

PLANNING COMMITTEE

Tuesday, 30 May 2017

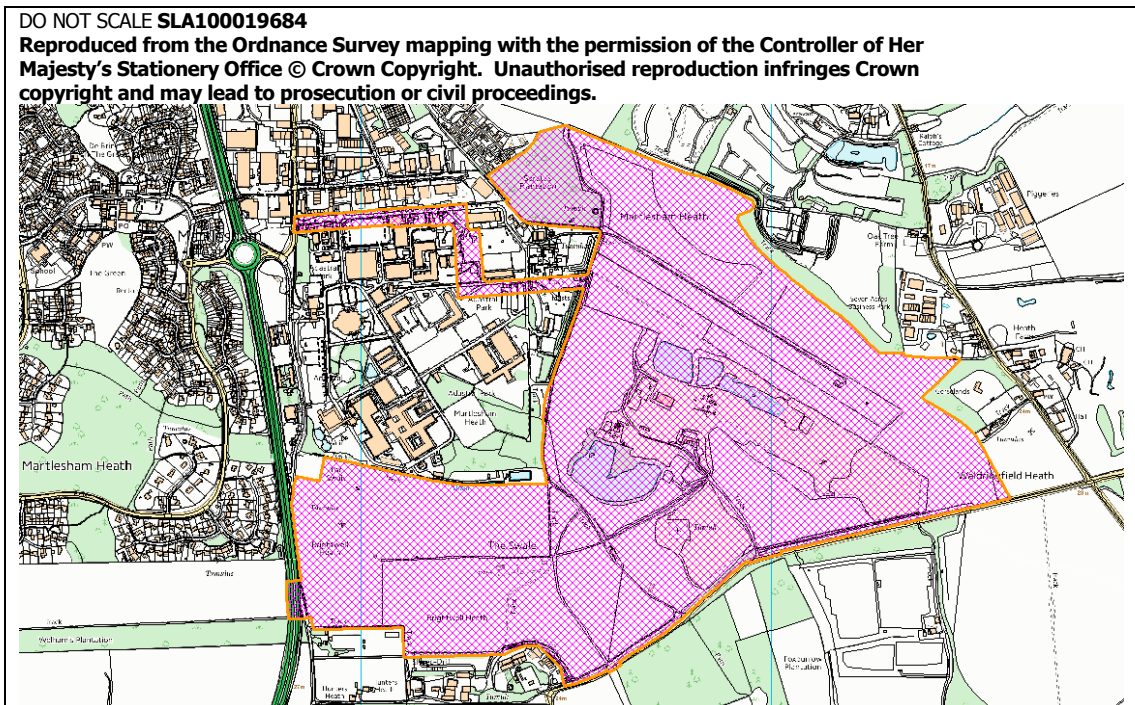
Report by the Head of Planning and Coastal Management

MARTLESHAM – DC/17/1435/OUT – Outline planning application for up to 2000 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 and A4), a school, green infrastructure (including Suitable Accessible Natural Greenspace (SANGs), outdoor play areas, sports ground and allotments/community orchards), public footpaths and cycleways, vehicle accesses and associated infrastructure.

Land South and East of Adastral Park, Martlesham (PC 30/17)

This site falls within the parishes of Martlesham, Brightwell and Waldringfield

Expiry Date: 24th July 2017



EXECUTIVE SUMMARY

This report sets out the application site description and proposal for the Planning Committee. This meeting will include an opportunity for factual questions and answers with officers relating to the content of this report and the application. The meeting will be followed by a site visit tour of the site.

This application seeks outline planning permission for up to 2000 homes, an employment area (use class B1), primary local centre (comprising use classes A1, A2, A3, A4, A5, B1, C3, D1 and D2), secondary local centre (comprising possible use classes A1, A3, A5 and D2), a school, green infrastructure (including Suitable Accessible Natural Greenspace (SANGs), outdoor play areas, sports ground and allotments/community orchards), public footpaths and cycleways, vehicle accesses and associated infrastructure.

It is located on site where the Core Strategy and Development Management Policies Document (2013) seeks to deliver strategic housing growth in the District for up to 2000 homes. The submission of this application follows on from the withdrawal of a similar application (C/09/0555) previously submitted by BT Plc. prior to their sale of the site to the applicant, Carlyle Land Ltd.

The application is accompanied by an Environmental Statement (ES) as the applicants and council agree that the proposal should be assessed under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. An exercise to assess the scope of the EIA and the likely significant environmental effects has previously been undertaken. The scoping process resolved to address in the ES the following possible effects:

- air quality;**
- archaeology and cultural heritage;**
- ecology;**
- flood risk and drainage;**
- ground conditions and contamination;**
- landscape and visual impact;**
- noise;**
- socio-economics;**
- transport and travel planning.**

The ES also addresses the possible environmental effects of the proposals cumulatively with other relevant sites in the area. The assessment of the effects of this application is not limited to the above areas and the application is also supported by a much wider range of surveys, assessments, plans and statements.

The application was submitted on 3rd April 2017 and a four week consultation period commenced on 12th April 2017. An additional week was added to the statutory consultation period due to it covering the Easter weekend and the May Day bank holiday.

This report only provides a description of the site and proposal to assist the Planning Committee ahead of undertaking a site visit. A full committee report with the detailed assessment of the application, consultation responses and recommendation will be provided for a Planning Committee at a later date. At this stage the application is not up for debate.

The submitted application can be viewed on the Council's website through this web link: www.eastsuffolk.gov.uk/adastralpark

Philip Ridley
Head of Planning and Coastal Management

Case Officer: Ben Woolnough

BACKGROUND PAPERS: Planning Application File Ref No. DC/17/1435/OUT, C/09/0555 (withdrawn), C/08/1725 (withdrawn)

Committee Date: 30th May 2017

1. SITE DESCRIPTION

Site ownership

- 1.1. The application site comprises 113.3 hectares of land to the south and east of Adastral Park, Martlesham. The site falls within the boundaries of three parishes; Martlesham, Waldringfield and Brightwell. The majority of the site lies within Martlesham parish, the southernmost section lies within Brightwell parish and a small part of the most eastern edge of the site lies within Waldringfield.
- 1.2. Most of the site is in the ownership of Carlyle Land Ltd. who purchased the site from BT Plc. part of the site proposed for a northern access road remains in the ownership of BT Plc. A 12 hectare parcel of land within the western part of the site, immediately to the south of Adastral Park, is owned by Bradford Property Trust Ltd. and Carlyle Land Ltd. are due to complete the purchase of that land by August 2017.

Previous and current land uses

- 1.3. Historically the site was heathland, as was much of the surrounding area to the north and west. The site has documented prehistoric archaeological interest as it contains three bowl barrows which are Scheduled Monuments. Two are located in the north of the site within an area of woodland known as Spratts Plantation and one is located in the western part of the site with a World War II pill box on top. During World War I the surrounding area was used as an air base by the Royal Flying Corps and later the base was significantly expanded for World War II. Use of the base ended in 1963. The air base was predominantly located under Martlesham Heath and to the north and west of the site. The runways of the base only extended into the western part of the site with the rest of the site having association with the base but without significant amounts of war time development. The site retains a number of World War II structures in its western area, these consist of two pill boxes and the base of a of radio mast.
- 1.4. The site predominately consists of land used for minerals extraction, namely sand and gravel to a relatively shallow depth. Consent for minerals extraction on the site dates back to 1961 though the majority of the current extraction areas were consented by the County Council in 2011. Extraction is nearing completion on the western element of the site. The eastern side of the site is also in the process of extraction and that is expanding to the south east across current agricultural land. Based on current rates of extraction, the applicant anticipates that the commercial extraction of minerals will be completed within the next 3 years. A small area of resources is intended to be retained on the site for use in the development. Historic areas of extraction have been partly infilled with inert landfill and restored. As part of the minerals extraction, a number of site boundary bunds have been created, notably on the western A12 boundary, the north eastern boundary and the southern boundary. These bunds were required as part of noise and dust mitigation measures for extraction and largely consist of top soil removed from extraction areas. The

current minerals extraction consent requires the site to be restored in one of two ways; either to a platform level for residential development (subject to planning permission); or, to restore the site to agricultural land. Through this current application, the intention is to pursue the former option.

- 1.5. As set out above, the site is predominately use for Minerals extraction. The quarry access is located on Ipswich Road on the southern boundary of the site where a formally laid out access provides the only surfaced vehicular access to the site. This is used by all quarry traffic including heavy goods vehicles transporting sand and gravel from the site. The access leads into the centre of the site where a quarry compound is located along with a concrete batching plant.
- 1.6. Adjacent to the quarry compound and also within a central position in the site is a lake. This lake was formed in the earliest phase of minerals extraction in the 1960's and has been restored to a lake for a significant number of years. It has mature tree planting around its edges and it is currently used by a fishing syndicate for recreational course fishing. The lake is also currently used for some water abstraction for local irrigation. Surrounding the lake and leading north along the eastern boundary edge of Adastral Park is an area which has been restored from previous minerals extraction and partly filled with inert landfill.
- 1.7. In the far north corner of the site lies an area of woodland known as Spratts Plantation. The site also contains a roadside band of predominately pine trees along its southern boundary with Ipswich Road.
- 1.8. Areas of the site which are not currently subject to minerals extraction have an agricultural use. This includes land on the eastern boundary, where further extraction is due to take place. It also includes an area on the western boundary which is a stand off from minerals extraction and is currently left as set-aside due to the scheduled monument and WWII non-designated heritage assets it contains. Also in this area, in the far north-west corner of the site, adjacent to Barrack Square, is a small square parcel of land which is not within the application site. This land is owned by the County Council and it serves as a soak-away for the A12. The land is level and is a County Wildlife Site due to its acid grassland habitat.
- 1.9. There is one area of the site which remains used by BT and that is an 830m by 60m grass strip which is used by BT for testing of short range equipment. This contains two structures which are not proposed to be retained and BT currently has direct vehicle access to this area from the west. This area is not a former runway, despite its appearance as one.
- 1.10. On the south western edge of this grass testing strip there is Site of Special Scientific Interest (SSSI) designated for its geological importance. This is known as Waldringfield Pit and it is of importance due to its exposure of different

strata deposits over a number of ice ages. This is proposed to be retained, protected and incorporated into the layout.

Surroundings land uses

- 1.11. This description of surrounding land uses takes a clockwise route around the boundary from the central western edge of the site.
- 1.12. The adjacent site to the north and west is known as Adastral Park, it is owned by BT Plc. and it covers 40 hectares. Adastral Park is primarily a research and development centre for BT but also provides accommodation for associated industries in the field of information and communication technology (ICT). It is designated as a part of a General Employment Area and it contains 130,000 sq.m of floorspace on the site in buildings ranging from single storey to 11-storeys high. The park is secured by a fence around its entire boundary with access controlled by security barriers. In addition to office and research and development accommodation on the site there are also associated warehouse units, a satellite station compound and other ancillary buildings. The northern access road proposed for the development runs through Adastral Park connecting the site's western boundary with Gloster Road and this area of Adastral Park is known as the 'Northern Quadrant'.
- 1.13. The site and the proposed access road also have a northern boundary with properties on the south side of Betts Avenue within the Martlesham Heath Business Park.
- 1.14. The north-east boundary runs behind part of a mobile home site off Anson Road, some agricultural land and the full south-western boundary of the Moon and Sixpence mobile home site. It then continues along the rear boundaries of residential properties and the Seven Acres employment site on Newbourne Road. The far eastern boundary is within an agricultural field which extends outside the site to the Newbourne Road/Ipswich Road/Heath Road crossroads.
- 1.15. The Area of Outstanding Natural Beauty (AONB) boundary runs along the eastern side of Newbourne Road, so falls within 100 metres of the site at its closest point. Waldringfield Golf Course is also located to the east on the opposite side of Newbourne Road.
- 1.16. To the south of the site, on the opposite side of Ipswich Road, lies agricultural land, a solar farm, two wind turbines and woodland.
- 1.17. Brightwell Barns office complex is a recently constructed B1 use office site which is expanding through a number of barn conversions and new builds. This lies on the southern boundary at the point that the site boundary moves away from Ipswich Road. The southern boundary then continues west along the rear of Sheep Drift Farm, which is partly used for caravan storage. The southern boundary then passes further west around an area of land used by BT for testing of equipment until it meets the western site boundary and the old Felixstowe Road where a café bus is parked. The western boundary runs north,

parallel to the A12 until it meets Barrack Square, which is a dead end road serving Adastral Park and other business units adjacent to the A12. At this point the boundary runs west along the southern edge of Adastral Park.

- 1.18. On the opposite, western side of the A12 lies the Martlesham Heath residential area and an agricultural field immediately west of the site. The residential area of Martlesham Heath and the employment area west and north of Adastral Park is designated as the Martlesham Neighbourhood Plan Area. The Neighbourhood Plan is being developed by the Parish Council but is not yet at an advanced stage or made. The application site is not within the Neighbourhood Plan Area.

Surrounding highway and Right of Way network

- 1.19. The site is surrounded by a range of classified and unclassified roads to the north, south, east and west of its boundaries. The site has its closest relationship with the A12 to its west and Ipswich Road (C356) to its south.
- 1.20. The A12 runs immediately adjacent to the far western boundary of the site and this includes a pavement/cycle lane between the road and site. This dual carriageway passes the site between the Foxhall Road/Newbourne Road roundabout to the south and the Adastral Park/Eagle Way roundabout to the north. This A road is the responsibility of Suffolk County Council Highway Authority and it is not a trunk road. The closest trunk road, under the responsibility of Highways England, is the A14 to the south. The A14 and Highways England's responsibility terminates immediately north of the Seven Hills A14/A12 roundabout.
- 1.21. To the south of the site, Newbourne Road (C356) leads off the A12 roundabout to the south west of the site leading east. That road then turns north and then north east becoming Ipswich Road. At the eastern edge of Brightwell Barns this road first meets the southern boundary of the application site. It follows the southern site boundary north east for approximately 1.2 kilometres before passing neighbouring agricultural land and terminating at the Newbourne Road/Heath Road crossroads.
- 1.22. In the western part of the site, in its north west corner, a road named Barrack Square terminates at the site boundary. This is an unclassified dead end road which previously connected with the old Felixstowe Road, which is also a dead end road directly to the south of the western boundary. Barrack Square leads north, serving a number of office buildings on its western side and the main entrance to Adastral Park on its eastern side. It then leads on to the A12 at the Adastral Park/Eagle Way roundabout. From the entrance to Adastral Park on Barrack Square, a pavement and cycle lane commences leading north and then crossing to the west side of the road via a pedestrian crossing, approximately 150 metres north of the Gloster Road/Barrack Square junction. This pedestrian and cycle route then leads north and west, over the pedestrian and cycle bridge into Martlesham Heath residential area and onto its Local Centre.

- 1.23. To the east of Gloster Road is an existing access into Adastral Park. This gated access opens at the start and end of the working day to allow traffic from Adastral Park employees to enter and exit the site. This vehicular entrance is not an adopted public highway though it does form part of the application site as part of the proposed northern access road.
- 1.24. To the far east of the site, Newbourne Road runs parallel to the site boundary but on the opposite side of a field, residential properties and a commercial site.
- 1.25. The site is surrounded by and includes a wide number of public rights of way as footpaths and bridleways. Starting from the east, five public footpaths lead west into the site from Newbourne Road and Ipswich Road. The southernmost public footpath also leads across Ipswich Road and due south and south east along a footpath and bridleway.
- 1.26. Inside the site, an existing public footpath runs along the entire eastern boundary. The south eastern part is a bridleway and this then routes along the southern boundary heading west. Towards the western end of Ipswich Road this bridleway meets a public footpath which leads north through the site and south, over Ipswich Road towards Newbourne. The northern route through the site runs towards the existing lake and up alongside the eastern boundary fence of Adastral Park. It continues north to Spratts Plantation, around its eastern and northern edge before exiting the site in the far north corner. This then leads north, past the mobile home site and on towards Tesco and old Martlesham.
- 1.27. Picking back up on the southern boundary again, the bridleway continues west to Brightwell Barns before heading along an access road to the south of Sheep Drift Farm, then north between a residential property and Sheep Drift Farm and back into the site. The bridleway then follows the south western boundary to old Felixstowe Road. At this point the bridleway crosses the A12 to the field on its western side following a route west through the middle of the field. This A12 bridleway crossing currently consists of small gap in the central reservation only.

2. PROPOSALS

- 2.1. The application seeks outline planning permission with all matters reserved except access. In that respect the application seeks detailed approval of all vehicular access points and pedestrian and cycle connections into and out of the site. Matters of appearance, landscaping, layout and scale are reserved matters and would be dealt with under future reserved matters applications which would be subject to full consultation with statutory and non-statutory consultees and the local community.
- 2.2. The description of the development includes:
 - the erection of up to 2000 homes (including affordable housing)
 - an employment area of c0.6ha (use Class B1)

- a primary local centre (comprising use Classes A1, A2, A3, A4, A5, B1, C3, D1 and D2)
- a secondary centre (comprising possible use Classes A1, A3 and A4)
- a school
- green infrastructure (including Suitable Accessible Natural Greenspace (SANGs), outdoor play areas, sports ground and allotments/community orchards), public footpaths and cycleways,
- vehicle accesses
- and, associated infrastructure.

2.3. The application is accompanied by the following documents and plans:

- Site Location Plan
- Design and Access Statement
- Planning Statement, including Planning Obligations/Heads of Terms
- Environmental Statement, including parameter plans for:
 - Land use and green infrastructure
 - Building heights
 - Residential density
 - Movement and access
- Shadow Habitats Regulation Assessment
- Site Features Plan
- Phasing Plan
- Illustrative Framework Masterplan
- Green Infrastructure Plan
- Play Approach Plan
- Main Green Infrastructure Area Plan
- Heritage Park Plan
- Character Banding Plan
- Strategic Landscape Scheme
- Highways and access drawings
- Affordable Housing Statement
- Air Quality Assessment
- Archaeology Assessment
- Contaminated Land Assessment and Ground Conditions Assessment
- Ecological Surveys/Assessments
- Education Statement
- Energy Statement
- Environmental Statement
- Flood Risk Assessment and Drainage Strategy
- Geodiversity Survey and Report
- Heritage Statement
- Land Stability Report
- Landscape and Visual Impact Assessment
- Lighting Assessment
- Noise Assessment

- Footpath/Cycleway/Bridleway Statement
 - Service Supply Statement
 - Statement of Community Involvement
 - Transport Assessment
 - Travel Plan
 - Tree Survey/Arboricultural Impact Statement
- 2.4. The application predominantly seeks residential development in the form of up to 2000 homes across the majority of the site and the local centre, secondary centre, school, green infrastructure and accesses are all proposed as a result of the 2000 homes and associated population. The proposed employment area is an additional element of the site which is related to it but not directly proposed as a result of the residential development.
- 2.5. This application has been submitted in a location which is identified by Core Strategy Policy SP20 (Eastern Ipswich Plan Area) as the main strategic housing site for residential growth in the District and Eastern Ipswich Plan Area (EIPA). That policy sets out that the planned direction of controlled growth is eastwards of the A12 to the south and east of Adastral Park. Policy SP19 (Settlement Policy) directs 29% of planned growth for the District to the EIPA amounting to 2,320 homes, of which, up to 2000 would be provided to the south and east of Adastral Park. The planning policy position of this proposal will be set out comprehensively within the final committee report and this paragraph is provided as background to the submission only.

Masterplan Framework and Parameter Plans

- 2.6. The application includes a Masterplan Framework and detailed Design and Access Statement to both illustrate proposals and to fix certain strategic elements of the masterplan at outline application stage. In particular, there are parts of the design and access statement framed around Character Banding Plan which are addressed in greater detail than might normally be provided for an outline application. This includes layouts for the open spaces, local centre, secondary centre and school location and a range of street and site edge sections. It is anticipated that some of these elements would be conditioned on an outline approval so that future reserved matters applications are required to be substantially or broadly in accordance with those plans and details.
- 2.7. The application is accompanied by an Environmental Statement, which includes consideration of matters including landscape impact, heritage impacts and ecological impacts. To assess these matters it has been necessary for the applicants to set parameters for the development and these are detailed on a number of parameter plans dealing with; land use and green infrastructure; building heights; residential density; and, movement and access. These provide some additional support to the masterplan whilst also setting maximum parameters to enable the maximum potential impact to be assessed in various areas of the Environmental Statement, particularly in relation the landscape impacts. Therefore the building heights parameter

plan, in particular, does not set out what is proposed but the greatest heights that could be proposed in various areas.

- 2.8. In addition, the Suitable Alternative Natural Greenspace (SANGs) provision is part of the masterplan which is mitigation proposed through the Environmental Statement and the shadow Habitats Regulation Assessment. Therefore, that is a fundamental element of the parameter plans, masterplan and design and access statement to be secured at outline stage.
- 2.9. Presently the application is also supported by a basic phasing plan. This sets out three phases of development, commencing with approximately 450 homes in the southern area of the site, accessed off Ipswich Road. This phase also includes open space provision and the school site. The second phase would include 550 homes in the western part of the site and the access off the A12. The third phase is proposed for the eastern part of the site, delivering 1000 homes and the access road through the northern part of Adastral Park.
- 2.10. The Planning Statement includes a trajectory for the development of the site. This sets out a plan to commence development in 2018, with up to 375 homes occupied by April 2021. Development would then continue at a rate of up to 160 homes per year until final occupations in 2033.

Vehicular Access Points

- 2.11. The application seeks full approval of four vehicular accesses into the site. These consists of; a new T junction access off the A12 on the western boundary; a new access road leading from Gloster Road through the 'Northern Quadrant' and into the north western boundary of the site; the improvement of the existing quarry access onto Ipswich Road; and, the creation of a new access off Ipswich Road close to Brightwell Barns.
- 2.12. The Ipswich Road accesses would be delivered as part of the first phase of development, enabling the first homes and some infrastructure to be delivered ahead of the substantial highways works required to deliver the A12 and Gloster Road accesses. In the long term these two accesses are proposed to be secondary accesses with the other accesses forming primary routes into and out of the site.
- 2.13. The A12 access on the western boundary would consist of an opening in the existing boundary bund to form a T junction with the A12. This would be the main entrance and gateway into the site. The junction would include traffic light controls to the access and the dual north and south lanes of the A12. Also incorporated within this junction would be a 'pegasus crossing' for the existing bridleway which crosses the A12. This would be a light controlled crossing similar to a push button pedestrian crossing but also designed for horse riders. Pedestrians and cyclists would cross one pair of lanes to the central reservation before waiting for a green light to cross the second pair of lanes. Horse riders would instead press a button mounted higher up on the column which would provide a green light across the full width of the road, avoiding the need for a

horse and rider to wait in the central reservation whilst traffic passes. This access is currently proposed to be delivered in the 2nd phase of development.

- 2.14. The Northern Quadrant road would lead off Gloster Road in the position of the existing vehicular access into Adastral Park. It would lead east along the path of the existing internal road before head south and east again, leading into the development site. The proposed road would be designed to a full adoptable standard with pavements on both sides and a dedicated cycling path. Whilst this road would lead through the existing layout of Adastral Park, the Northern Quadrant area is indicated to have the potential for comprehensive employment development and regeneration. The provision of this road has been promoted as a facilitator for this employment growth.
- 2.15. The A12 access and Northern Quadrant road would link centrally through the site forming a primary access road, referred to as 'the boulevard'. This would provide the main route off which the majority of on-site infrastructure is proposed. It is anticipated that the majority all residential phases would lead off the boulevard. The Design and Access Statement provides a number of street sections and design and place making objectives for this route.

Highway Improvements

- 2.16. In addition to the vehicular accesses into the site, the Transport Assessment (TA) has modelled the effect of the traffic associated with the 2000 homes and the mitigation measures required on the existing highway network to ensure that the capacity remains at an acceptable level with nil detriment upon completion of the development and mitigation. The primary focus of the mitigation is on the A12 and the junctions between the Seven Hills roundabout on the A14 to the south and the Park and Ride Roundabout to the north.
- 2.17. The previously withdrawn Planning Application also sought to deliver mitigation measures along the A12, predominantly in a form of converting roundabouts to crossroads with traffic lights. This application has come to a different conclusion through the up to date traffic modelling in the TA. It proposes to retain all existing roundabouts, expanding the number of lanes in various ways across the four roundabouts that have been assessed. At the Seven Hills Roundabout this also includes the introduction of traffic lights at some points on the roundabout.
- 2.18. The TA seeks to address the capacity of junctions and journey times and therefore the proposed T junction with traffic lights into the site has also been factored into the effects and mitigation. Furthermore, the proposal looks beyond the A12 at a number of highway improvements required in the immediate area and on routes into Ipswich.

Suitable Alternative Natural Greenspace (SANGs)

- 2.19. The applicants have engaged in pre-application discussions with the Council and have been engaging with the local communities since November 2016. The Suitable Alternative Natural Greenspace (SANGs) was the first part of the site

layout and masterplan to be fixed by the applicant's in the pre-application process. This is a provision of green infrastructure in addition to the formal recreational open space provision. It is specifically provided as mitigation seeking to offer future residents of the site an attractive alternative to the nearby the Deben Estuary (which is a Special Protection Area (SPA) and Ramsar site) and to other ecologically sensitive sites for recreation and dog walking. The application is accompanied by a Shadow Habitats Regulation Assessment setting out how this provision is proposed to adequately mitigate impacts on the SPA. The Council will need to undertake an 'Appropriate Assessment' of the impacts of the proposed development and mitigation including this SANG provision and may adopt the Shadow Habitats Regulation Assessment as its own Habitats Regulation Assessment if it is found to be sound.

- 2.20. The SANGs is proposed in the form of a central greenspace running through the centre of the site from Ipswich Road in the south to the northern edge of Spratts Plantation on the northern boundary. This space is framed around the existing lake and the central public right of way leading north-south through the site. In addition the SANGs includes green edges around the boundaries of the site incorporating existing and proposed footpaths and bridleways. These routes would connect a number of green spaces and landscaping areas proposed around the site and would serve as a combination of walking, cycling and running routes of varying distances. A key element of the overall SANGs provision is the integration of attractive natural features such as the lake, existing woodland areas and new habitats as well as proposed play equipment for all ages, including an adult 'trim trail'.
- 2.21. The central SANGs space would also provide an area for habitat creation and overall the landscaping proposed for this area would be natural and native to the local landscape. This would therefore include the creation of heathland, woodland and acid grassland which are found in the immediate locality. The habitat provision is also proposed to provide opportunities for ecological mitigation measures proposed through the ecological assessment supporting the application.

Education Provision

- 2.22. Also early into the pre-application process, the applicants sought to determine the amount education provision necessary for this site. The 2000 homes would be expected to generate 200 pre-school children, 500 primary age children, 360 secondary age pupils and 80 post-16 pupils. To address this, the application proposes to provide an 'all-through' school. This would consist of a single school site with eventual capacity to provide for 52 early years places, up to 630 primary school places (three forms of entry) and a 600 secondary school places (four forms entry). In addition a further early years provision would be provided elsewhere on the site, potentially within a community building.

- 2.23. The school site would be located within a relatively central position on the site facing onto the boulevard and where it could also be accessed off Ipswich Road and delivered as part of the first phase of development. It would be located adjacent to the existing quarry access road which is also proposed to be improved to adoptable highway as a vehicular access road into the comprehensive site.
- 2.24. The school site would cover 5.5 hectares, which the applicants are proposing as appropriate for the number of pupils and size of school. In addition, the school site would be immediately adjacent to the formal recreational open space on its eastern edge. This open space provision would provide the formal sports pitches and formal mown grass green space for the community and it would amount to 7.9 hectares. The application proposes that the spaces associated with the school and recreational open spaces should be shared between the school and wider community use. This would provide the school with a total of 13.4 hectares of space for buildings and outdoor play and sports space. It is also anticipated that these combined spaces could provide some form of shared indoor sports facility. At present a cricket pavilion with changing rooms is indicated within the recreational open space.

The Local Centre, Secondary Centre and employment provision

- 2.25. A central aspect of the Masterplan is the boulevard main route leading through the site, connecting the two primary access points. The site has a central focus around the SANGs and all through school and the proposal seeks to tie these areas together through the creation of a local centre. The application includes an illustrative plan of the layout of this area. This would include a proportionate amount of local retail, including a convenience store. Overall the site would not provide more than 2,500 sq.m of floorspace for A1, A2, A3, A4, A5, B1, C3, D1 and D2 use classes. This local centre provision would be similar to that provided within Martlesham Heath and off Ropes Drive, Kesgrave. The local centre would have a high street layout facing onto the school and it is expected that ground floor retail units would have flats above. The layout is intended to include a public square and café fronting onto the lake and open space at the western end of the local centre. At the eastern end a public car park would be provided and this end would also include a community centre provision.
- 2.26. At the far western end of the local centre, where the boulevard would turn north, a building for D1 use (non-residential institution use) has been proposed. This offers the opportunity to provide an on-site healthcare practice/GP surgery. Currently this is an option for healthcare provision but not a definite outcome. It is possible that healthcare provision would instead be addressed through section 106 funds to expand existing GP surgeries in the area.
- 2.27. In addition to the local centre, the proposal includes a small secondary centre towards the western end of the site. This would provide an opportunity for

further small scale units for A1, A3, A5 and D2 use classes in a corner cluster fronting onto the boulevard and close to the gateway into the site.

- 2.28. A 0.6 hectare area on the southern boundary of the site is proposed for employment development in the form of B1 business/office units. This would be served directly off the new Ipswich Road access and it would be directly adjacent to an existing area of office/business units at Brightwell Barns.

Heritage Park, allotments, drainage, and the western highway bund

- 2.29. In addition to the SANGs, the site would provide a further open space in the western part of the site as, what the applicants describe as, a 'Heritage Park'. This would be a 0.78 hectare open space framed by residential blocks surrounding designated and non-designated heritage assets. These include the prehistoric barrow which is a scheduled monument, the WWII pill box on top of it, a further pill box and a brick base of a former radio mast. These would all be retained, protected and restored as part of the open space. The park surrounding these heritage assets would maintain a visual linkage between them and provide some open setting in the context of the residential development. It would also provide a visual link with the BT tower to the north. This space would be tied in with the wider play strategy across the site and the walking/cycling/running routes and would include part of the play equipment provision.
- 2.30. The site also includes a provision of 0.83 hectares of allotments with community orchards in two locations. One area on the southern boundary towards the western end of the site and the other on the eastern boundary.
- 2.31. The application is accompanied by a Flood Risk Assessment which seeks to address flood risks and surface water drainage on the site. The site is not within a flood zone and current information suggests that the site is very permeable, consisting predominately of a sand and gravel strata over lying red crag. This enables the opportunity for direct infiltration to deal with surface water drainage and large strategic surface water attenuation measures are unlikely to be necessary and need not be factored into the wider masterplan layout. Where localised drainage measures are proposed there would opportunities to integrate these into landscaping areas.
- 2.32. The proposed development would introduce homes within 40 metres of the A12 on the western boundary. A landscaped bund currently exists in this location to protect Martlesham Heath from noise and dust from the mineral extraction on the site. With the proposed development, the bund would offer a form of noise attenuation to the properties closest to the A12. This may be in the form of a slightly lower bund and it would also include a form of acoustic fence or wall on top of the bund. Attention is being given to the opportunity to achieve a high quality design and landscaping solution to this prominent edge of the site.

Pedestrian and cycle connections with the existing community and employment

- 2.33. The site provides a number of opportunities to create pedestrian and cycle connections with Martlesham and beyond to the west. As set out previously, there is the proposal to provide a pegasus crossing on the A12 to enable safe use of the bridleway leading west. This provides an opportunity for an off-road cycling route leading west and it could form part of Suffolk County Council's longer term strategy for an off-road cycling route connecting this site, Martlesham Heath and Kesgrave with Ipswich.
- 2.34. In terms of connections with Martlesham and employment at Adastral Park, the employment area and retail park to the north, there are three connection routes which are being developed in co-operation with the applicants and the County Council. These include; a pedestrian and cycle route leading north from the western edge of the site along Barrack Square and connecting up with existing pedestrian routes and cycle lanes; the new road through the Northern Quadrant, incorporating pedestrian pavements and a cycle lane; and, improvements/upgrading the public footpath leading out of the northern corner of the site, connecting with Betts Avenue leading west and leading north to Tesco and old Martlesham. All three of these routes provide pedestrian and cycling connections to the existing bridge over the A12. This offers a connection between Martlesham Heath and Kesgrave for existing and proposed residents.

Housing mix

- 2.35. The application proposes up to 2000 homes across the site and these would include two storey homes, town houses, bungalows and flats. The submission includes an Affordable Housing Statement which sets out that the site will deliver up to 33% of its homes as affordable housing, as required by Local Plan policy DM2. Of those, the applicants propose that they should consist of a tenure split of 60% Affordable Rent, 10% Intermediate Rent and 30% Affordable Housing for Sale (starter homes). These three tenures can accord with the government definition of affordable housing. The final proportion of affordable housing and tenure mix may be subject to a viability appraisal prior to a recommendation on the application being reached.
- 2.36. The distribution of the affordable housing across the site and amongst the phases will also need to be considered ahead of a recommendation and would also be influenced in more detail by each reserved matters application. In terms of open market housing, a broad mix of home sizes would be required by policy and would be considered in detail in reserved matters applications.
- 2.37. The site provides opportunities for areas of higher and lower density development and a density parameter plan has been provided to show where higher densities are sought and have been assessed within the Environmental Statement. Similarly, a building heights parameter plan sets out where taller buildings could be provided and that influences the assessment made within the Landscape and Visual Impact Assessment. Higher density areas generally correspond with some of the areas of taller buildings, such as around the Local Centre, along the boulevard and on the A12 edge. Lower densities and lower

building heights are proposed in areas where the landscape has greater sensitivity, such as the eastern and southern edges of the site. These parameter plans provide an assessment tool for this outline planning application and detailed assessment of building heights, their form and the urban density of areas would be dealt with in each reserved matters application.

3. PLANNING POLICY

3.1. The following policy documents and policies are relevant to the consideration of this application.

3.2. **National Planning Policy Framework (NPPF)**

National Planning Practice Guidance (NPPG)

3.3. **Suffolk Coastal District Local Plan Core Strategy and Development Management Policies July 2013**

Policy SP1 - Sustainable development

Policy SP2 - Housing numbers and distribution

Policy SP3 - New homes

Policy SP5 – Employment Land

Policy SP10 - A14 and A12

Policy SP11 - Accessibility

Policy SP12 – Climate Change

Policy SP14 – Biodiversity and geodiversity

Policy SP15 – Landscape and townscape

Policy SP16 - Sport and play

Policy SP17 - Green space

Policy SP18 - Infrastructure

Policy SP19 – Settlement Policy

Policy SP20 – Eastern Ipswich Plan Area

Policy DM2 – Affordable housing on residential sites

Policy DM12 - Expansion and intensification of employment sites

Policy DM19 – Parking Standards

Policy DM20 - Travel plans

Policy DM21 Design Aesthetics

Policy DM22 – Design Function

Policy DM23 – Residential Amenity

Policy DM24 - Sustainable Construction

Policy DM25 - Art

Policy DM26 - Lighting

Policy DM27 – Biodiversity and geodiversity

Policy DM28 - Flood risk

Policy DM32 - Sport and play

Policy DM33 - Allotments

- 3.4. **Suffolk Coastal Site Allocations and Area Specific Policies January 2017**
Policy SSP1 - New housing delivery 2015-2027
 - 3.5. **Suffolk Coastal Local Plan Saved Policies**
AP51 – General Employment Areas
AP212 – Ipswich Fringe: open character of land between settlements
AP216 – Ipswich Fringe: Martlesham Heath Industrial Estate
 - 3.6. **Suffolk County Council Minerals Core Strategy September 2008**
Policy 5
 - 3.7. **Suffolk County Council Mineral Specific Site Allocation Plan 2009**
Site allocations - Sites 1A and 1B
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