the prime shopping frontage in the Town Centre. There is already, however, an incursion of non-shopping uses such as banks, offices, estate agents and hotels/public houses. It is important to ensure that such uses do not occur in such numbers and such concentrations as to create 'dead' frontages, which could prejudice the role of the street as the prime shopping area.</p> <p><b>POLICY AP155</b></p> <p><b><u>Saxmundham: Non-Shopping Uses in the High Street</u></b></p> <p><b>The District Council will resist the change of use at ground floor level of 'shops' to other uses, where this will extend or result in a concentration of non-shopping uses.</b></p>

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		<p>Footnote: A 'concentration' in this case is defined as a frontage consisting of 4 units. A 'shop' is as defined in Class A1 of the Town and Country Planning (Use Classes) Order 1987.</p>				
AP156	<b><u>Saxmundham : New Retail Development</u></b>	<p>9.214 Overall any proposals for new retail development will be judged against the following policy and Policy AP56.</p> <p><b>POLICY AP156</b></p> <p><b><u>Saxmundham : New Retail Development</u></b></p> <p><b>In giving consideration to new retail development in the town centre as shown on the Proposals Map, particular attention will be paid to the following criteria:</b></p> <p><b>i) the scale and character of the Conservation Area;</b></p> <p><b>ii) the form and function of the town centre as a small market town; and</b></p> <p><b>iii) accessibility to parking and public transport.</b></p>				
AP157	<b><u>Deben Peninsula: Residential Development in the Villages</u></b>	<p>10.7 Within the Deben Peninsula a number of settlements have been identified as Villages. The scale of new development appropriate to each Village will be dependent upon its individual scale and character. Applications for new development within the Villages will be assessed against the following policy:</p> <p><b>POLICY AP157</b></p> <p><b><u>Deben Peninsula: Residential Development in the Villages</u></b></p> <p><b>In order to implement Policy AP27 the following settlements have been identified as Villages, the appropriate scale of development being:</b></p> <p><b>(i) Infilling only within the Villages of:</b></p> <table data-bbox="779 1353 1285 1426"> <tr> <td><b>Blaxhall</b></td> <td><b>Chillesford</b></td> </tr> <tr> <td><b>Boyton</b></td> <td><b>Shottisham</b></td> </tr> </table>	<b>Blaxhall</b>	<b>Chillesford</b>	<b>Boyton</b>	<b>Shottisham</b>
<b>Blaxhall</b>	<b>Chillesford</b>					
<b>Boyton</b>	<b>Shottisham</b>					

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		<p><b>Bromeswell</b>                      <b>Sudbourne</b>  <b>Butley</b>                              <b>Sutton</b></p> <p>(ii) <b>Infilling, or a group of dwellings well related to their surroundings within the Villages of:</b></p> <p><b>Alderton</b>                              <b>Hollesley</b>  <b>Bawdsey (East Lane)</b>              <b>Orford</b>  <b>Campsea Ashe (Station)</b>        <b>Tunstall</b>  <b>Eyeke</b></p> <p><b>Rendlesham is also a Village but development proposals will be considered in the context of Policies AP159 and AP160.</b></p> <p>'Infilling' and 'Group' are defined earlier in para 3.5 (Part One). Specific provision in excess of a group has been made in Rendlesham (see Policy AP160).</p>
AP158	<b><u>Deben Peninsula :</u></b> <b><u>Woodbridge Base</u></b>	<p>10.10 Woodbridge Base, once occupied by the United States Airforce (see Bentwaters below), is largely unused although not redundant. It is a military establishment, at present transferred to the Army for its operational role, and currently used by the 16<sup>th</sup> Air Assault Brigade. The domestic part is mainly occupied by military personnel, although the Ministry has disposed of its interest in 30 residential properties. The technical part and airfield are used for flying and training purposes involving fixed wing and rotary aircraft together with ground support troops. A small number of buildings have been let for civilian storage use. These lie outside the physical limits boundary.</p> <p>10.11 The Base extends to 400 hectares and is entirely within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty. Large parts are a County Wildlife Site and adjacent is the Sutton and Hollesley Heaths SSSI. Access from the primary road network (in this case the A12) is via the B1083 through Melton. Capacity at this connection is limited and will be absorbed by future development, primarily of nearby former RAF Bentwaters (see below).</p> <p>10.12 Because of its nature and location it is well suited to military use. In these circumstances Policy AP158 will apply. In the event of the Ministry of Defence relinquishing the entire base, Policy CS9 of the Suffolk County Structure</p>

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		<p>Plan (incorporating Alterations 1, 2 and 3) will apply to proposals to re-use redundant land and buildings at RAF Woodbridge. The District Council will prepare a Planning Brief to interpret the development policies if significant areas of the base are declared redundant.</p> <p><b>POLICY AP158</b></p> <p><b><u>Deben Peninsula : Woodbridge Base</u></b></p> <p><b>All further non-operational development at the Woodbridge Base, including the provision of residential accommodation, must be located within the physical limits boundary, as defined on the Proposals Map. If major in scale, such development must be to meet a proven national need. Any redevelopment of buildings must maintain the character and quality of the area.</b></p>
AP159	<b><u>Rendlesham/Wantidsen (Former Base): General Principles</u></b>	<p>10.13 At their peak, some 13,000 military personnel and dependants were based on the twin bases of Bentwaters and Woodbridge, together with about 700 civilians. Both bases lie within a Rural Development Area. Here the employment structure is very weak and low quality jobs and lack of variety makes the area even more vulnerable to increasing unemployment. The vacation of the twin bases by the United States Air Force in 1993 had a major impact on the local economy in terms of on-site civilian employment, military and civilian spending in the community, and loss of business to local firms.</p> <p>10.14 The Domestic side of the former base lies within the parish of Rendlesham and contains approximately 670 dwellings most of which began to be occupied soon after closure. These create the core of a significant community but one which lacks some essential facilities such as playing fields, areas of open space and a primary school.</p> <p>10.15 The Technical side lies within the parishes of Rendlesham, Tunstall and Wantidsen. It covers about 390 hectares and contains offices and workshops, as well as the aviation facilities. The latter include the main runway (2700 metres long), taxiways, cross runways, control tower, hangars, aircraft shelters, etc. The Technical side lies entirely within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty. Part of it is also a County Wildlife Site.</p> <p>10.16 Connection to the primary route network is via the A1152 through the settlements of Eyke and Melton. Capacity is also restricted on this road and there are constraints caused by junctions and a level crossing, as well as the environmental impact of traffic to consider. The Council would encourage realistic initiatives to improve the transport network serving the development, in order to reduce the effect of increased road traffic on local communities.</p>

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		<p>10.17 The District Council's aims and objectives for any future development of the former base are:</p> <ul style="list-style-type: none"> <li>(i) to have full regard to the environment, notably the potential impact on the landscape and ecology of the area;</li> <li>(ii) to create a fully integrated and comprehensive development, particularly avoiding an imbalance between residential and commercial elements;</li> <li>(iii) to base this new community on existing buildings where possible, particularly those which provide employment, but offering the scope for the creation of new social and recreational facilities;</li> <li>(iv) to provide employment to contribute to meeting the needs of the Rural Development Area and compensate for the loss of the air bases;</li> <li>(v) to reinstate the landscape, and ameliorate the impact of existing buildings within the AONB;</li> <li>(vi) to create a high quality environment for the community, for employment, and for the area as a whole;</li> <li>(vii) the creation of cycle links to the railway station at Campsea Ashe (Wickham Market);</li> <li>(viii) development of both the Domestic and the Technical base should not be such as to necessitate the building of a link road from Rendlesham to the A12.</li> </ul> <p>10.18 These largely formed the basis of a planning consent granted to the Ministry of Defence before the sale of the Base in 1997.</p> <p>10.19 The Council supports the Structure Plan policy of a comprehensive development and, in this respect, the following general policy will apply. In terms of objective (ii) above, the Council is seeking to create a community with the appropriate amount of social and community facilities and infrastructure. Reference to 'balance' also reflects the fact that the existing accommodation is not typical of a rural settlement and development of a significantly different character will be required. It also relates to the relationship between housing and levels of employment or commercial activities such as shops. The Council, through its development control powers, will seek to prevent the development of one without commensurate development of the other. This avoids excessive commuting (whether in or out) and assists in the creation of a sustainable settlement.</p> <p>10.20 In terms of aims/objectives (iv) and (vi), the District Council would welcome innovative and imaginative proposals to provide good quality employment to serve the settlement and the local area. Such proposals should</p>

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		<p>respect and, indeed, could enhance this sensitive and attractive location.</p> <p>10.21 In applying policies AP159, AP160 and AP161 to the former Base, the District Council has divided it into distinct areas, as shown on the Proposals Map. These are:</p> <p><u>Area 1 (Former Domestic Base)</u> - this is the area where the military personnel lived, along with social, community and recreational facilities. The area includes two adjacent agricultural fields for reasons set out in 10.22 below.</p> <p><u>Area 2 (Employment Area)</u> - this is that distinctive part of the Technical Base consisting of workshops, offices, laboratories and storage buildings. It also includes fuel storage facilities and the former operations buildings (eg control tower and terminal) immediately adjacent and not prominent in external views, particularly from the north. The area is reasonably compact, screened from most directions by adjacent woodland, and does not intrude into the exposed parts of the site.</p> <p><u>Area 3 (Former Aviation Area)</u> - this consists of the former airfield and associated buildings. It includes:</p> <p>(i) the runways, taxiways and aprons;</p> <p>(ii) the complex of small hangars, and workshops adjacent and close to Wantisden Church, a grade I listed building;</p> <p>(iii) the area south of the runway. In the central part are large, scattered buildings formerly used for aviation purposes, including substantial hardened shelters for the storage of aircraft. Such buildings are prominent in the landscape when viewed from the south east and north west. Immediately adjacent is the former ammunition compound. Wrapped around the south and south western perimeter is an area where aircraft were stored in the open in a dispersed manner. This retains its former character as forest and heathland. Part (to the south) has been identified as a County Wildlife Site;</p> <p>(iv) the area to the north east of the runway comprising scattered buildings, both of an operations (eg fire station) and recreational nature (eg gun club). These buildings are particularly prominent in the landscape when viewed from Tunstall, as is the perimeter fence.</p> <p><b>POLICY AP159</b></p> <p><b><u>Rendlesham/Wantisden (Former Base): General Principles</u></b></p> <p><b>The development and re-use of the former Base at Rendlesham/ Wantisden will be restricted to the areas</b></p>

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		<p><b>shown on the Proposals Map. Proposals must conform with Structure Plan Policy CS8, be of a high quality in terms of design and construction, respect the rural setting, and make appropriate provision for connections to public transport facilities.</b></p> <p><b>Development proposals must accord with a detailed Master Plan and be accompanied by an Environmental Management Plan, Environmental Statement, Traffic Impact Assessment and a strategic landscaping scheme of the highest quality. They will be assessed against the above factors and Policies AP160 and AP161.</b></p> <p><u>Footnote:</u> Policy CS8 of the Suffolk Structure Plan (Incorporating Alterations 1, 2 and 3) states:</p> <p>"The re-use of appropriate redundant land and buildings at RAF Bentwaters will be supported through the development of a comprehensive community involving integrated proposals for existing housing, administrative and operational buildings, and community facilities. The new community should be approximately 1200 dwellings including new development. The development is to be the subject of a detailed Master Plan, which will take full account of policies for the Area of Outstanding Natural Beauty and the Countryside and which will set out:-</p> <ul style="list-style-type: none"> <li>a) The proposed uses;</li> <li>b) The phasing of proposals;</li> <li>c) The intended rationalisation and clearance of existing installations and appropriate restoration of damaged land, particularly within the AONB;</li> <li>d) The intended provision of new or improved infrastructure, education and community facilities;</li> <li>e) Access arrangements and highway improvements appropriate to the site's countryside setting;</li> <li>f) A strategic landscaping scheme.</li> </ul> <p>Proposals for development on hitherto open or undeveloped land will not normally be acceptable unless essential elements of the new community cannot be achieved within the currently developed area."</p>
AP160	<b><u>Rendlesham (Former Domestic Base): Creation</u></b>	10.22 For the former Domestic Base, there is the opportunity for the creation of a comprehensive new community. In order to minimise the impact on the environment the starting point for this new community is the existing developed

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	<p><b><u>of a New Community</u></b></p>	<p>area. The exceptional circumstances of allowing some "greenfield" development are considered justified if:</p> <ul style="list-style-type: none"> <li>- it enables a comprehensive range of social and community facilities to be provided to meet the needs of the whole settlement;</li> <li>- it creates an optimum size of settlement to support a school and other facilities. This is considered to be approximately 1,200 dwellings and no more than 1220, as formed part of a planning application granted permission in 1997;</li> <li>- a range of house sizes and types is achieved;</li> <li>- a network of foot and cycleways in and around the village is achieved;</li> <li>- all of the above cannot be achieved within the existing developed area.</li> </ul> <p>10.23 Two "greenfields" have been identified as being the most appropriate were a case to be made for their development. These are included within Area 1 as shown on the Proposals Map and their release will not be approved until the District Council is convinced that one or both is necessary in order to achieve the above. Overall, the following policy will apply:</p> <p><b>POLICY AP160</b></p> <p><b><u>Rendlesham (Former Domestic Base): Creation of a New Community</u></b></p> <p>The development and re-use of the former Domestic Base at Rendlesham, as shown on the Proposals Map, shall include all the following:</p> <ul style="list-style-type: none"> <li><b>(a) the creation of a community of a maximum 1220 dwellings (including existing dwellings which remain) of varied size and type within the physical limits as shown on the Proposals Map (Area 1);</b></li> <li><b>(b) the retention of buildings which could provide a local employment base for this new community;</b></li> <li><b>(c) within or abutting Area 1, the provision of new or improved infrastructure and social/community facilities, including:</b></li> </ul>



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		<p><b>(i) a full serviced site for a primary school within Area 1;</b></p> <p><b>(ii) playing fields (north of the A1152) and play areas to meet the Council's standards (see Policy AP102);</b></p> <p><b>(iii) a Community Centre;</b></p> <p><b>(iv) a network of facilities for pedestrians and cyclists, linked to public transport infrastructure;</b></p> <p><b>(d) the creation of a Village Centre consisting of, at least, shops, recreation and facilities/services;</b></p> <p><b>(e) all new development to be of the highest quality in terms of such factors as design, layout, materials, landscaping etc;</b></p> <p><b>(f) the implementation of the general principles contained in Policy AP159.</b></p> <p><b>The exceptional circumstances of permitting, within Area 1, the development of "greenfield" land adjacent to the former Domestic Base are only considered to be justified if the redevelopment or reuse of the existing built up area would not:</b></p> <p><b>(i) enable essential social/community facilities to be provided to meet the needs of the whole settlement, or</b></p> <p><b>(ii) achieve a comprehensive community.</b></p> <p>Consent will not be granted for residential development on 'greenfield' land until the District Council has agreed a phasing plan for the entire development and is satisfied that facilities outlined in c) i) - iv) and d) above have or will be provided. In addition, it will be a requirement that such 'greenfield' development should contribute towards school needs.</p>
AP161	<b><u>Rendlesham/Wantidsen (Former Technical Base)</u></b>	<p>10.24 The former Technical Base retains the aviation facilities, including the main runway (2,700 metres long), taxiways, cross runways, control tower, hangars, aircraft shelters, administrative buildings, etc. As stated earlier in para 10.17, the Council's objectives for the development of the former base include the provision of employment. Its location within the AONB, limited access, and the presence of a large number of buildings suitable for conversion mean that new development cannot be justified other than in exceptional circumstances. Reuse and rationalisation of buildings north of the runway could create something in the order of 30,000m<sup>2</sup> of floorspace having regard to the</p>

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		<p>condition and appearance of the buildings, as well as the appropriate balance between housing and employment on the former Base. This will be restricted to B1 and B2 uses primarily. In order to prevent the significant generation of lorry movements and potentially obtrusive open storage, B8 uses will be restricted to 7000m<sup>2</sup>. Security and other lighting need not be a significant issue within Area 2 if carefully designed, including exploiting the landform and natural features.</p> <p>10.25 High pressure underground oil pipelines run across the area, to which access for maintenance must be afforded at all times. Any works, including landscaping, tipping, or raising or lowering of ground levels, that are proposed within 10 feet of the pipeline (as shown on the G.P.S.S. location maps) will require the consent of the Secretary of State.</p> <p>10.26 Elsewhere on the former Technical Base, there are opportunities for recreational activities. These and other uses will be considered against such factors as the impact on the AONB and in terms of the likely generation of traffic. Overall, a high level of restoration and landscape enhancement will be required, both to achieve the environmental objectives set out in para. 10.17 and to assist in creating the best conditions for attracting the investment and employment needed to meet the economic objectives. The particular problems of demolishing the hardened shelters are recognised, and the requirement to remove them will be considered on its merits in the context of a programme of clearance and restoration to be agreed by the District Council. The following policy will apply:</p> <p><b>POLICY AP161</b></p> <p><b><u>Rendlesham/Wantidsen (Former Technical Base)</u></b></p> <p><b>In respect of each area, the development and re-use of the former Technical Base at Rendlesham/Wantidsen, as shown on the Proposals Map, will be permitted only in accordance with general policy AP159 and subject to the following criteria:</b></p> <p><b>(a) within Area 2 (Employment Area), the creation of an Employment Area of high quality design within a high quality setting, based on the re-use of existing land and buildings;</b></p> <p><b>(b) within Area 2, a restriction of employment floorspace to 30,000 square metres within Use Classes B1, B2 and B8, including a maximum of 7,000 square metres for Class B8 (Storage and Distribution) uses;</b></p> <p><b>(c) around the perimeter of the Technical Base, the provision of a continuous route for pedestrians, cyclists and horse-riders linked into the existing access network. Other routes shall be provided across the Technical</b></p>

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		<p><b>Base, subject to there being no conflict with safety or security considerations for other users of the site;</b></p> <p><b>(d) within Area 3, the re-use of existing land and buildings for recreational uses or other purposes which are consistent with local and national policy objectives for the Suffolk Coast and Heaths AONB, and with other policies of the Local Plan. In applying such policies, the open and exposed parts of the site are considered to be the runway and area around the former fire station;</b></p> <p><b>(e) within Areas 2 and 3, as part of a comprehensive package of proposals to re-use some existing buildings and land, the implementation of measures to remove, clear and restore other derelict and disused buildings, structures and land, in accordance with a phased programme of works to be approved by the District Council;</b></p> <p><b>(f) as a first priority, within the area close to Wantisden Church, the implementation of measures to remove all buildings and structures, and restore the land to unimproved grassland/heathland in accordance with a phased programme of works to be approved by the District Council;</b></p> <p><b>(g) within the south-western corner of the site, the implementation of measures to protect the County Wildlife Site;</b></p> <p><b>(h) within the Technical Base in general, floodlighting must not be of an intensity and direction so as to have a material adverse impact on the countryside, particularly the AONB.</b></p>
AP162	<b><u>Deben Peninsula: Enhancement Schemes</u></b>	<p>10.31 The Market Square of Orford forms the central focal point of the Conservation Area. It is considered that an improvement scheme of the car parking arrangements on the Square, including for example, different surface treatments between the circulation routes around the Square and that part used for car parking, could only further enhance the attractiveness of this area. The District Council will, therefore, encourage the County Council - the Market Square being part of the highway - to carry out suitable surfacing works.</p> <p>10.32 Congestion occurs at the Castle, due to the inadequacy of the car parking provision there, and visitors tend to use the Market Square to the detriment of local shoppers. The District Council would encourage initiatives to avoid this problem, such as the greater use of the Town Marsh car park.</p> <p>10.33 An improvement scheme aimed at enhancing the Town Marsh car park along Quay Street, including further landscape planting near to the road frontage, could provide the opportunity to increase its general attractiveness as a visitors' car park and its relationship with the traditional qualities of the town. Again, the District Council would support</p>

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		<p>any endeavours by the owners (the Town Trust) to carry out improvements and would consider the possibility of making a contribution as part of the Parish Tree Planting Scheme.</p> <p><b>POLICY AP162</b></p> <p><b><u>Deben Peninsula: Enhancement Schemes</u></b></p> <p><b>The District Council will seek to enhance the appearance of the following areas, as shown on the Proposals Map, by encouraging the landowners to carry out improvement measures and raising the overall standard of the environment of these areas through the control of development:</b></p> <p><b>(i) Market Square, Orford</b></p> <p><b>(ii) Town Marsh car park, Orford.</b></p>
AP164	<b><u>Deben Peninsula: Coastal Instability, Bawdsey Manor</u></b>	<p>10.44 The issue of Coastal Erosion is discussed in paragraphs 6.33 to 6.45 of Chapter 6.</p> <p>10.45 Although the Shoreline Management Plan has concluded that the historical erosional trend at Bawdsey Manor may be expected to continue at an accelerated rate, in consequence of predicted sea level rise and reorientation of the coast, the uncertain influences of nearby features at the River Deben entrance and the promontory at East Lane, Bawdsey, are such as to preclude predictions of that rate being made with any accuracy.</p> <p>10.46 In view of this, no recommendation for a shoreline management strategy can be sensibly made until further studies of coastal processes have been undertaken. Meanwhile, a policy of holding the existing coastline until such studies have been carried out, will be implemented and a policy which generally prohibits development within the limits indicated on the Proposals Map adopted.</p> <p>10.47 However, it is likely that at least some intervention may be possible in order to significantly extend the life of the Manor beyond that which it would otherwise have. It would therefore be appropriate to consider any proposals seen as being of benefit to the Manor, as a listed building of merit, in the light of all information available at the time, and to permit them, if it can be demonstrated that the risk to benefit ratio is acceptable.</p> <p><b>POLICY AP164</b></p>

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		<p><b><u>Deben Peninsula: Coastal Instability, Bawdsey Manor</u></b></p> <p>Within the area of Bawdsey Manor, as shown on the Proposals Map, proposals may come forward which are consistent with other policies of the Local Plan. An appropriate coastal protection strategy has not yet been identified for Bawdsey and, until it has, such proposals will need to be accompanied by an Assessment of the Risk from coastal instability.</p> <p>In relation to instability, the Assessment will need to consider the predicted life of the development against the benefits to Bawdsey Manor (a listed building) and its setting.</p>
AP165	<b><u>Deben Peninsula: East Lane, Bawdsey</u></b>	<p>10.49 Where East Lane, Bawdsey meets the sea, and for a short distance along the coastline, there is a unique collection of structures representative of coastal defences in the last two centuries or so. These include Martello Towers, Second World War Pillboxes, Gun Battery, Fire Control Searchlight, and Anti-Aircraft Gun emplacements. They are all in private ownership and are already a visitor attraction, creating some problems associated with vehicles turning and parking.</p> <p>10.50 The collection is, perhaps unique and has the potential to become an historical and educational feature of the Heritage Coast. A properly defined circular walk, with an interpretative centre, would be supported.</p> <p><b>POLICY AP165</b></p> <p><b><u>Deben Peninsula: East Lane, Bawdsey</u></b></p> <p>The District Council will support and encourage initiatives to accommodate at East Lane, Bawdsey, as shown on the Proposals Map, a small-scale interpretative centre based on the unique collection of military defences. Any proposals will need to make adequate provision for a suitably screened and landscaped car park and the creation of appropriate footpaths.</p>
AP166	<b><u>Deben Peninsula: Snape Maltings</u></b>	<p>10.52 Snape Maltings covers some 23 acres and are considered to be the largest maltings complex in Suffolk. They are within the AONB and the Heritage Coast, have been designated a Conservation Area, and the buildings are included on the Statutory List of Buildings of Architectural or Historic Interest. Overall, the site is of architectural historical and landscape significance.</p> <p>10.53 Part of the complex was converted to a Concert Hall and School of Music. Other uses, primarily related to the</p>

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		<p>tourist attraction of the site, have also developed but there remains an enormous untapped potential. The bulk of the complex is unused. The complex attracts approximately 500,000 visitors a year.</p> <p>10.54 Various attempts have been made over a number of years to agree a comprehensive plan for the future development of the site with the owner. This has never materialised and there must be concern over the condition and appearance of the unused part of the complex.</p> <p>10.55 Access to the site is from the B1069 and traffic circulation through the site detracts from the visitor enjoyment of the buildings, is haphazard and also leads to conflict at the road frontage, where visibility is extremely restricted.</p> <p>10.56 Although the network of buildings offers considerable potential for further development, a prerequisite must, therefore, be the resolution of access and circulation difficulties. The opportunity should also be taken to improve the overall appearance of not only the Maltings complex itself, but also, the whole of the Conservation Area. This would take the form of better floorscaping, seating, picnic areas and landscaping.</p> <p><b>POLICY AP166</b></p> <p><b><u>Deben Peninsula: Snape Maltings</u></b></p> <p><b>The District Council will support the further use of Snape Maltings, as shown on the Proposals Map, for arts, recreation, and tourism-related uses with associated retail and craft activities and accommodation. This must follow the preparation of a comprehensive scheme for the future development and enhancement of the Conservation Area, which shall make provision for:</b></p> <p><b>(i) improved vehicular access to the site, together with measures to reduce car parking and points of vehicular entry/egress on the site frontage;</b></p> <p><b>(ii) measures to rationalise parking and regulate vehicular movements within the site;</b></p> <p><b>(iii) the provision of enhanced pedestrian links with the adjoining footpath network.</b></p> <p><b>(iv) environmental enhancement measures, including surfacing and landscaping.</b></p> <p><b>Proposals for the site shall respect the character of the Listed buildings and the Conservation Area and shall</b></p>

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		<p><b>be of a high standard of design.</b></p>								
AP167	<p><b><u>Felixstowe Peninsula: Development in Villages</u></b></p>	<p>11.8 Proposals for housing development will be considered in relation to the scale and character of the village, the effect on the surrounding countryside, highway safety, the availability of services and facilities, and residential amenity.</p> <p>11.9 Applications for new development within the Villages will be assessed against Policy AP27 and the following:</p> <p><b>POLICY AP167</b></p> <p><b><u>Felixstowe Peninsula: Development in Villages</u></b></p> <p><b>In order to implement Policy AP27 the following settlements are defined as Villages, the appropriate scale of development being infilling or a group of dwellings well related to their surroundings.</b></p> <table data-bbox="853 802 1391 994"> <tbody> <tr> <td><b>Bucklesham</b></td> <td><b>Newbourne</b></td> </tr> <tr> <td><b>Falkenham (Church)</b></td> <td><b>Trimley St Martin</b></td> </tr> <tr> <td><b>Kirton (with part of Falkenham)</b></td> <td><b>Trimley St Mary</b></td> </tr> <tr> <td><b>Levington</b></td> <td><b>Waldringfield</b></td> </tr> </tbody> </table> <p><i>'Infill'</i> and <i>'Group'</i> are defined in para 3.5.</p> <p>11.10 As has already been recognised in Policy AP28 in Part One of the Plan, there may be areas within the physical limits of settlements which should be retained in their open, undeveloped form. These have been identified as 'Areas to be Protected from Development' and on the Peninsula these include:</p> <ul style="list-style-type: none"> <li>• Bucklesham - the Old Rectory and grounds</li> <li>• Kirton - the Old Rectory and grounds</li> <li>• Newbourne - the Old Rectory, Churchyard and land to the north.</li> </ul>	<b>Bucklesham</b>	<b>Newbourne</b>	<b>Falkenham (Church)</b>	<b>Trimley St Martin</b>	<b>Kirton (with part of Falkenham)</b>	<b>Trimley St Mary</b>	<b>Levington</b>	<b>Waldringfield</b>
<b>Bucklesham</b>	<b>Newbourne</b>									
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<b>Levington</b>	<b>Waldringfield</b>									

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		<p>Within the Peninsula, particular considerations or policies will apply to specific settlements and these are outlined below.</p>
AP168	<p><b><u>Newbourne: Former Land Settlement Association Holdings</u></b></p>	<p>11.13 Because of the special circumstances of Newbourne and the former Land Settlement Association holdings, it is important to control changes which may occur through replacement, or enlargement of dwellings. Applications for development will be considered against the following policy:</p> <p><b>POLICY AP168</b></p> <p><b><u>Newbourne: Former Land Settlement Association Holdings</u></b></p> <p><b>The District Council will encourage the retention in horticultural or agricultural use of those parts of the former Land Settlement Association holdings, shown on the Proposals Map, not used or required in connection with residential curtilages, taking account of any physical features which currently mark garden limits. The erection of new dwellings, or extensions to existing dwellings or ancillary residential development which would result in a major change of character of the former holdings (where they are fundamentally contrary to the design guidelines contained in Supplementary Planning Guidance), will be resisted.</b></p>
AP169	<p><b><u>Felixstowe Peninsula: Levington Park</u></b></p>	<p>11.20 The District Council is concerned that this, the site of the former agricultural research centre, is not allowed to become an employment area in the Countryside, since there are many potential employment activities which would be wholly unsuitable due to their adverse impact on the area. The site is surrounded by open countryside which forms part of the Suffolk Coast and Heaths AONB, the village of Levington is relatively close, and the road is not suitable for accommodating any significant increase in traffic, particularly HGVs.</p> <p>11.21 The District Council acknowledges that existing users of buildings may wish to expand and considers that this would be acceptable in principle, provided any such expansion is modest, in scale relative to the existing building, and meets the criteria set out in the policy below. Any proposals for new buildings which do not relate to the redevelopment of an existing building or to the modest expansion of an existing on-site use, will be resisted in order to avoid any significant intensification of buildings on this isolated rural site.</p> <p><b>POLICY AP169</b></p> <p><b><u>Felixstowe Peninsula: Levington Park</u></b></p>



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		<p><b>Although the principle of further development would normally be resisted, the District Council would not object to the modest expansion of existing on-site activities or to the rationalisation and redevelopment of the existing buildings at the former Levington Agricultural Research Centre, as shown on the Proposals Map, if this:</b></p> <ul style="list-style-type: none"> <li><b>(i) secured the improved appearance of the site and buildings;</b></li> <li><b>(ii) was not on a scale which would materially add to the impact of the buildings on the landscape;</b></li> <li><b>(iii) was accompanied by adequate landscaping and perimeter planting;</b></li> <li><b>(iv) does not compromise highway safety or the free flow of traffic; and</b></li> <li><b>(v) does not result in a significant increase in traffic, particularly heavy goods vehicles, to the site.</b></li> </ul> <p><b>Any proposals for new building which do not constitute redevelopment or relate to the modest expansion of an existing on-site use, will be resisted in order to avoid any significant intensification of buildings or activities on the site.</b></p>
AP170	<b><u>Felixstowe: Restraint</u></b>	<p>11.42 It is against this background of a considerable amount of land allocated for housing, and a consistently high level of growth, that the 1979 County Structure Plan included a policy of constraint for future growth in Felixstowe and the Trimleys. This policy of constraint was retained in Alterations 1 and 2.</p> <p>11.43 Structure Plan Alteration No 2 included specific policies for the Felixstowe Policy Area. These sought to restrain population and housing growth within the area, with development taking place on land already with consent, or on small sites within Felixstowe and the Trimleys. The Policy concludes that there is some development potential on small sites, but current policies of restraint are well justified, especially as provision has been made in the Ipswich Policy Area to accommodate pressures for larger scale development on sites better related to Ipswich. These policies were deleted from Alteration No 3, along with the specific housing requirement figures. Such detail was a matter for Local Plans, rather than the strategic policies of the Structure Plan.</p> <p>11.44 Housing completions in Felixstowe over the 10 year period 1981-1991 averaged about 190 dwellings per year. This has dropped to an average of about 84 per year over the last four years to 1996. With planning consents and Local Plan allocations totalling only 192 units, this completion rate is likely to continue to fall. New sites will, however, still continue to be brought forward for development on non-allocated sites. These sites, referred to in the Local Plan</p>

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		<p>as 'windfall sites', are, by definition, sites which cannot be identified in advance. New windfall sites are being approved in Felixstowe at a rate of about 45 per year, mostly on small sites for 1 to 10 dwellings. Whilst these windfall sites must have a finite limit, there is undoubtedly a considerable potential for further sites to continue being brought forward over the next few years.</p> <p>11.45 Apart from these small windfall sites, Felixstowe is a sufficiently large Town for some large windfall sites to be produced from time to time, including those sites not currently in residential use, which would be acceptable in principle for housing, were the existing uses to terminate.</p> <p>11.46 The restraint policies for Felixstowe, which have been adopted policy for many years, certainly since the original 1979 Structure Plan, have already been described. Until now, however, it has not been possible to implement these constraint policies, due to the continuing unrestrained availability of the allocations made in the 1972 Town Map. Now that these have been brought forward and, in effect, developed ahead of time, a positive decision not to release further land is the only effective way that this policy of constraint can actually be implemented.</p> <p>11.47 The reasons for adopting this restraint policy, namely the need to protect the landscape, particularly the AONB, to conserve high quality agricultural land, the need to retain the separate identities of Felixstowe and the two Trimleys, and the need to allow a period of time for consolidation after 2 decades of rapid growth, are still as valid today as they were when they were first adopted. Furthermore, with the likelihood of further small and some large windfall sites, the continuing development of substantial areas of land for development on the Ipswich Eastern Fringe and the recent availability of the former USAF dwellings, there is no justification for breaching the existing policy of restraint at the present time.</p> <p>11.48 Therefore, in respect of Felixstowe, the following policy will apply:</p> <p><b>POLICY AP170</b></p> <p><b><u>Felixstowe: Restraint</u></b></p> <p><b>The strategic policy of restraint on new housing development in Felixstowe will continue to be applied through the retention of the physical limits boundary, as defined on the Proposals Map. New housing development will, therefore, consist of infilling, groups or small scale developments, subject to the following:</b></p> <p><b>a) no material adverse impact on the Conservation Areas or Listed Buildings;</b></p>

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		<p><b>b) no material adverse impact on the urban fringe or setting of the Town (see also Policy AP208);</b></p> <p><b>c) the avoidance of the loss of areas which are important components of the street scene, character of the Town, or Townscape, eg open spaces or woodland;</b></p> <p><b>d) access and highway considerations;</b></p> <p><b>e) other policies of the Local Plan and related Supplementary Planning Guidance;</b></p> <p><b>f) the avoidance of locations vulnerable to landslip and coastal erosion.</b></p>
AP171	<b><u>Felixstowe Peninsula: Separation of Felixstowe from the Trimleys</u></b>	<p>11.49 A further opportunity to reconsider this policy will arise in the next Review of the Local Plan. This will be in the context of the next Review of the Suffolk Structure Plan, when any change to the strategic policies for development in the County as a whole may make a change to the specific policies for Towns, particularly Felixstowe, desirable.</p> <p><b>POLICY AP171</b></p> <p><b><u>Felixstowe Peninsula: Separation of Felixstowe from the Trimleys</u></b></p> <p><b>The District Council will protect the open character of the land which separates the physical limits of Felixstowe from those of Trimley St Mary, and the physical limits of Trimley St Mary (including a small part of the parish of Trimley St Martin) from those of Trimley St Martin.</b></p>
AP172	<b><u>Felixstowe: Felixstowe Port - Protection of the AONB</u></b>	<p>11.58 The development of Felixstowe Port is provided for by Acts of Parliament. These give powers to the Dock and Railway Company to develop land, within a specified area, for port-related development without, subject to certain clauses and restrictions, the need to obtain planning permission from the local planning authority. The area to which the Acts apply is shown on the Proposals Map.</p> <p>11.59 The most recent Act received the Royal Assent in 1988. That gave powers to the Company to develop land for the construction of quays and related port development, while requiring the prior approval of the Secretaries of State for the Environment and Transport, for any phased implementation on land and mudflats designated as both an Area of Outstanding Natural Beauty and Site of Special Scientific Interest.</p>

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		<p>11.60 While recognising the essential national need to override conservation policy normally precluding such development, a series of safeguards was adopted, including provisions in the Act itself to restrict the height of buildings, to ensure that associated dock-related development on the Trimley Marsh and mudflats proceeded concurrently with the quays, and other provisions for off-site landscaping, peripheral bunds, and the development of a nature reserve.</p> <p>11.61 A further provision secured in the Act, provides for a restriction of any development of Trimley Marshes. This important measure is a direct recognition by Parliament of the sensitivity of the landscape and the degree to which the intrusive nature of the dock expansion needs to be constrained and the remainder of the AONB protected from any further encroachment of whatever kind.</p> <p>11.62 National planning policy provides for the protection of Areas of Outstanding Natural Beauty from major industrial development, and in granting powers to provide for the extension of Felixstowe Dock into the designated area, and for the protection of Trimley Marshes, Parliament clearly recognised the exceptional national need for additional quays in this location and the operational land to serve them. It would be quite inappropriate for the Local Plan to provide for any other form of development not proven to be of overriding national need in such a sensitive location.</p> <p>11.63 In order for these objectives to be achieved, the following policy will apply:</p> <p><b>POLICY AP172</b></p> <p><b><u>Felixstowe: Felixstowe Port - Protection of the AONB</u></b></p> <p><b>In order to safeguard the landscape of the Orwell Estuary in general, and the Area of Outstanding Natural Beauty in particular, the District Council will oppose any third port access route and any development, other than that which may be permitted to implement the provisions of the Felixstowe Dock and Railway Act, 1988 and its associated legal agreements, in open countryside to the west of the dock spur rail link defined as an area whose character is to be protected, and as an AONB on the Proposals Map.</b></p>
AP173	<b><u>Felixstowe: Felixstowe Port development</u></b>	11.64 With regard to that part of the Port of Felixstowe lying within the limits of the Dock, but excluding those areas referred to in Policy AP172, the District Council recognises the range of employment uses which exist and which could potentially be provided, to complement the role and function of the Port. Such development will be acceptable where it would not create a direct requirement for additional quay construction within the Area of Outstanding Natural

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		<p>Beauty or on the Site of Special Scientific Interest.</p> <p><b>POLICY AP173</b></p> <p><b><u>Felixstowe: Felixstowe Port development</u></b></p> <p><b>Within the area of the Felixstowe Dock and Railway Act, 1988, as shown on the Proposals Map, but excluding those parts lying within the designated Area of Outstanding Natural Beauty to which Policy AP172 applies, the potential for General Employment Area development for B1, B2 and B8 uses is recognised, provided such development would not create a requirement for additional quays within the Area of Outstanding Natural Beauty. New commercial development on any significant scale will need to be considered on a comprehensive basis, in the context of adjacent development and access to the primary route network.</b></p>
AP175	<b><u>Felixstowe: Carr Road</u></b>	<p>11.76 In respect of Carr Road, this estate is not suitable for warehousing, storage or dock-related uses. This is because traffic to the site travels along primarily residential and leisure-orientated roads.</p> <p><b>POLICY AP175</b></p> <p><b><u>Felixstowe: Carr Road</u></b></p> <p><b>The Carr Road Industrial Estate, as shown on the Proposals Map, shall be restricted to B1 and B2 uses only, in order to minimise heavy lorry movements to and from the estate.</b></p>
AP176	<b><u>Felixstowe: Clickett Hill</u></b>	<p>11.79 There is potential land at Clickett Hill, bounded by the dock link road (A14), the dock railway line and the Trinity industrial estate itself. In releasing this land for industrial development, the District Council is mindful that:</p> <ul style="list-style-type: none"> <li>- the site slopes considerably and the higher parts are prominent on the Felixstowe skyline;</li> <li>- there are no other opportunities for industrial development, without compromising the overall objective of protecting the landscape setting of the Town;</li> <li>- industrial development in the past has taken place parallel with the expansion of the Port, because of the obvious</li> </ul>

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		<p>relationship between the two.</p> <p>11.80 For these reasons, it is considered desirable to release part of the site now, to tie in with the current expansion of the Port, with a view to the remainder of the site being released when further expansion, as has been agreed by the most recent Act of Parliament, occurs. This enables phasing of development to be controlled and some essential landscaping of the upper parts of the land to be carried out in advance of development.</p> <p>11.81 Because this land offers possibly the only potential for industrial development for Felixstowe in the Plan period, it is essential that it be utilised for a variety of economic uses, and should not be dominated by warehousing or storage uses.</p> <p>11.82 The southern part of the site lends itself to Business (B1) uses of more <input type="checkbox"/>prestigious<input type="checkbox"/> types. Such uses should be for offices and light industrial purposes. A significant proportion of the light industrial units should take the form of small workshops, unless it can clearly be demonstrated that there is no likely market demand for them. These <input type="checkbox"/>prestigious<input type="checkbox"/> uses will occupy about 14 acres and help to meet the objective of diversifying the local economy and providing alternative employment opportunities. The remainder of the site is suitable for B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) uses.</p> <p>11.83 An area in the north-west corner of the site shall remain undeveloped and laid out as public open space. This, and the provision of landscaping, shall be included in a Master Plan to be prepared by the developer, and this shall accompany the first application for planning permission so that the District Council can approve the landscaping and infrastructure elements of the development at an early stage.</p> <p>11.84 The need for lorry parking and associated driver facilities within the Port is discussed fully in para 11.33. The site will need to make provision for the development of a lorry park with associated facilities in order to meet the needs of the Port.</p> <p><b>POLICY AP176</b></p> <p><b><u>Felixstowe: Clickett Hill</u></b></p> <p><b>Land at Clickett Hill, Felixstowe/Trimley St Mary, amounting to approximately 64 acres and shown on the Proposals Map, is identified for employment use. The development will include:</b></p> <p><b>(i) approximately 14 acres of developable land for Business (B1) use only, which shall be located in the southern part of the site and contain a significant amount of small workshop development, unless it can be</b></p>

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		<p>clearly demonstrated that there is no likely market demand for such development.</p> <p><b>(ii) The remainder of the site is suitable for Business (B1); General Industrial (B2), and Storage and Distribution (B8) uses only.</b></p> <p><b>Development of the whole site shall take place substantially in accordance with a Master Plan to be approved by the District Council, and not on a piecemeal basis. The Master Plan shall contain details of a landscaping scheme, the provision of infrastructure, and the laying out of public open space, including an area in the north-western corner of the site, as shown on the Proposals Map.</b></p> <p><b>Unless adequate facilities can be provided elsewhere in accordance with other policies contained in the Local Plan, the Master Plan shall also include provision for the development of lorry parking and associated facilities commensurate with the needs of the Port. The location of this provision within the development shall depend upon the scale of the proposal and its impact on the landscape and residential amenity.</b></p>
AP178	<b><u>Felixstowe: Bus Station</u></b>	<p>11.86 The Felixstowe bus station in Garrison Lane is no longer required for operational purposes. This means that it could be redeveloped for other purposes, thereby enhancing this part of the town. The bus station comprises a large workshop and forecourt with shelters. Adjacent to it are two shop units and to the rear is the Council's Reporting Centre. Either side are car sales showrooms, and to the south is the Langer Park Industrial Park consisting of seven units. The Council's Garrison Lane Car Park is close by to the north, as is Langer Park to the west.</p> <p>11.87 The site currently provides some employment and future uses should be considered in the context of Policy AP50 of the Local Plan, which seeks to protect such uses. Such a reuse would also assist with the economy of Felixstowe by adding to the diversity of employment, rather than port-orientated uses. However, because of the proximity of residential property, B1 use only is acceptable. Redevelopment would enhance the area and, in order that access can be rationalised and a comprehensive approach taken to the area, the proposed site has been drawn to include the adjacent Reporting Centre, car showrooms and public car park.</p> <p><b>POLICY AP178</b></p> <p><b><u>Felixstowe: Bus Station</u></b></p> <p><b>Should the bus-station and adjacent land in Garrison Lane, Felixstowe, as shown on the Proposals Map, be vacated then the site is suitable for re-use or redevelopment for employment (B1) use only subject to satisfactory access being agreed with the Highway Authority. The existing amount of public car and coach</b></p>

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		<b>parking should remain.</b>
AP179	<b><u>Felixstowe Town Centre: Prime Shopping Area</u></b>	<p>11.104 The prime shopping area consists of <b>Hamilton Road</b> , between Cobbold Road and Orwell Road. Within this area there is likely to be pressures for business uses, other than shops, where there is a direct service to the public. However, such uses, if occurring in increasing numbers and on prime shopping sites, can lead to the deterioration of the overall range of shopping provision, and create 'dead' frontages.</p> <p>11.105 In addition, it is essential to identify what is perceived to be the central core of shopping activity in Felixstowe, in order that a concentration of shops within this area can be encouraged to create a compact and convenient shopping area. This would be rigorously protected and positive policies of enhancement implemented.</p> <p><b>POLICY AP179</b></p> <p><b><u>Felixstowe Town Centre: Prime Shopping Area</u></b></p> <p><b>Hamilton Road, between Orwell Road and Cobbold Road, as shown on the Proposals Map, is identified as the Prime Shopping Area, and at ground floor level changes of use of shops to non-shopping uses will not be permitted.</b></p> <p>Footnote: 'Shop' is as defined as Class A1 of the Town and Country Planning (Use Classes) Order, 1987.</p>
AP180	<b><u>Felixstowe Town Centre: Offices</u></b>	<p>11.106 Office uses are a vital part of the local business economy of town centres. However, in the prime shopping streets, the change of use of ground floor retail floorspace will not be permitted (para 11.105). Such uses should also not be located in residential areas outside the town centre (para 4.32). Therefore, the following areas are acceptable in principle:</p> <ul style="list-style-type: none"> <li>(i) in upper floors within the prime shopping area;</li> <li>(ii) in premises within the remainder of the Town Centre;</li> <li>(iii) in new development or redevelopment within the Town Centre.</li> </ul>



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		<p><b>POLICY AP180</b></p> <p><b><u>Felixstowe Town Centre: Offices</u></b></p> <p><b>Within the Town Centre, as defined on the Proposals Map, but on upper floors only within the prime shopping area, applications for business, office and service uses and development will be considered against the following:</b></p> <p><b>(i) the scale of the proposal and its relationship to its surroundings;</b></p> <p><b>(ii) access and highway safety;</b></p> <p><b>(iii) the effect on residential amenity;</b></p> <p><b>(iv) the effect on the Conservation Area and Listed Buildings;</b></p> <p><b>(v) the provision of adequate off-street car parking.</b></p> <p><b>(vi) the need to retain satisfactory residential accommodation.</b></p>
AP181	<b><u>Felixstowe Town Centre: Highfield Road</u></b>	<p>11.109 Highfield Road lies immediately adjacent to the prime shopping area in Felixstowe, fulfils a number of functions and contains a variety of land uses:</p> <p>(i) a rear service road for properties on Hamilton Road;</p> <p>(ii) an access to a public car park;</p> <p>(iii) a partly-residential street; and</p> <p>(iv) an extension to the commercial centre by virtue of a number of commercial uses.</p> <p>11.110 Its location between public car parks and the main shopping street and its close proximity to the latter, means that it also represents the only likely potential to provide for redevelopment or rear servicing necessary to create a</p>

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		<p>shopping scheme alongside Hamilton Road, which would be to the overall benefit of the town centre.</p> <p>11.111 The general character of Highfield Road is one of a mixed nature and it may be that this could continue, although it will be important to ensure that different land uses can exist side by side.</p> <p><b>POLICY AP181</b></p> <p><b><u>Felixstowe Town Centre: Highfield Road</u></b></p> <p><b>Within Highfield Road, Felixstowe, as shown on the Proposals Map, applications for new development or changes of use will be judged against the following:</b></p> <p><b>(i) the effect on residential amenity;</b></p> <p><b>(ii) Policy AP184 on rear servicing;</b></p> <p><b>(iii) the effect on the Conservation Area;</b></p> <p><b>(iv) access and traffic generation;</b></p> <p><b>(v) the scale of the proposal;</b></p> <p><b>(vi) the consequences for the viability of the Town Centre as a whole.</b></p>
AP182	<b><u>Felixstowe Town Centre: Pedestrian Priority</u></b>	<p>11.120 It is an obvious statement of fact that, in the vast majority of cases, shopping is carried out on foot and vehicles are only used to transport shoppers to the Town Centre. Therefore, pedestrians would benefit considerably if they could move around in comfort and safety and their point of arrival in the town, eg, a public car park, is within reasonable walking distance of the central core. Conflicts occur between pedestrians and vehicles when the latter need not necessarily be there.</p> <p>11.121 In order to enhance the shopping environment it is important that pedestrians be accorded greater priority over vehicles. This can be achieved by a number of means, of which two are summarised below:</p>

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		<p>- <b>The removal of all or non-essential traffic.</b></p> <p>11.122 This need not imply complete "pedestrianisation", i.e, the removal of all traffic and subsequent wall to wall paving. A street can simply be closed to allow entry to certain types of vehicles (usually service vehicles) or closed for parts of a day or week only. However, quite clearly, complete "pedestrianisation" represents the optimum solution in order to create the best shopping environment - a street with no traffic, with the free flow of pedestrians, and attractive seating and street furniture.</p> <p>11.123 However, not all town centres may benefit from complete pedestrianisation and it may not find favour with local traders and shoppers. In addition, adequate consideration needs to be given to servicing arrangements, the needs of people with disabilities, taxis etc, not to mention the amenity of adjacent areas into which traffic is displaced. Consultation with all parties is extremely important.</p> <p>11.124 In respect of <b>Hamilton Road</b> , between Cobbold Road and Orwell Road, a number of schemes have been tried over recent years. A Working Party, represented by local councils and other interested parties, has discussed the issue and carried out consultation exercises on various options. The general feeling of the Working Party has been that they would wish to see an extension of the present Closure Order, but not at the present time. The existing Order prohibits entry into that section of Hamilton Road between 10 am and 5 pm on Saturdays only.</p> <p>11.125 However, the situation will be monitored and consideration given, as resources permit, to the introduction of additional street furniture such as seating and planting areas.</p> <p>11.126 The District Council supports this conclusion but in the longer term, still considers that the complete closure of Hamilton Road between Cobbold Road and Orwell Road is the optimum and desirable solution.</p> <p>11.127 In addition, the District Council will investigate the closure of Hamilton Road to the west of <b>the Triangle</b> , as shown on the Proposals Map, possibly under Section 249 of the Town and Country Planning Act, 1990 and its subsequent enhancement. This could only take place if through-traffic were removed from Hamilton Road to the immediate south.</p> <p>- <b>Traffic "calming"</b> .</p> <p>11.128 This results in the slower and more controlled movement of traffic. It might involve the installation of a number of obstacles - raised crossings, road humps, extended pavements, seating areas etc, which drivers have to avoid or at least take added precautions over. The benefits are not only reductions in noise, pollution and accidents, but also more space for cyclists and pedestrians, pleasanter surroundings (flowers, trees, seats etc), and a better setting for</p>

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		<p>individual buildings. The concept of traffic "calming" should apply to a number of the streets in the Town Centre, rather than just part of the main shopping street, eg, Hamilton Road, Crescent Road, Orwell Road etc.</p> <p><b>POLICY AP182</b></p> <p><b><u>Felixstowe Town Centre: Pedestrian Priority</u></b></p> <p><b>The District Council will, in full consultation and co-operation with Suffolk County Council as the Highway Authority, seek to ensure that, wherever possible, pedestrians have priority over vehicles in the Town Centre, as shown on the Proposals Map and, in particular, in Hamilton Road between Cobbold Road and Orwell Road and adjacent to the Triangle.</b></p>
AP183	<b><u>Felixstowe Town Centre: Reduction of through-traffic in Hamilton Road</u></b>	<p>11.129 The shopping environment could be significantly enhanced if through traffic is removed from the Town Centre. Traffic "calming" measures as described above, will assist in this in that drivers may find alternative, "easier" routes (although it is essential that the traffic is not diverted onto unsuitable or narrow residential streets). However, the implementation of one way traffic flow systems, possibly combined with road closures, may be effective.</p> <p>11.130 For example, traffic ought not to be encouraged to use Hamilton Road, particularly south of York Road, in order to gain access to the sea front. Consequently, Bent Hill may benefit in aesthetic terms in that traffic would be reduced and an enhancement scheme could be carried out. A further significant reduction in traffic and new, extended paving and street furniture, together with pedestrian signing, may also encourage visitors to venture into the shopping centre from the sea front.</p> <p><b>POLICY AP183</b></p> <p><b><u>Felixstowe Town Centre: Reduction of through-traffic in Hamilton Road</u></b></p> <p><b>The District Council will co-operate with the Highway Authority in measures to reduce through-traffic in Hamilton Road and Bent Hill through complementary enhancement schemes.</b></p>
AP184	<b><u>Felixstowe Town Centre : Rear Servicing</u></b>	<p>11.131 On-street servicing creates significant problems for the pedestrian - views are obstructed, pavements and kerbs may be damaged as they are mounted by vehicles, and large vehicles are visually obtrusive. Rear servicing is also essential if full pedestrianisation is to be achieved.</p>

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		<p>11.132 Not all premises have rear servicing facilities and those that exist should be safeguarded and opportunities not lost by development. This will certainly be the case in <b>Hamilton Road</b>.</p> <p><b>POLICY AP184</b></p> <p><b><u>Felixstowe Town Centre : Rear Servicing</u></b></p> <p>The District Council will encourage the provision of rear-servicing facilities in Hamilton Road, Felixstowe, as shown on the Proposals Map, by:</p> <p>(i) requiring that existing rear-servicing facilities are retained and ensuring that opportunities are not lost by new development; and</p> <p>(ii) requiring the provision of/for rear servicing facilities in new development between Cobbold Road and Orwell Road.</p>
AP186	<b><u>Felixstowe: Enhancement Schemes</u></b>	<p>11.149 These areas represent those parts of the Conservation Area which are along the Seafront, and are, therefore, extremely important in historic and visual terms. The shift in emphasis of the centre of attraction of Felixstowe to the area around the pier and Sea Road, has resulted in these areas having a generally 'rundown' appearance. Positive enhancement and improvements would, therefore, be of immense benefit.</p> <p><b>POLICY AP186</b></p> <p><b><u>Felixstowe: Enhancement Schemes</u></b></p> <p>As financial resources permit, the District Council will promote schemes of environmental enhancement in the following areas in Felixstowe, as shown on the Proposals Map:</p> <p>(i) Hamilton Road, between Cobbold Road and Orwell Road;</p> <p>(ii) Bent Hill;</p> <p>(iii) Undercliff Road West and East.</p>

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		<p><b>These will be complemented by the Council seeking to raise the overall standard of the environment in these areas through the control of development.</b></p>
AP188	<b><u>Felixstowe: Beach Huts</u></b>	<p>11.174 Beach huts still retain some popularity, although if not maintained or in the wrong locations, they can be unsightly.</p> <p><b>POLICY AP188</b></p> <p><b><u>Felixstowe: Beach Huts</u></b></p> <p><b>In determining planning applications for new beach huts, the District Council will have regard to the following criteria:</b></p> <p><b>(i) the prominence of the locations, or the degree to which they interrupt views of the sea from public areas;</b></p> <p><b>(ii) the need to prevent obstruction of the Promenade;</b></p> <p><b>(iii) the compatibility with other policies of this Plan, particularly those concerning the Seafront.</b></p>
AP190	<b><u>Felixstowe: Car Parking at Felixstowe Ferry</u></b>	<p>11.183 The conflicts which currently occur include the following:</p> <ul style="list-style-type: none"> <li>- the lack of a turning area at the end of Ferry Road, which is, in essence, a cul-de-sac;</li> <li>- no public parking area; forcing many visitors to use the private areas, or the edge of the Common;</li> <li>- erosion of the Common and the 'green' areas;</li> <li>- chalets in a poor state of repair and decoration;</li> <li>- houseboats, also in a poor state of repair and decoration.</li> </ul> <p>11.184 It is anticipated that a number of these problems will be resolved through the planning process, as planning permission is granted in exceptional cases for some limited development. In addition, the Heritage Coast/AONB</p>

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		<p>Management Plan (see para 1.51) can also seek to ensure that the area is promoted and managed in a manner which does not exacerbate the problems. In any event, the support of local landowners and residents will be essential.</p> <p>11.185 A major improvement could occur through the provision of a public car park, which must be suitably located and surfaced. A potential site, currently used on an informal basis, has been identified. The provision of such a facility would need to be complemented by other proposals to remove haphazard parking, particularly on the edges of the Common. In addition, pressure could be taken off the Ferry area by promoting the use of the Clifflands car park (see para 11.188).</p> <p><b>POLICY AP190</b></p> <p><b><u>Felixstowe: Car Parking at Felixstowe Ferry</u></b></p> <p><b>The District Council, in agreement with the Felixstowe Ferry Golf Club, the Commoners and local residents, will seek to provide a suitably screened, surfaced and landscaped public car park in the area shown on the Proposals Map. Access to this car park shall be from Ferry Road. The District Council will support measures to reduce the visual and physical impact of car parking on the Common, particularly within the vicinity of the Ferry Church, Harbour Villas, and Ferry Boat Inn, as shown on the Proposals Map, by appropriate earth banking and landscaping, to create small greens.</b></p>
AP191	<b><u>Felixstowe: Houseboats at Felixstowe Ferry</u></b>	<p>11.186 At Felixstowe Ferry, a number of houseboats are moored within the area controlled by the Felixstowe Ferry Boatyard Company, with one or two outside their ownership. The Boatyard Company propose to extend the area of hardstanding by filling an additional area, and the District Council considers it essential that houseboats are moored only to the newly-created, up-stream edge of the boatyard. Existing houseboats outside that area could remain, subject to them being of an acceptable standard of appearance and sanitation. The general policy on Houseboats is AP35 in Chapter Three, and specifically at Felixstowe Ferry, the following policy will apply:</p> <p><b>POLICY AP191</b></p> <p><b><u>Felixstowe: Houseboats at Felixstowe Ferry</u></b></p> <p><b>Existing houseboats at Felixstowe Ferry will be restricted to a specific area, as shown on the Proposals Map. New or additional houseboats will be resisted, in accordance with Policy AP35.</b></p>

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AP193	<b><u>Felixstowe: Clifflands Car Park</u></b>	<p>11.188 The existing car park at <b>Clifflands</b> , south of the golf clubhouse, could form an ideal base for approaching Felixstowe Ferry on foot (see para 11.185), which could be promoted by the creation of circular walks through the Heritage Coast Countryside Project.</p> <p><b>POLICY AP193</b></p> <p><b><u>Felixstowe: Clifflands Car Park</u></b></p> <p><b>The District Council will encourage greater use of its Clifflands car park by the provision of appropriate interpretative facilities and encouraging the creation of circular footpath routes towards Felixstowe Ferry, as a means of reducing vehicular conflict at the hamlet.</b></p>
AP194	<b><u>Felixstowe : Cobbolds Point</u></b>	<p>11.189 The area around Cobbold Point consists mainly of residential properties whose curtilages extend down to the sea wall, and the buildings and grounds of Felixstowe College. There is no public access along the high water mark. As such, this area does not contribute to the Seafront activity and no specific policies are required.</p> <p>11.190 The land in this area is at risk from coastal erosion. Sea defences do exist, but these are old and in varying states of effectiveness and disrepair, especially the groyne. Reconstruction is required and defences have been designed and planning permission granted. However, until the scheme is implemented, further development should be resisted.</p> <p><b>POLICY AP194</b></p> <p><b><u>Felixstowe : Cobbolds Point</u></b></p> <p><b>Proposals for development in the area of Cobbolds Point, Felixstowe, as shown on the Proposals Map, will not be permitted until such time as coastal defences measures are implemented or studies indicate that the threat is not imminent.</b></p>
AP195	<b><u>Felixstowe: Encouragement of Holiday Accommodation</u></b>	<b><u>Undercliff Road East to Wolsey Gardens</u></b>



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		<p>(excluding Cliff Gardens)</p> <p>11.191 This area, which extends inland, consists mainly of large, detached Victorian or Edwardian buildings, many of which are already in holiday use - hotels, guest houses, apartments, etc - or have been converted to nursing homes. This is part of the Conservation Area and one of the most attractive and historically important parts of the town. The Undercliff Road West frontage, however, shows signs of deterioration, and enhancement measures would be supported (see also Policy AP186). This would apply to the buildings themselves, such as the former Grand Hotel, and along the frontage, where care is needed to prevent the introduction of intensive leisure uses and a subsequent change in character. The Town Hall and adjacent site has the potential for more intensive use.</p> <p>11.192 This area offers the most potential for holiday accommodation, both serviced (hotels, guest houses, etc) and self-catering (apartments, flats etc). The buildings tend to be large and detached, with curtilages of sufficient size to provide off-street parking. The area is also well related to the Seafront and Town Centre, where they may be some benefit to the local economy (restaurants, shops, etc). As it forms part of the Conservation Area, extreme care must be taken over signs, advertisements, extensions, etc (see para 1.24).</p> <p><b>POLICY AP195</b></p> <p><b><u>Felixstowe: Encouragement of Holiday Accommodation</u></b></p> <p><b>Within the area from Undercliff Road East to Wolsey Gardens, as shown on the Proposals Map, changes of use to holiday accommodation will generally be encouraged, subject to no adverse impact on the Conservation Area, Listed Buildings, the street scene, and residential amenity. Car parking will be expected to be provided on site, where possible, and a high standard of design will be expected. Changes of use to offices will not normally be permitted.</b></p> <p>11.193 Intensive holiday activity only occurs along a narrow stretch of Undercliff Road East, where beach huts and chalets are located.</p>
AP196	<b><u>Felixstowe: Cliff Gardens</u></b>	<p>11.194 The Gardens and Promenade are an attractive, tranquil area and an important component of the Seafront, presenting a 'garden' image of the resort. There is very little commercial activity, other than at the Spa Pavilion, and any further development should be strongly resisted. The appearance is already marred to some extent by some chalets, and particularly by beach huts along the promenade, interrupting the views of the sea.</p> <p>11.195 The District Council intend to improve the facilities and appearance of the Spa Pavilion, and continue to</p>

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		<p>promote it as an all-year-round Conference Centre and Entertainment complex.</p> <p><b>POLICY AP196</b></p> <p><b><u>Felixstowe: Cliff Gardens</u></b></p> <p><b>No development, including the siting of additional beach huts or chalets, will be permitted in Cliff Gardens, as shown on the Proposals Map, which will be maintained as an area of formal gardens and open space. Consideration will be given to the removal of beach huts, should opportunities arise.</b></p>
AP198	<b><u>Felixstowe : Undercliff Road West</u></b>	<p>11.196 This is an area of concentrated activity, namely:</p> <ul style="list-style-type: none"> <li>- leisure complex of pools, entertainment hall, bowls, restaurant and bars;</li> <li>- the pier and associated amusement hall;</li> <li>- shops, most of which are tourist-related;</li> <li>- public houses, cafes and takeaway food.</li> </ul> <p>11.197 <b>Undercliff Road West</b> is a frontage with a variety of uses - Town Hall, restaurant, bar/disco, consultancy, etc. It is an important area, lying as it does on the seafront between Spa Gardens and the leisure centre. It is also within the Conservation Area.</p> <p><b>POLICY AP198</b></p> <p><b><u>Felixstowe : Undercliff Road West</u></b></p> <p><b>Undercliff Road West, between South Hill and the Spa Gardens, as shown on the Proposals Map, is suitable for a mixture of uses. The only exception to this will be in respect of intensive leisure activities, such as amusement centres, which should be restricted to that part of the area south of the existing Convalescent Hill Car Park. The critical aspects of any proposals for changes of use or redevelopment will be:</b></p> <p><b>a) Design and materials, which should reflect the location within a Conservation Area and the</b></p>

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		<p>Victorian/Edwardian heritage;</p> <p><b>b) Avoidance of material adverse effects on residential amenity;</b></p> <p><b>c) Avoidance of garish and unsuitable frontages and advertisements.</b></p>
AP199	<b><u>Felixstowe: Convalescent Hill</u></b>	<p>11.198 One site, at <b>Convalescent Hill</b> , owned by the District Council and currently used as a public car park, offers virtually the only potential for similar activity and, at the same time, improve the appearance of an untidy area. The loss of seafront parking could be of concern and, therefore, consideration should be given to the possibility of retaining some off-street public car parking on the site. The site is within the Conservation Area and the nature and design of the development must, therefore, take that into account.</p> <p><b>POLICY AP199</b></p> <p><b><u>Felixstowe: Convalescent Hill</u></b></p> <p><b>Land to the west of Convalescent Hill, as shown on the Proposals Map, is identified for development, which shall include leisure and associated uses. Proposals shall substantially accord with the Design Brief prepared for the site, and will also be considered against the following criteria:</b></p> <p><b>(i) leisure activities shall be at ground floor level only;</b></p> <p><b>(ii) the development shall front Undercliff Road West;</b></p> <p><b>(iii) the design, scale, materials of construction and the appearance of the buildings shall preserve or enhance the special character of the Conservation Area;</b></p> <p><b>(iv) the development shall include car parking spaces in accordance with the District Council's adopted standards set out in Supplementary Planning Guidance, and as much off-street public car parking as the scheme reasonably allows;</b></p> <p><b>(v) the development shall pay due regard to the amenities of the occupants of nearby residential properties;</b></p>

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		<b>(vi) the tree screen at the rear of the site shall be retained.</b>
AP200	<b><u>Felixstowe: Sea Road Promenade</u></b>	<p>11.199 This area consists of formal gardens and children's activities. The latter are all 'open air' in nature, eg, boating pool, miniature railway, playgrounds, etc. It is important for the appearance of the Seafront, that no development takes place. There are currently some beach huts along the seaward side of the promenade. These detract from the appearance of the area and interrupt views of the sea.</p> <p><b>POLICY AP200</b></p> <p><b><u>Felixstowe: Sea Road Promenade</u></b></p> <p><b>No further permanent structures will normally be permitted along the Sea Road Promenade, as shown on the Proposals Map, which will be maintained as an area of formal gardens and children's activities. Exceptionally, in order to relocate these from in front of the Spa Pavilion, a limited number of small groups of beach huts on the beach adjoining the Promenade may be acceptable, and proposals will be considered on their individual merits and against Policy AP188.</b></p>
AP201	<b><u>Felixstowe: Sea Road Frontages</u></b>	<p><b>The Sea Road Frontage</b></p> <p>11.200 Sea Road connects the 'magnets' of the pier/leisure centre and Mannings/South Seafront (potentially). It is the longest continuous built-up frontage which is adjacent to the sea. With activities, amusement arcades, pubs, kiosks and hotels, it functions as a tourist area and its character and vitality is important to the health of the resort.</p> <p>11.201 There are, however, some under-used properties (notably the former North Sea Hotel) and sites (notably the former Cavendish Hotel). Investment in their use and development needs to be encouraged, but not to the detriment of the character and function of the whole frontage. In this respect:</p> <p>a) If the Council's strategy is to be concentrated towards young families and the mature market, there is a need for new investment within existing 'intensive' activities, such as Mannings Amusement Park, which are an important feature of the resorts, but there may not be the need for more facilities such as amusement arcades;</p> <p>b) Tourist uses may be able to be expanded to include complementary activities. Examples of this are:</p>

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		<p>i) retail uses; and</p> <p>ii) self-catering, as well as serviced accommodation (there is a particular identified shortage of the former);</p> <p>c) Serviced accommodation remains important and its protection from changes to other uses should continue;</p> <p>d) Residential uses and offices are not considered to be appropriate.</p> <p>11.202 The development of the site of the former Cavendish Hotel for wholly residential development would exacerbate the 'dead' frontage emerging between Mannings and the South Seafront. Whilst the rear of the site might be suitable for such a use, the frontage should contribute to the vitality of the resort frontage in some way. In addition to recreation/leisure/tourist activities, self-catering or serviced accommodation might be suitable.</p> <p><b>POLICY AP201</b></p> <p><b><u>Felixstowe: Sea Road Frontages</u></b></p> <p><b>The frontage of Sea Road, as shown on the Proposals Map, is considered to make an important contribution to the health and vitality of the resort. Therefore, recreation/ leisure/tourist activities, self-catering and serviced accommodation, and retailing are deemed the most appropriate uses and new such activities will be encouraged subject to:</b></p> <p><b>(a) respect for the Edwardian or Victorian character of existing buildings, and</b></p> <p><b>(b) compatibility with surrounding uses.</b></p> <p><b>Because of the importance of existing activities, the following will be strongly resisted:-</b></p> <p><b>(i) the loss of bed spaces in serviced accommodation;</b></p> <p><b>(ii) the changes of use of existing recreation/leisure/ tourist activities between St Edmund Road and Undercliff Road, or the development of vacant sites at ground floor level to/for anything other than:</b></p> <p><b>(a) recreation/leisure/tourist activities;</b></p>

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		<p><b>(b) self-catering and serviced accommodation;</b></p> <p><b>(c) retail;</b></p> <p><b>(iii) the loss of recreation/leisure/tourist activities on the land between St Edmund Road and Micklegate Road;</b></p> <p><b>(iv) The development of the frontage of the land between Micklegate Road and Beach Station Road for uses other than recreation/leisure/tourist activities, self-catering and serviced accommodation, or retail;</b></p> <p><b>(v) residential use anywhere except on upper floors;</b></p> <p><b>(vi) new office uses.</b></p> <p><u>Footnote:</u> 'Recreation/leisure/tourist activities' include cafe/restaurant, take-away, public house, video/amusement arcade, museum, children's activities and other uses deemed appropriate by the District Council. Such "other uses" would include night clubs and discotheques, a major consideration being their compatibility with residential and other uses.</p>
AP202	<b><u>Felixstowe: South Seafront Land</u></b>	<p>11.203 This area is basically that bounded by Orford Road, Langer Road, Manor Road, Manor Terrace and the seawall. The area is low lying and may be liable to shallow flooding. There are development restrictions close to the seawall because of the possibility of damage caused by spray and wave-action overtopping the defence during severe events.</p> <p>11.204 Nevertheless, this area offers potential for development for the overall benefit of the resort, because:</p> <p>a) It is the only vacant site on the seafront which is capable of a significant development in terms of size;</p> <p>b) It has a substantial sea frontage, running parallel and close to the promenade;</p> <p>c) It is located at the end of Sea Road at the southern end of the promenade, close to existing attractions;</p> <p>d) The existing Martello Tower is of historical interest and could become a focal point;</p>

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		<p>e) There is the opportunity to accommodate a Sunday market away from residential property;</p> <p>f)The Herman de Stern building has the potential for leisure or resort uses.</p> <p>11.205 Consequently, the site is allocated for tourism/leisure use, but one which accords with the Council's emerging Resort Strategy. The target market would primarily be families with young children. Activities could be accommodated within an overall 'theme' of continuing the garden resort image which extends along Sea Road. Consequently, the major use would be a seafront park, which could be a significant attraction. A space to accommodate a permanent market could be a complementary use. This ought to be located away from residential properties - perhaps close to the sea wall. These, together with use of the Herman de Stern and Martello Tower, would make a major contribution to increase the number, range and quality of attractions.</p> <p>11.206 The site would need to be serviced by appropriate infrastructure, notably access and car parking. It is essential that the development of the site is undertaken on a comprehensive basis. If carried out to a high standard, some residential development might be acceptable on the landward side of the site as a last resort, if essential to create the facility and provide the necessary infrastructure.</p> <p>11.207 The following policy will apply to the site in association with Supplementary Planning Guidance adopted by the District Council:</p> <p><b>POLICY AP202</b></p> <p><b><u>Felixstowe: South Seafront Land</u></b></p> <p><b>Land bounded by Orford Road, Langer Road, Manor Road and Manor Terrace, as shown on the Proposals Map, is identified for a comprehensive development which shall contain, as its principal components, the following:</b></p> <p><b>(a) Recreation/leisure orientated uses along the sea frontage, such as</b></p> <p><b>(i) a major open-air activity park and associated uses (eg catering and toilets) and</b></p> <p><b>(ii) a site for a market (if associated with the termination of the current use of the site between Micklegate Road and Beach Station Road);</b></p> <p><b>(b) In association with that existing at the end of Manor Terrace, sufficient car parking to accommodate</b></p>

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		<p><b>visitors to the site;</b></p> <p><b>(c) The retention of the Martello Tower:</b></p> <p><b>(i) as a feature of the site with a use compatible with the building and complementary to the area, eg museum or restaurant;</b></p> <p><b>(ii) within an open setting, particularly linking it with the seafront;</b></p> <p><b>(d) a cycle route and public footpath linking Landguard Peninsula and Sea Road;</b></p> <p><b>(e) the use of the Herman de Stern building for complementary activities such as of an arts-based nature and/or catering/dining.</b></p> <p><b>The development shall be subject to appropriate modifications and improvements to highway infrastructure at the site and as necessary on routes leading to the site.</b></p> <p><b>Residential development will only be acceptable if it constitutes a minor part of the land uses and it can be demonstrated that only by its inclusion can the principal uses referred to be secured.</b></p>
AP206	<b><u>Felixstowe: Landguard Fort</u></b>	<p>11.215 The District Council recognises the potential which exists to develop the Fort as a Heritage Centre and major tourist attraction. Initiatives to make more effective use of the Fort would be welcomed, particularly if they provide the opportunity to safeguard and restore the structure. Such initiatives would also be consistent with the Council's aim of promoting and enhancing Felixstowe as a tourist resort.</p> <p>11.216 Refurbishment will require major capital investment and its attraction will largely depend on its accessibility to a large number of visitors. The existing concrete roadway, the limited area available for car parking and possible conflicts with heavy lorries using the aggregate terminal, all clash with the development of such a major attraction. It will also be imperative not to despoil the Ancient Monument, the SSSI or the Local Nature Reserve.</p> <p>11.217 In terms of accessibility, therefore, there are two basic alternatives;</p> <p>(i) to provide parking close to the Fort;</p>



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		<p>(ii) to provide parking elsewhere and expect people to walk, or provide a transport facility.</p> <p>The former is likely to require the active involvement of the Felixstowe Dock and Railway Company and some reorganisation of activities abutting the access road. A more intensive use of Dock land, recognising the relationship between the Dock and the Fort, and providing a 'setting' for the latter, may be acceptable.</p> <p>11.218 If parking immediately adjacent to the Fort proves impossible, parking and a visitor reception area at a location remote from the Fort might be feasible. Such remote parking would only be acceptable subject to the provision of a safe means of transporting large numbers of visitors to the Fort. Clearly such a solution would be costly to implement and any developer would need to be satisfied that such a venture could be commercially viable.</p> <p>11.219 These two options will be considered in more detail in a separate Study and Consultation exercise to be carried out by the Landguard Forum. This Local Plan establishes the planning framework against which the optimum solution will ultimately be considered. This framework is set out in the following policies.</p> <p><b>POLICY AP206</b></p> <p><b><u>Felixstowe: Landguard Fort</u></b></p> <p><b>The District Council recognises the potential which exists at Landguard Fort and on adjacent land, to provide a major visitor attraction through the restoration of the Ancient Monument and the provision within the fabric of the Fort of additional structures and facilities, provided the following criteria can be met:</b></p> <p><b>(i) the proposed use, or associated car parking, does not have direct access to the Local Nature Reserve;</b></p> <p><b>(ii) if car parking provision is to be made in close proximity to the Fort, it is in a location which does not prejudice the Ancient Monument, the Bird Observatory, the Local Nature Reserve or the remainder of the SSSI, and which minimises any conflict with traffic to and from the aggregate terminal;</b></p> <p><b>(iii) the upgrading of the access road to a standard appropriate to serve the proposed and existing uses;</b></p> <p><b>(iv) the provision of a Dock Viewing Area;</b></p> <p><b>(v) a satisfactory landscaping scheme;</b></p>

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		<b>(vi) any new development, alterations, and extensions to the Fort respect its plan form, style, architectural characteristics, historical importance and appearance.</b>
AP207	<b><u>Felixstowe: Land around and adjacent to Landguard Fort</u></b>	<p><b>POLICY AP207</b></p> <p><b><u>Felixstowe: Land around and adjacent to Landguard Fort</u></b></p> <p><b>The District Council would support initiatives by the Felixstowe Dock and Railway Company to secure a significant environmental improvement and to safeguard the character of Landguard Fort and the adjacent ecologically sensitive areas, through an appropriate new development on the southern edge of the Dock complex. Any such redevelopment will be subject to the following criteria:</b></p> <p><b>(i) it shall form part of a comprehensive plan for Landguard;</b></p> <p><b>(ii) it shall be for uses directly related to the recreational/leisure use of the area, or for office uses;</b></p> <p><b>(iii) provision shall be made to improve access by upgrading the existing concrete road;</b></p> <p><b>(iv) provision shall be made for adequate car parking to serve the proposed uses, including the Heritage attraction at Landguard Fort;</b></p> <p><b>(v) development shall be to a high standard of design;</b></p> <p><b>(vi) the provision of a dock viewing area for the public.</b></p>
AP208	<b><u>Felixstowe: The Urban Fringe</u></b>	<p>11.220 As described earlier, Felixstowe lies at the tip of a peninsula between the estuaries of the Orwell and Deben. Both estuaries and adjacent land are within the AONB, the Deben Peninsula also being designated Heritage Coast. Both are also designated as SSSI's. Between the two estuaries is an open plateau (partly AONB) of high agricultural land quality. Buildings within a flat landscape tend to be prominent. Access is also restricted. In addition, it is a major principle of the Plan that the open land that separates Felixstowe from the Trimleys, and the Trimleys from each other, should remain undeveloped.</p> <p>11.221 These constraints present a unique situation and have been responsible for a strategy of restraint as</p>

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		<p>embodied not only in the Local Plan, but also the Structure Plan, as endorsed by the Secretary of State. Therefore, whilst the Plan seeks to encourage the conversion of redundant agricultural buildings to employment uses, and the diversification of the rural economy through other uses of surplus agricultural land (eg recreation), particular care needs to be exercised on the urban fringes of Felixstowe.</p> <p><b>POLICY AP208</b></p> <p><b><u>Felixstowe: The Urban Fringe</u></b></p> <p><b>The Urban Fringe of Felixstowe is particularly vulnerable to change and proposals for new development or changes of use of land or buildings will be subject to the closest scrutiny against other policies of the Plan. When assessing individual proposals, special regard will be paid to their possible contribution towards a cumulative impact on the area. In this respect and, indeed, for all proposals, there should be no detrimental impact on the landscape, minimal loss of high quality agricultural land, and suitable access.</b></p> <p><i>Footnote: Other policies in the Plan include AP12 (AONB), AP14 (Wildlife), AP30 (Housing in the Countryside), AP70 (Farm Diversification), AP71 (Conversions), AP109 (Recreation), AP114 (Golf), AP171 (Separation of Felixstowe/Trimley).</i></p>
AP209	<b><u>Grundisburgh Area: Residential development in the Villages</u></b>	<p>12.6 Within the Grundisburgh Area, a number of settlements have been identified as Villages. The scale of new development appropriate to each Village will be dependent upon its individual scale and character. Applications for new development within the Villages will be assessed against the following policy:</p> <p><b>POLICY AP209</b></p> <p><b><u>Grundisburgh Area: Residential development in the Villages</u></b></p> <p><b>The following settlements are defined as Villages for the purpose of applying Policy AP27, the appropriate scale of development being:</b></p> <p><b>(i) Infilling only within the Villages of:</b></p> <p><b>Bredfield (The Street)</b></p>

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		<p><b>Bredfield (Corner)</b></p> <p><b>Clopton (Corner)</b></p> <p><b>Cretingham</b></p> <p><b>Great Bealings (Lower Street)</b></p> <p><b>Hasketon</b></p> <p><b>Tuddenham</b></p> <p><b>Westerfield</b></p> <p><b>Witnesham (Bridge)</b></p> <p><b>Witnesham (Chapel)</b></p> <p><b>(ii) Infilling, or a group of dwellings well related to their surroundings within the Villages of:</b></p> <p><b>Charsfield</b></p> <p><b>Grundisburgh</b></p> <p><b>Otley</b></p> <p>'Infilling' and 'Group' are defined earlier in para 3.5 (Part One). Within the physical limits there may be '<i>Areas to be Protected from Development</i>'. The principle of these is outlined in Part One and the appropriate Policy is AP28.</p> <p>12.7 The following parishes do not contain a settlement which meets the criteria set out in para 3.19 and Policy AP30 will apply in respect of new residential development:</p> <table data-bbox="678 1337 1400 1426"> <tr> <td>Boulge</td> <td>Hoo</td> <td>Burgh</td> </tr> <tr> <td>Letheringham</td> <td>Culpho</td> <td>Monewden</td> </tr> </table>	Boulge	Hoo	Burgh	Letheringham	Culpho	Monewden
Boulge	Hoo	Burgh						
Letheringham	Culpho	Monewden						

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		Dallinghoo                      Swilland                      Debach
AP210	<b><u>Grundisburgh Area: Debach Airfield</u></b>	<p>12.9 The airfield buildings at Debach have been used predominantly for light industrial purposes and for activities allied to agriculture. The site has created problems in the past relating to noise, amenity and lorry movements, and the Council is concerned about the level and type of uses which are carried out. It is important to ensure that, bearing in mind the exposed location and surrounding settlements, further intensification or new building does not take place which exacerbates the situation or creates new problems.</p> <p><b>POLICY AP210</b></p> <p><b><u>Grundisburgh Area: Debach Airfield</u></b></p> <p><b>Proposals for land identified on the Proposals Map will be judged against the following criteria:</b></p> <p><b>(i) the proposed development shall be within Class B1 or B2 of the Town and Country Planning Use Classes Order, 1987, or in any provision equivalent to these two Classes in any statutory instrument revoking and re-enacting that order, or shall be directly related to agriculture;</b></p> <p><b>(ii) warehousing, storage (including large-scale agricultural storage development) and haulage uses likely to result in a material increase in traffic will not be permitted;</b></p> <p><b>(iii) the replacement of an existing building will be accepted where the use will be the same as the existing use or will be in accordance with criterion (i) of this policy, provided that there would be no material increase in the size, or significant change in the shape, of the building;</b></p> <p><b>(iv) no new buildings, extensions to existing buildings, or other development, will be permitted unless of a minor and ancillary nature.</b></p> <p><b>In applying these criteria to the area shown on the Proposals Map, it is recognised that there may be circumstances in which limited additional parking and vehicle manoeuvring space abutting the physical limits may be justified, and individual proposals will be considered on their merits, including their potential impact on the open landscape.</b></p>

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		The descriptions of 'Employment Use, for example B1 and B2, are given in para 4.9 of Part One of the Local Plan.
AP211	<b><u>Ipswich Fringe: Development in the Villages</u></b>	<p>13.14 On the basis of the criteria set out in para 3.19 in Chapter Three, a number of settlements have been identified as <b>Villages</b> , to which Policy AP27 will apply. In accordance with the strategic policy, and to reflect their individual scale and character, development in excess of a group is not considered appropriate. The only exception to this is in relation to Martlesham, where specific provision has been made on the Proposals Map.</p> <p>13.15 Physical limits boundaries for these six Villages are shown on the Proposals Map. In addition to AP27 applications for development within these Villages will be assessed against the following policy:</p> <p><b>POLICY AP211</b></p> <p><b><u>Ipswich Fringe: Development in the Villages</u></b></p> <p><b>In order to implement Policy AP27 the following settlements are defined as Villages. Other than where specific provision has been made in this Local Plan, the appropriate scale of development will be infilling or a group of dwellings well related to its surroundings:</b></p> <p><b>Little Bealings</b></p> <p><b>Martlesham</b></p> <p><b>Martlesham Heath</b></p> <p><b>Nacton</b></p> <p><b>Playford</b></p> <p><b>Rushmere Street .</b></p> <p>'Infill' and 'Group' are defined in para 3.5. Specific provision for development in excess of a group has only been made in Martlesham Heath and Martlesham Village, as shown on the Proposals Map.</p>

SAVED POLICY NO.	SAVED POLICY TITLE	POLICY WORDING (shown in bold) AND SUPPORTING TEXT
AP212	<b><u>Ipswich Fringe: Open character of land between Settlements</u></b>	<p>13.16 In defining the physical limits boundaries, the District Council supports the objective of Structure Plan Policy IP5 to retain the separate identity of the various Villages and settlements around the edge of Ipswich and prevent their coalescence with Ipswich, with each other or with Woodbridge. The District Council considers this to be a particularly important objective and will, therefore, also assess any applications for development against the following policy:</p> <p><b>POLICY AP212</b></p> <p><b><u>Ipswich Fringe: Open character of land between Settlements</u></b></p> <p><b>The District Council will seek to maintain the open character of the land which separates Villages on the Ipswich Eastern Fringe from each other and from Ipswich and Woodbridge, including Rushmere Street from Rushmere; Martlesham Heath from Martlesham; and Martlesham from Woodbridge.</b></p> <p>In respect of open land near Rushmere Street, see paras 13.109 and 13.110.</p>
AP213	<b><u>Sandy Lane, Martlesham</u></b>	<p>13.21 This area is within the defined Countryside. It contains a wide variety of land uses, including established industry, intensive agriculture and horticulture, recreation, housing and open heathland. The completion of the Martlesham bypass has resulted in improved access into Woodbridge and a reduction in the volume of traffic using the former A12 through Martlesham. This is likely to result in continued pressure for some form of development within this part of Martlesham. Some of this area is within the Area of Outstanding Natural Beauty and a Special Landscape Area.</p> <p>13.22 The section <i>south of Sandy Lane</i> contains intensive agricultural industry, occupying a significant number of large buildings in sensitive locations both within and adjacent to the AONB. These buildings are considered to be sufficiently important to justify the inclusion of the following policy to lay down development guidelines for their re-use, should that circumstance ever arise. This policy is an amplification of Policy AP73 for the industrial use of redundant buildings.</p> <p><b>POLICY AP213</b></p> <p><b><u>Sandy Lane, Martlesham</u></b></p> <p><b>Proposals for the employment re-use of the site and buildings in Sandy Lane, Martlesham, as shown on the</b></p>

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		<p><b>Proposals Map, will be considered against the following criteria:</b></p> <p><b>i) Proposals will only be considered in the context of a comprehensive scheme for the whole complex, the basic elements of which shall be:</b></p> <p><b>a) buildings should be confined to the western part of the site, as identified on the Proposals Map with the remainder being removed and the land restored;</b></p> <p><b>b) only the buildings which are of permanent and substantial construction but of a scale and character which are in keeping with the exposed location in the AONB will be permitted to remain;</b></p> <p><b>c) the scale of the final complex should reflect the location in the AONB;</b></p> <p><b>d) the design of new buildings, conversions and external works (including re-cladding) shall be of a high standard and should not detract from the character of the AONB;</b></p> <p><b>e) access will be at the western end and all other accesses (other than where serving residential properties) shall be removed in order to retain and enhance the present rural character of Sandy Lane;</b></p> <p><b>f) a comprehensive landscaping scheme;</b></p> <p><b>g) proposals for the phased demolition and restoration of the eastern part of the site.</b></p> <p><b>ii) Proposals must not lead to unacceptable levels of traffic movements, particularly by lorries;</b></p> <p><b>iii) Only B1 uses will be permitted, unless otherwise agreed in writing with the District Council. Warehouse and haulage uses will not be permitted;</b></p> <p><b>iv) A range of size of buildings should be provided in order to provide premises for small businesses preferably providing jobs and/or services for the local community;</b></p> <p><b>v) The subsequent expansion of the activities on the site will only be permitted if it can be demonstrated that there would be no adverse impact on the surroundings and, under certain circumstances, the District Council will consider seeking the removal of rights under the General Development Order.</b></p>



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AP214	<u>Ipswich Fringe: Ipswich Road/Sandy Lane, Martlesham</u>	<p>13.23 The open land <b>between the A12 and Sandy Lane</b> is currently used for horticulture and agriculture, with two small groups of dwellings north of the railway bridge and at The Street, close to its junction with Sandy Lane. The land clearly forms part of the valley of the River Fynn, which is itself an extension to the Area of Outstanding Natural Beauty. The valley to the west has been designated as a Special Landscape Area and, if it were not for the presence of such intrusive features as sodium lighting columns and untidy horticultural and agricultural buildings, this particular area would be of a similar quality and designated as part of the Special Landscape Area. Nevertheless, it is important in visual terms, particularly in views from the adjacent AONB, and creates a significant open space barrier between Woodbridge and Martlesham. With some enhancement it could reach the same standard as the remainder of the Fynn Valley. Such enhancement could include general tree and hedge planting, the removal of lighting columns and the remains of the old A12, and the screening of eyesores.</p> <p>13.24 More development would not be appropriate as it would spoil the landscape further, be contrary to the general policy seeking to protect the Countryside (AP 8), and the policy which seeks to prevent the coalescence of Woodbridge and Martlesham (AP212).</p> <p><b>POLICY AP214</b></p> <p><b><u>Ipswich Fringe: Ipswich Road/Sandy Lane, Martlesham</u></b></p> <p><b>The land lying between Sandy Lane and the A12, as shown on the Proposals Map, is considered to be a prominent and essential component of the Fynn Valley, lying between the Special Landscape Area to the west and the Area of Outstanding Natural Beauty. The District Council will encourage enhancement measures which improve the landscape of this area to the same quality as that to the west.</b></p>
AP215	<u>Ipswich Fringe: Nacton Heath</u>	<p>13.37 The existing Ransomes Industrial Park is approximately 1½ miles south-east of Ipswich town centre and fronts the A14, from which access is obtained via the A14 Nacton interchange. The estate, which is wholly within the Ipswich Borough, is being developed progressively eastwards, and it is currently estimated that there are 150 acres still available for development. The surface water constraint on about 75 acres of this area is currently being addressed by the landowners and should be overcome in the near future. The land is also being actively marketed.</p> <p>13.38 The potential exists to extend this area into this District, to absorb a further 41 acres lying between the Borough boundary and the designated Area of Outstanding Natural Beauty boundary.</p> <p>13.39 The District Council has acknowledged the acceptability in principle of this area being used as an extension to</p>

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		<p>the Ransomes Industrial Park for a number of years. It is now estimated that the land will be required to help meet the needs of the Ipswich area towards the end of the Plan period. The site is, therefore, now allocated as a General Employment Area in order to encourage it to be comprehensively planned with the adjacent Ransomes Park, and the following policy will apply.</p> <p><b>POLICY AP215</b></p> <p><b><u>Ipswich Fringe: Nacton Heath</u></b></p> <p><b>Land at Nacton Heath, between the A14, the railway line and the Area of Outstanding Natural Beauty, as shown on the Proposals Map, is allocated as a General Employment Area, as an extension to, and accessed from, the adjacent Ransomes Park. Before development commences, a major landscaping scheme will be required, to strengthen the eastern boundary to form a firm limit to the employment area.</b></p> <p>The policy on General Employment Areas is set out in AP51.</p> <p>13.40 At present there does not appear to be any satisfactory means of access to this land. Access is not acceptable from the Felixstowe Road in the north, due to the need to cross the railway line, neither is it acceptable from the A14 Ipswich bypass to the south. The garage/petrol filling station complex fronting the A14 was granted consent on the basis that it was a facility linked to the use of the of the main road itself. Thus, the only effective means of access to the land is as an extension of the estate roads on the Ransomes' land, and the willingness of the respective landowners to negotiate a satisfactory access route at the appropriate time, will be critical in enabling the land to be brought forward for development. It is likely that foul and surface water drainage will also need to be provided as extensions to the systems within the adjoining industrial estate, and it will be necessary to demonstrate that satisfactory drainage of any development can be provided.</p> <p>13.41 It should be emphasised that the District Council will continue to resist proposals for development of the remaining land between the proposed employment area, the railway line and the A14, which is within the Area of Outstanding Natural Beauty.</p>
AP216	<b><u>Ipswich Fringe: Martlesham Heath Industrial Estate</u></b>	<p>13.42 The Martlesham Heath industrial estate is located to the east of Ipswich, some 3 miles from the town centre. Access is off the A12, which forms the western boundary of the estate. The industrial estate is approximately 80 acres in extent of which about 10 acres are currently (mid-1999) undeveloped. The Martlesham Heath industrial estate, including the adjoining British Telecommunications PLC complex, as shown on the Proposals Map, is confirmed as a General Employment Area, within which B1, B2 and B8 categories of development are acceptable. It</p>

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		<p>is recognised that a number of indoor recreational facilities have become established within the industrial estate. The following policy will apply:</p> <p><b>POLICY AP216</b></p> <p><b><u>Ipswich Fringe: Martlesham Heath Industrial Estate</u></b></p> <p><b>The existing industrial area of approximately 80 acres at Martlesham Heath, together with the adjoining British Telecommunications PLC complex, as shown on the Proposals Map, is identified as a General Employment Area to which Policy AP51 applies.</b></p>
AP217	<b><u>Ipswich Fringe: BT Laboratories, Martlesham</u></b>	<p>13.43 BT Laboratories (BTL) is one of the country's largest telecommunications research facilities and one of the County's major employers. It occupies about 105 acres adjacent to the Martlesham Heath industrial estate. The District Council recognises that a further 246 acres to the east and south of the main complex is utilised as a field experimental test range and that any proposals to extend or intensify such facilities will need to be considered on their merits, taking account of:</p> <p>(i) the proven need for such development;</p> <p>(ii) the lack of practical alternative locations; and</p> <p>(iii) impact on the countryside.</p> <p>13.44 Concern has been expressed by BTL at the prospect of development which might have an adverse effect on these field test facilities. Such development prospects are likely to be extremely restricted, however, bearing in mind the fact that the areas of concern are identified as Countryside, to which Policy AP8 will apply. On the other hand, it is accepted that the work of BTL may encompass areas of research which it may be possible to place in the category of "proven national interest" and that alternative sites unfettered by the adverse impact of new development may not be available. Even in the absence of proven national need, which is likely to be difficult to establish, any planning application for development within the Safeguarding Area will need to take into account the effect of that development on the testing facilities. Where it can be shown that the proposed development would be seriously detrimental to existing and likely future testing facilities, planning permission will be refused.</p> <p><b>POLICY AP217</b></p>

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		<p><b><u>Ipswich Fringe: BT Laboratories, Martlesham</u></b></p> <p>The use of land to the south and east of the BT Laboratories at Martlesham Heath, as shown on the Proposals Map, for Field Experimental Test Facilities associated with the adjacent laboratories is recognised. Although the normal countryside policies will apply, proposals relating to the testing of equipment only may be acceptable if:</p> <p>(i) there is no practical alternative location; and</p> <p>(ii) the design, size and impact on the countryside are acceptable.</p> <p>In respect of such proposals, the granting of temporary planning consent may be appropriate.</p> <p>In determining applications for planning permission in the adjoining safeguarding area, also as shown on the Proposals Map, a material planning consideration will be the effect of the proposal on field experimental test facilities, as will be the practicality of re-siting existing ones. Where it can be shown that the development proposed would be seriously detrimental to existing and likely future testing facilities, planning permission will be refused.</p>
AP218	<b><u>Ipswich Fringe: Employment land at Grange Farm, Kesgrave</u></b>	<p>13.45 The outline planning consent and associated Section 106 Agreement for Grange Farm, Kesgrave, requires an area of not less than 20 acres and not more than 30 acres to be provided for industrial development. The consent contains a specific condition which restricts uses of this employment area solely to those within Class B1, unless specifically agreed in writing with the District Council. This restriction is in order that the Council may retain control over the development and to ensure that industrial activity will be of such a kind that it will not have any adverse effect on nearby residential areas.</p> <p>13.46 Even though the consent requires the provision of this land for employment purposes, the District Council considers that it is appropriate to formally allocate the area. This area is not, as yet, clearly defined on the ground but is indicated in general terms on the approved Grange Farm Master Plan. It has been indicated on the Proposals Map, but it is accepted that the precise boundaries may need to be clarified as the Grange Farm development proceeds. Perimeter landscaping will need to be provided within the allocated area as indicated on the Grange Farm Master Plan. The following policy will, therefore, apply:</p> <p><b>POLICY AP218</b></p>

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		<p><b><u>Ipswich Fringe: Employment land at Grange Farm, Kesgrave</u></b></p> <p>An area of approximately 28 acres at Grange Farm, Kesgrave, as shown on the Proposals Map, is allocated as an Employment Area. The use of this area will be restricted to those uses considered acceptable within Category B1 of the Town and Country Planning (Use Classes) Order, 1987 unless otherwise agreed in writing with the District Council. Perimeter planting will be carried out within this area on the northern and southern boundaries.</p>
AP219	<b><u>Ipswich Fringe: Kesgrave and Grange Farm</u></b>	<p>13.47 The allocated area incorporates an existing area of commercial development currently accessed from Dobbs Lane. The District Council hopes that it will eventually be possible to integrate this existing development with the new development in such a way as to enable it to be accessed from the new spine road and A1214 roundabout junction, rather than Dobbs Lane. In any event, no additional access from Dobbs Lane to commercial, residential or any other type of development will be permitted.</p> <p><b>POLICY AP219</b></p> <p><b><u>Ipswich Fringe: Kesgrave and Grange Farm</u></b></p> <p>The District Council acknowledge that Kesgrave, owing to its location and proposed eventual level of population, has distinct characteristics. In particular, its Grange Farm development will be promoted as a community with a commensurate range of services, facilities and employment opportunities, including those within Classes A1, A2 and A3 of the Town and Country Planning (Use Classes) Order, 1987.</p>
AP220	<b><u>Ipswich Fringe: Warehousing/Haulage Depots on the Ipswich Fringe</u></b>	<p>13.49 With the increase in traffic through the Haven Ports, there are increasing pressures for associated land use activities. These include warehousing/storage facilities for subsequent distribution regionally, nationally and abroad, road haulage depots and container compounds. These uses should be located on established industrial areas close to the primary road network, so as to minimise the environmental problems caused by heavy goods vehicles using unsuitable roads, and to maximise the use of the investment that has been made to improve Suffolk's road network. In this respect an area has been identified in Felixstowe at Clickett Hill (para 11.84).</p> <p>13.50 When considered in the context of the Ipswich Eastern Fringe Plan area, the only industrial areas on which these warehousing uses would be acceptable are Martlesham Heath and Nacton Heath. They will certainly not be acceptable on the Grange Farm allocation nor anywhere else, particularly in the Countryside, and Policy AP54 will apply. The adequate provision of off-road facilities, including parking for lorries in accordance with the Council's</p>

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		<p>normal standards, will be an important issue to take into account when considering planning applications for warehousing/haulage depots.</p> <p><b>POLICY AP220</b></p> <p><b><u>Ipswich Fringe: Warehousing/Haulage Depots on the Ipswich Fringe</u></b></p> <p><b>Permissions for warehouses and haulage depots, except where required for local distribution purposes, and permissions for container compounds and handling areas, will be restricted to the Martlesham Heath and Nacton Heath General Employment Areas, as identified on the Proposals Map. The locations and use of screening where appropriate, must respect the need to protect the landscape and residential amenity.</b></p> <p>Proposals elsewhere will be considered against Policy AP54.</p>
AP222	<b><u>Ipswich Fringe: A1214 Park and Ride</u></b>	<p>13.62 The need for a comprehensive transport strategy to address and deal with potential problems in and around the Ipswich area was identified in the late 1980s. As a result, Suffolk County Council and Ipswich Borough Council agreed to jointly fund a traffic study and consultants were appointed to undertake this task. This work commenced in October 1988.</p> <p>13.63 Following the completion of the Ipswich Traffic Study in May 1991, an extensive public consultation exercise was carried out in the Summer of 1991. The overall response from the public and consultees was generally for, and supportive of, the introduction of Park and Ride facilities in Ipswich. A transport strategy, including Park and Ride, was adopted by the County Council in November 1991. The essence of this approved strategy was the provision of a comprehensive package of proposals with each component contributing to the overall aims and objectives.</p> <p>13.64 In 1994 the County Council reviewed the priorities of the Transport Strategy to encourage alternative measures to new road building and put greater emphasis on improving public transport. A revised strategy was subsequently adopted as Policy IP8 of the Structure Plan (Incorporating Alterations 1, 2 and 3) in June 1995. The provision of Park and Ride was given high priority.</p> <p>13.65 By providing convenient car parks on the edge of the urban area with good public transport links to the centre, motorists can drive to these outlying car parks and continue their journey by bus. In this way, the car will be used for that part of the journey which is least congested and less well served by public transport. Public transport could be used for the most congested section of the journey where it is most efficient. As well as reducing demand for road</p>

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		<p>space in the urban road network, Park and Ride also reduces the demand for central area car parking.</p> <p>13.66 The principle of providing Park and Ride facilities has, therefore, been accepted and is not an issue. As part of the implementation of this policy objective the selection of specific sites becomes the issue.</p> <p>13.67 The approved implementation strategy concluded that a Park and Ride site should be provided to the east of Ipswich, in the Kesgrave/Martlesham area, within two years of implementing one to the west at the Copdock Park and Ride site. The Copdock Park and Ride facility became operational in November 1997.</p> <p>13.68 The public consultation exercise on six potential sites in the Kesgrave/Martlesham area was carried out in 1996. Subsequently, the District Council gave careful consideration to the factors which led the County Council to prefer a location in the general vicinity of the A1214 at Martlesham and to the west of the Martlesham A12/A1214 junction in particular.</p> <p>13.69 As part of a review of all potential site options (including those put forward as alternatives by objectors to a site to the south of the A1214 between Portal and Deben Avenues, to which residents have access as amenity woodland), the District Council has identified, within land to the north of the A1214 which is designated as a Special Landscape Area, a relatively well screened, open area immediately adjacent to the A12. This site also offers the potential to compensate for the impact on the Special Landscape Area by the positive restoration of woodland following storm damage over the past decade, which could be secured as part of a carefully planned landscape scheme for the periphery of a park and ride site.</p> <p>13.70 The District Council has concluded that, on balance, the environmental benefits and the unique nature of a public facility to serve a strategic transport need justify locating the park and ride site where it would not accept any other form of development, and that the disbenefit of encroaching on an area of special landscape importance may be seen to be outweighed by the need to avoid alternative sites which are perceived to have a greater public amenity value.</p> <p>13.71 Consequently, the District Council has concluded that these factors justify identification of a small part of the Special Landscape Area for a park and ride facility, subject to a proven justification for it, particularly in the light of experience of the Copdock site on the south-west side of Ipswich. In judging the success of the Copdock Mill park and ride scheme, regard will be had to:</p> <p>(i) its contribution to the transport policies, objectives and targets set out in the County Structure Plan and the Ipswich Transport Strategy; and</p>

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		<p>(ii) the aims and objectives of likely emerging government good practice on establishing and monitoring park and ride facilities.</p> <p>The allocation would also need to be dependent on specific planning policy criteria being met which are designed:</p> <p>(i) to minimise the environmental effect;</p> <p>(ii) to provide for a degree of woodland restoration; and</p> <p>(iii) to ensure that only the development required for the essential operation of a public park and ride facility would be permitted, in view of the need to protect the integrity of the designated area.</p> <p><b>POLICY AP222</b></p> <p><b><u>Ipswich Fringe: A1214 Park and Ride</u></b></p> <p><b>As part of the strategic implementation of sustainable transport measures for the Ipswich Area, land north of the A1214 at Martlesham, as shown on the Proposals Map, is proposed for a car park for a "park and ride" facility providing it can be demonstrated that:</b></p> <p><b>(i) no existing transport facilities can be adapted for the purpose;</b></p> <p><b>(ii) there is proven justification for the facility, proven lack of suitable alternative sites and proven success of that constructed at Copdock Mill Interchange to the west of Ipswich for a period of at least two years of full operation;</b></p> <p><b>In the event of proven need for the development, the following criteria will apply within the area shown on the Proposals Map:</b></p> <p><b>a) the car park shall be located in the open part of the site adjacent to the A12;</b></p> <p><b>b) a high standard of layout and design, respecting the landscape quality of the site and its setting;</b></p> <p><b>c) the minimum loss of trees, retaining those fronting the A1214 (except for those required to create a safe</b></p>



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		<p>access/egress for buses), and those required to protect the amenity of adjacent residential property;</p> <p>d) measures to restore storm damage to existing woodland;</p> <p>e) strengthening of existing planting along the A12 boundary of the site;</p> <p>f) measures to ensure essential lighting is contained within the site and kept to the minimum commensurate with public safety and security (see also Policy AP97);</p> <p>g) the provision of appropriate highway improvement measures to secure safe and convenient direct access/egress from the A12/A1214 (Martlesham) roundabout and a separate bus access/egress to the west; and</p> <p>h) provision is made for the archaeological evaluation of the site prior to development taking place.</p> <p>Only those buildings, structures and uses essential for the operation of the park and ride facility will be permitted within the Special Landscape Area. If the facility ceases to be operational the site will be cleared and returned to its natural state.</p>
AP225	<u>Ipswich Fringe: Foxhall Road Woodlands</u>	<p>13.94 In addition to this general concept, specific policies for the Foxhall Road Woodlands, including the Stadium and the Suffolk Showground are required because of their unique circumstances and the pressures which they create.</p> <p>13.95 The <b>Foxhall Road woodlands</b> create an extremely attractive area lying beyond the built-up frontages north and south of the Foxhall Road. The whole of the woodland to the north of the road is criss-crossed by a number of public footpaths. This area is extensively used by the general public for informal and unofficial recreational purposes and is likely to come under increasing pressure as Bixley Farm to the west is developed.</p> <p>13.96 Parts of the woodland fronting the Foxhall Road and along the edge of Brookhill stream are already protected by a Tree Preservation Order. Although extensively damaged by the October 1987 storm, these woodland areas still contain sufficient trees to retain their extremely attractive appearance and justify their management and replanting where appropriate.</p> <p>13.97 Within this area there may be potential for informal recreational activities (the Stadium is considered in para 13.101 below), subject to no overriding access, highway, landscape or amenity objections. Residential development within this area is not considered acceptable owing to its high landscape value and its existing recreational</p>

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		<p>importance to those people living in the vicinity.</p> <p>13.98 Brookhill Woods on the south side of Foxhall Road is a dense area of woodland dominated by coppiced birch and sweet chestnut, which is protected by a Tree Preservation Order.</p> <p>13.99 The District Council wish to preserve the character of both the woodland and heathland to the north and south of Foxhall Road by preventing any extensions to the Foxhall Stadium which would significantly increase the disturbance of the adjacent residential areas (see para 13.101) and by retaining and, where possible, enhancing the woods and heath. The inclusion of the whole of this area within the major recreation corridor and its associated Management Plan will help to achieve these objectives and establish the framework against which recreational proposals can be judged.</p> <p>13.100 In addition, the following specific policy will be applied to these areas:</p> <p><b>POLICY AP225</b></p> <p><b><u>Ipswich Fringe: Foxhall Road Woodlands</u></b></p> <p><b>Planning permission will not be granted for development proposals which would neither protect nor enhance the character of the woodland and heathland north and south of Foxhall Road, as defined on the Proposals Map.</b></p>
AP226	<b><u>Ipswich Fringe: Foxhall Stadium</u></b>	<p>13.101 The <b><i>Foxhall Stadium</i></b> is set in the north-west corner of the woodland. It is a long-established centre for motor sports and speedway events. It is an important regional sporting facility, which attracts large numbers of spectators from a wide area. By its very nature, however, it creates considerable disturbance to local residents at certain times.</p> <p>13.102 The District Council has sought to maintain a balance between the often conflicting desires of speedway supporters and local residents, and agreements have been made between the stadium owners on the number of events and practice sessions which are considered acceptable. The District Council will continue to exercise control over events taking place at the stadium, but will not seek to terminate or unreasonably restrict the use of the stadium. Any proposals to extend the stadium which would be likely to significantly increase the disturbance to adjacent residential areas, however, would not be acceptable.</p> <p><b>POLICY AP226</b></p>

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		<p><b><u>Ipswich Fringe: Foxhall Stadium</u></b></p> <p><b>Proposals to enlarge the Foxhall Stadium, as shown on the Proposals Map, which would significantly increase the disturbance of the adjacent residential areas of Kesgrave or Bixley Farm, will be resisted.</b></p>
AP227	<b><u>Ipswich Fringe: Suffolk Showground, Purdis Farm</u></b>	<p>13.103 The Suffolk Showground is an important facility both within the Ipswich area and regionally. The District Council supports the concept of the showground being used more intensively, provided access in connection with any event taking place is from the recently completed Felixstowe Road roundabout, with any other accesses, including those from the Bucklesham Road, being used only as emergency accesses or for administrative purposes. This will not only rationalise the access, internal road layout and car parking aspects of the showground, but will also reduce to a minimum the impact of the showground on Bucklesham Road.</p> <p>13.104 The District Council does not propose to specify in this Local Plan a precise list of land uses for the area, since much would depend on their frequency and degree of impact on local residents. However, the Council will seek to agree with the Suffolk Agricultural Association, possibly on an annual basis, a schedule of potential uses and will give sympathetic consideration to any recreational activity, such as livestock shows, exhibitions and rallies, including touring caravans, provided adequate on-site car parking and the amenity of adjoining residential areas is protected. There is considerable scope for the showground to be dramatically visually improved by further tree planting. The holding of a wide range of non-recreational events may also be appropriate on the showground, provided they utilise the newly-constructed Felixstowe Road access and the prior consent of the District Council is obtained.</p> <p>13.105 In order to regulate the use of the showground, the District Council will apply the following policy:</p> <p><b>POLICY AP227</b></p> <p><b><u>Ipswich Fringe: Suffolk Showground, Purdis Farm</u></b></p> <p><b>The District Council will encourage the more intensive use of the Suffolk Showground, as shown on the Proposals Map, provided:</b></p> <p><b>(i) access for all events is off the Felixstowe Road by means of the recently constructed roundabout;</b></p> <p><b>(ii) adequate on-site car parking is provided, commensurate with the land uses proposed;</b></p> <p><b>(iii) appropriate measures are taken, including the strengthening of existing hedgerows to protect the</b></p>

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		<p>amenity of adjacent residential areas;</p> <p><b>(iv) any permanent new land use proposals for any part of the site are directly associated with recreation and/or tourism and would have no significant adverse effect on local residents.</b></p> <p><b>The use of the Showground for other events will be considered on their merits.</b></p>
AP228	<b><u>Ipswich Fringe: Open Spaces near Rushmere Street</u></b>	<p>13.106 It is a general policy of this Plan that sports facilities should be protected because of their role and their contribution to the character of an area (Policy AP104).</p> <p>13.107 The sports grounds near Rushmere Street, together with the adjoining undeveloped land on the north-east side of Humber Doucy Lane, create a very important green space between Ipswich and Rushmere Street, and the developed areas of Kesgrave and Rushmere to the south. The District Council supports local opinion that the contribution this open land makes to the visual amenity of the area is considerable, and believes that it should remain either in recreational use or be returned to agriculture. These areas are, in any event, already identified as Countryside in which it is anticipated that existing land uses shall remain for the most part undisturbed, and the need to prevent the coalescence of the settlements with Ipswich has already been expressed (Policy AP212)</p> <p>13.108 In addition to the visual importance of these open areas, the sports grounds contribute to meeting the recreational needs of the Ipswich area. The District Council acknowledges that accurate assessment of the demand for sports facilities, or the precise level of provision that ought to be made available, is difficult. Nevertheless, it has no evidence to suggest that these sports grounds no longer play an important role in meeting the recreational needs of the Ipswich area. The District Council will apply the following policy:</p> <p><b>POLICY AP228</b></p> <p><b><u>Ipswich Fringe: Open Spaces near Rushmere Street</u></b></p> <p><b>The District Council recognises the visual importance of the open spaces in the vicinity of Rushmere Street and Humber Doucy Lane, as shown on the Proposals Map, and will not permit development on them, other than as sports grounds or for associated recreational uses.</b></p>
AP229	<b><u>Ipswich Fringe: The Priory</u></b>	<p>13.116 There is an existing caravan site at Alnesbourn Priory which currently has planning permission for 100 residential caravans, 160 static holiday caravans and 120 touring caravans. A number of leisure facilities have also</p>

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	<u>Area, Nacton</u>	<p>been provided, including a golf course immediately adjacent to the river. There is a Scout camping site immediately adjacent to the caravan site, which is intensively used during holiday periods. There has recently been pressure for the siting of additional holiday caravans on the adjoining land to the north.</p> <p>13.117 The District Council recognises that part of this area is already used as a residential and holiday caravan site and that there may be potential for some limited expansion of the recreational and holiday caravan use of the area, as defined on the Proposals Map. The additional capacity of the site depends upon the ability to improve the access bridge across the Ipswich bypass and the access road leading from the Nacton Road. Policy AP44 would preclude any increase in the number of residential caravans on the site.</p> <p>13.118 Before approval is given for any additional holiday caravans in this area, a comprehensive Design Brief will be necessary, which is acceptable not only to the District Council and the landowners, but also to the County Council and the Ipswich Borough Council as owners of the Airport, across which the access road runs. This Design Brief will need to show the level of additional accommodation, acceptable locations for the caravans, landscaping, internal access arrangements and any other required facilities. It will also need to demonstrate that the proposals for further recreational use of the area will have no adverse visual impact when viewed from the river or the south bank of the Orwell. The preparation of such a Design Brief will require a degree of co-operation between the landowners; this is considered essential if the unsatisfactory unco-ordinated piecemeal development of the area is to be avoided. The following policy will, therefore, apply in this area, as shown on the Proposals Map:</p> <p><b>POLICY AP229</b></p> <p><b><u>Ipswich Fringe: The Priory Area, Nacton</u></b></p> <p><b>Further limited recreational use (including holiday caravans and camping) of the Priory Area, as defined on the Proposals Map, may be acceptable, provided it conforms to an agreed Design Brief. Unco-ordinated expansion of holiday caravan or camping facilities, and proposals which conflict with Policy AP111 will not be permitted.</b></p>
AP230	<b><u>Woodbridge Area: Development in Villages</u></b>	14.7 As clearly outlined in Chapter Three of the Plan, it is in <b>Towns</b> where most development, particularly of a large scale, is most appropriately located. In this respect Woodbridge, with parts of the parish of Melton, is defined as a 'Town' in the Suffolk Structure Plan. In addition, a very small part of Martlesham Parish, around Dukes Park, abuts the administrative area of Woodbridge but, to all extents and purposes, is part of the urban fabric of the Town of Woodbridge and is, therefore, included within the physical limits of Woodbridge. This should not be confused with the

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		<p>administrative boundary.</p> <p>14.8 Outside of the Town, there are settlements in each of the remaining parishes which have been identified as <b>Villages</b> . The scale of new development appropriate to each Village will be dependent upon its individual scale and character. Applications for new development within the Village will be assessed against the following policy. It should be noted that not only is a part of the Melton parish defined as a 'Town', but part is also a 'Village' for reasons set out later in paras 14.61.</p> <p><b>POLICY AP230</b></p> <p><b><u>Woodbridge Area: Development in Villages</u></b></p> <p><b>In order to implement Policy AP27, the following settlements are defined as Villages, the appropriate scale of development being:</b></p> <p><b>(i) infilling only within the Villages of:</b></p> <p><b>Pettistree</b></p> <p><b>Ufford</b></p> <p><b>(ii) infilling, or a group of dwellings well related to their surroundings, within the Villages of:</b></p> <p><b>Melton (Village)</b></p> <p><b>Wickham Market</b></p>
AP232	<b><u>Wickham Market: Central Area</u></b>	<p>14.19 Wickham Market has an obvious central core around the Hill, where the majority of shops and businesses are located. It will be important to ensure that this does not start to 'spread' into adjacent areas, which are primarily residential, to the detriment of amenity or the Conservation Area.</p> <p><b>POLICY AP232</b></p>

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		<p><b><u>Wickham Market: Central Area</u></b></p> <p><b>In Wickham Market, proposals for shops, offices and businesses will only be permitted within the central core, as defined on the Proposals Map.</b></p>
AP235	<b><u>St Audry's Hospital: Development Framework</u></b>	<p>14.50 The relative merits of the buildings on the site, the relationship between them, the retention of trees and woodland, and access restrictions will require further investigation and assessment in a Master Plan. This will be prepared by and/or in co-operation with the owners and approved by the District Council. In preparing the Master Plan, an assessment of the capability for conversion will be a primary consideration. Any subsequent redevelopment will not be permitted other than in conformity with this Master Plan. It may not be required in respect of a straightforward change of use from the present residential institution to, for example, a non-residential institution. It would be required, however, before the District Council could adequately consider any changes which the new user contemplated.</p> <p>14.51 The following policy establishes a framework for the Master Plan, and criteria against which any planning applications will be assessed.</p> <p><b>POLICY AP235</b></p> <p><b><u>St Audry's Hospital: Development Framework</u></b></p> <p><b>Development proposals for the St Audry's complex shall be contained within the physical limits, as defined on the Proposals Map, shall retain the listed buildings, and will be assessed against the following criteria:</b></p> <ul style="list-style-type: none"> <li><b>(i) the need to minimise traffic movements through Ufford, Melton and Woodbridge;</b></li> <li><b>(ii) the retention of significant trees on the site and the parkland area, as shown on the Proposals Map;</b></li> <li><b>(iii) impact upon the landscape or the character of the land which separates Melton from Ufford;</b></li> <li><b>(iv) the need to respect the footprint and form, character and dispersal of existing buildings;</b></li> <li><b>(v) where there is a residential element;</b></li> </ul>

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		<p><b>(a) the retention, where reasonably practical, and/or relocation on the site of the existing recreational facilities;</b></p> <p><b>(b) the need to provide a level of services and community facilities appropriate to meet the needs of residents and other occupiers of the site;</b></p> <p><b>(c) in the event that it is a wholly residential scheme, the maximum number of dwellings permitted shall be 200.</b></p> <p><b>Planning applications will be considered only in the context of a Master Plan for the whole of the site. This shall address the above criteria, define the footprint, and include a phasing policy as well as appropriate measures for the future management of the parkland.</b></p>
AP236	<b><u>Woodbridge/Melton: Restraint</u></b>	<p>14.56 The <b><i>aims and objectives</i></b> of the Plan in respect of Woodbridge and Melton are:</p> <p>(i) to constrain development, in recognition of the high landscape and townscape quality and the overall character of the settlements;</p> <p>(ii) to retain the separate identities of Woodbridge and Melton by preventing their further coalescence;</p> <p>(iii) to preserve and enhance the historic and architectural character of the centre of Woodbridge;</p> <p>(iv) to preserve and enhance the function of Woodbridge as a local shopping centre;</p> <p>(v) to protect and enhance the landscape setting.</p> <p>14.57 As stated earlier in the Plan (para 3.12) there is no strategic requirement to make allocations of land for housing and, therefore, no such allocations are made in Woodbridge and Melton. In any event in the Town of Woodbridge, with part of Melton, strategic policy has consistently applied a restraint policy. This reflects:</p> <p>a) the limited employment base;</p> <p>b) the character of the Town;</p>



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		<p>c) the physical constraints of the Deben and the A12;</p> <p>d) the availability of land on the nearby Ipswich Fringe;</p> <p>e) the high priority given to conservation objectives.</p> <p>14.58 In addition, close to the Town, at the former St Audrys Hospital and at the former Bentwaters Airbase, are considerable areas of land available for development. Therefore, a policy of restraint is proposed to continue for the Town:</p> <p><b>POLICY AP236</b></p> <p><b><u>Woodbridge/Melton: Restraint</u></b></p> <p><b>The strategic policy of restraint on new housing development in Woodbridge/Melton will continue to be applied through the retention of the physical limits boundary, as defined on the Proposals Map. New housing development will, therefore, consist of infilling, groups or small-scale developments, subject to the following:</b></p> <p><b>a) no material adverse impact on the Conservation Areas or Listed Buildings;</b></p> <p><b>b) no material adverse impact on the urban fringe or setting of the Town (see also Policy AP240);</b></p> <p><b>c) the avoidance of the loss of areas which are important components of the street scene, character of the Town, or Townscape, eg open spaces or woodland (see also Policy LP237);</b></p> <p><b>d) access and highway considerations;</b></p> <p><b>e) other policies of the Local Plan and related Supplementary Planning Guidance.</b></p>
AP237	<b><u>Melton: Protection of Trees and Character</u></b>	<p>14.67 This area contains numerous trees and woodlands which, together with the undulating landform, are important components of distant views of the town from the AONB and elsewhere. Overall, the impression is one of an attractive, green backcloth.</p> <p>14.68 Even though quite large-scale development has taken place in this area, there are parts which still retain a</p>

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		<p>significant proportion of trees, or retain their rural character, such as the grounds of Melton Grange and, in particular, the land around Melton Hall. The grounds of Melton Hall and properties adjacent to it, including the recreation ground, form part of the rural quality of the approach to Melton and separate it from the built-up part of Woodbridge. Development here would be detrimental to the overall character and cause further undesirable coalescence of the two communities. Woods Lane is also very rural in character and any new accesses onto it would, with resulting visibility splays and loss of trees, seriously damage the overall appearance.</p> <p>14.69 Elsewhere within the area, it is essential that remaining natural features should be retained and new landscaping carried out. In order to protect existing trees, extensions to the existing Tree Preservation Orders may be necessary. The following policy supplements General Policy AP28.</p> <p><b>POLICY AP237</b></p> <p><b><u>Melton: Protection of Trees and Character</u></b></p> <p><b>The area bounded by Woods Lane, Melton Road, Pytches Road and Bredfield Road, as shown on the Proposals Map, retains its rural and wooded character, and separates the identified Village of Melton from Woodbridge. Within this area there are parts where no further development will be permitted because of:</b></p> <ul style="list-style-type: none"> <li><b>(i) their important contribution to the setting of Woodbridge and Melton, particularly from distant views;</b></li> <li><b>(ii) the need to preserve their natural features;</b></li> <li><b>(iii) their wildlife importance;</b></li> <li><b>(iv) their importance as settings for listed buildings;</b></li> <li><b>(v) their rural character;</b></li> <li><b>(vi) the need to prevent the coalescence of Woodbridge and Melton Village;</b></li> <li><b>(vii) the need to preserve that part of the area within the designated Melton Conservation Area.</b></li> </ul> <p><b>These have been identified as those to which Policy AP28 applies and are shown on the Proposals Map in solid green notation. Within the hatched part of the area the District Council will ensure that the design,</b></p>

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		<b>density, scale and layout of any new development will not prejudice the protection of important trees and open spaces, and they will require additional tree planting and other landscaping where appropriate .</b>
AP238	<b><u>Woodbridge: Garden Centre, Ipswich Road</u></b>	<p>14.70 This is a major open space within Woodbridge Conservation Area which should be retained. The site is certainly one which is vital to the setting and character of this part of the Town, presents an attractive approach to the Town, and offers excellent views across to the church. Basically, the site comprises four elements:</p> <ul style="list-style-type: none"> <li>(i) the sales area, associated buildings, open storage and offices;</li> <li>(ii) the woodland to the north of the site, largely gale-damaged, within which is a large open storage area;</li> <li>(iii) the woodland at Warren Hill;</li> <li>(iv) the open area to the south, with some specimen trees, which can itself be divided into two parts, namely: <ul style="list-style-type: none"> <li>(a) the triangle fronting Ipswich Road;</li> <li>(b) the triangle to the rear, below Warren Hill Road.</li> </ul> </li> </ul> <p>14.71 Were the Garden Centre to re-locate or require redevelopment, then consideration would need to be given to the scale of development or suitable alternative uses.</p> <p>14.72 In respect of the former, it is essential that areas (iii) and (iv) (a) be retained because of their importance, particularly the triangle fronting Ipswich Road and the specimen trees on it. The other areas offer some potential for development, but only as part of a comprehensive scheme for the whole site and not on a piecemeal basis.</p> <p>14.73 In respect of area (ii), a limited form of development may be appropriate, within and retaining, the most important trees. In area (iv) (b), development would need to be low level and small-scale in nature, related to ancillary development such as car parking.</p> <p>14.74 A range of alternative uses would be suitable but not residential development because of:</p> <ul style="list-style-type: none"> <li>(i) the impact of an access across area (iv) (a) above;</li> </ul>

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		<p>(ii) the need to retain important features, aspects, and the overall character.</p> <p><b>POLICY AP238</b></p> <p><b><u>Woodbridge: Garden Centre, Ipswich Road</u></b></p> <p><b>Subject to the provision of a new access which does not detract from the character and appearance of the site, or the risk of loss of significant trees, the suitable alternative uses for the Garden Centre site on Ipswich Road, as shown on the Proposals Map, are:</b></p> <p><b>(i) an extension to the existing, or redevelopment of a new Garden Centre;</b></p> <p><b>(ii) redevelopment for offices to a high standard of design;</b></p> <p><b>(iii) redevelopment for a hotel complex;</b></p> <p><b>(iv) redevelopment for an institutional-type use, eg, school, hospital, nursing home etc.</b></p> <p><b>(v) a combination of the above.</b></p> <p><b>Any development which does take place must be comprehensive in nature, be to a high standard of design, and of a bulk and form which would harmonise with the residential surroundings, retaining:</b></p> <p><b>(a) important trees, both individually and in woodland form;</b></p> <p><b>(b) the open character of the site;</b></p> <p><b>(c) in perpetuity the area which fronts Ipswich Road and the block of woodland to the rear of the site, as shown on the Proposals Map.</b></p>
AP240	<b><u>Woodbridge &amp; Melton: Development to the West of the A12 (T)</u></b>	14.77 The physical limits boundary of the 'Town' area, as defined, seeks to draw a clear distinction between those large areas, which may be regarded as predominantly built-up, and the open land beyond, to which the Countryside policies will apply. In particular, it differentiates between the built-up part of Woodbridge to the east of the A12 Trunk Road, and the Countryside and scattered buildings to the west. The A12 clearly provides a firm edge to the town and

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		<p>the land beyond, which is of a different and distinct quality and character. That character should not be eroded by further development, and the District Council will operate a very strong restraint policy in the area to the west of the A12. This has recently been upheld in appeal decisions for employment, residential and catering uses. The following policy supplements the General policy on the Countryside, AP8.</p> <p><b>POLICY AP240</b></p> <p><b><u>Woodbridge &amp; Melton: Development to the West of the A12 (T)</u></b></p> <p><b>In order to protect the landscape setting of Woodbridge and Melton no further development will be permitted to the west of the A12 Trunk Road.</b></p>
AP241	<b><u>Woodbridge &amp; Melton: Houseboats</u></b>	<p>14.79 At Woodbridge and Melton, a number of houseboats are moored alongside the stretch of river wall between Wilford Bridge at Melton and Sun Wharf in Woodbridge, both areas being within the AONB.</p> <p>14.80 A proliferation of houseboats in various states of repair and the associated facilities on the river wall, has an adverse impact on the area, which has been given national recognition for its landscape qualities. These boats do not have the benefit of planning permission and any application for consent would normally be refused, in accordance with long-established policies to resist development in the open countryside.</p> <p>14.81 In addition to its role as Planning Authority, the District Council has a responsibility for public health and is concerned that some of the houseboats lack even the most basic amenities.</p> <p>14.82 Clearly, the presence of houseboats in this sensitive location runs contrary to the Council's policies for the protection of the Countryside. However, in this particular case, there may be other mitigating circumstances to take into account; the fact that a number of houseboats have been established for some years, they are the sole residence of the occupiers, and enforcement may merely move the `problem' elsewhere. However, these factors should not be used as a precedent to allow further houseboats or very recent arrivals to become established.</p> <p>14.83 The last comprehensive survey took place on 8 August 1989, and it is this date which will be critical in considering the status of individual boats. In addition, the condition and appearance of boats will be important, and those in a poor state of repair and thereby visually intrusive, should be removed. In addition, any boats which remain will need to comply with the Council's adopted Code of Practice, which requires the boats to be in good condition and fit for habitation. In addition, it covers such matters as the appearance of boats, ancillary cables and gangplanks, the provision of services, fire fighting and the safeguarding of adjoining rights of way. This Code of Practice is set out in</p>

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		<p>Appendix 3.</p> <p><b>POLICY AP241</b></p> <p><b><u>Woodbridge &amp; Melton: Houseboats</u></b></p> <p><b>Planning permission for the mooring of additional houseboats on the section of the river between Wilford Bridge and Sun Wharf at Woodbridge will not be granted, and where planning permission falls to be considered for existing ones it will not be granted where it would result in, or perpetuate, serious visual intrusion.</b></p> <p>All other houseboats will be assessed against General Policy LP33.</p>
AP242	<b><u>Melton: Wilford Bridge Employment Area</u></b>	<p>14.89 Because of the availability of this amount of land elsewhere, there is no need for a major allocation of land in Woodbridge, which would prejudice the objectives of protecting the landscape setting of the town. However, the District Council recognises the need to provide a supply of small sites, particularly for local businesses perhaps wishing to establish, expand or re-locate. Potential exists at Wilford Bridge in respect of:</p> <ul style="list-style-type: none"> <li>- rationalisation and more intensive use of existing open space and recreational areas;</li> <li>- more intensive, alternative use of the site currently being used for container storage and repair;</li> <li>- more intensive use of other sites used for storage or open display;</li> <li>- use of land around the station, currently partly unused.</li> </ul> <p><b>POLICY AP242</b></p> <p><b><u>Melton: Wilford Bridge Employment Area</u></b></p> <p><b>The Wilford Bridge Road Industrial Estate, as shown on the Proposals Map, is identified as a General Employment Area, to which Policy AP51 will apply. Subject to the provision of adequate access and screening, particularly from the Area of Outstanding Natural Beauty, the District Council will support the more intensive use of the present container site, as identified on the Proposals Map, for B1 and B2</b></p>

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		<p><b>employment uses only. Additional landscaping and screening will be necessary around that area, particularly the creation of a 'buffer' between it and the railway line.</b></p>
AP243	<p><b><u>Melton: Employment Area off Melton Road</u></b></p>	<p>14.90 There is a small group of businesses located off <b>Melton Road</b> , between the road and the railway line. These are on the edge of, but outside the AONB, close to an area of undisturbed water-meadows which complement the AONB on the other side of the railway line.</p> <p>14.91 In such a location, the District Council would normally resist further extensions towards the AONB. However, there may be considerable environmental gain were some limited development to take place, if it were complemented by substantial new planting to screen both any new and existing development.</p> <p><b>POLICY AP243</b></p> <p><b><u>Melton: Employment Area off Melton Road</u></b></p> <p><b>The Employment area off Melton Road, as shown on the Proposals Map, is designated as a General Employment Area and further development will only be acceptable if:</b></p> <ul style="list-style-type: none"> <li><b>(i) it is restricted to the area defined;</b></li> <li><b>(ii) it is to a high standard of design;</b></li> <li><b>(iii) it is modest in scale and height;</b></li> <li><b>(iv) it is complemented by the planting of a suitable tree belt on the eastern and southern boundaries.</b></li> </ul>
AP244	<p><b><u>Melton: Deben Mill</u></b></p>	<p>14.92 One site, to the north of Deben Mill, already has the benefit of planning permission for employment (B1) use and has been included within the physical limits boundary. This permission represents an intensification of the existing employment use of the site, extending it to include the whole curtilage. In order to protect that employment use from other uses, particularly residential, it is identified on the Proposals Map and covered by the following policy:</p> <p><b>POLICY AP244</b></p>

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		<p><b><u>Melton: Deben Mill</u></b></p> <p>Land to the north of the Deben Mill, Melton, as shown on the Proposals Map, is suitable for development for employment (B1) use only.</p> <p>A high standard of design, materials and landscaping will be required. The north-eastern part of the site, currently grassland, shall be used as an amenity/water-storage area and remain free of structures. The only exceptions would be part use for open space or parking, but not open storage.</p>
AP245	<b><u>Woodbridge : Lime Kiln Quay and Ferry Quay</u></b>	<p>14.93 In recent years there has been pressure for the development of sites and premises within the AONB on the river side of the railway line, east of Quayside, Woodbridge. In many cases, these businesses have been orientated towards the river users and their market. In accordance with other policies of this Plan, the Council will seek to protect the employment use of the Lime Kiln Quay and Ferry Quay employment areas shown on the Proposals Map, which form part of their historic character, particularly from proposed changes to residential uses. Priority will be given to the protection and enhancement of boat building, marine engineering and other activities associated with the use of the River within these two areas. Any B1 employment uses will be acceptable within these two areas, but B2 employment uses will only be acceptable where they are river - associated employment uses. There may also be opportunities for water recreation, as set out in paragraph 14.111.</p> <p><b>POLICY AP245</b></p> <p><b><u>Woodbridge : Lime Kiln Quay and Ferry Quay</u></b></p> <p>The area of Lime Kiln Quay and Ferry Quay, Woodbridge, as defined on the Proposals Map, is considered suitable for the establishment of new small-scale business (B1) uses or leisure/recreational uses only. B2 employment uses may be acceptable where the uses proposed relate to boat-building, marine engineering or associated activities related to the use of the river. They must also utilise any existing vacant premises. Proposals which would result in serious injury to the amenity and environment of this part of the designated Area of Outstanding Natural Beauty will be refused.</p>
AP247	<b><u>Woodbridge: Environmental Enhancement, Riverside</u></b>	<p><b><u>The Riverside and River Wall</u></b></p> <p>14.101 The riverside is very important to Woodbridge in terms of its setting as a local recreational facility and a tourist attraction. It is currently an objective of the District Council to improve the riverside footpath. This could be</p>



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		<p>complemented by other improvements, for example, to the river frontage and Ferry Quay area in the form of additional seating and improvements to the 'beach' area and sandpit, once the work being carried out to the river wall by the National Rivers Authority is completed. In addition, the station forecourt and the public car park around and in front of the station building, which many visitors use, would benefit from improved landscaping.</p> <p><b>POLICY AP247</b></p> <p><b><u>Woodbridge: Environmental Enhancement, Riverside</u></b></p> <p><b>As financial resources permit, the District Council will promote a scheme of environmental enhancement in the Riverside area, as shown on the Proposals Map. This will be complemented by the Council seeking to raise the overall standard of the environment in this area through the control of development.</b></p>
AP249	<b><u>Woodbridge &amp; Melton: Retention of Riverside Qualities</u></b>	<p>14.106 The environment of different parts of the riverside varies greatly and activities which would be damaging in one area may be entirely acceptable in another. There are also a number of conflicting demands being exerted within the area which need to be reconciled, including those of water-based recreation and other recreational pursuits - walking, for example; the need to conserve the area's outstanding landscape quality within the AONB and the need to preserve the river's attributes as a natural wetland habitat (recognised by its recent designation as an SSSI).</p> <p>14.107 With the development of the Tide Mill Yacht Harbour and the gradual build-up of craft in the Ferry Quay area, the character of this part of the riverside has changed significantly in recent years. It takes its character not only from the river and riverside buildings, but also, from its setting, including attractive marshland lying between the river wall and the railway line. It will be most important to ensure that the gradual erosion of this traditional setting is stemmed.</p> <p><b>POLICY AP249</b></p> <p><b><u>Woodbridge &amp; Melton: Retention of Riverside Qualities</u></b></p> <p><b>The District Council will seek to prevent the further expansion of riverside development into the areas shown on the Proposals Map. Overall, the District Council will continue its policy of land acquisition in the area between the railway line and the river to facilitate the objective of protecting the character of the riverside.</b></p>
AP250	<b><u>Woodbridge: Riverside</u></b>	<p>14.108 To the south of the 'developed' part of the riverside, towards Kyson Point, the riverside and marshlands create a sense of isolation and peace. The principal objective for this area, therefore, should be to retain and possibly</p>

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	<u>recreational area</u>	<p>enhance these qualities, which have made this area so popular for walkers and bird-watchers.</p> <p><b>POLICY AP250</b></p> <p><u>Woodbridge: Riverside recreational area</u></p> <p><b>The Riverside area to be used for recreational purposes is shown on the Proposals Map. The District Council intends that the stretch of Riverside south of this area, and between the railway line and the river wall, should remain undisturbed and its present character be retained.</b></p>
AP252	<u>Woodbridge: New Yacht Harbours and Marinas</u>	<p>14.110 Over recent years there has been increasing pressure for new developments within the Deben Estuary to provide facilities for sailing, eg, marina berths and water recreation, for example, jet skis and water-skiing. However, as the ecology and landscape of the river is extremely sensitive, the ability of the estuary to continue to accommodate these pressures needs the most careful consideration.</p> <p>14.111 It is considered that an additional facility in Woodbridge itself is preferable to further development in the more sensitive parts of the estuary, and indeed, may relieve pressure on them. Therefore, subject to the provision of an adequate access and appropriate scale, design and use of materials, such a proposal may be acceptable if:</p> <p>(i) any new buildings, roads and parking areas are located within the physical limits, as defined on the Proposals Map;</p> <p>(ii) it retains the open character of the riverside, including uninterrupted views of the river from the town centre.</p> <p>14.112 Potential may exist in the Lime Kiln Quay area. However, in addition to the above criteria, a proposal must be associated with improvements to the appearance of buildings and surfaces around Lime Kiln Quay, a prominent and historically important part of the Woodbridge Conservation Area and AONB.</p> <p>14.113 As such a facility would, by necessity, be located within/abutting the Ferry Quay and Lime Kiln Quay Employment Area, Policy AP245 and the following apply:</p> <p><b>POLICY AP252</b></p>

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		<p><b><u>Woodbridge: New Yacht Harbours and Marinas</u></b></p> <p>The development of a further yacht harbour at Lime Kiln Quay, Woodbridge, as defined on the Proposals Map will be permitted if:</p> <p>(i) residential use is restricted to holiday accommodation only;</p> <p>(ii) adequate car parking is provided on site;</p> <p>(iii) the scale and level of activity is appropriate to the restricted site, which is located in an AONB and adjoins a Conservation Area;</p> <p>(iv) it is to a high standard of design;</p> <p>(v) measures are taken to prevent damage to the SSSI and disturbance to birds;</p> <p>(vi) the level of activity is not likely to result in excessive traffic generation or significant loss of residential amenity;</p> <p>(vii) commercial activities are limited to small-scale business (B1) or leisure and recreation uses only.</p>
AP255	<b><u>Woodbridge Retailing</u></b>	<p>14.135 As indicated in the Town Centre profile, an extension to the existing supermarket at the Turban Centre offers the opportunity to provide for additional convenience floorspace in the town centre. In the event of such an expansion taking place, this would involve a loss of some of the adjoining public car park, with part of the land fronting Hamblin Road and Quay Side, which is currently being used for car parking, being used to compensate for this loss. The District Council considers that this site is well located to serve the town centre as an area for public car parking and that it should be retained for this purpose. Since the expansion of the existing supermarket and the provision of the adjoining car parking are so inter-related, it is proposed to identify the supermarket area, the adjoining car park and the informal car parking area as one allocation on the Proposals Map to which Policy AP255 applies.</p> <p><b>POLICY AP255</b></p> <p><b><u>Woodbridge Retailing</u></b></p>

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		<p><b>In order to encourage the vitality and range of the town centre shopping facilities, the District Council has recognised the benefit of additional, quality, convenience floorspace within the town centre.</b></p> <p><b>One way to provide this is through the expansion of the existing Turban Centre food supermarket, together with public parking. This will be supported within the area shown on the Proposals Map. The development should serve to preserve or enhance the character and appearance of the Conservation Area and its setting, and should be landscaped to a high standard.</b></p> <p><b>Other proposals on previously unidentified sites within the town centre will be considered against the general policies of the Local Plan, particularly those relating to the Conservation Area (eg AP1 and AP3) and Retailing (eg AP56 and AP61), as well as those relating specifically to Woodbridge Town Centre.</b></p>
AP256	<b><u>Woodbridge: New Street/Oak Lane Car Park</u></b>	<p>14.136 The County Council has announced an intention to seek the redevelopment of the school site on New Street in order to finance the construction on Pytches Road of a modern purpose built school with playing field. While such redevelopment could accommodate additional car parking, it is necessary for it to occur in a comprehensive manner and with regard to a number of planning constraints, notably:</p> <ul style="list-style-type: none"> <li>(i) the location in a conservation area;</li> <li>(ii) the need to retain the form and character of the main school building by virtue of its contribution to the Conservation Area generally, and its relationship to adjacent historic dwellings in particular;</li> <li>(iii) access and egress issues;</li> <li>(iv) residential amenity;</li> <li>(v) the impact of any retail floorspace on the town centre.</li> </ul> <p>14.137 The site could facilitate a mixed-use development which recognises the above constraints. Furthermore, it should clearly reflect the difficulties which are foreseen for any significant scale of development on the north side of the Thoroughfare. The whole thrust of planning for the Town Centre over the past 20 years or so, including the construction of the south east link road and its associated traffic management measures for the Thoroughfare, has been to service and access the central area of the Town from the south in order to relieve Market Hill, New Street and St John's Street of traffic.</p>

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		<p><b>POLICY AP256</b></p> <p><b><u>Woodbridge: New Street/Oak Lane Car Park</u></b></p> <p><b>Land at New Street/Oak Lane, Woodbridge, as shown on the Proposals Map, is allocated for a mixed-use development which must conform with the following principles:</b></p> <p><b>(i) the provision of additional public car parking spaces;</b></p> <p><b>(ii) the retention of the form and character of the main school building;</b></p> <p><b>(iii) development not being located and laid out so as to prejudice the opportunities for the rear servicing of properties along the Thoroughfare;</b></p> <p><b>(iv) the preservation and enhancement of the Conservation Area;</b></p> <p><b>(v) the safeguarding of residential amenity;</b></p> <p><b>(vi) traffic not being generated so as to attract large numbers of additional vehicles (particularly service vehicles) into the historic core of Woodbridge;</b></p> <p><b>(vii) any retail development must conform to general policies AP55 to AP61, particularly in respect of the potential impact on the primary shopping core of the town centre.</b></p>
AP257	<b><u>Woodbridge Town Centre: Prime Shopping Area</u></b>	<p>14.139 It is essential to identify what is perceived to be the central core of shopping activity in Woodbridge, in order that a concentration of shops within this area can be encouraged to create a compact and convenient shopping area. This would be rigorously protected and positive policies of enhancement implemented.</p> <p>14.140 It is recognised and confirmed by Government advice, that some non-retail uses give a direct service to the public and are often expected to be located within a shopping centre. This would include banks, building societies and professional services. However, such uses, if occurring in increasing numbers and on prime shopping sites, can lead to the deterioration of the overall range of shopping provision and create 'dead' frontages.</p> <p>14.141 An area has been identified as the '<i>Prime Shopping Area</i>' within which such uses will be resisted. This</p>

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		<p>consists of the major part of the <b>Thoroughfare</b> itself, where most retail activity currently takes place.</p> <p><b>POLICY AP257</b></p> <p><b><u>Woodbridge Town Centre: Prime Shopping Area</u></b></p> <p><b>The Thoroughfare, between Church Street and Elmhurst Walk, including Hamblin Walk, as shown on the Proposals Map, is identified as the Prime Shopping Area and, at ground floor level, changes of use of shops to non-shopping uses will not be permitted.</b></p> <p><u>Footnote:</u> 'Shop' is as defined as Class A1 of the Town and Country Planning (Use Classes) Order, 1987.</p> <p>14.142 It is considered that there is significant scope for a range of business uses (shops, food, offices, financial, consultancies, etc) to occur elsewhere within the town centre.</p>
AP258	<b><u>Woodbridge Town Centre: Church Street and Market Hill</u></b>	<p>14.143 Within the Town Centre there are numerous residential units interspersed with shops, offices and other services. These mixed uses give the town its character, and residential units of accommodation can give the town life at night and help deter vandalism. The District Council will encourage the establishment of residential accommodation in the Town Centre in accordance with Policy AP57.</p> <p>14.144 However, it is important to ensure that the loss of shop or business uses does not occur to the detriment of the function of Woodbridge as a shopping centre. This is particularly important within the Prime Shopping Area (see Policy AP257 above), and also important in <b>Church Street and Market Hill</b> . Historically, the latter area has an important function as a commercial area. Today, it still serves as a secondary trading area to the Thoroughfare. Church Street links the two areas and it is important that polarisation does not occur.</p> <p><b>POLICY AP258</b></p> <p><b><u>Woodbridge Town Centre: Church Street and Market Hill</u></b></p> <p><b>Proposals for changes of use from shops, offices or other service uses to residential accommodation at ground floor level fronting Church Street and Market Hill, Woodbridge, as shown on the Proposals Map, will be refused.</b></p>

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AP259	<b><u>Woodbridge Town Centre: Loss of Residential Accommodation</u></b>	<p><b>POLICY AP259</b></p> <p><b><u>Woodbridge Town Centre: Loss of Residential Accommodation</u></b></p> <p><b>Within the Town Centre, but outside the Prime Shopping Area, Church Street and Market Hill, as shown on the Proposals Map, the loss of residential accommodation to other uses will be resisted where this is in the interest of residential amenity, the need to retain the character of a particular area or group of buildings, and other policies of this Plan.</b></p>
AP260	<b><u>Woodbridge Town Centre : Enhancement</u></b>	<p>14.151 As the Prime Shopping Area, <b>The Thoroughfare</b> serves a wide hinterland as well as constituting the heart of one of the most attractive towns in the District. Reference has already been made in the Town Centre Profile to the environmental improvements carried out to the Thoroughfare by the District Council and the County Council. This Profile also emphasises that other shopping frontages in the Town Centre need to be considered as part of a coordinated enhancement strategy, though the principal focus for environmental improvements should still continue to be centred on the Thoroughfare. The Town Centre Strategy recognises the need to continue to maintain and enhance the Town Centre as an attractive shopping environment through a phased programme of improvements to street furniture, planting, etc.</p> <p>14.152 Other areas which might benefit from environmental enhancement include the Station forecourt, a transport interchange familiar to visitors, and Church Street/Quay Street.</p> <p>14.153 Such enhancement schemes would be progressed through the Town Centre Initiative (see paragraph 14.133) and its Action Plan. This would mean the involvement of, and consultation with, business interests in the town as well as District, Town and County Councils.</p> <p><b>POLICY AP260</b></p> <p><b><u>Woodbridge Town Centre : Enhancement</u></b></p> <p><b>As resources permit, the District Council will continue to carry out environmental improvements in order to maintain and enhance an attractive shopping environment through a phased programme of improvements to street furniture, planting, etc. Areas to be examined include:</b></p>

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		<p>(i) Church Street;</p> <p>(ii) Quay Street; and</p> <p>(iii) Station forecourt and car park.</p> <p><b>In the meantime, the District Council will seek to raise the overall standard of the environment of these areas through the control of development.</b></p>
AP262	<b><u>Woodbridge Town Centre: Potential Service Areas</u></b>	<p>14.155 The restriction of other non-essential traffic is by far the least expensive part of the practical implementation of policy. The District Council realises that the provision of rear access to shops in key parts of the Thoroughfare is unlikely to be given a high priority in public spending terms and that such facilities are more likely to be provided through private schemes for redevelopment or alterations to property. Nevertheless, the District Council will seek to retain existing rear servicing facilities and encourage the provision of additional facilities by assessing planning applications in the Town Centre against the following policy:</p> <p><b>POLICY AP262</b></p> <p><b><u>Woodbridge Town Centre: Potential Service Areas</u></b></p> <p><b>Planning permission will be refused for development which is:</b></p> <p><b>i) prejudicial to the operation of existing rear servicing facilities off The Thoroughfare, Woodbridge;</b></p> <p><b>ii) makes inadequate provision for rear servicing where the opportunity is available; or</b></p> <p><b>iii) will be prejudicial to the achievement of Policy AP261.</b></p>
AP263	<b><u>Woodbridge Town Centre: Traffic Management</u></b>	<p>14.156 Previous Local Plans have considered pedestrian priority in the town centre as a basic objective. To an extent this has been achieved in the Thoroughfare through traffic management, although further enhancement may be beneficial.</p>



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		<p>14.157 Traffic in Cumberland Street has also been 'managed' so that it is for access only, thus reducing the amount.</p> <p>14.158 There is a need to monitor and review the various effects of these traffic management measures in order to assess the degree of success in reducing pedestrian/vehicular conflict within Woodbridge town centre. The performance of the servicing areas will be particularly important in considering further schemes for the improvement of the Thoroughfare as a street in which the pedestrian has priority.</p> <p><b>POLICY AP263</b></p> <p><b><u>Woodbridge Town Centre: Traffic Management</u></b></p> <p><b>The impact of traffic management and other measures in Woodbridge Town Centre will be monitored and assessed and consideration given to any additional measures thought necessary to achieve the stated objective of pedestrian priority in the Thoroughfare and Cumberland Street.</b></p>