



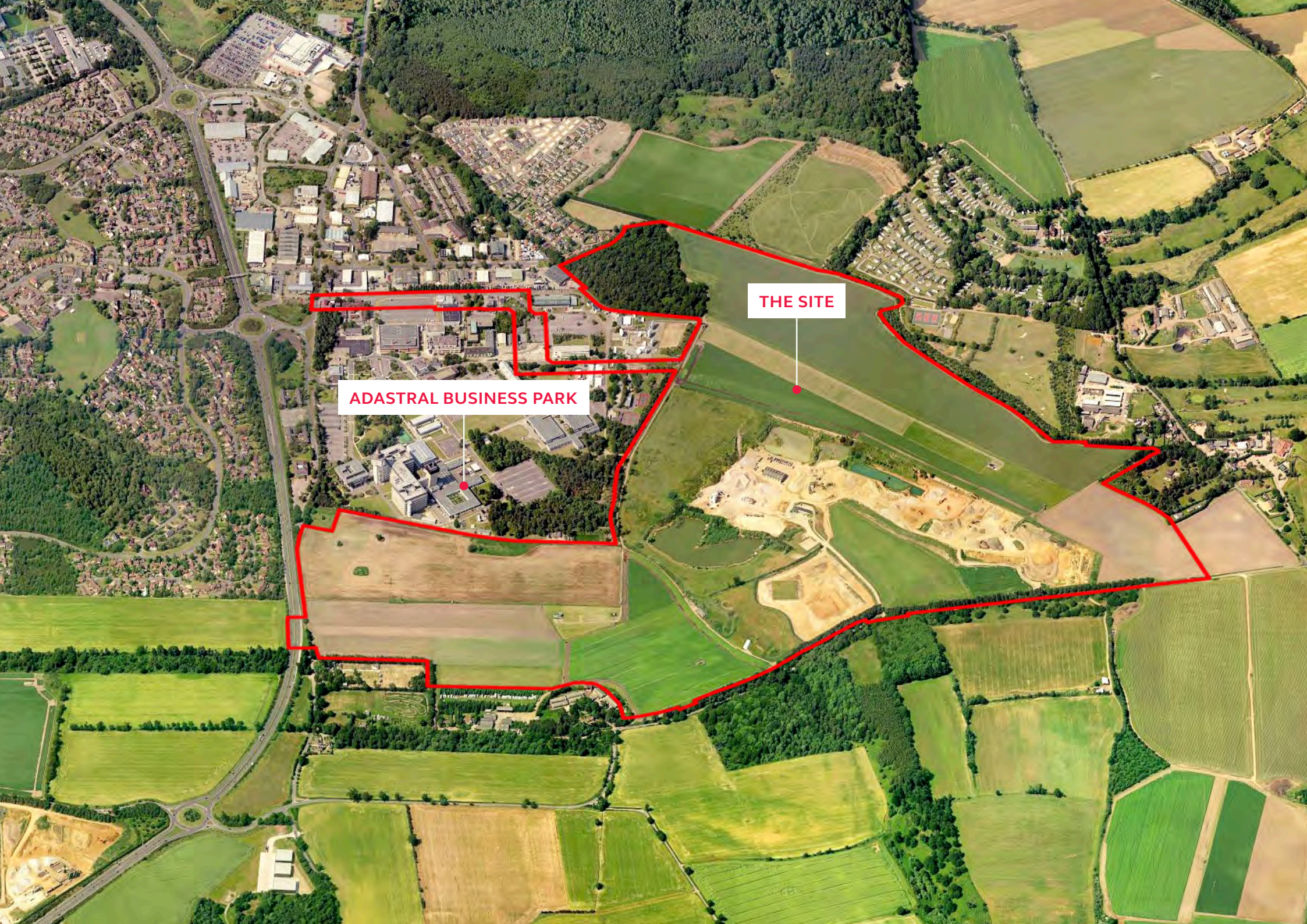
CARLYLE LAND
LIMITED

**Land south
and east of
Adastral Park**
Suffolk

*Design and Access
Statement (DAS)*

March 2017





ADASTRAL BUSINESS PARK

THE SITE

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Section 1

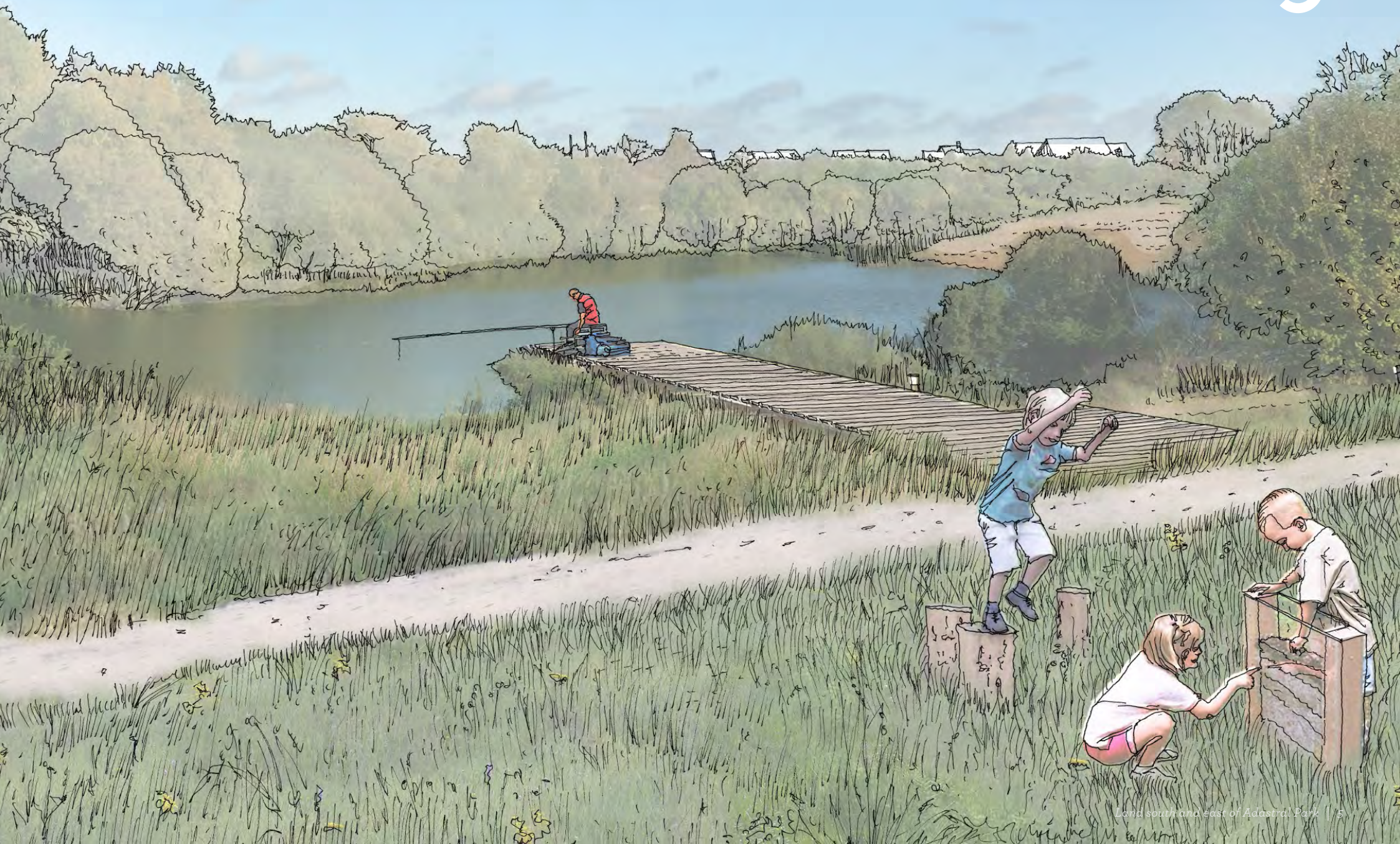
INTRODUCTION

This section sets out the description of the development, the purpose and structure of the document and an introduction to the site and its location.



CARLYLE LAND
LIMITED

ceg:



INTRODUCTION

BACKGROUND

Land south and east of Adastral Park provides a significant opportunity to deliver a new, sustainable and high quality residential led mixed use development.

The area of the development site is identified in the Suffolk Coastal District Core Strategy and Development Management Policies Local Plan, which was adopted in July 2013. The plan confirms that at least 7,900 new homes will be required across the District up to 2027, and states a “single allocation of 2,000 new homes is identified east of the A12 at Martlesham to the south and east of Adastral Park” (Strategic Policy SP20).

DEVELOPMENT DESCRIPTION

The proposal comprises an outline planning application for up to 2,000 dwellings, an employment area of c0.6ha (use Class B1), primary local centre (comprising use Classes A1, A2, A3, A4, A5, B1, C3, D1 and D2), secondary centre (comprising possible use Classes A1, A3, A5 and D2), a school, green infrastructure (including Suitable Accessible Natural Green Space (SANGS), outdoor play areas, sports ground and allotments/community orchards), public footpaths and cycleways, vehicle accesses and associated infrastructure.

DOCUMENT PURPOSE

This document comprises the Design and Access Statement (DAS), one of a suite of documents that has been submitted in support of the outline application for the site.

It has been prepared for Carlyle Land Limited (CLL) and Commercial Estates Group (CEG) in close liaison with Suffolk Coastal District Council (SCDC). Throughout the process, CLL and CEG and their design / technical team have also liaised closely with key stakeholders, including the local community.

CONTENTS AND STRUCTURE

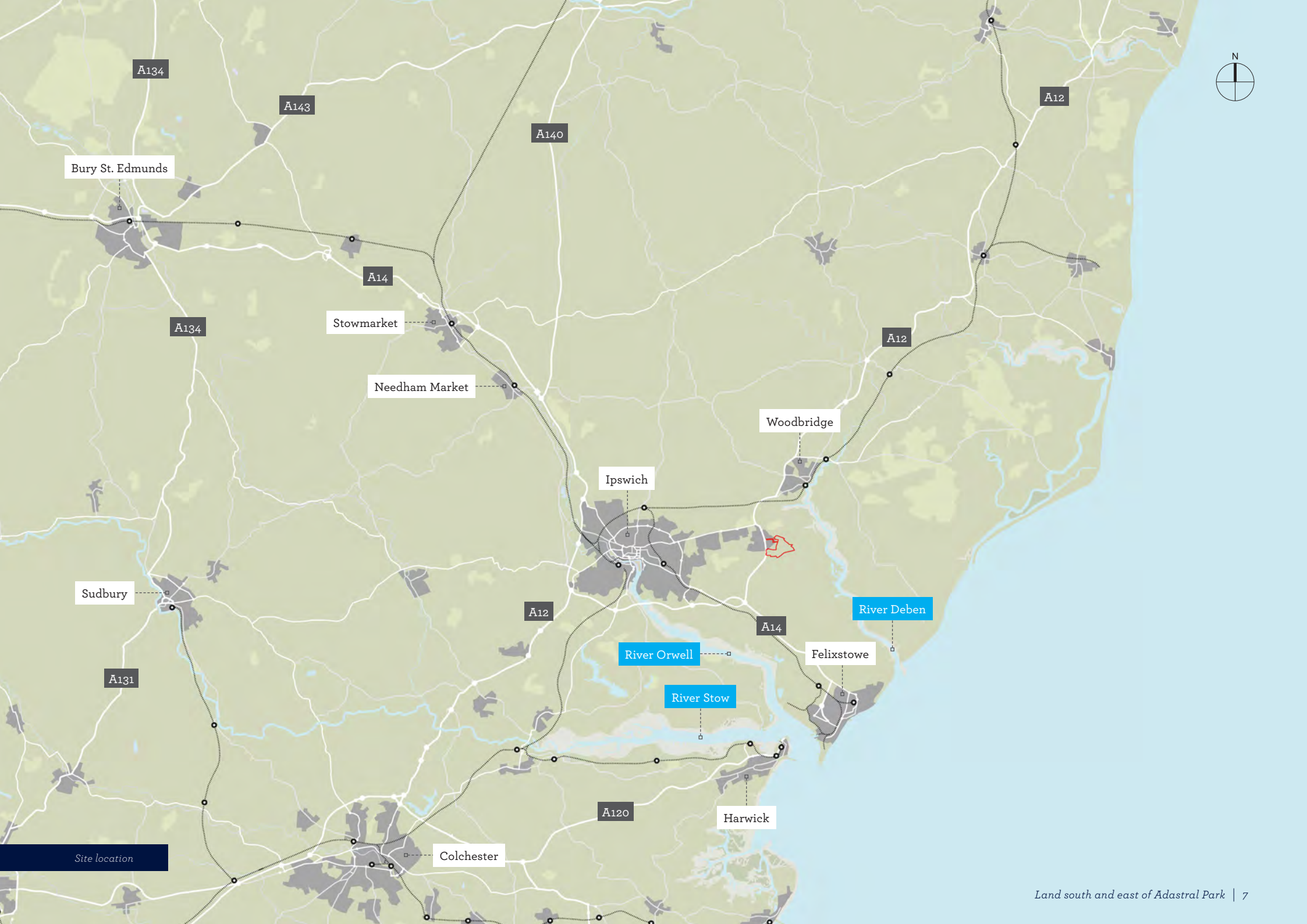
This Design and Access Statement has been structured as follows:

Section 2. Assessment - this provides an analysis of the strategic and site based context.

Section 3. Vision and design principles - this section sets out CLL’s and CEG’s vision for the site and the key design principles that convey how this vision can be delivered spatially.

Section 4. Involvement and evaluation - this provides an explanation of the consultation process, which has informed the design.

Section 5. Design and place-making - this provides details of the design including further information relating to the green infrastructure and the built form.



Bury St. Edmunds

A134

A143

A140

A12

A14

Stowmarket

A134

Needham Market

A12

Woodbridge

Ipswich

Sudbury

A12

River Deben

A131

River Orwell

A14

Felixstowe

River Stow

A120

Harwick

Colchester

Site location

SITE LOCATION

The site is located to the east of the urban area of Ipswich and the nearby neighbourhoods of Martlesham Heath and Kesgrave. It also lies to the east of the A12 and directly adjacent to the BT Adastral Business Park.

Site location



SITE LOCATION

The site lies to the east of the A12, which is a main north-south route. To the south, the A12 joins the A14 which runs along the southern edge of Ipswich, providing a key east to west route to the rest of the UK, with good access to Colchester, Chelmsford and the M25.

To the immediate north and west of the site is the BT Adastral Business Park. To the north west lies Martlesham Heath Business Park. To the east lies agricultural land, woodland and the Moon and Sixpence Holiday Park. Beyond this is the village of Waldringfield and the River Deben. The post war residential community of Martlesham Heath is located to the west, beyond the A12.

SITE DESCRIPTION

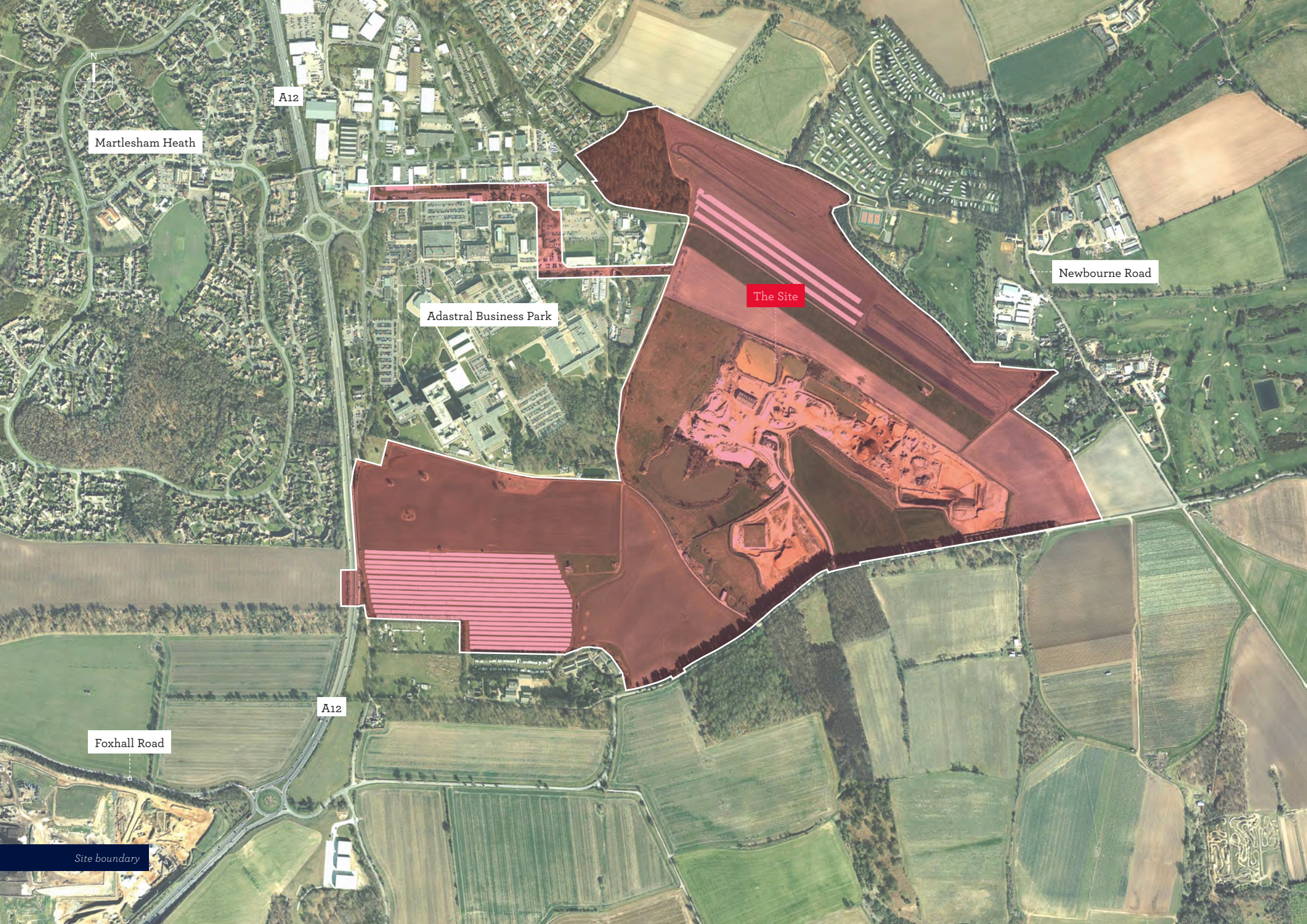
The site covers an area of approximately 113 hectares and comprises, in the main, a quarry for sand and gravel extraction and agricultural fields.

The site itself is generally flat, with a number of man-made changes in level due to its use as a mineral extraction site. Around the central lake and valley there are also discernible changes in level. Other than these areas, levels vary gently from heights of 23m above ordnance datum (AOD) on the north western edge to 27m on the south western edge, and a range of 21 to 25m along the north eastern edge.

The site is surrounded and well screened by mature tree belts, planting and vegetation, which runs along most of the site's perimeter. Spratt's Plantation is located in the north of the site and is an attractive area of woodland planting.

There are three Scheduled Monuments within the site: two in Spratt's plantation, and a third (including a pill box) to the south west of the site.

More detailed information on the site features is covered later on in this document.



Martlesham Heath

A12

Adastral Business Park

The Site

Newbourne Road

A12

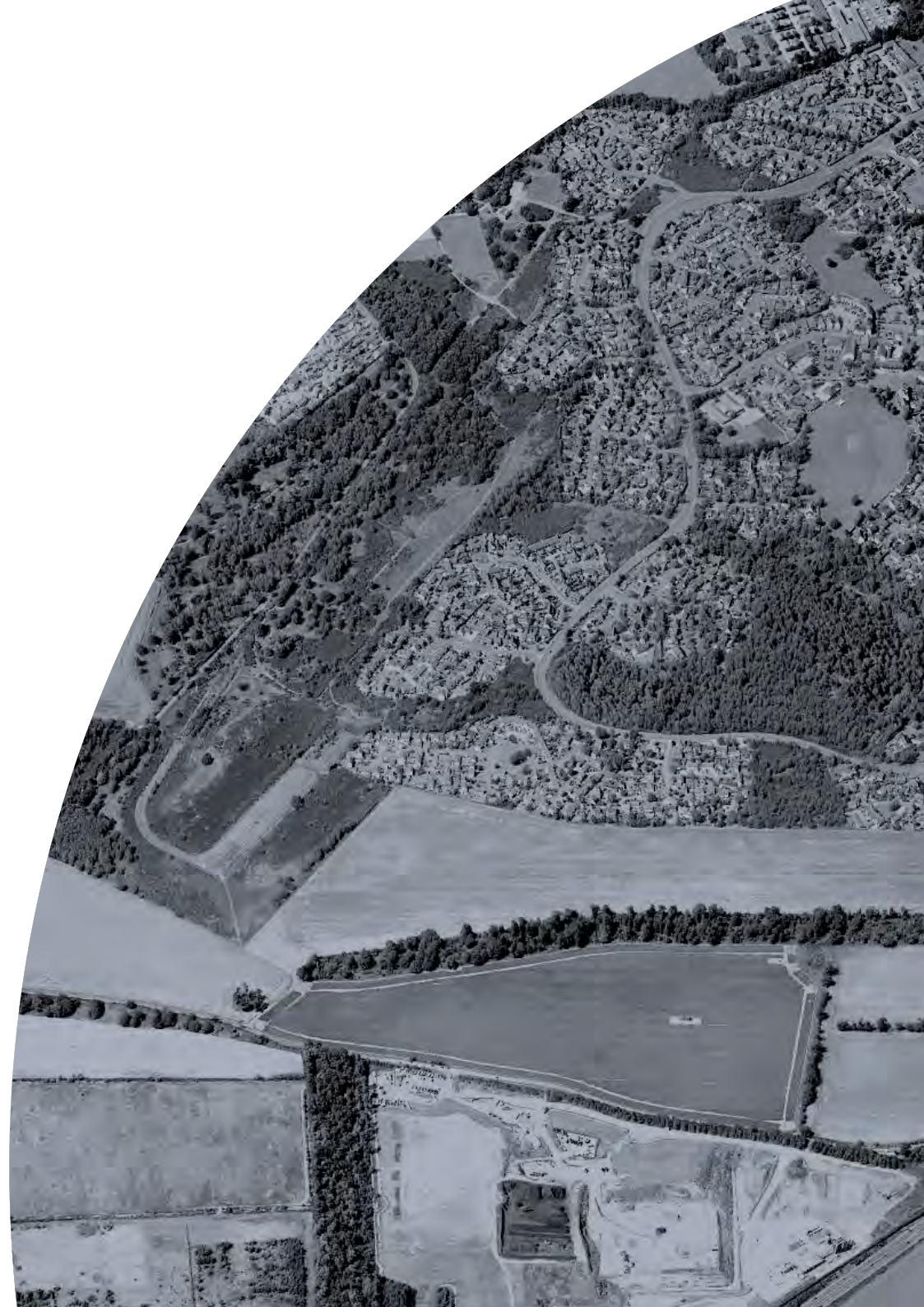
Foxhall Road

Site boundary

Section 2

ASSESSMENT

This section comprises an assessment of the site and surrounding area including its historic evolution and growth, its landscape, transport links, surrounding land use context and a study of townscape and density. It concludes with a site analysis, illustrating its opportunities and constraints.





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HISTORIC CONTEXT

EVOLUTION AND GROWTH

THE EVOLUTION OF THE SURROUNDING AREA

The plans (right) depict how the wider area has evolved over the years, based on available historic mapping. Development followed a linear pattern along Foxhall Road and Main Road. Subsequent growth has been focused on distinct areas of post war growth, such as Grange Farm and Martlesham. Physical constraints and influences have informed this growth pattern.

1889

During this time, the surrounding area comprised a disparate collection of smallholdings, agricultural dwellings and large manor houses such as Newbourne Hall. The site was a heath, with a number of Bronze Age barrows in the area. A small settlement in Waldringfield is visible.

1928

At this point, housing is still dispersed, however, discrete pockets of growth have taken place throughout the area.

- By now, RAF Martlesham Heath was established (it was active between 1917 and 1963).

- Linear expansion of Ipswich to the east, along what is now Foxhall Road.
- Emergence of settlements such as Rushmere St Andrew, as suburbs to the east of Ipswich town.
- Small pockets of terraces in Kesgrave along the A1214 and Bell Lane, presumably in part to house local workers of Kesgrave Hall.
- Ribbon development along minor roads in Waldringfield.
- Early development of Martlesham, with pockets of dwellings along the high street and at crossroads.

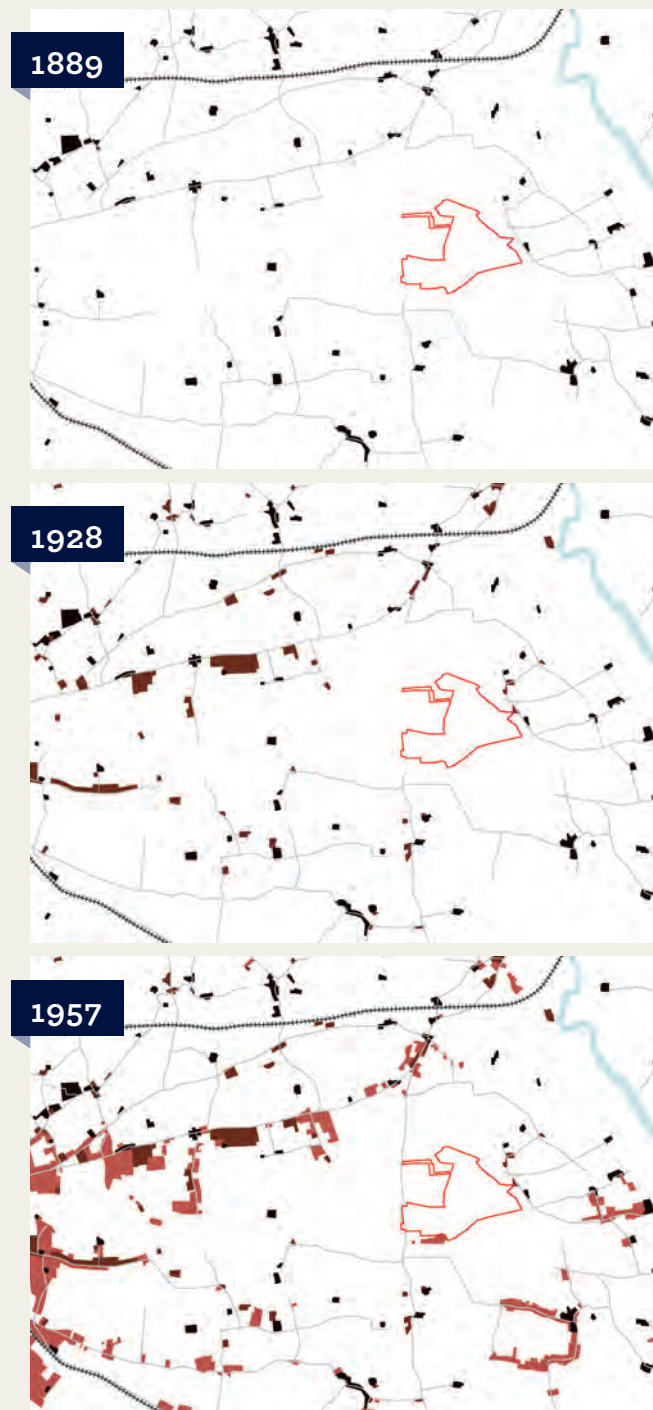
1957

The encroachment of Ipswich town towards the east is notable, as is the gradual expansion of housing along the A1214.

- Village of Newbourne established.
- Significant expansion of linear development along Bell Lane, to the south of Kesgrave.
- More notable extension of Waldringfield to the west along Cliff Road.
- Expansion of Ipswich to the south east, along Felixstowe Road.

Key

■	1889
■	1928
■	1957
■	1993
■	2017



- In 1975 the Post Office Research Station relocated to Martlesham Heath to create Adastral Business Park.

1993

Significant residential expansion occurred up to this point, with a consolidation of the small pockets of development along the A1214, forming a linear corridor of residential development all the way up to the A12.

- The 1960s saw the closure of the RAF site and proposal of a new community at Martlesham Heath. 2,300 new homes were built on this site from the 1970s onwards.
- By 1988 Kesgrave covered an area of more than 800 hundred acres, about half of this being residential with an estimated population of almost 5,000 residents. The fastest expansion the area has seen started in 1988 with the development of Grange Farm.
- Infill expansion of Martlesham village.
- Significant expansion of Woodbridge.
- Significant growth of Ipswich eastwards, along main arterial routes.
- Infill development in Bucklesham at crossroads.

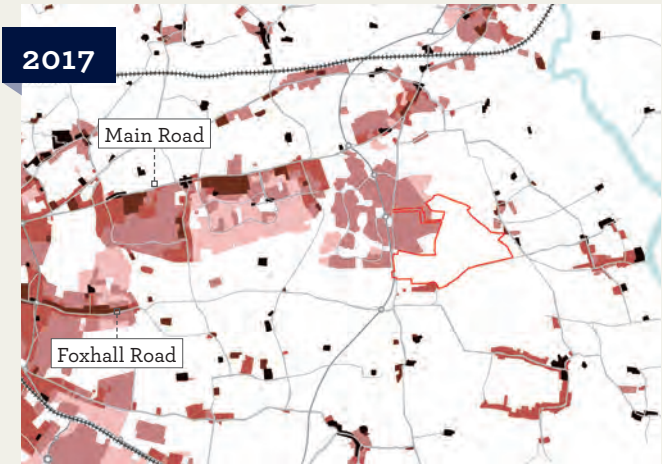
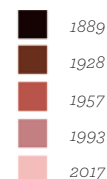
2017

Growth continued in the Kesgrave area from 1990 onwards, with infill development occurring to the south of housing areas along the A1214.

- Kesgrave saw a population increase of around 2,000 residents from 2001-2006. To mark the millennium Kesgrave was declared a Town on 1 January 2000.
- Coalescence between Kesgrave and Ipswich occurred to the east of Rushmore Heath / Golf course.
- Further extension of south east Ipswich along the railway corridor / Felixstowe Road.

In summary, the area surrounding the site has seen a considerable amount of growth in recent decades, providing both residential and employment uses in the area.

Key



The notable pattern of development followed a linear pattern along Main Road and Foxhall Road.

LANDSCAPE AND VISUAL CONTEXT

The combination of on-site and off-site landscape features, built form and surrounding landform results in the site being heavily contained from the surrounding landscape, both physically and visually.

ASSESSMENT OF THE EXISTING CONTEXT

The site lies to the east of Martlesham Heath and immediately south and east of Adastral Business Park. The site is situated within the Forested Estate Sandlands regional Landscape Type identified within Landscape East Landscape Character Assessment (2009-2011). Key characteristics of the Forested Estate Sandlands include the following:

- Gently rolling landform, predominantly comprising open arable farmland;
- Extensive areas of conifer plantations, shelterbelt plantings and pine lines;
- Remnant heaths;
- Medium to large scale field patterns, with rectilinear field boundaries resulting from planned enclosures;
- Settlement comprising nucleated villages surrounded by estate farmlands;
- 18th and 19th-century parks, ringed by shelterbelts;
- Strong sense of isolation resulting from nucleated settlement, open heath and extensive plantation woodland; and
- Blocky landscape structure creating strong visual contrast between containment in forested areas and wide expansive farmland.



Gravel and sand extraction, quarry operations

The site consists a mosaic of different land uses and areas with distinct character. These include areas of agricultural land, gravel and sand extraction, quarry operations and associated infrastructure, as well as areas of restored landscape to include a large central waterbody.

The northern and western areas of the site are influenced by the urbanising effects of BT Adastral Business Park, including the dominant monolithic structure of the BT Orion building and Pegasus Tower and array of large satellite dishes to the western site boundary. The dishes and BT tower are prominent features and focal points in the local landscape.

The location of the site adjacent to Adastral Business Park and the degraded nature of the landscape resulting from the gravel extraction operations, combined with its enclosure from the wider landscape by mature woodland and tree belts, place it within an urban edge character that is separated from the Forested Estate Sandlands Area.

The Landscape and Visual Impact Assessment contained within Chapter 11 of the Environmental Statement includes a detailed site-specific landscape character assessment that has enabled the identification of Local Landscape Character Types within and surrounding the site. The individual areas identified include the following:

- Adastral Business Park - Industrial / Commercial;
- Martlesham Heath - Residential;
- Wooded arable farmlands;
- Amenity; and
- Mineral extraction.

The more detailed understanding of the site and the local landscape context, gained through this assessment, has enabled the proposals to respond to the landscape and ensure suitable mitigation measures are incorporated within the development.



BT tower, Adastral Business Park



Spratt's Plantation

In summary, the site lies in an area which is enclosed and screened from the surrounding landscape by existing built development to the north, east and west. Existing mature vegetation will screen the proposed development from views from the wider landscape to the east, south and west.

The combination of on-site and off-site landscape features, built form and surrounding landform results in the site being heavily contained from the surrounding landscape, both physically and visually. This limits the number of people who may see the development and the extent of impacts on their visual amenity.

The proposed development will be of a scale and nature which can be successfully accommodated within the local landscape without any unacceptable landscape or visual effects in the longer term.



Large central waterbody

ECOLOGICAL CONTEXT

The land south and east of Adastral Park consists of a variety of habitats including a working quarry, woodland, water bodies, grassland and arable land.

To establish the biodiversity value of the site and assess potential effects from the proposed development, a suite of ecological surveys have been undertaken following best practise guidance. These surveys include:

- Extended phase one habitat survey;
- Badger survey;
- Bat activity/roosting survey;
- Bird survey (breeding and wintering);
- Botanical survey;
- Great crested newt survey;
- Invertebrate survey;
- Otter survey;
- Reptiles survey;
- Small mammals (hedgehog/brown hare/harvest mouse);
- Shadow Habitats Regulations Assessment;
- Water vole survey.

This comprehensive ecological assessment has allowed a detailed understanding of the site, with retention of valuable habitats such as the central lake and grassland areas, as well as the woodlands.

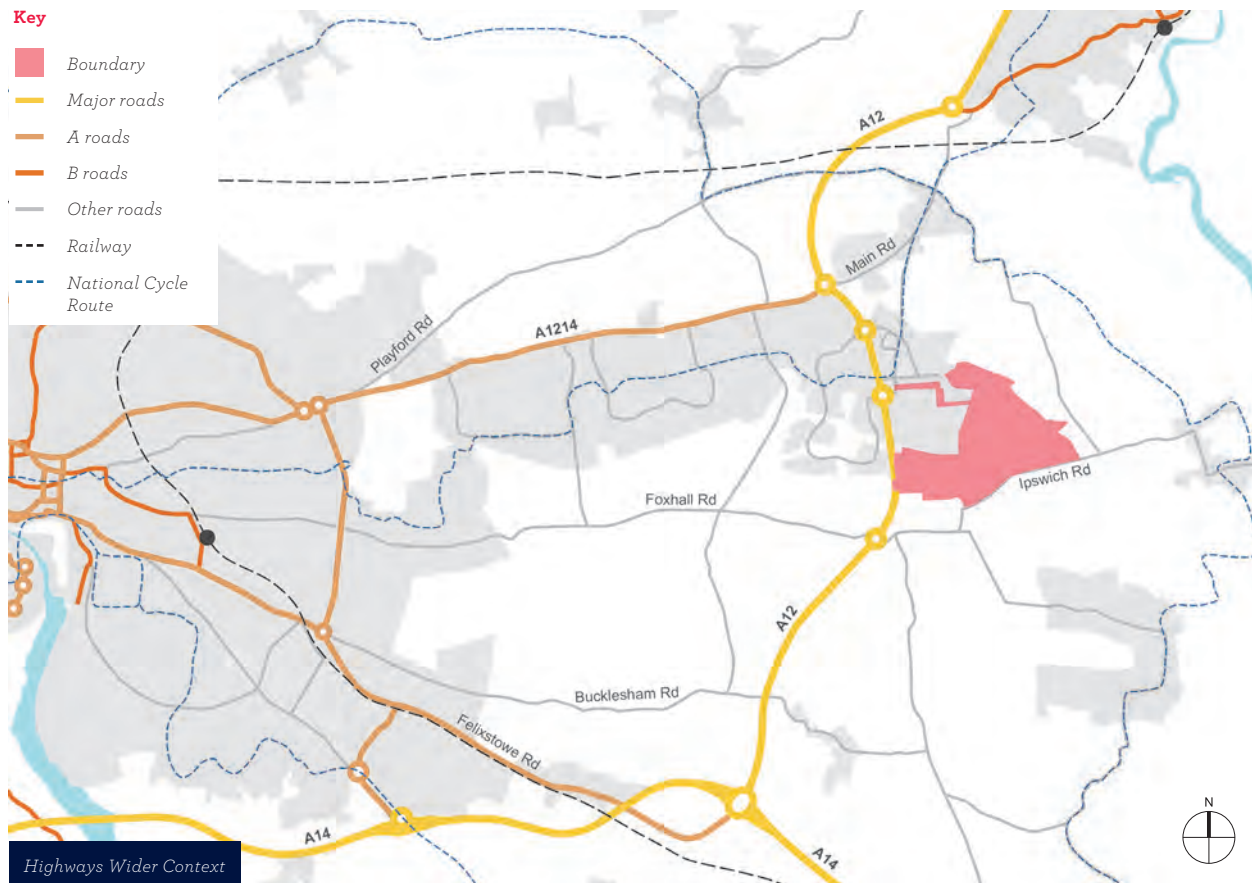
A mitigation strategy has been outlined to ensure protection of these valuable habitats, as well as protected species found on site and locally, through measures such as buffering of sensitive areas through native plantings, sensitive lighting techniques, and translocation.

The proposals will include the enhancement of key green infrastructure through habitat creation (for example heathland), wildlife planting and improved management. This will have a significant positive effect upon biodiversity and contribute to meeting biodiversity objectives that are set out by local and national planning policy.

To mitigate against any potential impacts on the nearby Special Protection Area (SPA), the scheme shall provide Suitable Alternative Natural Greenspace (SANGS) which will reduce to insignificant levels any adverse effects (from increased disturbance) upon such ecologically sensitive designated sites in the wider landscape (Natura 2000 sites specifically).

In summary, the proposed development will provide a significant network of natural/semi-natural green space. Through the retention and enhancement of natural habitats on site such as woodland, wildflower meadows and the creation of heathland, the proposals will allow space for nature to flourish and provide local residents with a sense of enjoyment and wellbeing.

TRANSPORT AND MOVEMENT CONTEXT



HIGHWAYS - WIDER CONTEXT

The site lies 8.5 km from the centre of Ipswich and directly to the east of the A12, which serves as an eastern bypass around the town. The A12 is a key connection between Lowestoft and Great Yarmouth to the north and Colchester and Chelmsford to the south west, as well as London (via the M25).







The A14, located 4km to the south, is a major route linking Felixstowe to the rest of the UK. The A1214 meets the A12 at Martlesham and is the main east-west route towards Ipswich. Foxhall Road, to the south of Martlesham Heath (accessed from a roundabout at Newbourne Road) is an alternative route into the centre of Ipswich.

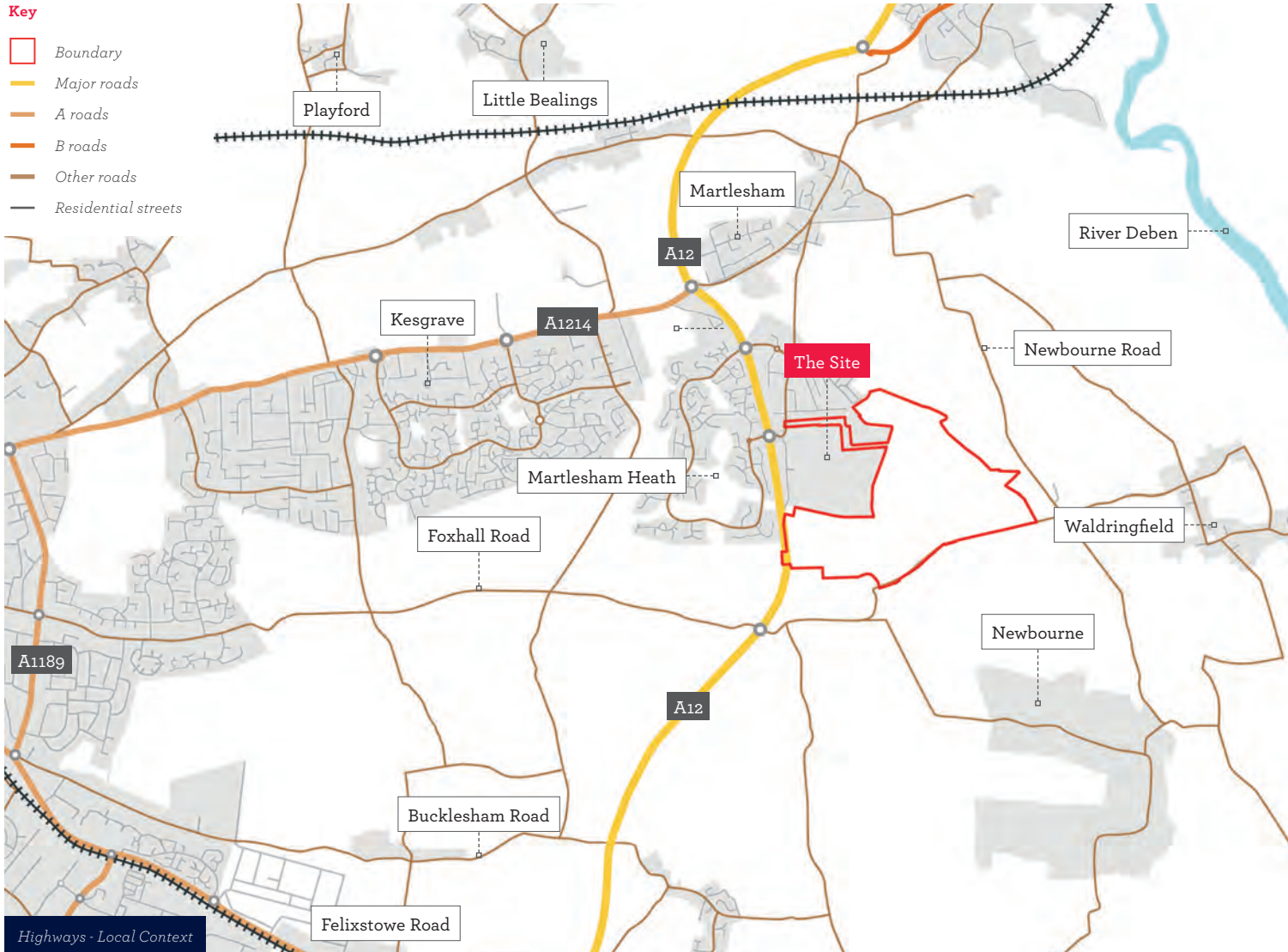
HIGHWAYS - LOCAL CONTEXT

On a more local level, the road network in the area is well established and enables convenient access to most surrounding settlements. Generally, connectivity is good, with a clear hierarchy of routes. However, the local residential street network in areas such as Kesgrave and Martlesham Heath is characterised by a large number of cul-de-sacs, which results in less permeable and legible local connectivity.



Key

-  Boundary
-  Major roads
-  A roads
-  B roads
-  Other roads
-  Residential streets



Highways - Local Context



A12



Foxhall Road



Anson Road / A12 Roundabout

WALKING AND CYCLING

The wider area

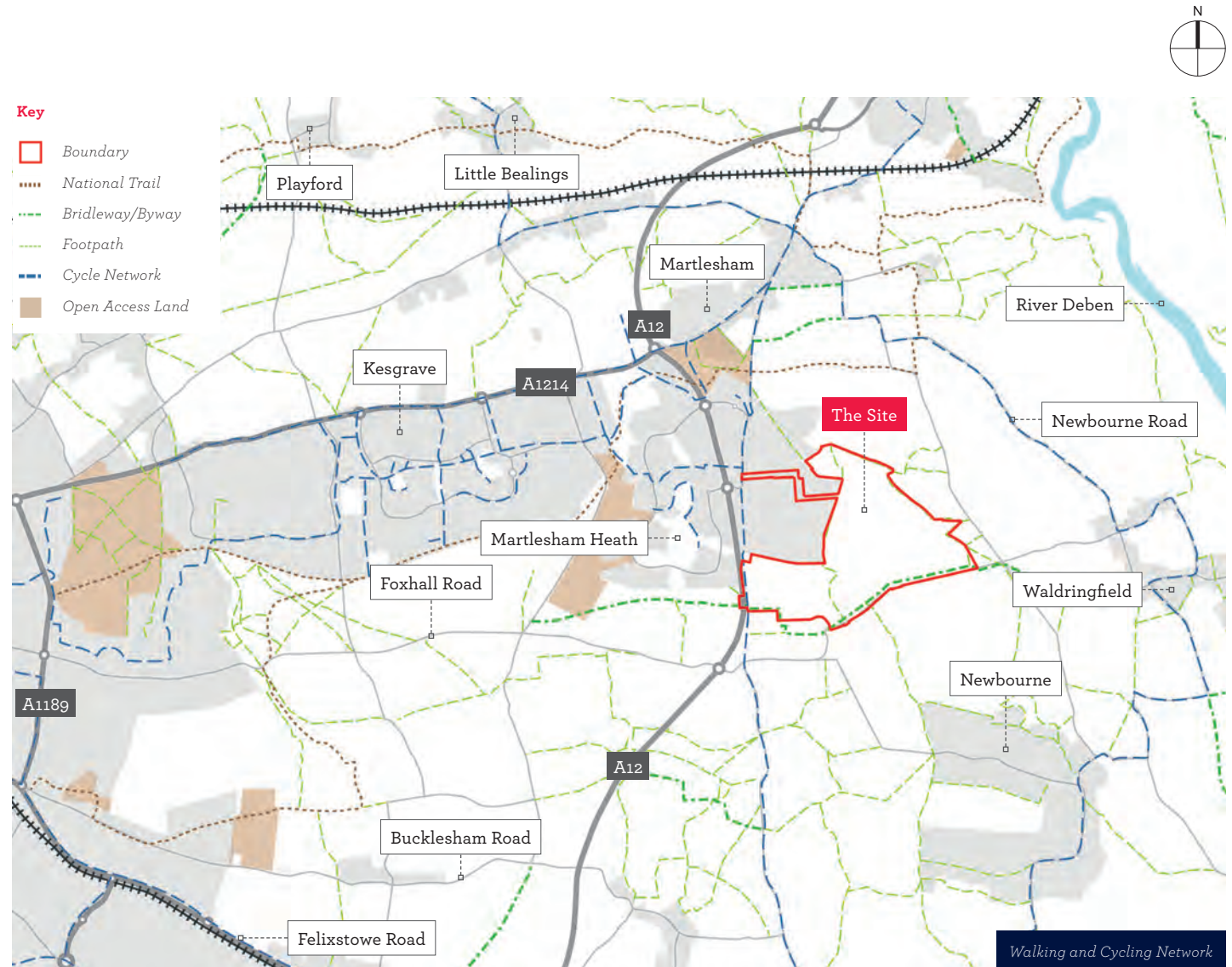
The quality of walking links in the area is generally good, with opportunities to walk north, east and south to a variety of destinations / attractions. Pedestrian links west, however, are limited to two crossings over the A12, which severs connectivity in this direction. There is a footbridge across the A12 that links Martlesham Heath with the Martlesham Heath Business Park, to the north of the Barrack Square roundabout. A second link is via a subway to the north of the Anson Road roundabout.

There is a good cycle network in the area, with National Cycle Route 1 running in an east-west direction from Ipswich, past the site and northwards towards Martlesham and Woodbridge. Regional Route 41 passes the eastern edge of the site along Waldringfield Road, running north towards Martlesham, south towards Newbourne and beyond to the coast at Felixstowe.

Several local cycle paths feature in and around the localised area, passing through Kesgrave and south along Barrack Square. This includes on-road and traffic free routes.

The site

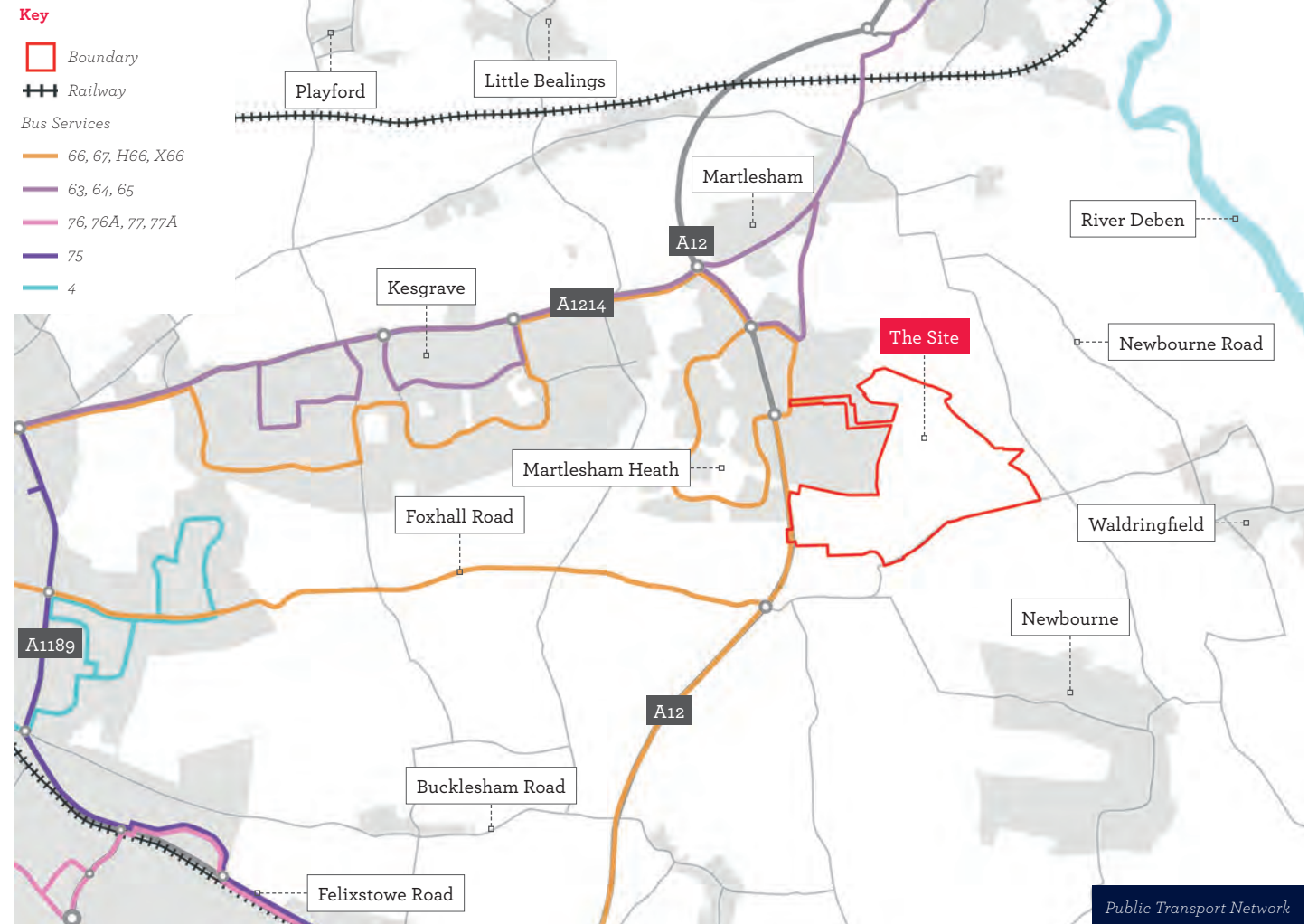
A number of paths and bridleways cross, or run directly adjacent to the application site. A central footpath runs in a north south direction through the centre of the site from Ipswich Road to Spratt's Plantation. In addition, there is a footpath along the eastern boundary and a bridleway along the southern boundary, running parallel with Ipswich Road. These connect into the wider footpath network that provides walking links to Martlesham, Waldringfield, Newbourne and Martlesham Heath.



PUBLIC TRANSPORT

There are a number of bus routes in the surrounding area. These are as follows:

- Bus route 66 and 67 is one of the closest routes to the site, with a number of stops being directly adjacent to the site, on Gloster Road and the A12. Route 67 has a stop at the Adastral Business Park reception. The service runs in a loop, linking Adastral Business Park with Martlesham Heath, Kesgrave, Grange Farm and the town centre. The service runs 24 hours (daytime and evening frequencies of 15 minutes) and benefits from a guided service through Kesgrave and Grange Farm and various priority routes.
- Bus routes H66 and X66 also serves the site, with a stop at the Adastral Business Park reception and runs a service south west along the A14, serving the southern parts of Ipswich and back into the town centre.
- Bus routes 63, 64 and 65 do not pass by the edge of the site, but can be accessed at the Anson Road roundabout. These services run in a loop from Ipswich into Woodbridge and beyond towards Saxmundham and Aldeburgh.



SURROUNDING LAND USES

The site is surrounded by a number of urban and rural land use influences. The adjacent plan conveys the spread of land uses up to the eastern edge of Ipswich town centre.

The key land uses within the immediate vicinity of the site are set out on this page.

EMPLOYMENT

Adastral Business Park is owned by BT and is located directly to the north and west of the site. It is BT's main research and development centre, accommodating a cluster of information and communications technology (ICT) companies. It comprises a mix of utilitarian buildings arranged in an ad hoc fashion. The most locally recognisable of these buildings are the Orion building and Pegasus tower.

Martlesham Heath Business Park is located to the north of Adastral Business Park and comprises predominantly industrial uses, with a collection of low rise warehouse units. There are a few eateries serving local employees as well as a nursery, tenpin bowling alley and car accident repair centre.

RETAIL

Martlesham Heath Retail Park is located to the north of Martlesham Heath Business Park and is accessed directly off the A12. It includes a number of major retailers, such as Tesco, Next and Marks and Spencer. Other localised retail facilities are located in Martlesham Heath and Kesgrave.

RESIDENTIAL AREAS

Originally a small agricultural settlement, Kesgrave is a residential suburb of Ipswich which has expanded significantly since the 1970s. It benefits from a large co-ed comprehensive school, as well as a large local centre, which features various retail, community, medical and leisure facilities.

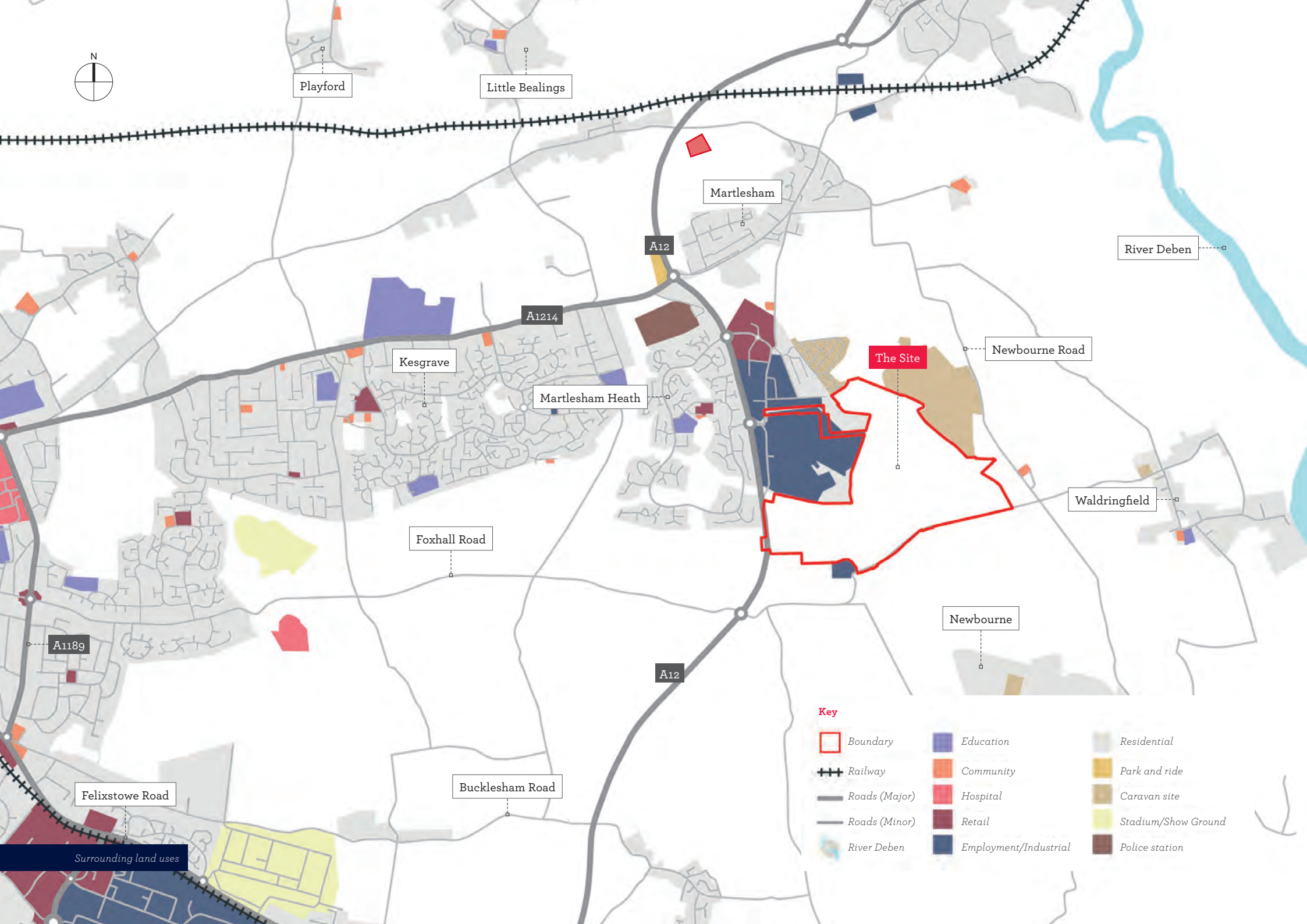
Martlesham Heath is a high quality, suburban residential community which was constructed from the 1970s onwards. It features a range of family housing, set within a spacious, wooded landscape. It is well served by Martlesham Heath local centre, which includes a wide variety of facilities and services such as a medical centre, a number of small shops, a church and a community hall. It is oriented around a central recreational ground/village green.

Martlesham is an older settlement, with Roman origins. It is located to the east of the A12 and is largely linear in form, running in an east west direction. Its historic centre is traditional and has the character of a compact Suffolk village.

Waldringfield Heath is a very small hamlet to the east of Newbourne Road, consisting of a number of smallholdings set within large gardens. Other facilities include a Baptist Church, a golf course and the Moon and Sixpence holiday home.

Waldringfield is a village originating from 1st century along the banks of the River Deben. It is located within an area classified as Suffolk Heritage Coast Area of Outstanding Natural Beauty. The village supports a primary school, a community hall, a sailing club and a public house.

Newbourne is a village and civil parish that sits to the south of the site. After an initiative in 1934 to get people back into work, over 50 commercial-grade greenhouses were built in the area, many of which survive today. This means there is very high concentration of plant nurseries and small businesses in the village. Newbourne has a good number of local services, such as a well equipped village hall with an adjacent playground, and a public house.



Key

- | | | |
|---------------|-----------------------|---------------------|
| Boundary | Education | Residential |
| Railway | Community | Park and ride |
| Roads (Major) | Hospital | Caravan site |
| Roads (Minor) | Retail | Stadium/Show Ground |
| River Deben | Employment/Industrial | Police station |

Surrounding land uses

SURROUNDING FACILITIES



Martlesham community hall



Martlesham Heath Retail Park



Martlesham Heath village green

The area surrounding the site benefits from a wide range of facilities that serve existing residents and visitors to the area.

It features a generous retail offer as well as a number of smaller local centres that serve residential catchments.

A number of key facilities, including schools, community centres, retail and commercial uses, are within easy walking and cycling distance of the site. The adjacent plan shows the range of locally and regionally important facilities and services within a 400m and 800m distance of the site (equating to a 5 and 10-minute walk time respectively).

Adjacent to the site, at the Eagle Way / Anson Road roundabout, is the Martlesham Heath Retail Park, which includes a superstore and serves the existing settlement area through a range of retail, cafe and convenience facilities. To the west of the site, but still within walking distance (albeit the A12 forms a barrier to connectivity) is the Martlesham Heath local centre, which features a wide variety of facilities and services. A comprehensive list of local centre facilities is listed opposite.

Key

1. Martlesham Heath

- Community centre
- Church
- Pub / restaurant
- GP Surgery
- Dental Practice
- Post office
- Convenience store
- Takeaway / Fast foot outlet

2. Martlesham Heath Retail Park

- Petrol station
- Takeaway / fast-food
- Supermarket (2)
- Big box retail (7)

3. Grange Business Centre

- Vets
- Hair salon
- Estate agents
- Gym

4. Kesgrave

- Community centre
- Conference centre
- Library
- Nursery
- Medical centre
- Neighbourhood police centre
- Supermarket
- Dry cleaner
- Hair salon
- Other retail (charity shop)

5. Penzance Road Parade

- Convenience store
- Post office
- Hair salon
- Restaurant
- Other retail (pharmacy, butcher)

6. Brendon Drive Parade

- Community centre
- Nursery
- Convenience store
- Hair salon
- Restaurant
- Takeaway / fast-food

7. Rushmere Heath Parade

- Convenience store
- Takeaway / fast-food (2)
- Hair dresser
- Petrol station
- Bank / building society (2)
- Other retail (Florist, baker, opticians, pharmacy, fabric shop)

8. Heath Road Parade

- Post office
- Hair salon
- Estate agents
- Takeaway / fast-food (2)
- Other retail (firework shop, golf shop, computer repairs shop, cycle shop, white goods shop)

9. Wareham Avenue Parade

- Convenience store
- Supermarket
- Hair salon / Spa (3)
- Estate agents
- Takeaway/ fast-food (2)

10. Felixstowe Road Parade

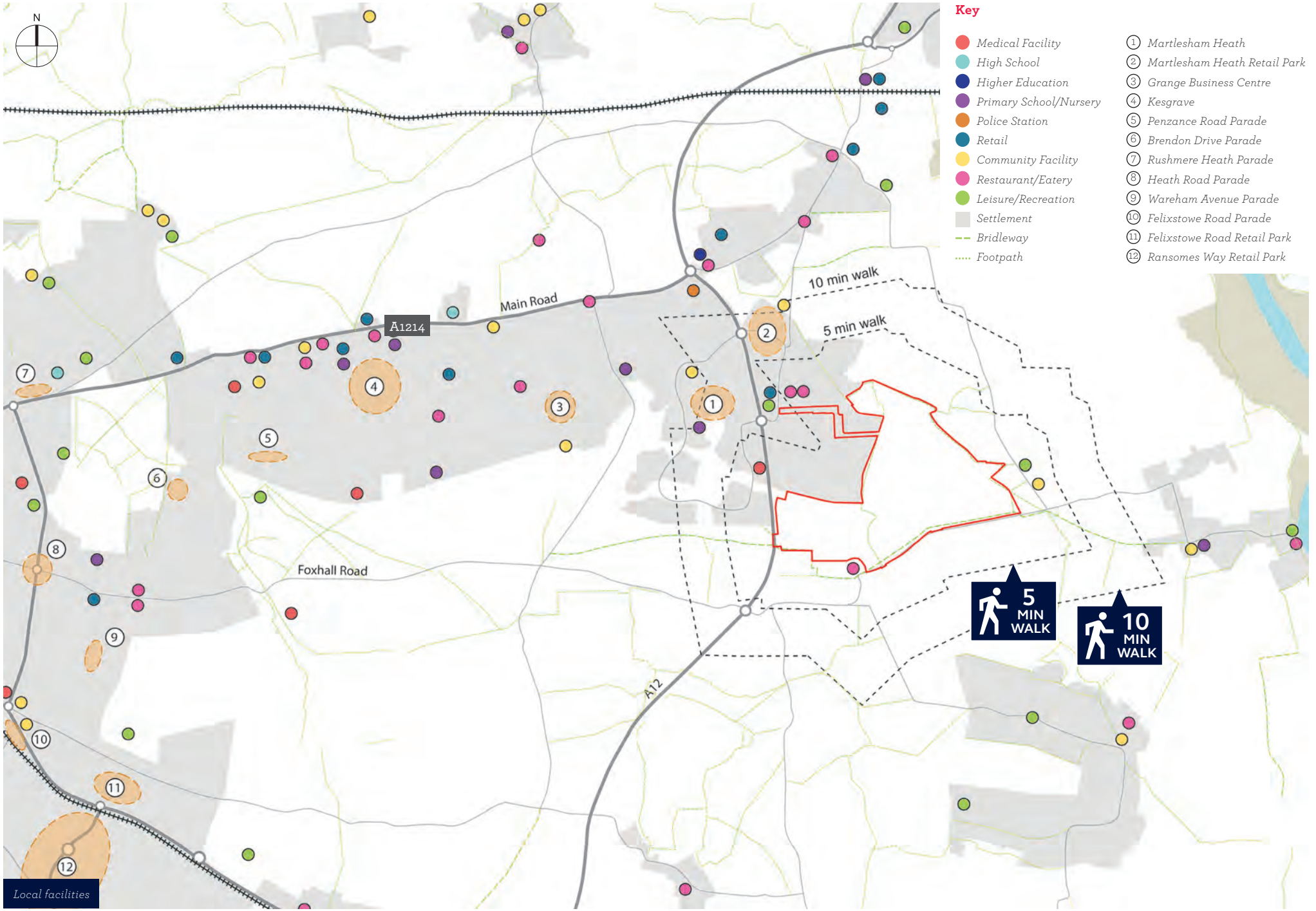
- Vets
- Takeaway / fast food (2)
- Hair salon
- Dry cleaner

11. Felixstowe Road Retail Park Supermarket

- Big box retail (3)
- Petrol station

12. Ransomes Way Retail Park

- Supermarket
- Takeaway / fast-food (4)
- Restaurant (5)
- Nursery
- Bank / building society
- Hair salon
- Big box retail (14)
- Other retail (pharmacy)



SURROUNDING GREEN INFRASTRUCTURE NETWORK

The adjacent plan illustrates the rich variety of natural green infrastructure and recreational facilities which are located within the surrounding landscape.

GREEN SPACES AND RECREATION

The surrounding landscape provides a wide range of opportunities for active recreation and the enjoyment of nature. These green spaces include areas of woodland, heathland, parks, open green space and formal recreational facilities.

The central village green in Martlesham Heath, to the west of the site, is an important community resource; the open green space here incorporates football and cricket pitches.

Children's play facilities, a football pitch and bowling green are found within the recreation ground in Martlesham (2.5km to the north of the site).

Kesgrave is well served by a network of smaller landscaped parks that incorporate play areas for a variety of age groups. The community centre located towards the centre of the village includes a comprehensive range of sports facilities; tennis courts, cricket pitch, football pitches and a bowling green.

There are a number of golf courses found in the wider area; Ipswich Golf Club and Rushmere Golf Course are located on the eastern edge of Ipswich with Waldringfield Heath Golf Course located directly to the east of the development site.

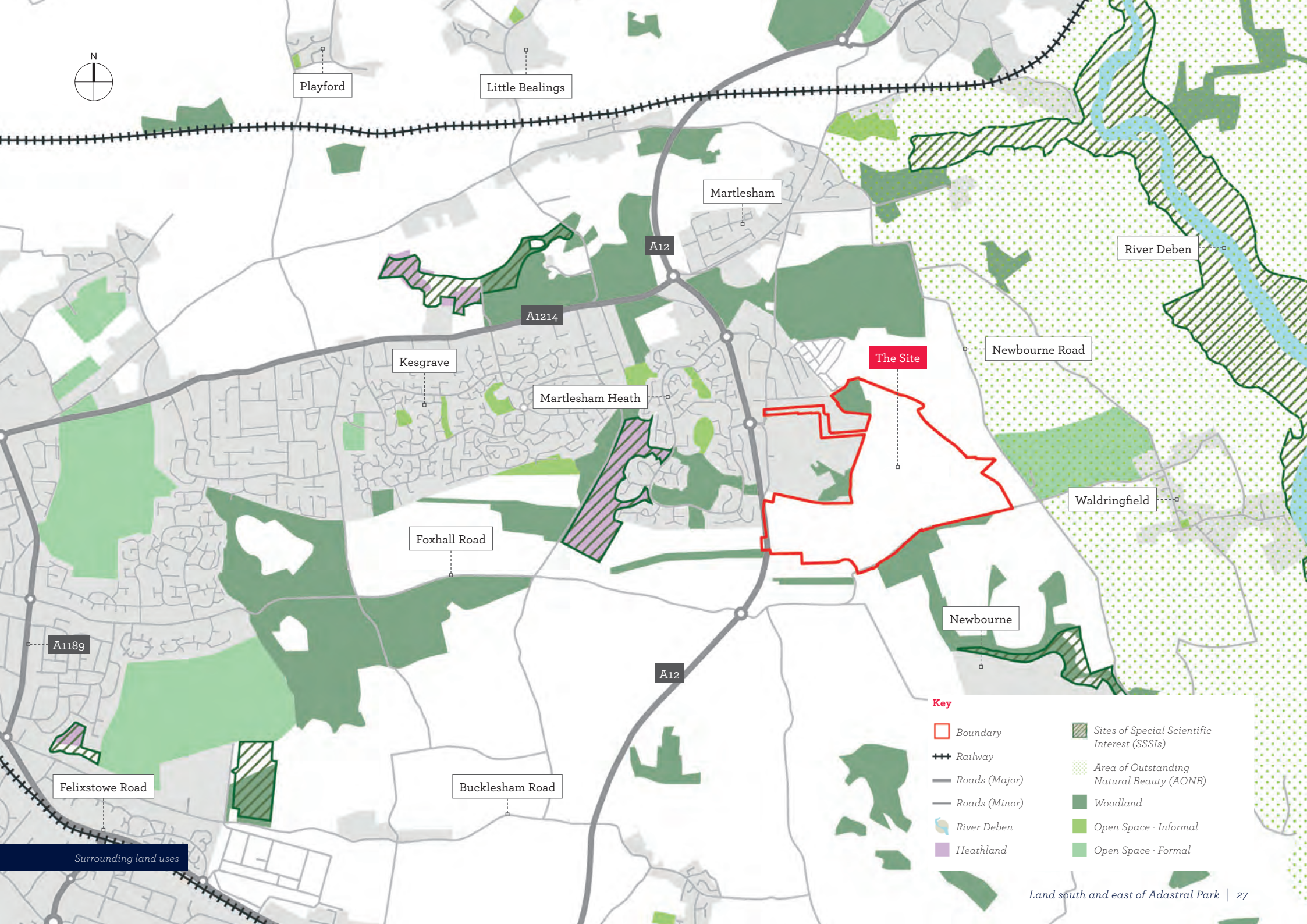
Waldringfield contains a small village green with children's play facilities and tennis courts.

ENVIRONMENTAL

The Deben Estuary is designated as a Site of Special Scientific Interest (SSSI) and Special Protection Area (SPA) under the Ramsar International Convention on Wetlands and as part of the Suffolk Coasts and Heaths Area of Outstanding Natural Beauty (AONB). It is a low-lying coastal landscape featuring marshland habitat that is important for its wintering wading and water birds.

The western edge of Martlesham Heath is an area of lowland heathland designated a SSSI which provides important habitat space for animal and plant species.

Newbourne Springs is a small nature reserve and SSSI on the edge of Newbourne village. It is composed of a range of habitats, primarily broadleaved and mixed woodland with some areas of marsh, fen and heathland.



Playford

Little Bealings

Martlesham

River Deben

A12

A1214

Kesgrave

Martlesham Heath

The Site

Newbourne Road

Waldringfield

Foxhall Road

Newbourne

A1189

A12

Felixstowe Road

Bucklesham Road

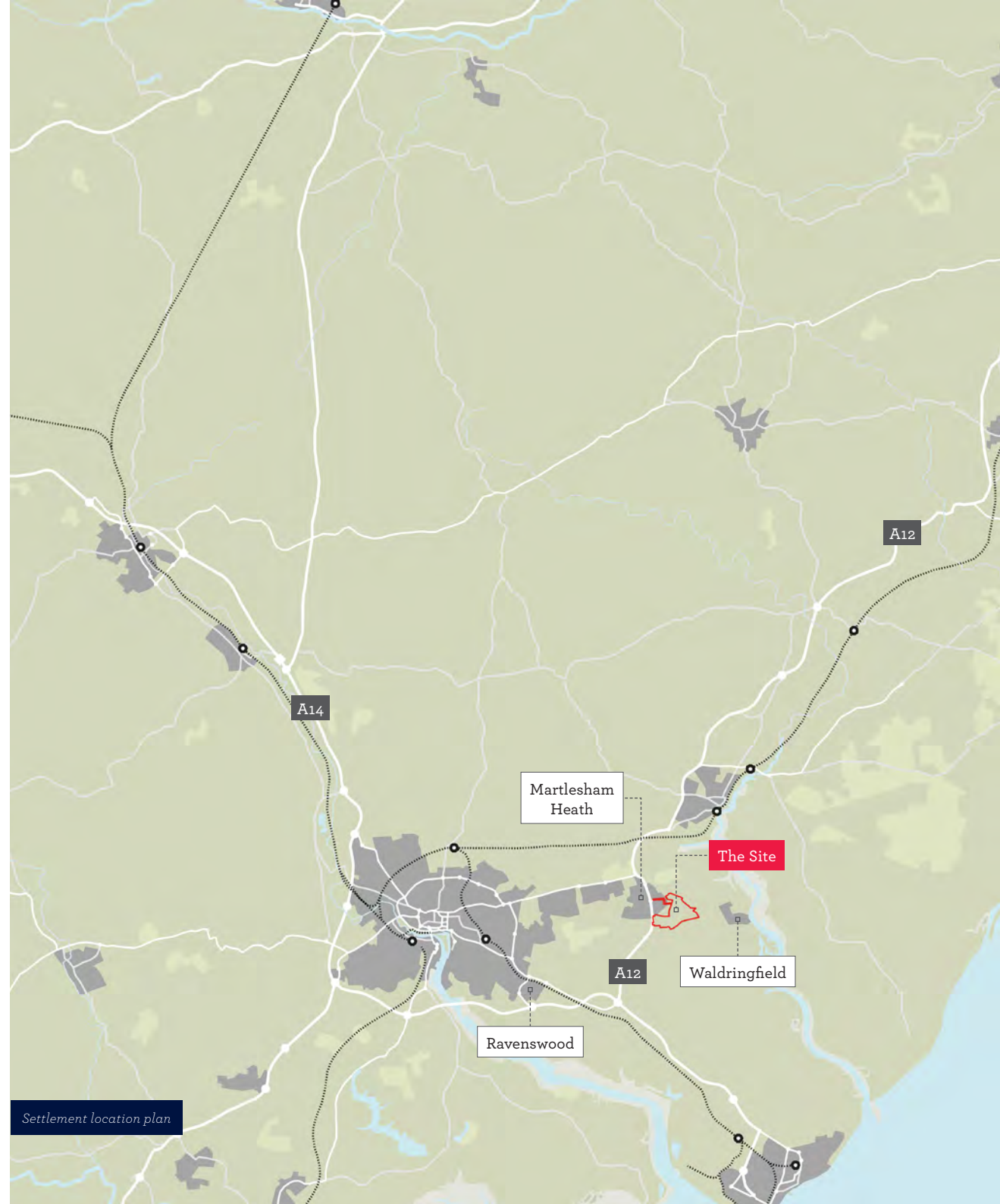
Key

- Boundary
- Railway
- Roads (Major)
- Roads (Minor)
- River Deben
- Heathland
- Sites of Special Scientific Interest (SSSIs)
- Area of Outstanding Natural Beauty (AONB)
- Woodland
- Open Space - Informal
- Open Space - Formal

Surrounding land uses

TOWNSCAPE ANALYSIS

An understanding of the surrounding townscape and density is important in ensuring that the development proposals are appropriate, distinct and strongly rooted to its local setting. The following pages examine a couple of recent residential developments as well as examples of density from across the local area.





STUDY AREAS

The surrounding settlement pattern in Suffolk is diverse and the result of a variety of natural and historical factors. As such, towns and villages differ in terms of their character and typology. Some settlements have maintained their historic nature while others have experienced extensive expansion.

This section seeks to assess urban character and built form in the local area. A number are in close proximity to the proposed development site although it is also appropriate to consider relevant examples from further afield within the Suffolk region in order to gain an in-depth insight into overall residential character.

The following areas considered here (shown on the plan, left) have been chosen as relevant precedents due to the high quality of their built form, spatial composition, focal spaces and architectural character.

Areas within the following settlements have been chosen for further study;

1. Martlesham Heath
2. Waldringfield
3. Ravenswood
4. Southwold

APPROACH

The focus here is on the micro scale as opposed to settlement wide analysis. It highlights qualitative and quantitative elements which contribute to a particular sense of place. The character analysis is organised under the following categories:

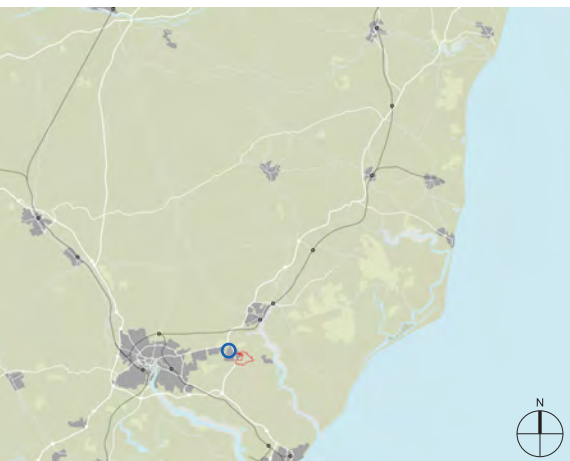
- **Urban Form** - Block composition, frontages, density.
- **Buildings and Plots** - Building scale, typology, boundary treatment and curtilage.
- **Public Realm** - Elements of street character and landscaping.
- **Parking** - Assesses the variety of public and private parking provision.
- **Details and Materials** - Analysis of traditional architectural features and patterns of facing materials.
- **Relevance to design** - How the precedent can inform proposals for the site.
- **Positive aspects** - A broadbrush qualitative assessment of the precedent.
- **Points to consider** - A summary of key lessons learned from the precedent.

The study will focus on areas which are relevant to potential proposals for the site. Analysis of Martlesham Heath will focus on its high quality local centre. Ravenswood is a benchmark for high quality contemporary development. Tibby's Triangle in Southwold has also been included for its attractive local centre and design quality, creating a successful combination of contemporary and traditional architectural features.

TOWNSCAPE ANALYSIS

MARTLESHAM HEATH

Martlesham Heath is a thriving community developed as a ‘new village’ in the 1970s. It embodies many of the design principles and patterns found in traditional villages and is notable for the prevalence of green space within the village including a central green.



Location plan



Martlesham Heath aerial

Urban Form

- Building density is generally low to medium; typically between 20-30 dph.
- The layout is quite loose, defined by cul-de-sacs opening off a central vehicular spine (Eagle Way).

Buildings and plots

- Residential dwellings are 2-2.5 storeys although built form around the retail centre is up to 3 storeys in height.
- Mostly detached and semi-detached with occasional runs of terraces (flats).
- Plots are wide with large, well planted rear gardens usually delineated with brick walls or hedges.
- Front gardens tend to be 3-5m in depth. Boundary treatments are low hedges and shrub planting giving the street a sense of openness between plots.
- Semi-continuous frontage along main thoroughfare through village centre (Valiant Road).

Public realm

- Soft boundary treatment and street planting gives public realm a soft appearance.
- Footpaths are wide and often separated from the carriageway by a grass verge.
- Public open space is centrally located and semi-enclosed by built form.
- Dense woodland and tree planting maintains a rural character and screens residential development.

Parking

- Mainly on plot parking.
- Occasional grouping of shared garages and rear parking courtyards.

Details and Materials

- Within the local centre, architectural character of built form contains a diverse range of vernacular features.
- Predominance of brick with occasional white render and black weatherboarding.
- Varied roof pitch and orientation.

Relevance to design

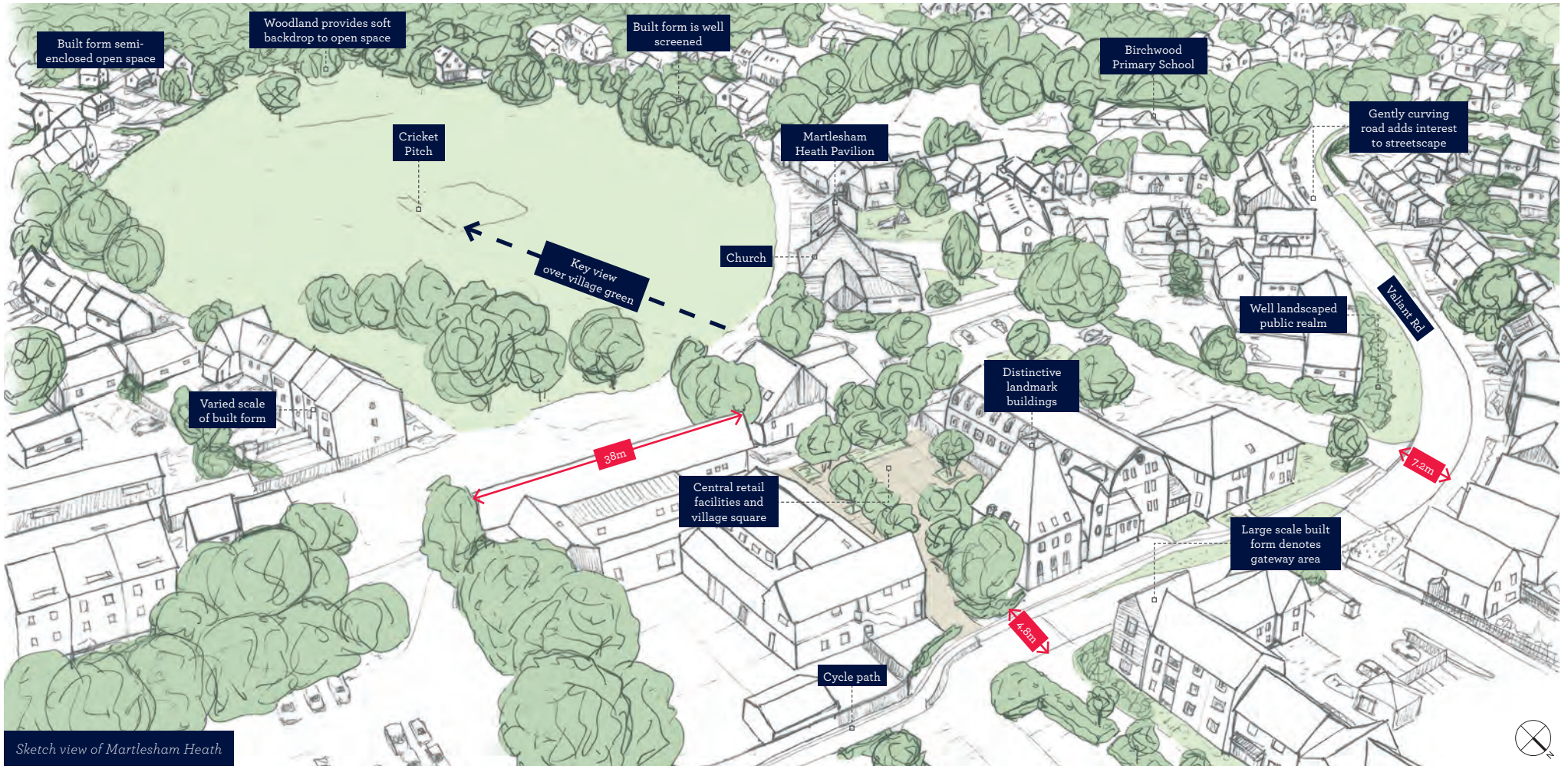
- Martlesham Heath provides a number of useful cues for potential design, particularly the successful, well-used village core which mixes retail, community and recreational facilities.

Positive aspects

- The local centre is central to the development and is easily accessible by car, for pedestrians and cyclists.
- Variations in building type and architectural detailing.
- Softness of streetscape.
- Good levels of natural surveillance.
- Well integrated car parking.

Points to consider

- Create a clearer street network and reduce prevalence of cul-de-sac form.
- Increase the variety of architecture in residential areas which is often typical of many post-war suburban housing development.



A diverse mix of architectural styles are evident.



Attractive village square at the heart of the local centre.

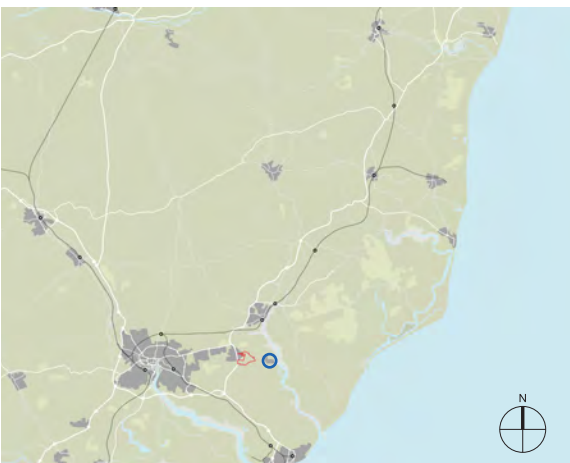


Houses front onto open space allowing natural surveillance while tree planting softens the edge of the built form.

TOWNSCAPE ANALYSIS

CLIFF ROAD, WALDRINGFIELD

Waldringfield is a linear settlement with an attractive streetscape. It is a well confined village and sits within the Suffolk Coast and Heaths AONB on the western bank of the River Deben.



Location plan



Waldringfield aerial

Urban Form

- Linear settlement defined by a gently curving central street (Cliff Road) enclosed by semi-continuous building frontage on either side. Narrow rural lanes run perpendicular to this central spine.
- Village contains a range of densities from as low as 10 dph on the western edge of the settlement to around 40dph at the eastern end of Cliff Road.

Buildings and plots

- Dwellings are mainly 2-2.5 storeys in height although some 1 and 3 storey elements are present.
- Varied built form includes terraced cottages, bungalows, converted agricultural buildings, detached and large semi-detached rural villas.
- Set back ranges from 5m (terraced cottages) to a depth of around 16m (detached rural villas).
- Plots vary in dimensions; all properties have large rear gardens.

Public realm

- There is no defined footpath along Cliff Road or along side streets.
- There is an absence of street planting although mature hedgerows and trees within front gardens create a green streetscape.

Parking

- Due to narrow width of streets parking is predominantly on plot with some rear courtyard provision.
- Large car park to the rear of Cliff Road terraces accommodating visitors to Maybush Inn and Waldringfield Sailing Club.

Details and Materials

- Predominant use of red brick and tiles with occasional coloured render and weatherboarding (white/black) on front elevations or ancillary buildings.
- Eclectic mix of vernacular and more contemporary architectural styles evident in built form, creating a streetscape with a strong sense of character.

- Mix of curtilage treatments with low walls, fencing, trees and mature hedgerows utilized.

Relevance to design

- Waldringfield provides a useful cue for potential future design particularly where medium density housing is envisaged. The varied nature and scale of built form along Cliff Road is also of interest.

Positive aspects

- Variety in streetscape.
- Green boundary treatment softens streetscape and settlement edge.
- Good levels of natural surveillance.
- On-plot parking provision reducing impact on street.
- Community facility (public house) interacts positively with natural feature (River Deben).

Points to consider

- Potential to integrate clearly defined footpaths to create a more pedestrian friendly environment.



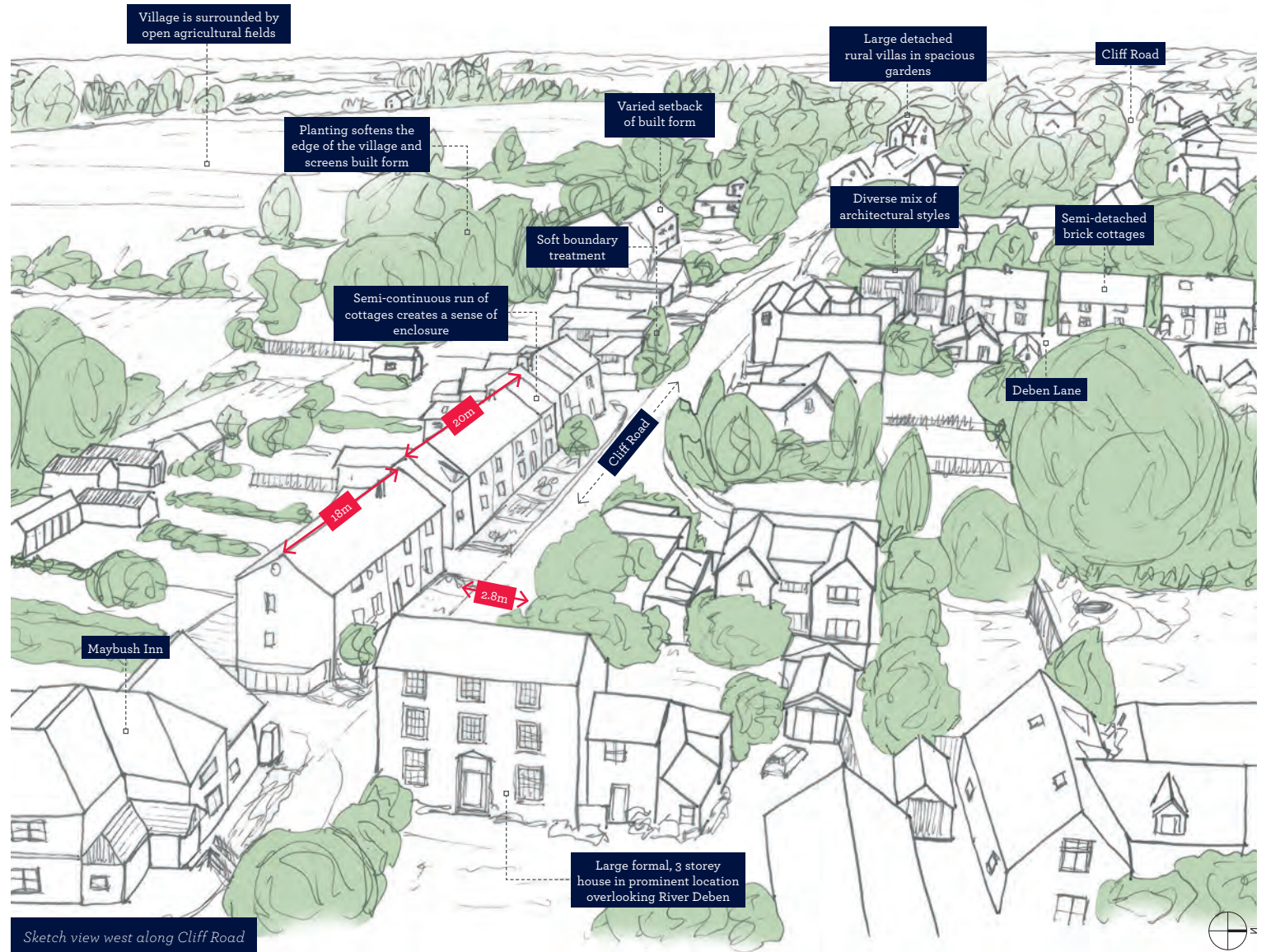
The narrow width of the road and soft boundary treatment combines to create a distinctly rural streetscape.



Varied architectural styles are evident while a prevalence of red brick, timber and render creates visual unity.



The Maybush pub, a popular community facility in an attractive setting with views overlooking the River Deben.



TOWNSCAPE ANALYSIS

HAVERGATE ROAD, RAVENSWOOD

This recent development successfully combines many traditional elements and contemporary urban design best practice to create a distinctive character.



Location plan



Ravenswood aerial

Urban Form

- Medium density organic arrangement of perimeter blocks with gardens at the core.
- Winding street form creates visual interest. Built form is used to terminate views.
- Set back is minimal (2-3m), properties front onto street enhancing sense of enclosure and echoing the tight form of country lanes.
- Continuous street frontage, with few gaps allowing natural surveillance.

Buildings and plots

- Dwellings are mainly 2-2.5 storeys with occasional 3 storey high elements at key junctions and enclosing open space.
- A majority of detached and semi-detached dwellings, with some mews terraces.
- Plots tend to be narrow, rear gardens are varied in shape and dimensions.

Public realm

- Defined footpaths on both sides of the road (1.5m in width).
- Traffic calming and shared surfaces a prominent feature.
- Reduced priority given to vehicles.
- Pockets of green space with play areas (LAP) well integrated.

Parking

- Mainly on plot or in rear courtyards (with drive through access) which reduces impact on the street.

Details and Materials

- Predominant use of brick and white render with slate roofs with occasional use of muted pink and blue render.
- Varied roofline with facing gables and dormers are common features.
- Little variation in windows and front doors, thus a sense of aesthetic unity.
- Curtilages are defined by black railings and low planting, brick walls to the rear of properties provide much more defined separation.

Relevance to design

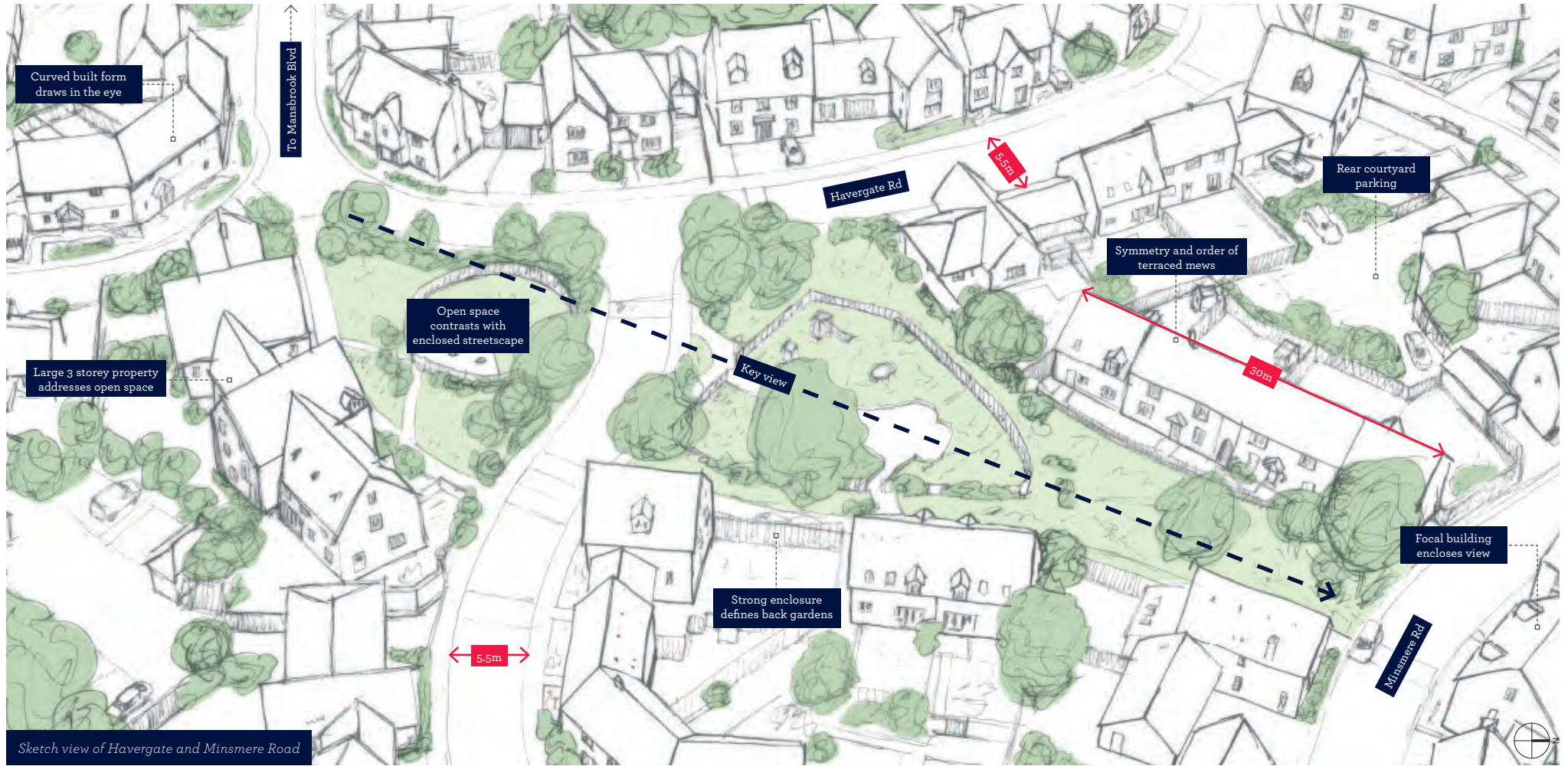
- Havergate Road and Ravenswood as a whole are a useful study. They contain a number of character areas which offer cues for medium density areas within this masterplan. A key lesson here is the interface between green space and the approaches to car parking.

Positive aspects

- An enclosed and secluded setting where natural surveillance is offered with good interplay between the built form and green spaces.
- A variety of streetscapes with clear legibility and hierarchy has been achieved.
- Built form clearly defines the streetscape and provides a backdrop to open space.

Points to consider

- Introduction of street trees to enable more variety and soften the streetscape.
- Potential for more variety in materials and colour palette.



Large focal building at key nodal points.



Rear courtyard parking with drive through access.



Varied roof planes and colour adds interest to street scene.

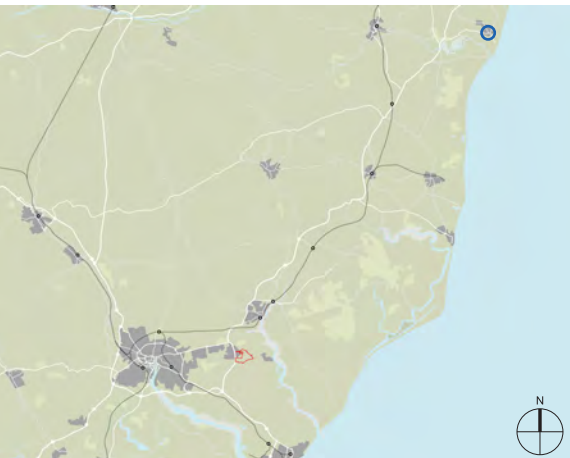


Built form tightly encloses open space

TOWNSCAPE ANALYSIS

TIBBY'S TRIANGLE, SOUTHWOLD

Tibby's triangle is a contemporary, mixed-use development, sensitive to its setting. Its high density and informal arrangement of built form and courtyards create an attractive streetscape.



Location plan



Tibby's Triangle aerial

Urban Form

- High density development (around 86 dph) located close to the centre of Southwold.
- Small, informal blocks grouped around a central residential street and a network of small yards and open spaces.
- The organic orientation and enclosed nature of the central street creates an attractive streetscape.

Buildings and plots

- Buildings are 2-3 storeys in height although they vary in scale and architectural styles creating a mixed streetscape.
- Larger scale properties overlooking open space.
- Houses are a mix of terraces and town houses.
- Few properties have front gardens with the majority fronting straight onto the street. Rear gardens are limited in size.

Public realm

- Development includes a multi-purpose

public square which hosts weekly farmers markets. It is well used by residents and wider community.

- Generally hard surfaces with a small amount of street planting.
- Shared space (Tibby's Way) runs through the centre of the site ensuring development is permeable and accessible to all.

Parking

- Courtyard parking for residents. Parking bays adjacent to shops for visitors.

Details and Materials

- Architectural form mirrors local vernacular with some contemporary features.
- Pantiled, pitched roofs.
- Flat roofed buildings with roof gardens create a distinctive development.
- Brick (buff or painted white and black) is the primary material.
- Boundary walls are brick and flint, paving material incorporates local Suffolk pebbles.

Relevance to design

- The local centre (shop, cafe and adjoining square) is an attractive public space. The scale and arrangement of built form creates a strong visual link with the neighbouring church, similar treatment may be appropriate for the BT Tower adjacent to the proposed development site.
- The scale and design of built form adjoining open space may also provide lessons for potential future design.

Positive aspects

- The development integrates well with its surroundings in terms of the urban form and architectural detailing, and successfully incorporates the existing character of Southwold.

Points to consider

- Due the constraints of the location and high density nature of development, the amount of private public space and gardens is limited.



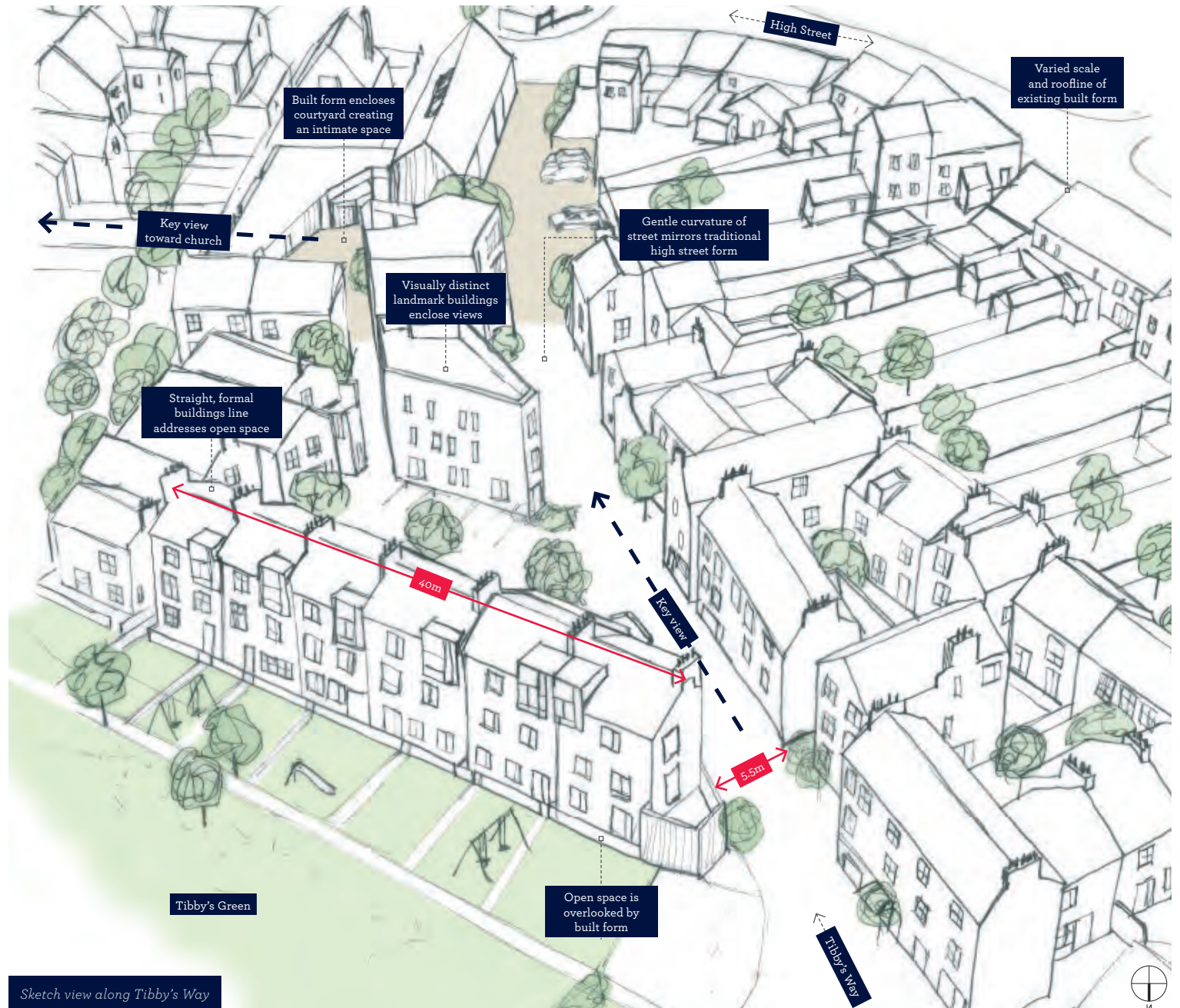
Varied scale, roof pitch, orientation and architectural detailing creates an interesting and diverse streetscape.



The courtyard is an important and lively public space with high quality views toward St. Edmund's Church.



3 storey townhouses front onto open space and create a strong edge to the settlement.



Sketch view along Tibby's Way

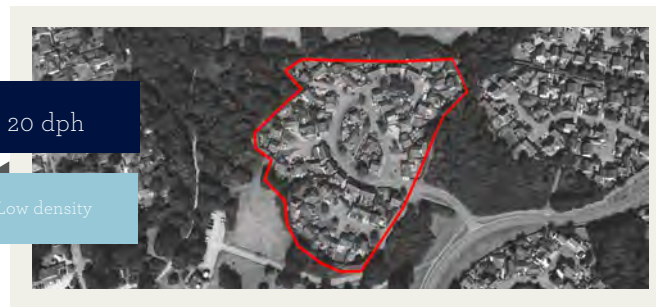
DENSITY ANALYSIS

An assessment of density in the surrounding settlements provides an understanding of local character and built form ensuring that site proposals are responsive to and in keeping with the existing urban context. Analysis shows that there are a variety of residential densities within neighbouring areas. The aim should be to provide a mix of densities to create a sustainable and well balanced community on the site.



SCHOOL ROAD, WALDRINGFIELD

- Mix of detached and semi detached 2 storey houses, well spaced with a straight building line
- Elevated above street level, set back from the street with a mix of hard and soft boundary treatments
- On plot parking and long rear plots



PARKERS PL, MARTLESHAM HEATH

- Detached properties of varying age and style, 2 storey with occasional bungalows
- Cul-de-sac layout and lack of strong boundary treatment, some street planting and grass verges
- On plot parking and large irregular rear plots



PEASEY GARDENS, KESGRAVE

- Mix of 2-3 storey contemporary terraced, detached and semi-detached properties
- Minimal set back with soft boundary treatment
- Rear courtyard and on plot parking, rear gardens vary in dimension due to shape of block



30 dph

Medium density



FARRIERS CL, MARTLESHAM HEATH

- 2 storey terraced and semi-detached properties
- Set back and boundary treatment varies, front gardens are well planted, brick walls enclose rear gardens
- Parking on plot and in rear courtyard



32 dph

Medium density



MARTINET GREEN, RAVENSWOOD

- Large 2-3 storey semi-detached and detached townhouses with a semi-continuous building line
- Parking is on plot (driveways/garage)
- Minimal set back, iron railings, hedgerows and grass verges are main form of boundary treatment



39dph

High density



CLIFF ROAD, WALDRINGFIELD

- 2 storey terraced properties with minimal set back and a lack of vertical boundary treatment
- Continuous building line creates a sense of enclosure
- Long, narrow rear plots



64dph

Very high density



ST JOHN'S STREET, WOODBRIDGE

- 2/3 storey Victorian terraces, properties front directly on to the street, continuous building line creates sense of enclosure
- On street parking and long, narrow rear plots with strong boundary treatments



SITE FEATURES

The site appraisal undertaken has identified key site features, as shown on the adjacent plan. These key features will inform the concept and masterplan for the site.

TOPOGRAPHY

The site is generally flat, with a number of man-made changes in level due to its use as a mineral extraction site. Around the central lake and valley there are also discernible changes in level. Other than these areas, levels vary gently from heights of 23m above ordnance datum (AOD) on the north western edge to 27m on the south western edge, and a range of 21 to 25m along the north eastern edge. A new development platform will be established which will restore a more natural lie of the land, which has been artificially altered in recent years by the mineral extraction operations.

ECOLOGY AND LANDSCAPE

A number of notable habitats are present on-site:

- Open Mosaic Habitat on Previously Developed Land
- Lowland Mixed Deciduous Woodland
- Open Standing Water

There are several areas of semi improved grassland, dense and scattered scrub habitats on the site. In addition, seven notable and/or rare plant species are present on site within the open mosaic habitats. The main lake on the site provides a habitat for nesting nightingales

and skylarks, to the north of the lake on the sandy shore. This area could be incorporated into low disturbance areas within the SANGS to ensure that the species are not in conflict with public access.

There is existing mature vegetation both within the site and along the site boundaries, including Spratt's Plantation. Planting also exists around the edge of the lake. Loss of boundary vegetation will be limited to that required for access. The proposed development will provide a significant network of natural/semi-natural green space to accommodate the retention and enhancement of natural habitats on site such as woodland, wildflower meadows and the creation of heathland.

HERITAGE

There are three Scheduled Monuments within the site: two in Spratt's plantation, and a third (including a pill box) to the south west of the site.

There are two non-designated heritage assets (WWII pill boxes and gun emplacements) in the same area as the third Scheduled Monument. These will be retained and designed into the masterplan.

A further non-designated heritage asset in the south west of the site, a possible WWII light anti-aircraft gunpost, is to be removed, as agreed during pre-application discussions. It is not possible to find a meaningful use for the gunpost which poses a health and safety risk with metal sections sticking out of the ground. The asset is of low significance and it will be recorded prior to removal.

SERVICES/GROUND CONDITIONS

There are a number of minor services within the site, including a foul sewer, an electricity cable and a water main. The electricity cables can be undergrounded and worked into a masterplan design.

There is a geological SSSI within the site, which shall be retained.

The following potential geotechnical constraints have been identified within the site, including:

- Significant and varying depths of Made Ground (from depths of 0.05 up to 15.2m)
- Local softening and low density horizons and variability in the Made Ground
- Localised shallow instability in excavations from depths of up to 0.20m to 2.50m in 11 locations across the site.



In summary, the development offers opportunities to provide enhanced habitats for various species, mitigate the noise effects of the A12, and provide a new development platform. The site includes a mixture of attractive features which could be retained and enhanced to create an attractive setting for the future community (such as the lake and heritage assets).

FOOTPATH/BRIDLEWAYS

A number of paths and bridleways cross, or run directly adjacent to the site. A central footpath runs in a north south direction through the middle of the site, from Ipswich Road to Spratt’s Plantation, and along the eastern boundary of the Adastral Business Park site. In addition, there is a footpath along the eastern boundary and a bridleway along the southern boundary, running parallel with Ipswich Road. These connect into the wider footpath network that provides walking links to Martlesham, Waldringfield, Newbourne and Martlesham Heath.

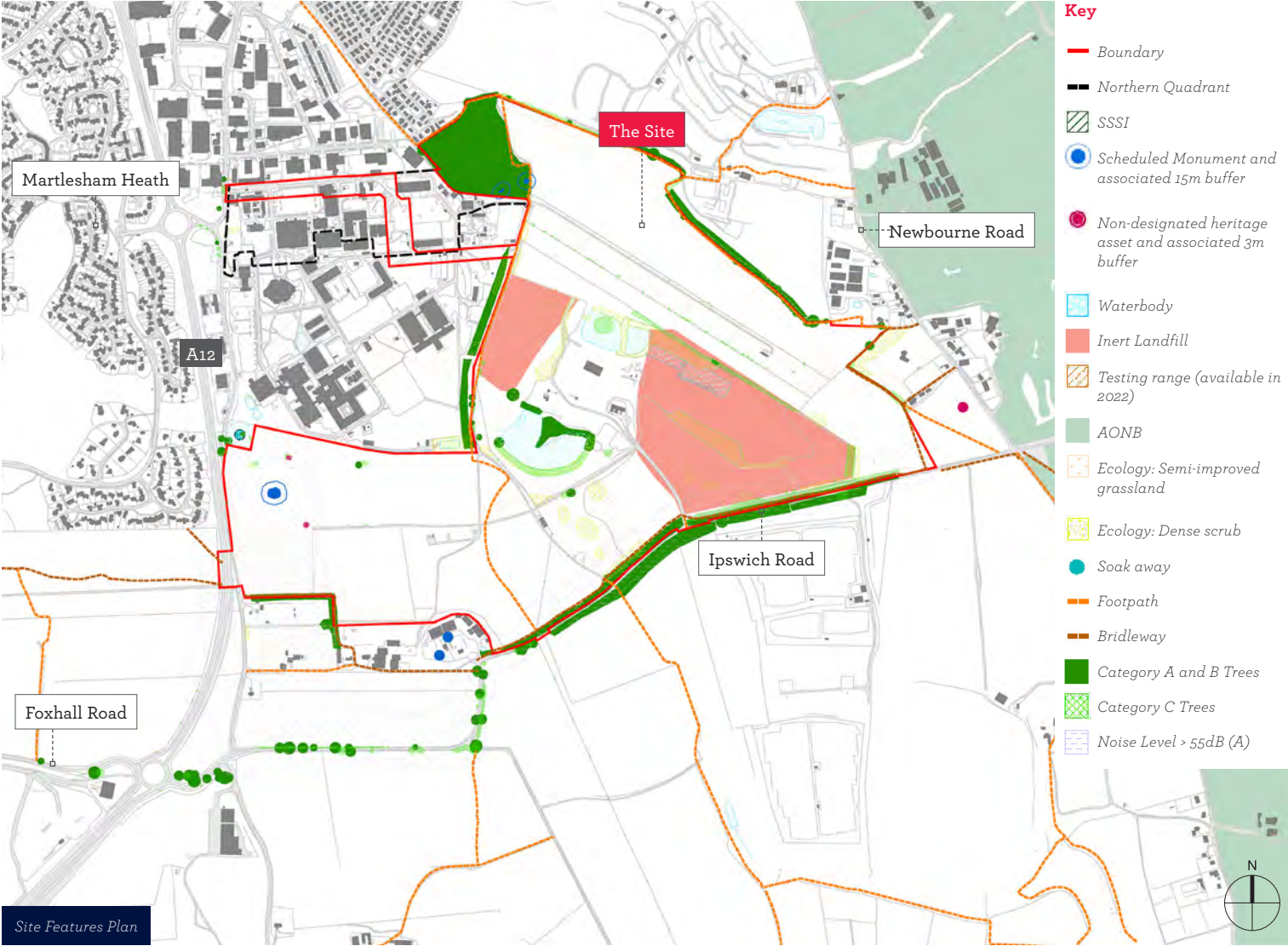
There is an opportunity to retain and enhance the existing footpath network and integrate it within the new access and movement strategy.

NOISE

A narrow section along the western site boundary, that abuts the A12, has acoustic levels of over 55 decibels. This will be mitigated against with suitable acoustic attenuation (e.g. bund / acoustic fence).

OTHER BUILDINGS

There is a testing range located in the north of the site. This comprises mown grass and a building. This will not need to be retained within the masterplan and is available for development post 2022.



Section 3

VISION & DESIGN PRINCIPLES

Having understood the site and surrounding context, this section sets out the vision for the site. Furthermore, it sets out a series of design principles that will deliver the vision spatially.





CARLYLE LAND
LIMITED





VISION STATEMENT

“The land to the south and east of Adastral Park will be transformed into a thriving, sustainable and mixed use community centred around a wonderful, natural and connected green park.

The centre piece of the development will be the lakeland park, which will be used by the new community, the existing residents in the surrounding area and of course the local wildlife. Its multi-functional nature and excellent foot and cycle connectivity will ensure that it becomes a major recreational and ecological asset for the area.

The lakeland park will help to connect Spratt’s Plantation in the north of the site and the Heritage Park to the west. Both these important areas of the site contain Scheduled Monuments, and the lakeland park provides the opportunity to deliver a strong connection between them.

A new community will evolve around the lakeland park, living in high quality, well designed and contemporary new homes, including those for families, younger and older people. The new residents will be within easy walking distance of the new facilities and services, including local shops, community facilities, healthcare, play space for children and adults alike and local employment.

High quality new walking, cycling and public transport links will ensure that the future residents and visitors are well connected to the surrounding area, open countryside and key local destinations, creating a highly sustainable development that is not reliant on the private car.

The land to the south and east of Adastral Park will become an exemplar development set within a wonderful green landscape and home to a new thriving community.”



DESIGN PRINCIPLES

Having established a vision for the site, a series of design principles have been prepared to translate the vision into spatial elements that will guide the masterplan layout.



CENTRAL PARK



- A central green park will form the centre piece of the development.
- This space, located around the lake, will be easily accessible, enabling existing and new residents to connect with nature and participate in informal and formal recreation.
- It will also serve to enhance the site's environmental and ecological attributes.



CONNECTED GREEN SPACES



- The central park is supported by a series of connected spaces.
- These will provide a range of open space, ecological and recreational typologies including the lake, heathland, scrubland, woodland, sports pitches, Heritage Park, natural play areas and allotments / community orchards.



HERITAGE



- The three Scheduled Monuments within the site (two in Spratt's plantation, and a third to the south west of the site) are a key asset for the new community.
- The Green Infrastructure strategy has been designed to connect these important heritage features.
- A new Heritage Park will be created in the south west of the site.



GREEN CORRIDORS



- Linking into the green spaces will be a series of green routeways. These will run through and around the site offering a range of enjoyable walks and opportunities for recreation.
- This will enhance the existing pedestrian/cycle network to the north and south of the site.



RECREATION STRATEGY



- Within the site's green spaces will be a comprehensive range of leisure and recreation facilities, which will cater to the needs of a wide range of users.
- These will include formal and informal play equipment for a range of age groups.



PEDESTRIAN ACCESS



- Pedestrian/cycle entry points will provide safe access to the site for those on foot and bicycle.
- They will also ensure residents have access to existing amenities and the surrounding countryside.



WALKABLE FACILITIES



- Two new walkable local centres will be created.
- A main local centre will be provided adjacent to the lake whilst another smaller hub will be located in the south west corner of the site.
- These will ensure that nearly all housing is within a short walking distance of key services and facilities.



VEHICULAR ACCESS



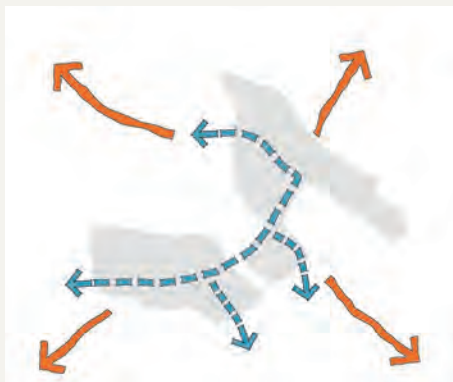
- There will be four vehicular points of access into the site.
- These include the A12 (south west corner), two points of access off of Ipswich Road and a further point of access from Adastral Business Park (in the north west of the site).



WIDER CONNECTIONS



- The masterplan seeks to create a development which is well connected with neighbouring settlements and local facilities in the wider local area.
- These can be accessed via foot and cycle links.



BOULEVARD



- A central street will run through the new community, providing a convenient link to the A12.
- This will be designed as a green boulevard, providing an attractive gateway into the residential areas.



SETTLEMENT INTERFACE



- The eastern development edge will be set back from the boundary and feature new planting to soften views of the development and provide a transitional buffer with the wider landscape and AONB.
- The western settlement edge will be a mix of hard and soft treatment which responds to the urban nature of the adjacent land.

Chapter 4

Involvement and Evaluation

This section briefly explains the consultation that was undertaken and how this fed into the evolution of the masterplan.





CARLYLE LAND
LIMITED

CEG:

STAKEHOLDER AND COMMUNITY ENGAGEMENT

Key to the design process has been the engagement with key stakeholders and the local community which has helped shape the masterplan.

Full details of the consultation process are set out in the Statement of Community Involvement (SCI), which accompanies this planning application. However, this section provides a brief overview and highlights the issues raised before showing how the design has responded to them.

KEY STAKEHOLDERS

Throughout the process, we have engaged with key stakeholders including:

- Officers at Suffolk Coastal District Council
- Officers at Suffolk County Council
- Local Parish Councils
- Kesgrave High School
- NHS England / NHS Property Services
- Natural England
- Historic England
- Environment Agency

In addition, a number of public exhibitions were held with the local community to understand what they wanted to see from the development. Leaflets were sent to over 3,000 households and the first of these events were held in December 2016 with an exhibition in Martlesham Heath on 1st December and in Waldringfield on 6th December. A second round of consultation was held in Martlesham and Waldringfield on the 6th and 8th February respectively.

A summary of these events is set out on the following pages.

COMMUNITY CONSULTATION EVENT

LOCATIONS: Martlesham and Waldringfield

DATES: 1st and 6th December 2016

Almost 400 people attended these two exhibitions and a total of 47 people provided formal feedback by completing the exhibition questionnaire document either at the events, by post, on the website or via email.

It is important to note that these events took place before any masterplan had been produced. The exhibition comprised a series of boards asking people for their views on issues such as:

- Design and character
- Community infrastructure
- The design of new housing
- Green spaces

Key feedback gleaned from these events, relating to the design and place-making issues (we have not covered transport in this section) are set out opposite.



CHARACTER & PLACEMAKING

Key comments included:

- A desire for green landscaping, trees and hedgerows
- High quality architecture with interesting features and landscaping
- The need for all the surrounding villages to retain a separate identity from the development and no urban sprawl
- Development to be hidden by landscaping and buffers / bund
- Gradual transition between the urban / countryside edges
- Green corridors within the development
- Design out crime where possible

HOUSING TYPES AND DENSITIES

Key comments included:

- No high rise development
- Desire for feature buildings
- A desire to see a full mix of houses including starter and affordable homes
- 81% stated that they would like to see lower density edges to the development
- Gardens for each home

GREEN INFRASTRUCTURE

Key comments included:

- A desire for play areas, walking / cycling / bridle routes, trim trails, sports pitches and allotments
- Protection and enhancement of ecology and heathland
- Requirement to keep green spaces between the development and Waldringfield
- Retain mature trees

Suggestions for the lake area included:

- Peaceful setting, a cafe, ecological space for wildlife, walking / cycling / fishing / boating / sailing / watersports and nature trails / bird watching

COMMUNITY INFRASTRUCTURE

Key comments included a desire for:

- A new primary school, a new secondary school, healthcare / community centre facilities, local shops and employment
- A place where the new community can meet and socialise

MASTERPLAN RESPONSE TO THE FIRST CONSULTATION

The two events held in December provided excellent feedback in terms of what people wanted to see from the development proposals.

This was taken on board by the design team and then used to shape the masterplan proposals that were presented to the community at the second set of events in February 2017.

COMMUNITY CONSULTATION EVENT 2

LOCATIONS:
Martlesham and Waldringfield

DATES: 6th and 8th February 2017

Around 165 people attended these two exhibitions. A handout document and feedback comment form was available for every attendee to take a copy and complete either on the day, or to post, email or complete on the dedicated website.

At these events, an indicative masterplan was presented as well as a green infrastructure strategy and details of local highway improvements.

The indicative masterplan (shown, right) illustrated the following:

- A range of up to 2,000 new homes
- A primary local centre, centrally located and overlooking the lake, including a range of shops, community, food and drink uses
- A secondary local centre, so that all residents can walk to a local shop
- A new all-through school, catering for children ages 3-18 (in response to the community's feedback and also to ensure delivery of the requirements of the Education Authority)
- A new healthcare facility
- A community centre
- Small extension to the Brightwell Barns employment area for local businesses
- A variety of walking and cycling routes including those for dog walkers (the longest of the on-site routes is 7km)
- Generous buffer planting around northern / eastern / southern edges to screen new development and protect views and setting of surrounding landscape
- 34 hectares of green space, including playing pitches, woodland, grassland, heathland, beach and picnic area, play areas for all ages and trim trail
- Allotments / community orchards



ADASTRAL PARK

INDICATIVE MASTERPLAN

Following the previous consultation event, a concept masterplan for the site has been prepared. This takes into account the site features and builds on the design principles shown on the Design, Character and Placemaking board.

The masterplan includes the following:

- A range of up to 2,000 new homes
- A primary local centre, centrally located and overlooking the lake, including a range of shops, community, food and drink uses
- A secondary local centre, so that all residents can walk to a local shop
- A new all through school, catering for children ages 3-18
- A new healthcare facility
- A community centre
- Small extension to the Brightwell Barns employment area for local businesses
- A variety of walking and cycling routes including those for dog walkers (the longest of the on-site routes is 7km)
- Generous buffer planting around northern / eastern / southern edges (approximately 20m in width) to screen new development and protect views and setting of surrounding landscape.
- 34 hectares of accessible green space, including playing pitches, woodland, grassland, heathland, beach and picnic area, play areas for all ages and trim trail;
- Allotments / community orchards



The masterplan responded to the community's inputs (highlighted earlier) in a number of ways.

An in-depth summary is contained in the SCI with a brief overview provided here.

DESIGN, CHARACTER, PLACE-MAKING

In response to the community's comments:

- The masterplan protects a number of existing hedgerows and trees, particularly around the edges of the site. Any loss to boundary vegetation will be to facilitate access and replanting would take place to strengthen site containment.
- Although not covering architectural style per se there is a desire for interesting architectural styles (contemporary and traditional), reflecting the local vernacular and landmark buildings throughout the development.
- Given the degree of separation between the proposed development edge and the surrounding villages, the masterplan provides an appropriate transition and buffer to minimise any affect in landscape and visual terms.
- Although not specifically shown on the masterplan, the intention is that low density, two-storey housing set in large plots and creating a loose, permeable edge to the site, is located in the east of the site, thus creating a gradual transition between the urban and rural areas.
- The masterplan shows large amounts of open space, connected by a number of strong green corridors, both through and around the site.
- Crime will be designed out through the provision of a perimeter block structure ensuring active frontages onto the street and public spaces.

HOUSING TYPES AND DENSITIES

Key comments included:

- The masterplan does not include any high-rise development. The majority of the site is two storeys with some areas rising to three along the Boulevard and around the local centres. Heights should generally fall from west to east.
- Very occasionally, some taller (four storey) landmark buildings should be provided in appropriate locations to add architectural interest as well as assisting in way-finding across the site.
- A range of densities will be provided across the site, thus catering for larger family housing and smaller accommodation for younger and older people, as well as down-sizing.
- A full range of densities are proposed from 20-50 dwellings per hectare. An assessment of density in surrounding settlements has been undertaken to inform this approach, and to ensure the site proposals are responsive and in-keeping. These studies have shown a mix of local densities in the same range as proposed for this site.
- To the east of the site, where development fronts the open countryside, low density, two-storey development will provide a more appropriate scale and character as well as transition with the adjacent open countryside.
- All houses will have gardens and there will be significant open space around the site to complement this.

GREEN INFRASTRUCTURE

In response to the community's comments:

- The masterplan provides 34 hectares of formal and informal open space including woodland, meadows, grassland, a variety of play areas, a trim trail, a variety of circular walks, sports facilities, allotments and ecological areas.
- The masterplan protects existing mature landscaping, including Spratt's Plantation and woodland along the boundary as well as establishing new planting. This will include native species designed to thrive in this location.
- Any loss of boundary vegetation would be to facilitate access and there would be replanting to re-establish and strengthen site containment.
- The masterplan also retains and enhances the lake as a central focal point and protects the archaeological features within areas of open space.
- We are proposing lowland heath as a low disturbance area with a focus on wildlife. This would have low level public access.
- The open agricultural land between the site and Waldringfield will be retained, preserving the landscape character and wider views.

COMMUNITY INFRASTRUCTURE

In response to the community's comments:

- The masterplan provides a local centre at the heart of the site. This could include local shops, community spaces, café / restaurants and the all-through school.
- A smaller local hub is proposed to the west to include local shops for easy pedestrian access.
- The community expressed a desire for healthcare and education facilities. The option for a healthcare facility is provided subject to further discussions with the Council, NHS, and Clinical Commissioning Group. We are also liaising with the Education Authority with regards to providing an all-through school (primary through to secondary education). The masterplan shows an all-through school adjacent to the primary local centre.
- The all-through school could create an exceptional nursery, primary and secondary learning environment with sports, recreation, library, hall and other community facilities.
- Just under eight hectares of sports pitches are proposed on the site - in accordance with the required standards. There may also be an opportunity for community access to additional playing field, sports pitches and facilities as part of the proposed all-through school.
- Further areas of public open space for socialising are proposed, including the lake area with a beach, boardwalks and picnic areas.
- The masterplan provides the full range of services and facilities within a short walk.
- This includes schools, local shops, healthcare facilities and community facilities.

MASTERPLAN RESPONSE TO THE SECOND CONSULTATION

The second community consultation event also provided excellent feedback. The key points are set out here, as well as the design response.

Overall, the feedback on the masterplan shown at the second consultation event was positive.



DESIGN, CHARACTER, PLACE-MAKING

Key points of clarification / responses include:

- Clarification on taller buildings

Response - We expect there will be only a few buildings taller than three storeys. These are likely to be around the primary local centre or at key nodes within the site to act as landmarks and way-finders. This is not a high rise development.

- A12 noise/improved bunding was highlighted as important

Response - A new bund and acoustic fence are proposed.

HOUSING TYPES AND DENSITIES

Key points of clarification / responses include:

- Requirement for bungalows and two / three bed homes

Response - The masterplan allows flexibility for homes which are suitable for all members of the community, including the elderly. It may be possible to incorporate bungalows. Further consultation regarding this would take place at the reserved matters planning application stage.

GREEN INFRASTRUCTURE

Key points of clarification / responses include:

- Encourage meadow and heathland and protect it from increased access

Response - The masterplan creates heathland and the strategy will control access. The masterplan will provide an ecological area as part of the lake proposals. The proposals seek to create new habitat opportunities well beyond the existing mineral extraction environment.

- There is a shortage of allotments in the area

Response - The masterplan provides new allotment provision in two locations within the site.

- More green space is needed in the south east corner

Response - The masterplan proposals for this area have been designed in consultation with the AONB unit and Suffolk Coastal District Council.

COMMUNITY INFRASTRUCTURE

Key points of clarification / responses include:

- The size of the school and need for secondary provision was queried

Response - We are engaging with the County Council as Education Authority and Kesgrave High School. The masterplan proposes a two-three form primary and four form secondary provision as part of an all-through school.

- The majority of respondents agreed with the proposals for two local centres. Some queried the potential for a pub or swimming pool as well. One request for the school to be close to the A12 was raised.

Response - A cafe is included in the masterplan proposals, within the local centre. The site does not offer capacity for a swimming pool.

Chapter 5

Design and placemaking

This section of the document provides details of the design of the scheme. It focuses largely on the key spaces within the scheme including the green spaces, the central Boulevard and the edges. It should be read in conjunction with the separate application drawings.





CARLYLE LAND
LIMITED

ceg:

INTRODUCTION TO THE SECTION

HOW TO USE THIS SECTION

This chapter should be read in conjunction with the following drawings that are submitted as part of this outline planning application.

- 02 Environmental Statement
Parameter Plan 1 Land Use
- 03 Environmental Statement
Parameter Plan 2 Building Heights
- 04 Environmental Statement
Parameter Plan 3 Residential Density
- 05 Environmental Statement
Parameter Plan 4
Movement & Access
- 06 Site Features Plan
- 09 Green Infrastructure
- 10 Play Approach
- 11 Main Green Infrastructure Area
- 12 Heritage Park
- 08 Illustrative Framework Masterplan

The table (opposite) sets out the contents of this chapter and identifies what is provided in each section.

INTRODUCTION

This section of the report focuses on design and placemaking and is broken down into the following sections:

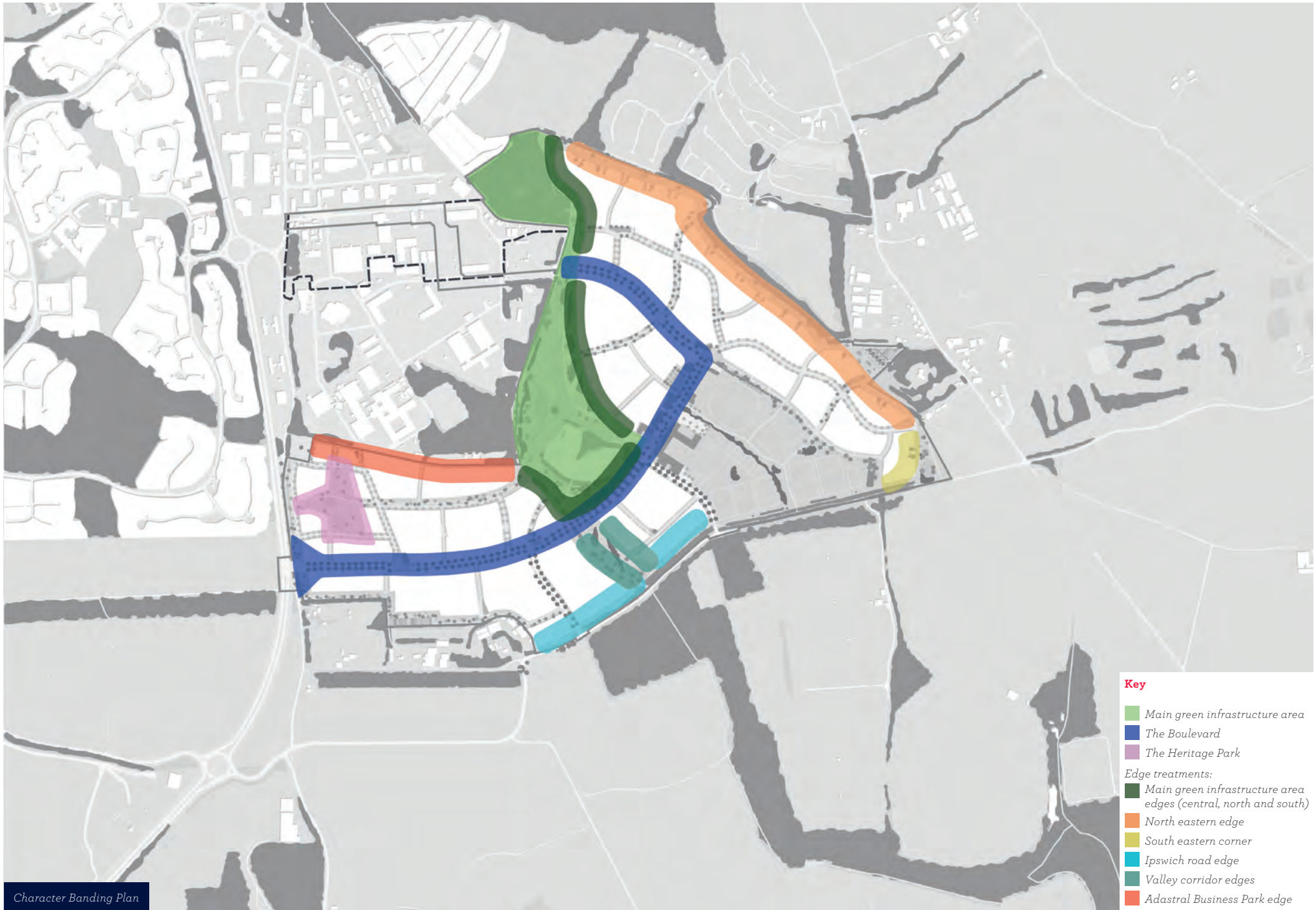
- **Illustrative framework masterplan**
- **Green infrastructure** (including overall green infrastructure approach, play space approach and information covering the main green infrastructure area).
- **Heritage Park** (with a focus on the Scheduled Monument and heritage assets within the western area).
- **Built form** (including character guidelines and illustrative material for the key interfaces of the scheme: the Boulevard and the development edges).

The design strategy underpinning the development proposed is to provide strong linkages between the site's key existing assets of Spratt's Plantation, the lake and the heritage assets at the western side of the site. The creation and enhancement of the green corridors between these assets, and a focus on the features and the areas immediately surrounding them provided the framework from which the proposed development evolved.

Additionally, the design strategy set out to incorporate the site's perimeter tree belts and paths into the concept masterplan to provide attractive circular routes which connect the site's key assets and provide a range of experiences and recreational opportunities. The location within this framework of the built aspects of community infrastructure e.g. the all-through school, shops, formal recreation, healthcare facilities etc. evolved through stakeholder engagement and the aim to create a community with a distinct sense of place.

The illustrative framework masterplan (submitted in support of the planning application as a separate drawing) and the character banding plan (contained within this DAS and provided as a separate drawing) provide the visual representations of the design strategy. This chapter of the DAS provides character guidelines to inform the interpretation of these plans.

Section		Sub-section	Illustrative material in the DAS
Illustrative Framework Masterplan Character Banding Plan		Illustrative Framework Masterplan	Description
		Character Banding Plan	Description and illustrative plans
Green Infrastructure		Overall approach	Description
		Play approach	Description
		Main green infrastructure area	Description and illustrative plans
		Heritage Park	Description and edge treatment character guidelines
Built form	<i>The Boulevard</i>	Primary local centre	Character guidelines, illustrative plan and section
		Secondary local centre	Character guidelines and sections
		A12 gateway	Character guidelines, 3D sketch and sections
		Northern Quadrant gateway	Character guidelines and sections
		Valley node	Character guidelines and sections
	<i>Edge treatments</i>	Main Green Infrastructure central area	Character guidelines and sections
		Main Green Infrastructure northern area	Character guidelines and sections
		Main Green Infrastructure southern area	Character guidelines and sections
		North eastern area	Character guidelines and sections
		South eastern area	Character guidelines and sections
		Ipswich Road edge	Character guidelines and sections
		Valley corridor	Character guidelines and sections
		Adastral Business Park	Character guidelines and sections



ILLUSTRATIVE FRAMEWORK MASTERPLAN

ILLUSTRATIVE FRAMEWORK MASTERPLAN

The illustrative framework masterplan is provided as a separate application plan submitted in support of the planning application (reference no. 08 Illustrative Framework Masterplan)

The illustrative framework masterplan shows:

- Up to 2,000 new homes
- A primary local centre
- A secondary local centre
- An all-through school
- Main green infrastructure area and green corridors
- Formal recreation (playing fields)
- Allotments / community orchard
- Archaeological features
- Heritage park
- Vehicular access points
- Central Boulevard
- Proposed and existing footpaths and cycleways

CHARACTER BANDING PLAN

The illustrative framework masterplan (submitted as a separate plan) forms the basis of a number of character banding areas within the site that are the particular focus of this section of the DAS.

These character banding areas were selected as they are considered to be of key importance in terms of establishing the character and placemaking elements of the scheme. Guidelines, sections and, where necessary, sketches are provided in this document in order to guide developers in the preparation of their reserved matters applications.

The character banding plan (left) highlights the following areas:

1. The main green infrastructure area
2. The Heritage Park
3. The Boulevard

The edge treatments including:

4. The main green infrastructure area edges (central, north and south)
5. The north eastern edge
6. The south eastern corner
7. Ipswich Road edge
8. The valley corridor edges
9. The Adastral Business Park edge

Each area is examined in detail later in this section.

GREEN INFRASTRUCTURE OVERALL APPROACH

The proposed green infrastructure approach is illustrated on a free-standing application plan (reference no. 09 Green Infrastructure).

The green infrastructure strategy is the key element of the masterplan and was the starting point of the whole design process. It takes into consideration:

- existing site assets / features;
- ecological features / further ecological mitigation;
- heritage assets and their setting;
- existing public footpath and bridleway routes both across the site and beyond;
- the surrounding green infrastructure network;
- green buffers around the edges; and
- additional open space required to serve the needs of the development.

Key elements of the green infrastructure approach include:

- A **Suitable Alternative Natural Green Space (SANGS)**. This is provided to mitigate the impact of the development on the Deben Estuary Special Protection Area (SPA). The SANGS comprises a main area, centred on the existing lake, which stretches northwards towards Spratt's Plantation in the north of the site and southwards down to Ipswich Road, through the existing valley. It incorporates a number of existing Public Rights of Way. The main area enables circular walks to be undertaken within the SANGS.
- Additional elements of the SANGS comprise a **network of green links** predominantly around the outer perimeter of the site. These help to provide longer circular walks including a figure of 8 loop that extends to c. 7km. Details of the outer perimeter edge treatment around the site is provided later in this chapter.
- A small stretch of the circular walk will be provided within the development: an important green link connecting the Heritage Park to the west of the development, through the main green infrastructure area surrounding the lake, and north to Spratt's Plantation.

This SANGS link will be characterised by a green corridor with homes facing the space either side served by low speed, traffic-calmed roads. Careful planting and landscaping, as well as a different colour road surface (e.g. a sandy brown tarmac), minimal line painting and a reduction in the usual urban street furniture, will contribute to creating an informal naturalistic setting for the thoroughfare.

- The SANGS also contains areas of **woodland / vegetation, play areas** (see play approach section) and historic assets including Scheduled Monuments.
- **Heritage Park.** Providing a setting to the Scheduled Monument and heritage features located in the western area of the site, and contributing in part to the SANGS link. Creating a sequence of varied spaces throughout the development assists in establishing a sense of place and provides interest and a range of different recreational choices and experiences.
- **Allotments.** These are provided in two locations, one to the south west of the site (in close proximity to the secondary local centre), and the other to the east. These are not only a recreational asset, but also provide a community focus.

- **Formal sports provision.** This is located towards the south east of the site on an area of flat land adjacent to the all-through school, offering the potential for dual use.
- **Equipped playgrounds and casual/informal playing space.** These are dispersed throughout the areas contributing to the green infrastructure and are described in the following section.
- **Footpath and cycle connections.** As stated previously, the green infrastructure provides a network of paths, cycle links and bridleways. These link into a wider network of paths and routes stretching to the north (towards the Martlesham Heath Retail Park), south (towards Newbourne), east (towards Waldringfield) and west (towards Martlesham Heath).
- **Habitat creation** (such as heathland), wildlife planting and improved management. This will have a significant positive effect upon biodiversity.

Overall, this approach creates an abundance of high quality, well connected and safe green open spaces that link the site into the surrounding area, create attractive spaces and protect the site's ecological habitats.

GREEN INFRASTRUCTURE PLAY APPROACH

Examples of natural play areas



The proposed approach to play is illustrated on a separate plan submitted in support of the planning application (reference no. 10 Play Approach).

The approach is to incorporate two open space typologies into the masterplan. These are:

- Local Landscape Areas of Play
- Trim Trails

Local Landscape Areas of Play:

Within the guidance document 'Planning and Design for Outdoor Sport and Play', Fields in Trust (FiT) provide Local Landscaped Areas for Play (LLAP) as an alternative to local equipped areas of play (LEAPs). It is considered that the LLAPs could be located within the green open spaces and SANGS, whilst still enabling these areas to perform their function.

Requirements for LLAPs are set out in the FiT guidance (2008) and comprise:

- Use by children and young people alike
- Should be within 5 minutes walking time of the child's home

- Best positioned beside a pedestrian route
- Occupies well drained imaginatively landscaped site
- May have little or no equipment but is imaginatively designed and contoured using, as far as possible, natural materials such as logs or boulders, which create an attractive setting for play
- Recommended minimum area of 900 sqm
- Designed to provide a suitable mix of areas for physical activity and areas for relatively calm relaxation and social interaction

Trim Trails:

It is proposed that any "equipped" play areas are to be in the form of naturalistic / timber play equipment and that these are laid out as trim trails, again, within areas of open space / SANGS. These may be the equivalent of LEAP provision, and are required to be provided within 5 minutes walk of homes.

Whilst there is no standard as to the distance between pieces of equipment on a trim trail to cater for both younger and older children, the following is proposed:

- Older children - larger pieces of equipment at 240m centres,
- Younger and older children - larger pieces at 240m interspersed with smaller pieces at 60m centres.

These can be arranged as circular routes within areas of open space and / or linear trim trails within green corridors.

The core areas for these would be circa:

- Large equipment: 464 sqm
- Small equipment: 246.3 sqm

Application plan reference no.10 entitled Play Approach illustrates the intended approach to play which distributes throughout the SANGS a variety of outdoor equipped playgrounds and casual or informal playing space.

Discussions with Natural England and SCDC have confirmed that this approach is considered to be acceptable and a way of creating a high quality, connected and safe play strategy for the site.

GREEN INFRASTRUCTURE

MAIN GREEN INFRASTRUCTURE AREA



The main green infrastructure area is focussed on Spratt's Plantation in the north and the centrally located lake. These two existing site features provide the opportunity to connect two distinct habitats. The lake and the area surrounding it provide the additional opportunity to create an area of lowland heathland habitat extending north from the lake to provide a continuous link to Spratt's Plantation.

A number of reports submitted in support of the planning application identify and evaluate the habitat and features which currently exist. The proposals are based on input from a range of disciplines (e.g. ecology, arboriculture, archaeology and heritage and recreation and access) and seek where possible to provide net gains in respect of all the elements.

The main green infrastructure area is broken down into three zoned subareas. These are identified in the application drawing reference no. 11 Main Green Infrastructure Area, submitted as part of the planning application and comprise:

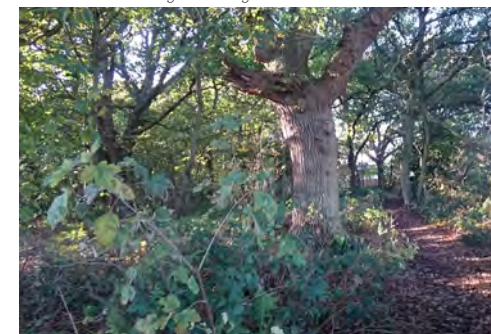
- Lake
- Lowland Heath
- Woodland



View of the lake



View of the existing area of grassland north of the lake



View of Spratt's Plantation



THE LAKE

To seek to balance the requirements of and benefits to biodiversity and recreation, the southern most part of the area, around the lake, is subdivided into a number of zones of activity. These comprise the following:

1. Active zone

The active zone is located along the south eastern side of the lake. It is designed to be an area that can withstand high levels of public access (particularly given its close proximity to the main local centre - see later in this section). The intention is for this zone to be dedicated to informal and passive recreation with some informal equipped play areas, semi-surfaced footpaths and potentially boardwalks into the lake for fishing.



Semi-surfaced footpath

2. Quiet zone

The central parts of this area will comprise the “quiet zone”. This will be a low disturbance area with a wildlife focus. It will have very limited public access, controlled through fencing to demarcate and separate accessible areas. Mown grass footpaths will enable low key, low disturbance public access in limited areas.

3. Transitional zone

The western edge (along the edge of the Adastral Business Park site) and the eastern edge (adjacent to the housing areas within the site) are identified as transitional zones. These will be publically accessible areas and be host to equipped play areas. They will accommodate semi-surfaced footpaths linking through to the wider network of routes across the site.



Example of natural play area

THE LAKE

The design concept for the lake is that it should be the key focal point of activity and a destination for the residents of the development. It should also comprise heathland and informal green space.

The plan (below) shows potential activities, ecological areas and planting within this area. The illustration (on the opposite page) provides an impression of what this area could look like.



1. Housing frontage
2. Timber boardwalks
3. Semi-aquatic wetland edge
4. Sandmartin nesting habitat
5. Nightingale habitat
6. Footpath
7. Local centre
8. Public square
9. Beach/picnic area
10. Play areas
11. Existing tree planting
12. Proposed tree planting



The lake: existing view



Example of planting along the lake edge



Timber boardwalk



LOWLAND HEATH

The design concept for the lowland heath area is that it is an area of high value landscape and should be managed carefully and in perpetuity.

The plan (below) shows potential activities, ecological areas and planting within this area. The illustration (on the opposite page) provides an impression of what this area could look like.



1. Lowland heath
2. Defined access paths within areas of open access
3. Existing and proposed peripheral woodland / scrub
4. Amenity grassland (mown)
5. Structural screening
6. Play areas



Existing view of grassland area



Heathland landscape



Heathland landscape



WOODLAND

The design concept for this area is that it should remain wooded in character and respect the heritage features within it. The woodland will be included within the landscape management strategy for the development to ensure that excessive debris is removed from the woodland floor and woodland plant species are encouraged. The public right of way should be retained and enhanced.

The plan (below) shows potential activities, ecological areas and heritage features within this area, whilst the illustration (on the opposite page) provides an impression of what the footpath links could look like.



Woodland: existing view

SETTING OF THE HERITAGE ASSETS

The two Bowl Barrows (Scheduled Monuments) in Spratt's Plantation will continue to enjoy a similar setting to that at present, as the woodland will be preserved. Existing trees growing on the Scheduled Monuments will be removed to reduce the risk of damage in the future. These works will be subject to a separate Scheduled Monument Consent.

Low wooden railings round the bottom of the barrows will deter bikes and other potentially damaging activities and act as a subtle signifier to the public to treat the barrows with respect.



Spratt's Plantation Bowl Barrow



HERITAGE PARK

The layout for the site seeks to incorporate the existing heritage constraints and celebrate their presence as important assets that reflect the site's history.



Location Plan

The creation of a park focused on the heritage assets in the western part of the site, provides the opportunity to deliver a series of connected spaces along one of the main circular walks. Each space has its own identity (woodland, lowland heath and heritage) adding variety and character to the development.

The Bowl Barrow (Scheduled Monument) and pill box 450m north west of Sheep Drift Farm provide the focus of this heritage park.

The proposed layout is designed to celebrate the presence of these important assets and to seek to broaden the community's understanding of the site's history. Drawing 12 Heritage Park shows how the setting of the heritage assets should be accommodated within the development as explained in this section.

This plan shows how visual links between the assets, and between the Scheduled Monument and BT tower in Adastral Business Park will be retained.



View toward Adastral Business Park and BT Tower with Scheduled Monument in the foreground.

A minimum 15m buffer will be provided around the Bowl Barrow with considerably more space to the east. A narrower buffer of 3m will be provided around the pill box and eight sided brick built base to radio mast. The buffer around the heritage assets was increased in response to pre-application feedback from heritage consultees to incorporate all three assets.

Low wooden railings round the bottom of the barrow will be provided in a similar fashion to the ones in Spratt's Plantation (see image below middle left).

It is proposed that the pill boxes be converted into / used as bat roosts. The

conversion of the scheduled pill box to a bat roost will be subject to a separate application for Scheduled Monument Consent.

The octagonal brick structure will be restored and may be covered by a light-weight roof to prevent people from climbing inside it, and to shed rain water from the brickwork. The perimeter of the structure could be planted with ornamental plants, e.g. climbing roses. There could also be public benches around the perimeter, facing outwards.

A generous open space, characterised by high quality landscape, will be provided around the heritage assets, overlooked

by homes (see images below, middle and right, showing potential traditional and contemporary edge treatment approaches). There is the opportunity to create more of a formal park setting here, in contrast to the more naturalistic environments provided elsewhere in the site. A footpath adjacent to the Scheduled Monument will be part of the circular walk envisaged for the green infrastructure.

Roads along the perimeter of the open space will be reduced and changed in colour to create an informal setting (see images below, middle and right). Bins and parking facilities for homes facing the park will be provided

to the rear of properties, to minimise their visual impact to the setting of the heritage assets.

At reserved matters stage, information on the type, design, height and mass of buildings in this area will be provided. At this stage, a high standard of design will be required aimed at enhancing and preserving the landscape character and historical value of the site, in accordance with Policy SP15 of Suffolk Coastal District Local Plan Core Strategy and Development Management Policies (2013).



Eight sided brick built base to radio mast



Railings round the barrow at Wash Common in Newbury



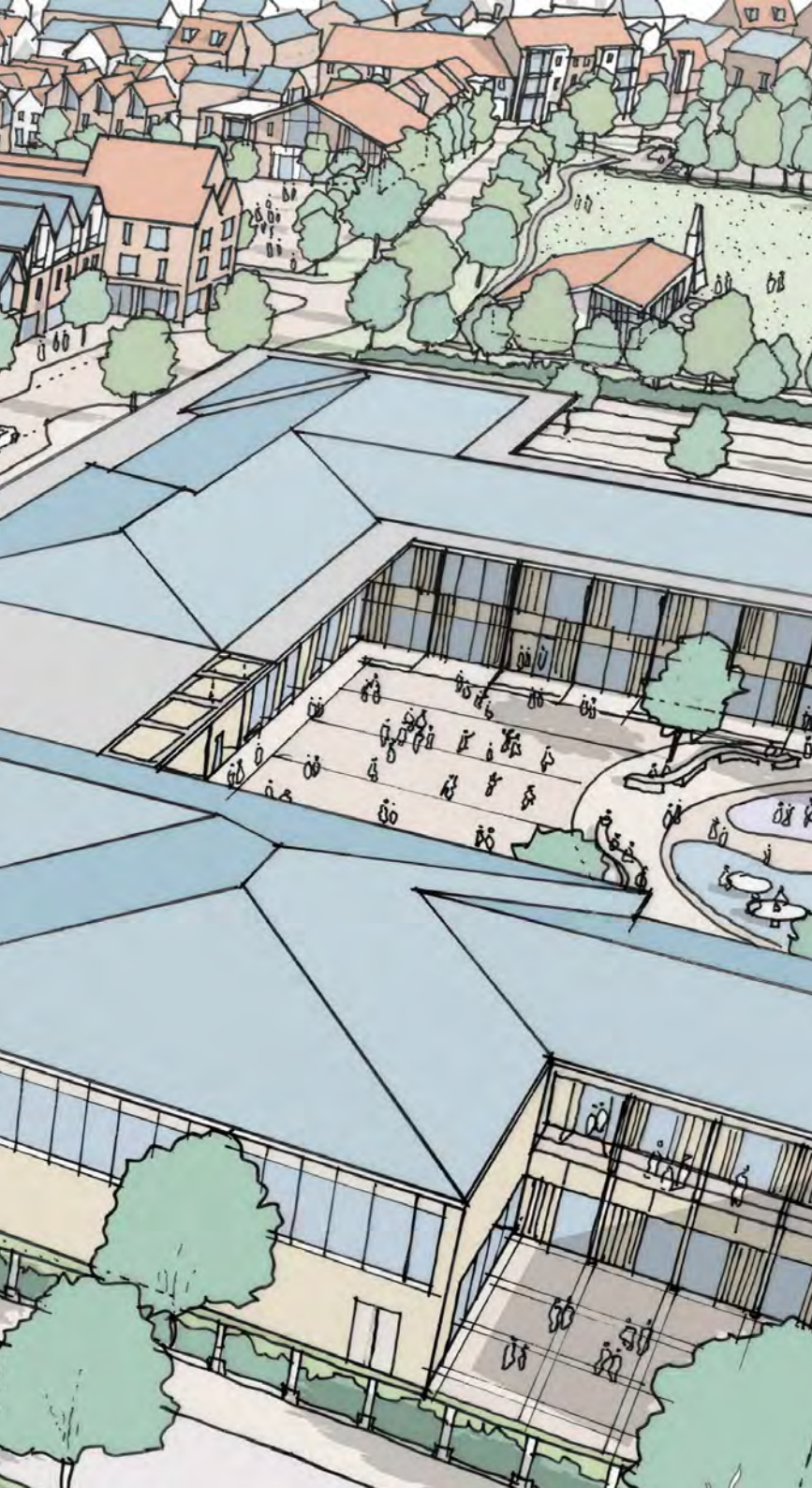
Informal edge treatment with varied traditional typologies - Poundbury, Dorchester



Informal edge treatment with varied contemporary typologies - Hewhall, Harlow



View of the primary local centre



BUILT FORM

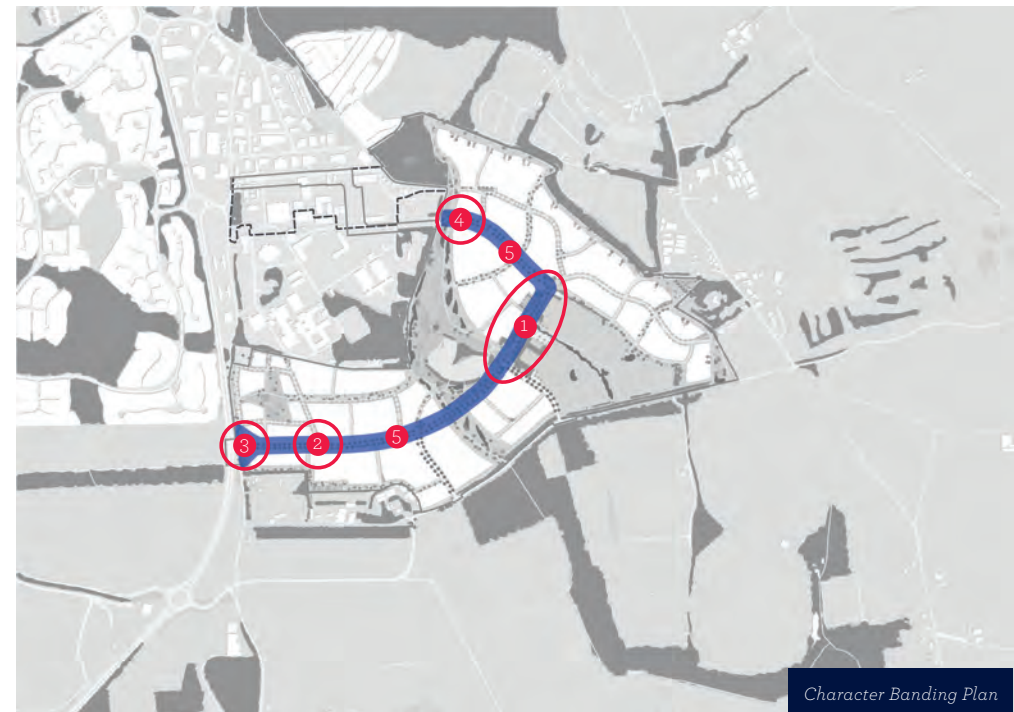
THE BOULEVARD

CHARACTER BANDING PLAN

The primary road through the site is a key route which will contribute significantly to the identity and character of the development. It will be designed as a tree lined boulevard with building frontages overlooking and activating the streetscape. Higher density and massing, as well as key mixed uses, will be located along the route to ensure maximum accessibility, and provide a sense of enclosure typical of traditional main streets in Suffolk. The

following key nodes and uses along the route will be described in more detail in this section:

1. Primary local centre
2. Secondary local centre
3. A12 gateway
4. Northern Quadrant node
5. General guidelines



Character Banding Plan



Location Plan

PRIMARY LOCAL CENTRE

Strategically located in close proximity to the lake and at the heart of the development, the primary local centre will become the focus of the new community.

A number of recreational, community and shopping facilities will be located here to create a vibrant place for residents and visitors. The close proximity of these facilities is designed to encourage walking and cycling to the primary local centre and promote synergies between uses.



Station Place, Letchworth Garden City



Parking/ events square, Bolnore Village, West Sussex

Characteristics

- A linear high street arrangement of shops along the north western side of the street.
- A gateway square creating a sense of arrival, welcoming visitors into the primary local centre.
- An all-through school providing educational facilities for both primary and secondary students.
- A parking square enclosed and overlooked by buildings providing opportunities for other uses such as markets or festivals on special occasions.
- Nearby recreational facilities contributing vibrancy and activity to the primary local centre.
- Community and healthcare facilities providing mixed uses to the north eastern node of the Boulevard.

Land Use

- High density residential in close proximity to mixed uses and facilities.

Building heights

- 3-4 storeys with feature buildings in key corners / nodes to create a good sense of enclosure.

Building frontage

- Continuous and active building frontages with ground floor mixed uses activating the street.

Placemaking

- The lake will provide an attractive natural setting with play facilities nearby. This will be particularly evocative in the evenings when the sun setting behind the lake could be enjoyed from outdoor seating in the gateway square café.
- A linear high street character will be created, spanning the gateway square and the node to the north east where the Boulevard bends towards the Northern Quadrant. This node is marked by a healthcare facility (Land Use no. 7 on the opposite plan) framing views from the Boulevard in both directions.

Other

Flexible mobility strategy designed to provide:

- Convenient bus stops in close proximity to the school and shops;
- Cycle parking facilities;
- Convenient parking and drop-off facilities for the school to avoid congestion at peak times;
- Dual use of parking within the market square and formal recreation area (the illustrative scheme shown opposite provides approximately 120 car parking spaces within these two parking areas, thus providing around 75% of that required by the Suffolk Guidance for Parking (November 2015) for the retail, food store and café elements shown. However, the intention here is that it is a walkable centre and a high quality place not dominated by car parking.
- North eastern parking area screened by existing trees to minimise visual impact.

Public Realm

1. Lake
2. Main green infrastructure area
3. Beach areas
4. Natural play facilities
5. Gateway square
6. Recreation green / potential cricket ground
7. Parking square - occasionally used as a market square

Land Uses

1. All-through school
2. Café with outdoor seating overlooking the lake
3. Local shops
4. Food store anchor to the north of retail strip
5. Community centre
6. Potential cricket pavilion / changing rooms
7. Healthcare facility

Mobility

1. Boulevard (Primary Road)
2. Cycle parking facilities within gateway square
3. Bus stops
4. Disabled parking bays in front of food store
5. Service yard behind food store
6. Residential Parking for flats above shops
7. School parking with access/egress providing queuing space to avoid traffic along primary road
8. School staff parking
9. Parking square - occasionally used as market square
10. Parking area screened by existing trees





Location Plan

SECONDARY LOCAL CENTRE

The secondary local centre should be designed to provide a complementary local facility within walking distance of the western part of the site.

This could be shaped around a small square with on-street parking providing convenient access to this facility.

Land Use

- High density residential in close proximity to the secondary local centre.

Building heights

- 3-4 storeys feature building with ground floor retail.

Building frontage

- Continuous building frontages activating the square in front of the secondary local centre.

Placemaking

- The secondary local centre should form a key node along the Boulevard, and provide a key visual link to BT tower on the Adastral Business Park site (see precedent below).
- A landmark building should accommodate this facility at ground floor with residential above.

Precedents below: Tibby's Triangle (Southwold, Suffolk)



Feature corner building



Importance of retaining views of nearby landmark from public square / space

Public Realm

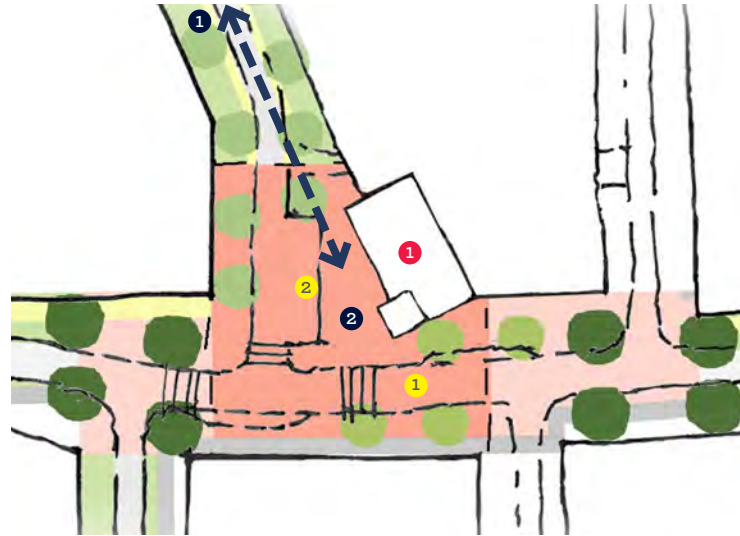
1. Visual link to BT Tower
2. Small square

Land Uses

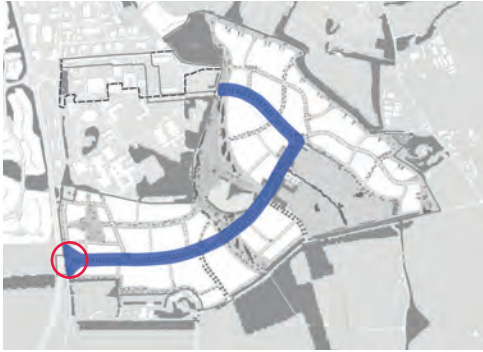
1. Secondary centre

Mobility

1. Boulevard (Primary Road)
2. Parking bays in front of store



Road and built form are aligned -to frame views of BT Tower



Location Plan

A12 GATEWAY

The A12 gateway can be seen as the front door to the development and the first impression that many people will experience of the site. It is, therefore, important that the setting creates a welcoming and high quality environment for visitors and residents.



Feature buildings creating a sense of arrival - Severalls, Essex



Examples of acoustic perimeter fencing which integrates planting

Characteristics

- Key arrival and access point into the site.
- Noise attenuation landscape treatment along the A12 to create a gateway feature.

Land Use

- High density residential buildings in response to the nearby scale and massing of Adastral Business Park.

Building heights

- 3-4 storey landmark gateway buildings located at the node between the A12 junction and Boulevard.
- Up to 3 storeys along the Boulevard.

Building frontage

- Active frontages with narrow setbacks along the Boulevard to create a good sense of enclosure.

Placemaking

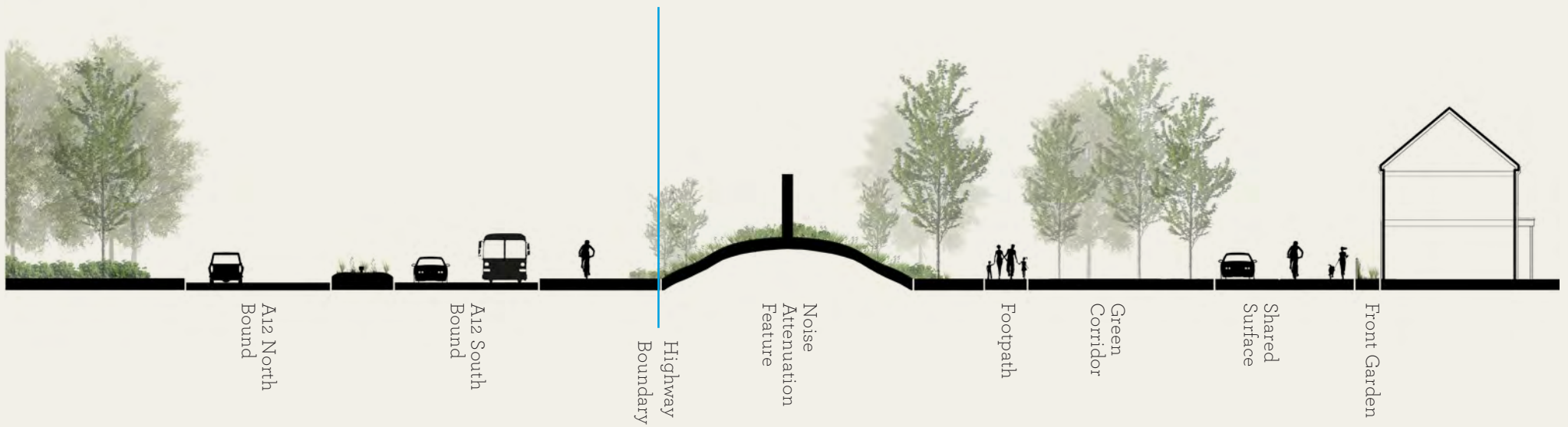
- A landscape feature along the length of the A12, in this part of the site, will provide the necessary noise attenuation to create a comfortable environment in proximity to the A12 corridor.

This feature will consist of a high quality landscaped bund / fence.

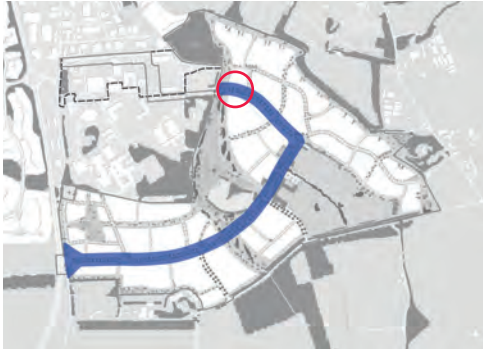
- In proximity to the A12 junction and the access point to the Boulevard, this landscape treatment will be opened up and treated as a gateway entrance feature with signage welcoming people to the development.
- Beyond this, landmark residential buildings will frame the entrance to the tree-lined Boulevard.
- A green corridor will be provided to the east of the bund / acoustic fence. This will form part of the SANGS green infrastructure network, and include a circular walk footpath to the north and south of the Boulevard.

Other

- Further details on the noise attenuation can be found within the Noise Impact Assessment, completed by Brookbanks Consulting.
- Further details on the design of the A12 junction can be found within the Transport Assessment, completed by Brookbanks Consulting.



NB: Measurements shown in the section above are approximate and for illustrative purposes only



Location Plan

NORTHERN GATEWAY NODE

The access into the site from the northern gateway will be an important secondary node within the Boulevard. In this location the Boulevard interfaces with the main green infrastructure area. Therefore, it is important that pedestrians and cyclists have priority in this area. This should be achieved through traffic calming measures such as shared surfaces, changes to road alignment and tree planting (see Placemaking section to the right).

Past this area of lowland heath to the east, feature corner buildings will frame the Boulevard and provide a memorable arrival into the northern residential area.

Land Use

- High density residential buildings along the Boulevard with medium density to the north and south.

Building heights

- 2-2.5 storey landmark gateway buildings located at the node between the Boulevard and the main green infrastructure area.
- Up to 2.5 storeys along the Boulevard beyond corner landmark buildings.

Building frontage

- Active residential frontages along the Boulevard to create a good sense of enclosure.

Placemaking

- Treatments including a slight chicane in the road alignment and shared surfaces, will be designed to ensure that vehicular speeds are reduced through the section of green infrastructure to accommodate safe pedestrian crossings. This will also ensure vehicular speeds are traffic-calmed before entering the northern residential part of the site.



Tree-lined boulevard - Great Notley, Essex



Location Plan

GENERAL GUIDELINES

Other sections of the Boulevard, not addressed previously, are also important in creating a high quality environment for the development.

Wider cycleways / footways or shared surfaces could be provided predominantly on the south or west facing side of the street to encourage walking and cycling in the sunlight.

Given the important role of these roads in channelling traffic, parking off primary roads should be restricted. Consequently, two types of primary roads could be provided as shown in the sections (right).



Type A precedent with footpath / cycleway



Type B precedent with shared surface

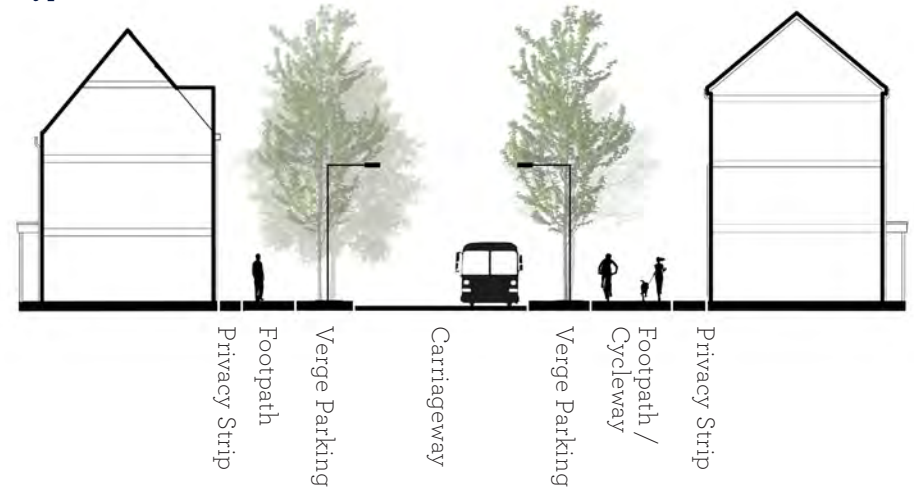
Boulevard (Type A)

A narrower street section could be used in proximity to local centres and facilities to create a good sense of enclosure. Residential parking should be provided predominantly at the back of blocks in the form of small parking courts.

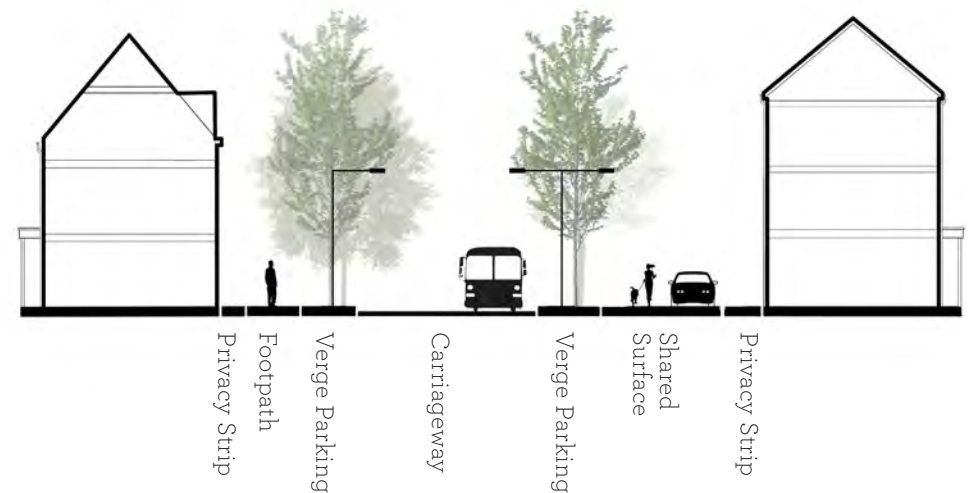
Boulevard (Type B)

Wider sections will allow for a shared surface to provide access to residential parking to the side of properties.

Type A



Type B



NB: Measurements shown in the sections above are approximate and for illustrative purposes only

BUILT FORM EDGE TREATMENTS



Key

- Main green infrastructure area edges (central, north and south)
- North Eastern edge
- South Eastern corner
- Ipswich Road edge
- Valley corridor edges
- Adastral Business Park edge

CHARACTER BANDING PLAN

The site's edge treatments will also be important as they interface with a number of surrounding areas of differing character and function. These edges include the harder edges such as the Adastral Business Park site and more rural edges found to the east of the site. Internal edges, around the main green infrastructure area and Heritage Park are also important.

The following are addressed in this section:

- Main Green Infrastructure Area edges (central, northern and southern)
- North eastern edge
- South eastern corner
- Ipswich Road edge
- Valley Corridor edges
- Adastral Business Park edge



Location Plan

Land Use

- Predominantly medium density residential use.
- High density residential use in close proximity to the primary local centre and along the Boulevard to the north.

Building heights

- 2-2.5 storeys residential buildings.

Building frontage

- Homes should overlook the attractive setting of the lowland heath and lake within the main green infrastructure area. Structural planting should be provided to screen homes and ensure the core of the open space feels naturalistic and is not dominated by built form.

Boundary treatments

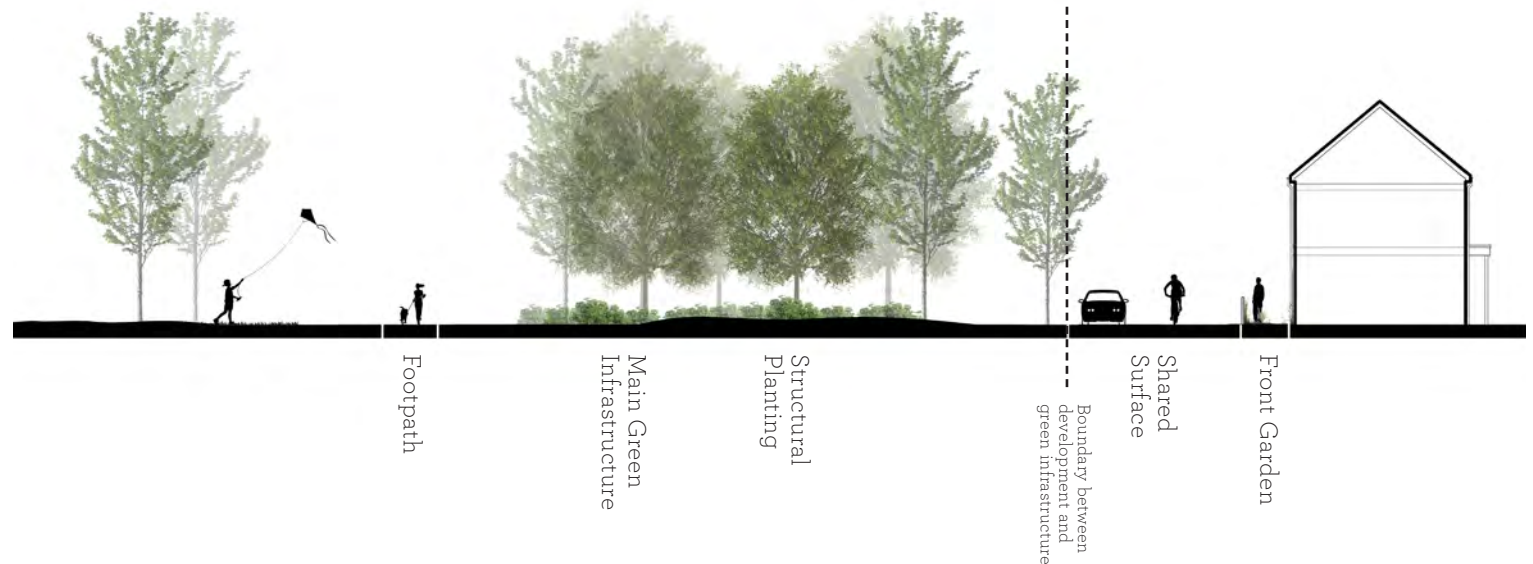
- A high quality shared surface should serve homes along this edge to create a pedestrian friendly environment with minimal traffic in proximity to the central park and associated ecological features.

MAIN GREEN INFRASTRUCTURE EDGE - CENTRAL

The edge to the central main green infrastructure area spans the Northern Quadrant gateway to the north and the primary local centre to the south.

Large residential typologies suitable for families (such as detached and semi-detached) may be predominantly located in the northern part of this edge.

The southern end will be characterised by the café and retail around the primary local centre gateway square, with residential above. In proximity to these uses, higher density residential typologies may be accommodated within walking distance to the primary local centre uses.



NB: Measurements shown in the section above are approximate and for illustrative purposes only



Location Plan

MAIN GREEN INFRASTRUCTURE EDGE - NORTHERN

Spratt's Plantation will create an attractive outlook for homes in the northern part of this edge (see section below).

Further south, homes will be separated by a generous green buffer to the commercial uses within Adastral Business Park.

Land Use

- Predominantly medium density residential use.
- Low density residential use in close proximity to the north eastern edge.
- High density along the Boulevard.

Building heights

- 2-2.5 storeys residential buildings.

Building frontage

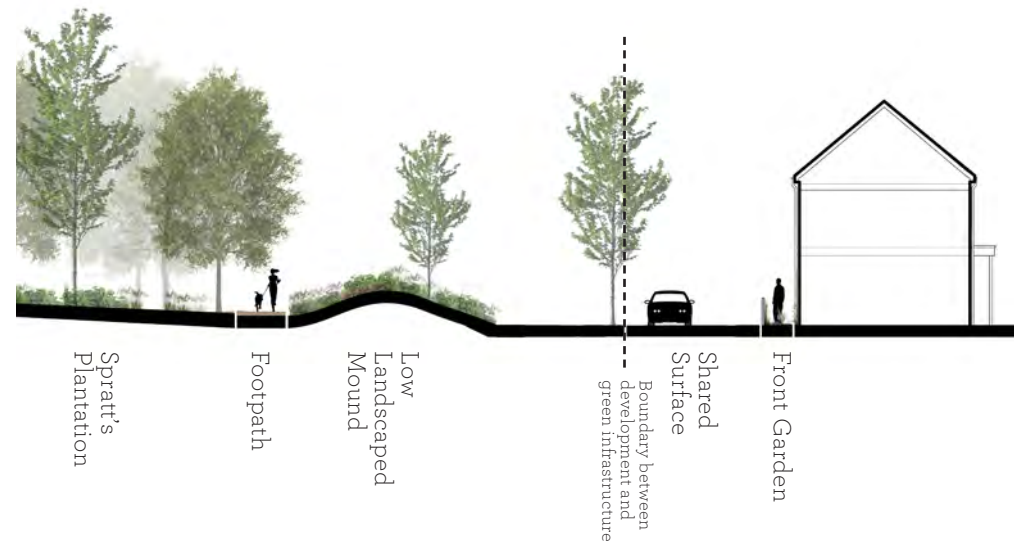
- Homes should overlook the attractive setting of the woodland within the main green infrastructure area.

Boundary treatments

- A high quality shared surface should serve homes along this edge to create a pedestrian friendly environment with minimal traffic in proximity to the woodland and associated ecological features.
- Low landscaped bunds could partially screen homes from the main infrastructure area and associated circular walk to ensure the route feels naturalistic and is not dominated by built form.



Homes partially screened by bunds in Martlesham Heath



NB: Measurements shown in the section above are approximate and for illustrative purposes only



Location Plan

MAIN GREEN INFRASTRUCTURE EDGE - SOUTHERN

The southern edge to the main infrastructure area will be characterised by homes overlooking the attractive setting of the lake. They will be located on higher ground which will allow for expansive long views into the open space.

The south eastern edge will be characterised by homes along the Boulevard (see section below), whilst the south western edge will accommodate lower density family homes served by informal shared surfaces.

Land Use

- Medium density residential use along the Boulevard in the south eastern edge.
- Low density residential use along the south western edge.

Building heights

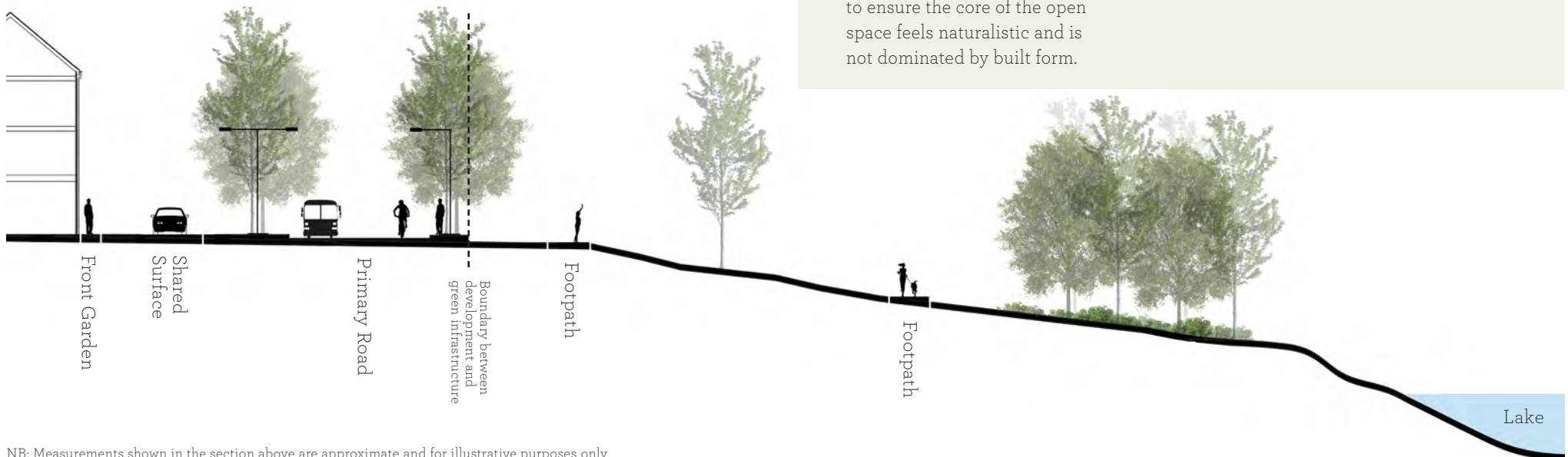
- 2-2.5 storeys residential buildings.

Building frontage

- Homes should front onto the attractive setting of the lake within the main green infrastructure area.
- Homes should be substantially screened by the proposed topography to ensure the core of the open space feels naturalistic and is not dominated by built form.

Boundary treatments

- The tree-lined Boulevard should serve homes along the south eastern edge.
- In the south western edge, a high quality shared surface will serve homes, to create a pedestrian friendly environment with minimum traffic in proximity to the open space and associated ecological features.
- Safety features to prevent drivers and cyclists from running off the road on the slope will be included as part of detailed proposals.



NB: Measurements shown in the section above are approximate and for illustrative purposes only



Location Plan

NORTH EASTERN EDGE

The north eastern edge is close to the Area of Natural Outstanding Beauty (AONB) which lies to the east of the site and includes the Deben Estuary. A thick linear belt of existing trees will screen the development beyond the site boundary and a green buffer will be provided to create a soft edge to the development. A footpath will be incorporated as part of the buffer to enable circular walks around the perimeter of the development.

Land Use

- Low density residential buildings.

Building heights

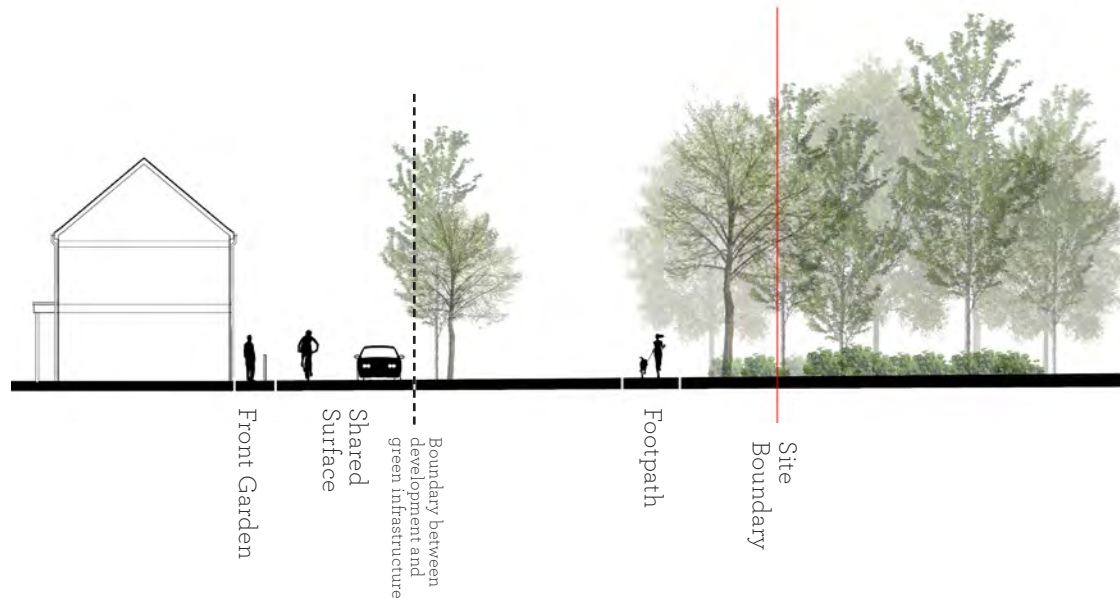
- Up to 2 storeys residential buildings.

Building frontage

- Homes should front the green buffer to provide some overlooking of the space and create a safe environment.

Boundary treatments

- A high quality shared surface treatment will serve homes and create a pedestrian friendly environment with minimal traffic in proximity to the green buffer.



NB: Measurements shown in the section above are approximate and for illustrative purposes only



Location Plan

SOUTH EASTERN CORNER

The south eastern corner of the site will be defined by native hedgerows and hedgerow trees forming a backdrop to views across the arable fields from the east. Beyond these, an area of informal open space incorporating areas of grassland and wildflower meadow will provide a transition to the development edge. Here, low density development comprising two storey houses set in a

loose arrangement set amongst trees, will create a characteristic rural settlement edge fronting the open countryside.

Rather than screening views into the site with continuous tree belts, there is an opportunity to create a soft transition with glimpsed views between hedgerow trees, reflecting the rural village character that is typical of the local area, whilst retaining outward views across the countryside.

Land Use

- Low density residential buildings.

Building heights

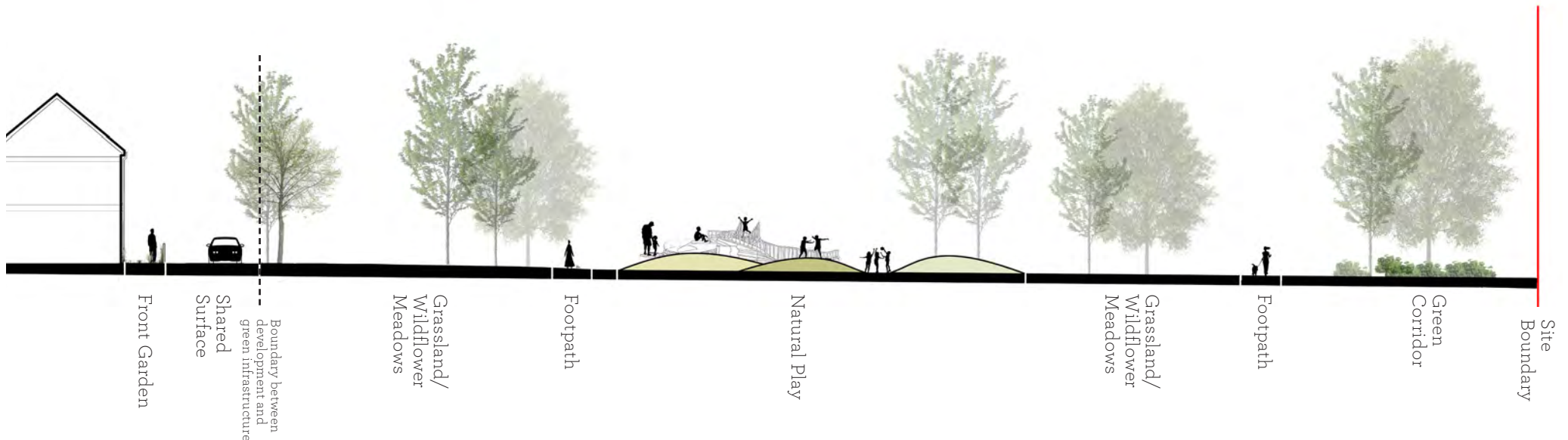
- Up to 2 storeys residential buildings.

Building frontage

- Homes will face onto the green buffer to provide overlooking of the space and create a safe environment.

Boundary treatments

- A high quality shared surface treatment will serve homes to create a pedestrian friendly environment with minimal traffic in close proximity to the green buffer and associated ecological features.



NB: Measurements shown in the section above are approximate and for illustrative purposes only



Location Plan

Land Use

- Low density residential buildings.
- Commercial buildings adjacent to Brightwell Barns.

Building heights

- Up to 2 storeys residential buildings.

Building frontage

- Homes will face onto the green buffer to provide overlooking of the space and create a safe environment.

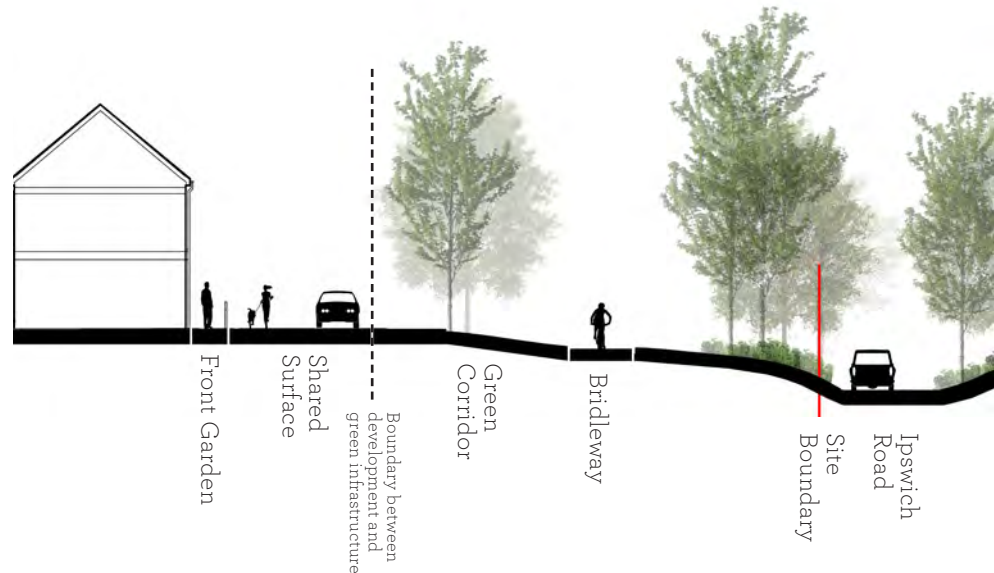
Boundary treatments

- A high quality shared surface treatment will serve homes to create a pedestrian friendly environment with minimal traffic in close proximity to the green buffer and associated ecological features.

IPSWICH ROAD EDGE

The Ipswich Road edge is characterised by existing trees either side of the road. Beyond these, an existing bridleway runs east-west and connects to the wider network beyond the site.

A green buffer should be provided between the bridleway and the edge of the development. This will also accommodate the change in levels (within the site) along a gentle slope.



NB: Measurements shown in the section above are approximate and for illustrative purposes only



Location Plan

VALLEY CORRIDOR

The edges to the Valley Corridor should provide a soft transition between the green infrastructure and development.

This generous open space, which connects the green infrastructure area within the site, with the wider footpath network outside of the site (south of Ipswich Road) will accommodate a gentle slope and natural play facilities.

In this location the Boulevard interfaces with the main green infrastructure area. Therefore, it is important that pedestrian and cyclist priority is designed into detailed proposals for the area.

Land Use

- Low density residential buildings.

Building heights

- Up to 2 storeys residential buildings.

Building frontage

- Homes should face onto the green buffer to provide overlooking of the space and create a safe environment.

Boundary treatments

- A high quality shared surface treatment will serve homes to create a pedestrian friendly environment with minimal traffic in close proximity to the green buffer and associated ecological features.



NB: Measurements shown in the section above are approximate and for illustrative purposes only



Location Plan

ADASTRAL BUSINESS PARK

The Adastral Business Park edges will be designed to respond to the adjacent context of the business park. Where the edges are characterised by woodland and existing trees, a shared surface should serve homes that face outwards towards this edge. Where the development edge overlooks the Adastral Business Park buildings, residential development should be characterised by buildings of a larger scale and massing backing onto the business park, with no public access along the edge.

Land Use

- High density residential buildings.

Building heights

- Up to 3 storeys residential buildings.

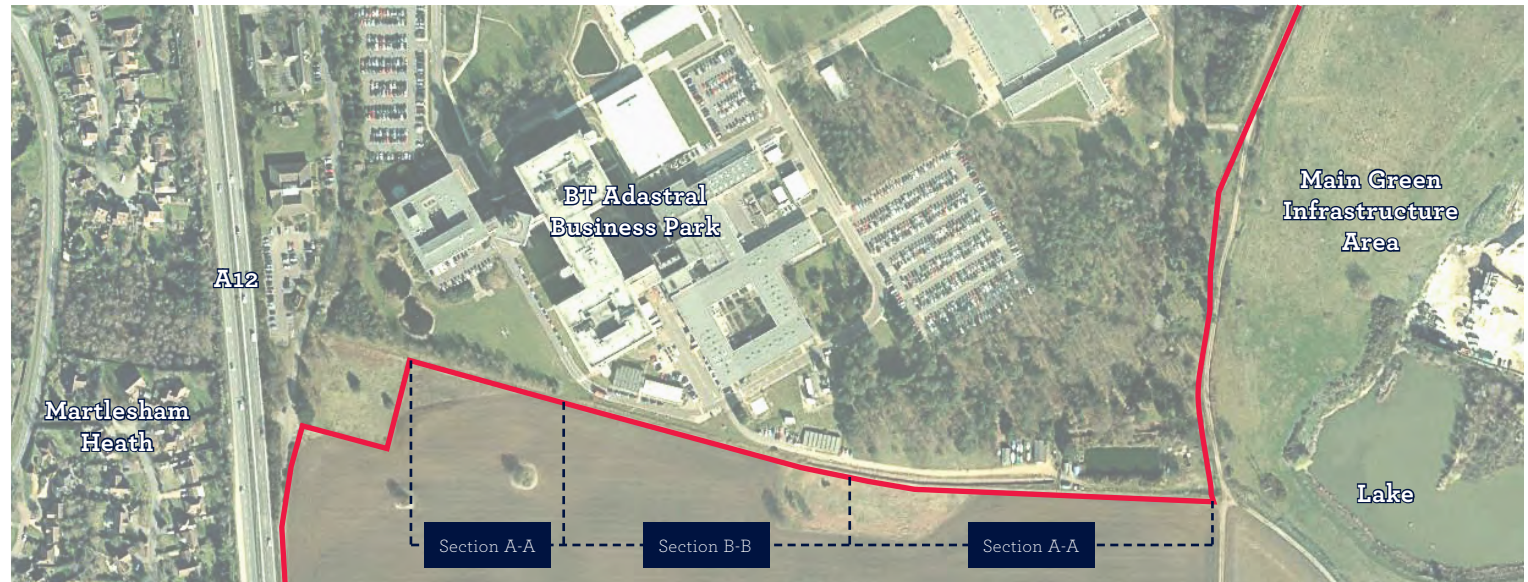
Building frontage

- Homes will be overlooking existing trees and woodland (see section A to the right, above).

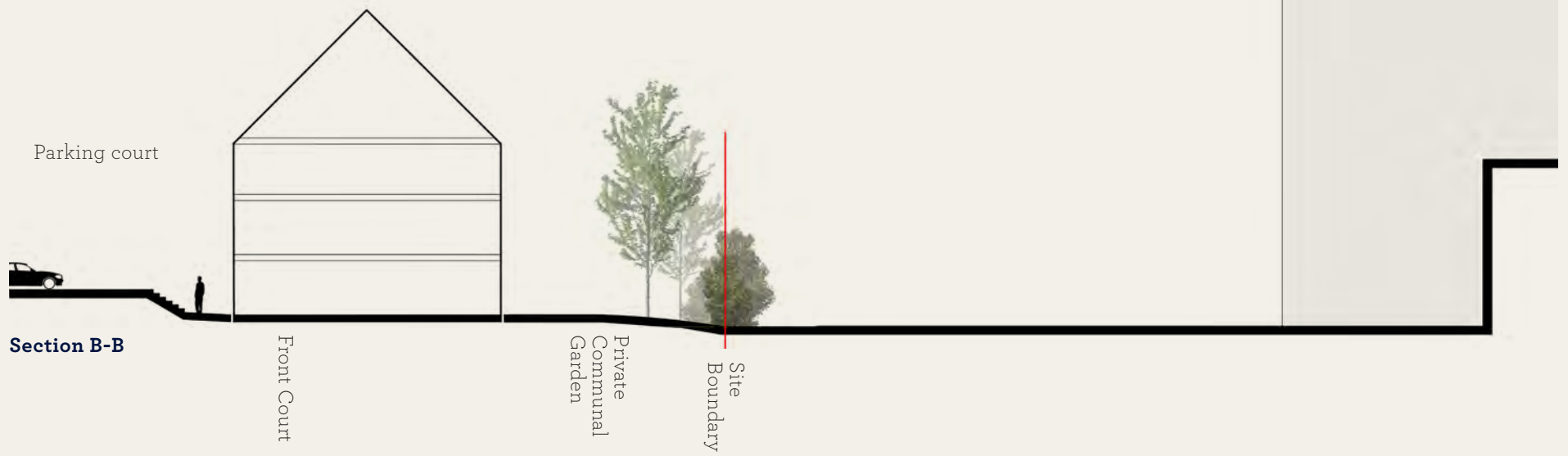
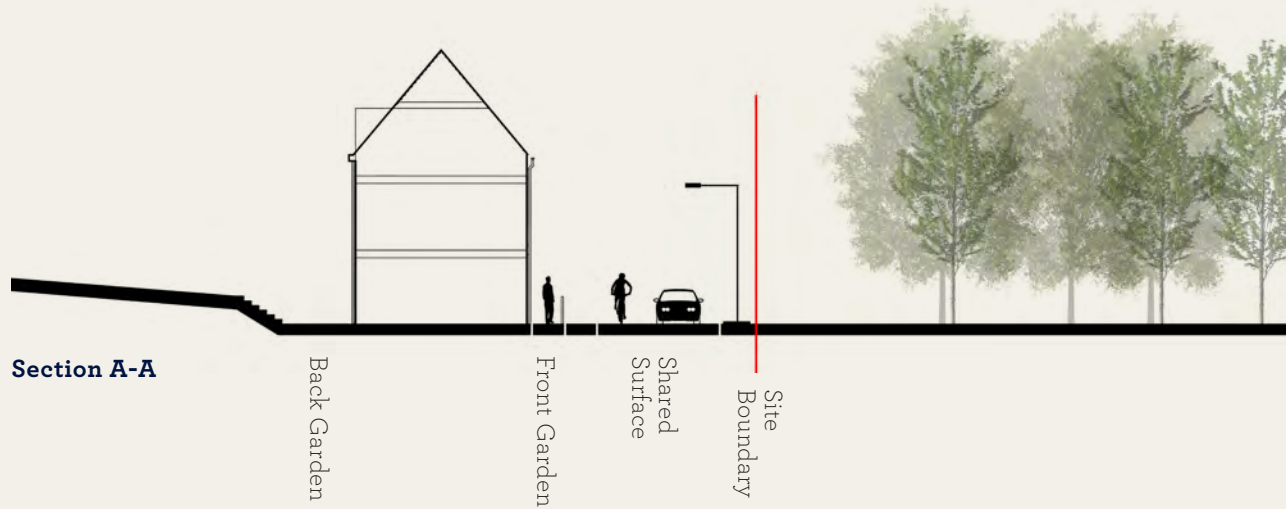
- Homes will face into the site along open edges to Adastral Business Park buildings (see section B to the right, below).

Boundary treatments

- A high quality shared surface treatment will serve homes to create a pedestrian friendly environment with minimal traffic when facing existing trees and woodland.



Aerial view highlighting where sections A-A and B-B will be applied to the edge treatment to BT Adastral Business Park



NB: Measurements shown in the sections above are approximate and for illustrative purposes only



Section 6
**ACCESS &
MOVEMENT**

This section addresses the access and movement elements of the development proposals for the site



CARLYLE LAND
LIMITED



ACCESS & MOVEMENT

A comprehensive approach to the access and movement strategy will ensure that proposals provide transport benefits to the wider community, as well as accommodating the needs of the new development.

VEHICULAR ACCESSES

A new junction is proposed to access the site from the existing A12 dual carriageway, to the west. This will be via a signal-controlled junction which shall include pedestrian crossings to provide better connectivity between the development and the existing community. A robust, multi-use pedestrian / horse crossing will be provided at this access point across the A12 dual carriageway to accommodate the existing bridleway that runs from east to west across the south of the site. A speed limit reduction to 50 mph is proposed along the A12 dual carriageway between the Martlesham Heath Roundabout and the Newbourne Road Roundabout, to accommodate this.

Two more vehicular accesses are proposed to the east of the site along Ipswich Road, both of which will be simple priority junctions. A speed limit reduction to 40 mph is proposed along Ipswich Road to the south of the site to incorporate these.

A fourth access to the north of the site is proposed across the existing BT Adastral Business Park, through the Northern Quadrant. This will include a shared pedestrian / cycleway and will connect into Gloster Road immediately to the north of the Adastral Business Park Roundabout via a priority junction.

All access points into the site have been designed in accordance with the Design Manual for Roads and Bridges (DMRB) standards. They will be subject to robust safety checks prior to implementation.

Further details are included in the separate application plan reference no. 05 Environmental Statement Parameter Plan 4 Movement & Access, as well as in the Transport Assessment.

PEDESTRIANS AND CYCLISTS

A network of footpaths and cycle paths will afford the most efficient and direct routes to Martlesham Heath, Martlesham and Kesgrave, as well as to surrounding villages and to facilities within the development. Existing footpaths are integrated within the structure of the layout.

Cycle routes are key features of the masterplan that can reduce the need to travel by car. To support the integration of cycling into daily life, secure (communal or private) provision will also be made for cycle parking at key destinations, such as at the employment area, local centres, recreational areas, school and at the larger play areas.

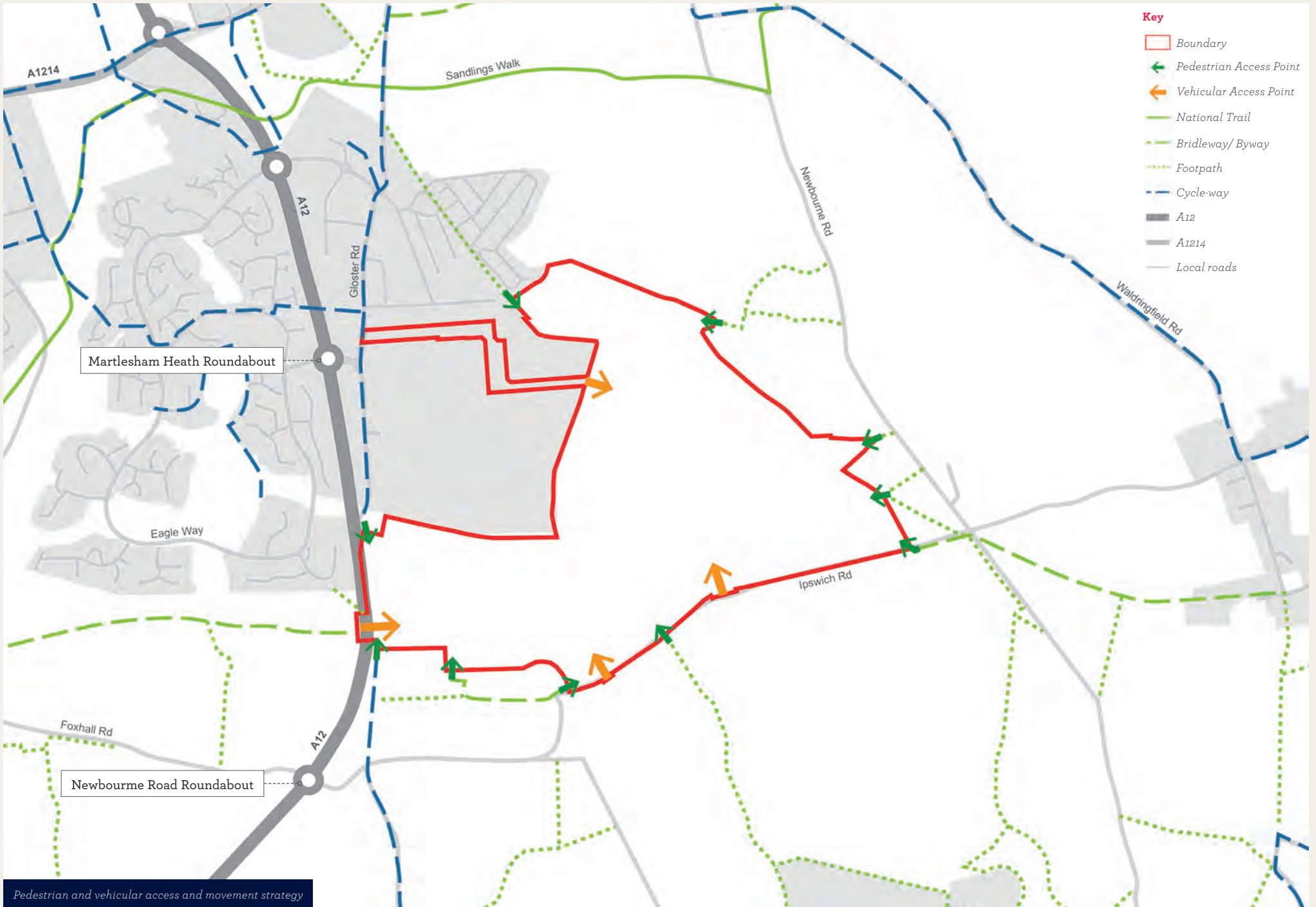
THE STREET HIERARCHY

The street hierarchy shall be designed to:

1. Provide a legible and permeable framework for development;
2. Ensure that vehicle and pedestrian routes are both well overlooked and busy;
3. Design in and manage traffic speeds through traffic calming;
4. Accommodate a certain amount of on street parking, which brings activity to the street-scene and helps traffic calming;
5. As well as providing access, designed to reinforce legibility and the contrast between character areas;
6. Reflect the importance of routes according to the level of anticipated pedestrian, cycle and vehicular flow and the requirements of accessibility for servicing, refuse, emergency access and bus routing.

The detailed design of the streets and space, will be determined at the reserved matters stage. Attention to materials, space and planting used in streets and at junctions will not only influence the final character of a place, but movement patterns and priorities by mode of travel.

The layout will incorporate design features that allow for safe access and movement of service vehicles through the site, and also act to influence safe movement through the development, whether people are on foot, bicycle, car or bus.



Pedestrian and vehicular access and movement strategy

CARLYLE LAND
LIMITED



Andrew McCloy
Recreation Consultant

bakerconsultants

BroadwayMalyan^{BM}

Brookbanks



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