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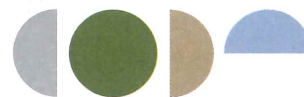
Dear Ben

Planning application DC/17/1435/OUT: land south and east of Adastral Park

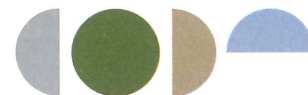
Further to recent discussions between officers at Suffolk Coastal District Council and representatives of the applicant's team, I have pleasure in enclosing additional information as set out on the enclosed 'Submission Schedule'.

The purpose of these is to provide information and clarification of points received from a variety of consultees. Where additional points are confirmed or clarified I have indicated the relevant reference in the table below. The updated TA, FRA, Landscape chapter and air quality chapter also contain on page 1 of each document a guide to the relevant updates.

Clarification/Information	Reference
1. Environmental Action Plan	
Clarification of the qualitative contribution from the each component of green infrastructure provision.	Part 1: Environmental Action Plan.
2. Levels	
Clarification, explanation and method statement of how existing ground levels will be raised to those on Earthworks Strategy Plan 10391-EW-01 in Land Stability Report.	Technical Note 21 Earth Moving Non-Technical Summary.
3. Drainage	
Clarification of catchment areas on site.	Drawing 10391-EW-01 Rev A in revised FRA.
Explanation of document relationships.	Technical Note 20 – Hydrology cross-referencing guide.
Further infiltration tests.	Currently being undertaken.
Confirmation that road drainage detail of northern quadrant access road to be submitted at detailed reserved matters stage but in accordance with requirement of SCC will be piped drainage.	Confirmation throughout updated FRA that road drainage on all adopted roads will be piped in accordance with requirement of SCC. It is therefore unnecessary for sections in the DAS to be updated to show road drainage.



4. Highways	
Results of Road Safety Audit.	Contained in Appendix I of updated TA together with Designer's Response.
Comment on loss of BT car parking as a consequence of northern quadrant access.	Paragraph 5.30 of updated TA.
Pedestrian and cycle connectivity	Revised drawings 10391-HL-101A and 102A in Appendix D of updated TA. These drawings, combined with s278, s38 and s257 of the Highways Act 1980 negate the request for access and movement to be submitted as design parameter plans.
Interchange of northern quadrant access with green infrastructure routes to be part of relevant reserved matters application.	Revised drawing 10391-HL-06A in Appendix D of updated TA.
5. Bridleways	
Confirmation that footpath will be altered to a bridleway along the indicative route of north east boundary and along southern edge of Spratt's plantation subject to impact on scheduled monument.	Revised drawings: Parameter Plan 4 (drawing 05F), Green Infrastructure plan (drawing 09E), Play Approach (drawing 10G) and new Green Infrastructure Phasing plan (drawing 17).
6. Air Quality	
Clarify air quality assessment details in response to Environmental Protection consultation dated 12 April 2017 and in accordance with revised traffic modelling details.	Updated air quality chapter in ES.
7. Topographical Survey	
Submit topographical survey.	Enclosed.
8. Phasing	
Confirmation of green infrastructure delivery programme including as part of phase 1 delivery of main SANG area, adjacent formal sports ground, landscaping of south east corner.	Green Infrastructure Phasing plan, drawing 17.
Clarification that phasing plan 07D relates only to general residential construction phases. Clarity that condition will be attached to any outline planning permission which will provide for smaller parcels of development within each phase to be the subject of individual applications for reserved matters.	Revised Residential Phasing plan, drawing 07E.
9. Landscape	
Clarify references to Suffolk Landscape Character Assessment in description of existing environment following response of SCDC Landscape Officer.	Paragraphs 11.5.6, 11.5.8-9, 11.512-14 in section 'Existing Environment' in updated Landscape Chapter of ES.
10. Arboricultural Impact Assessment and Tree Survey	
Clarification of tree removals in relation to: <ul style="list-style-type: none"> i) Northern Quadrant access road ii) Proposed finished levels iii) Detail for offsite access 	Updated TPP drawings: Adastral Park TPP Sheet 1 of 5 Rev E Adastral Park TPP Sheet 2 of 5 Rev E Adastral Park TPP Sheet 3 of 5 Rev E Adastral Park TPP Sheet 4 of 5 Rev E Adastral Park TPP Sheet 1 of 5 Rev E Adastral Park TPP Access Sheet 1 of 6 - HL02B Rev A



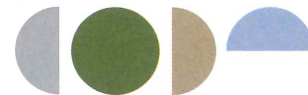
	Adastral Park TPP Access Sheet 2 of 6-HL04C Rev A Adastral Park TPP Access Sheet 3 of 6-HL05 Rev A Adastral Park TPP Access Sheet 4 of 6-HL06B Rev C Adastral Park TPP Access Sheet 5 of 6-HL22A Rev C Adastral Park TPP Access Sheet 6 of 6-HL23A Rev A Updated AIA paragraphs: Pg 2 - Summary Pg 8 - 3.4 Pg 11 - 5.3 Pg 12 - 6.2 Pg 25-28 - updates to Appendix 6
11. Community cohesion	
Explanation of management mechanisms to maintain open spaces and community buildings and encourage community cohesion.	Note enclosed.
12. Design and Access Statement	
In order to provide clarity and consistency confirm that the references in the DAS to the main SANG area on page 66 should be read in conjunction with drawing number 11E titled 'Main Green Infrastructure Area'.	Revised page 66 of DAS.
Clarify intended treatment of SANG link/corridor between main SANG area and Heritage Park.	Additional page 72.1-73.1 of DAS and consequential consistency changes to pages 61-63. Revised Character Banding Plan (drawing 13A).
13. Heritage Park	
Clarify principles of design in the Heritage Park.	Revised Heritage Park plan (drawing 12H).
14. Parish Council Consultation responses	
Clarify comments and references in relation to principal queries/concerns raised by parish councils.	Note enclosed.

None of the information and clarification points fundamentally alter the proposals or the conclusions contained in the Environmental Statement. We are all, nevertheless, keen to ensure that all consultees have sufficient time to consider the submission documents and to this end we understand and appreciate that you will be re-consulting for a period of 21 days.

During the course of our discussions concerning how best to respond to comments made we have agreed that a number of elements do not need to be re-consulted upon and can be dealt with in discharge of conditions or planning obligation clauses or at the later reserved matters stages of the planning process. I detail progress on these elements below together with what I hope you find are helpful updates from the applicants on a small number of specific matters:

Illustrative Framework Masterplan

Although it is not intended that the planning permission should be conditioned to be in accordance with the Illustrative Framework Masterplan drawing 31677 08 H, the drawing is the consequence of several disciplines' inputs to specific areas of the proposal. SCDC can exert control on important components of the masterplan



by attaching planning conditions which reference other drawings submitted in support of the planning application. For example, inter alia:

- the broad locations of land uses can be tied to drawing 31677 02 Environmental Statement Parameter Plan 1: Land Use and Green Infrastructure;
- the broad location of uses within the primary centre can be tied to page 76 of the DAS.

Drawings 31677 09E: Green Infrastructure, 31677 10G: Play Approach and 31677 17: Green Infrastructure Phasing identify the green infrastructure corridors and links which are important to the delivery of the SANGS strategy. Except for the Boulevard, other movement corridors shown on the Illustrative Framework Masterplan drawing 31677 08H are indicative and show how residential perimeter blocks might be framed/structured. If for design/place making or other planning reasons, there is justification for securing the principle of other movement corridors, these can be dealt with by planning condition to ensure that reserved matters adhere to the requirement for these; it is not necessary or appropriate to require further detail at this outline stage.

Phasing

In addition to clarification on the residential and green infrastructure phases contained in revised drawings referred to in the clarification table above, we confirm that a delivery timetable for elements of the following infrastructure will be the subject of a phasing programme to be approved by SCDC prior to work commencing on site and will be secured through planning obligation:

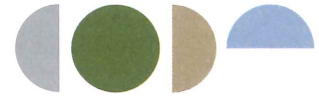
- All through school;
- Primary centre or key components of;
- On-site and off-site highway improvements.

For clarity, we have been asked very specifically to express a view on the delivery timetable for the new A12 junction into the site. The applicants confirm that subject to the agreement of SCDC and SCC and subject to an acceptable viability conclusion they are prepared to deliver the new A12 junction into the site during phase one of the development. This commitment would be contained in the subsequent phasing programme.

Heritage Assets

Great weight has been given to the conservation of heritage receptors within the application site, in accordance with paragraph 132 of the National Planning Policy Framework (NPPF). To this end, the proposals have been developed through an iterative design process in consultation with statutory heritage and archaeology consultees at Historic England and Suffolk Coastal District Council. The resultant masterplan incorporates mitigation measures to eliminate harmful effects to heritage assets, and improve their setting and the opportunity to appreciate their significance. Drawing 31677 12H: Heritage Park demonstrates how the proposals will:

- provide for the conservation of the setting to the Scheduled Bowl Barrow and other heritage assets through the creation of the heritage park and associated management strategy;
- create a large public open space around the Scheduled Bowl Barrow and Pill Box, and surrounding Second World War features, which enhance the opportunity for the appreciation of both designated and non-designated heritage assets individually and as a group (at the narrowest point development will be set back a minimum of 15 metres from the Scheduled Bowl Barrow however in most instances the distance is significantly in excess of this);
- deliver strong visual links between the designated and non-designated heritage assets within the immediate area;
- deliver strong visual links from outside the heritage park to the Scheduled Bowl Barrow, for example from the Boulevard and the BT tower;
- in combination with the SANGS strategy, create a green infrastructure corridor linking the heritage park via the central lake area with Spratt's Plantation (the incorporation of this link within the implementation of a strategy of interpretation will further aid understanding of the relationship between the Scheduled Monuments);
- The implementation of a low timber fence around Scheduled Monuments, to discourage mountain biking or other activities which might erode and damage the monuments.



In addition to the 'principles' captured on drawing 31677 12 H: Heritage Park, the proposals, in respect of the heritage assets in the heritage park and in Spratt's Plantation, provide:

- for the conservation of the heritage assets through management of vegetation and animals which have the potential to erode and damage the assets eg prevent potential damage from trees uprooted in high winds and from rabbit burrows and warrens;
- management of the opportunity for the heritage assets appreciation by the public;
- implementation of a strategy of interpretation for the scheduled monuments and non-designated heritage assets, which would improve the public understanding and appreciation of their significance;
- adaptive re-use of pillboxes as bat roosts, which will ensure their continued functionality without causing harm to the fabric of the non-designated heritage asset;
- works to restore the octagonal brick radio tower base, and its incorporation into the landscape strategy for the Site.

In our view, no harm to the special interest of heritage assets would occur as a result of the proposed development, and opportunities for the public to understand and appreciate the significance of the assets would be enhanced.

Site interface with County Wildlife Site and Barrack Square

The roughly square area adjacent to the north-west corner of the site between the site boundary and Barrack Square is a county wildlife site (CWS), it also serves as a soakaway for the A12. It is acknowledged between SCDC and the applicants that proposals for the application site do not prejudice future integration of the CWS to provide connectivity between the application site and Barrack Square if Suffolk County Council (SCC) or the landowner of the CWS come forward with a strategy/proposal for it.

The proposals include a noise attenuation feature within the application site adjacent to the eastern and southern boundary of the CWS. This is a robust solution for the purposes of determining the planning application. The provision of an alternative solution would require a formal written response from SCC that it will accept a noise attenuation bund/fence/feature of a maximum of 5 metres in height within highway land. If agreed prior to determination of the planning application wording can be inserted within the planning obligation to enable the partial noise mitigation measure within highway land. The process for achieving the alternative solution can be dealt with through an Approval in Principle (AiP) which is separate and outside of the planning process.

I trust that this letter, together with its suite of documents including the clarification table above will assist SCDC and consultees with clear sign posting to the matters of information, update and clarification related to the current application. As stated above, none of the matters of clarification, update and information lead to any fundamental alterations to the proposals or conclusions contained in the ES. As ever, if you or consultees have any continuing queries then please do contact us.

Yours sincerely

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