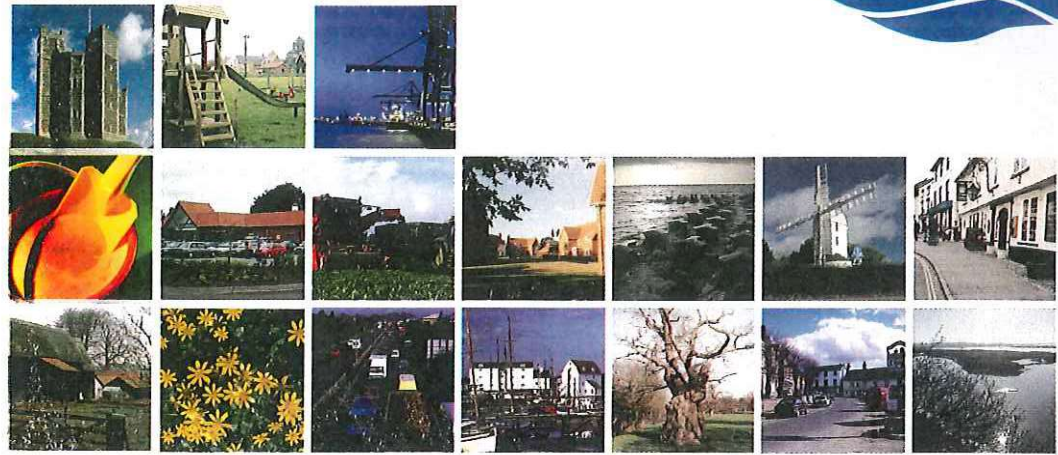
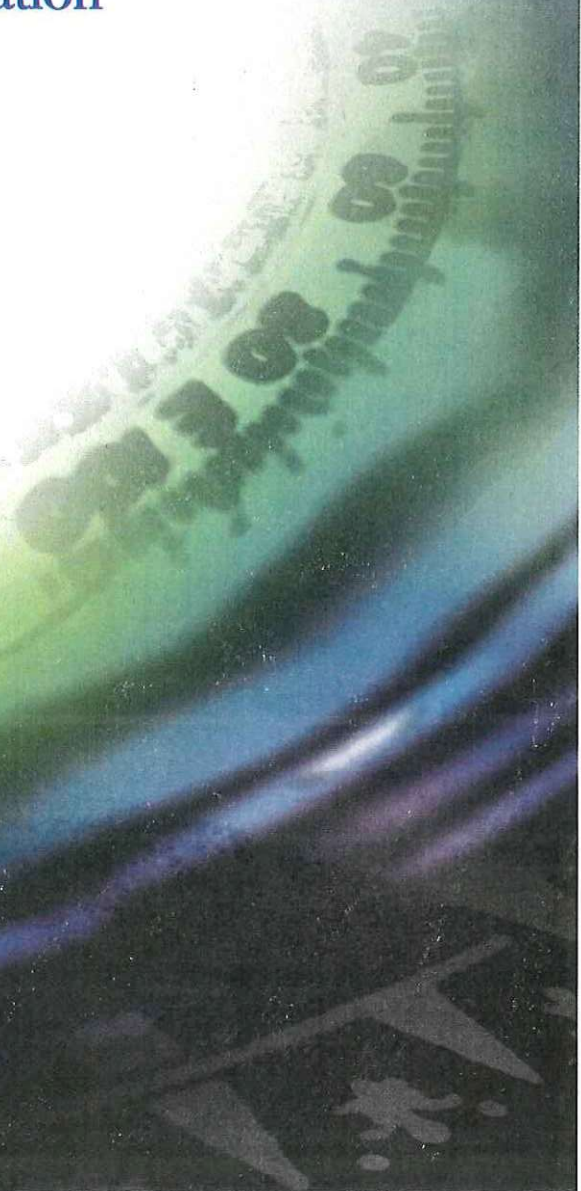
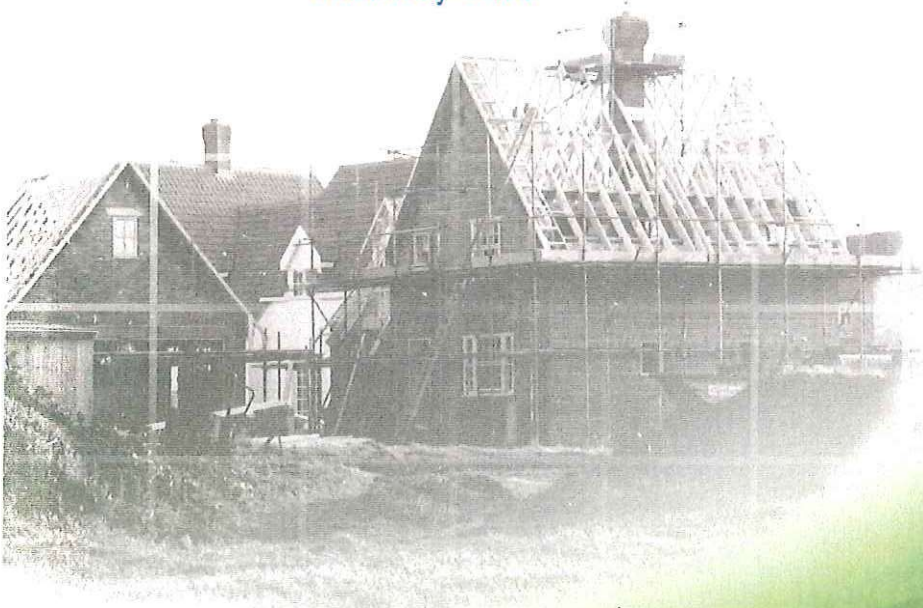


The Suffolk Coastal Local Plan

Incorporating the First
and Second
Alterations
March 2006



Incorporating the First Alteration February 2001



PROPOSALS MAP – INSET MAPS

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Inset Map 2	Woodbridge and Melton	Inset Map 48	Heveningham
Inset Map 2a	Woodbridge Town Centre	Inset Map 49	Hollesley
Inset Map 3	Felixstowe and Trimley St Mary	Inset Map 50	Huntingfield
Inset Map 3a	Trimley St Mary	Inset Map 51	Keisale-cum-Carlton
Inset Map 3b	Felixstowe Town Centre	Inset Map 52	Kettleburgh
Inset Map 3c	Felixstowe Ferry	Inset Map 53	Kirton (with part of Falkenham)
Inset Map 4	Framlingham	Inset Map 54	Knodishall
Inset Map 4a	Framlingham Town Centre	Inset Map 55	Levington
Inset Map 5	Aldeburgh	Inset Map 56	Little Bealings
Inset Map 5a	Aldeburgh Town Centre	Inset Map 57	Little Glemham
Inset Map 6	Saxmundham	Inset Map 58	Marlesford
Inset Map 6a	Saxmundham Town Centre	Inset Map 59	Martlesham
Inset Map 7	Leiston	Inset Map 60	Middleton
Inset Map 7a	Leiston Town Centre	Inset Map 61	Nacton
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Inset Map 9	Aldringham	Inset Map 63	Orford
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Inset Map 13	Bentwaters Airbase	Inset Map 67	Peasenhall (with part of Sibton)
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Inset Map 44	Great Glemham	Inset Map 97	Woodbridge Airbase
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**Inset maps available from Planning Policy
and Delivery Team – please contact**

01394 444558 or

suffolkcoastallocalplan@eastsoffolk.gov.uk

SUFFOLK COASTAL LOCAL PLAN

ADDENDUM

INCORPORATING FIRST AND SECOND ALTERATION

The Suffolk Coastal Local Plan was adopted in December 1994. The First Alteration to it was adopted in February 2001 with the Second Alteration coming into effect March 2006.

This Addendum is to highlight the changes made to the Local Plan under the Second Alteration.

In order to reduce printing costs and the replacement of all existing Local Plans, a decision was taken to incorporate an Addendum to the document. As a result any reference made to the First Alteration within the printed document should be read as First and Second Alteration.

The Second Alteration to the Local Plan concentrates on the subject of Affordable Housing and changes have only been made to policies AP37 and AP38. These have been replaced with policies AP37A and AP38A. Also to be replaced are paragraphs 3.49 to 3.57 as seen in the First Alteration. The supporting text and policies in full to be replaced within the Second Alteration are provided overleaf. No changes have been made to any of the proposals maps seen within the document.

The extracts from Suffolk Structure Plan as seen within the Suffolk Coastal Local Plan First Alteration are also to be replaced by the relevant updated pages from the Structure Plan adopted in 2001. The Structure Plan text and policies can be found on the green coloured paper, which is also attached.

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March 2006

SUFFOLK COASTAL LOCAL PLAN SECOND ALTERATION – AFFORDABLE HOUSING

PARAGRAPHS 3.49 TO 3.57, INCLUDING POLICIES AP37 AND AP38, WILL BE DELETED AND REPLACED WITH THE FOLLOWING

THE NEED IN THE DISTRICT

1. “Affordable Housing” is defined in Circular 06/98 as “both low cost market and subsidised housing (irrespective of tenure, ownership – whether exclusive or shared – or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally available on the open market”.
2. In December 1999 Suffolk Coastal District Council commissioned a detailed District-wide housing needs survey - an assessment and projection of housing need as the basic building block in informing housing, planning and care strategies for the future. The District Council also commissioned further analysis of the results, comparing the Housing Needs Survey with size, type and tenure of the existing dwelling stock.
3. The total need for subsidised affordable housing for the period 2000 to 2005 is predicted to be 884 units annually. Re-lets of the existing social stock average 400 units per annum and will be the major means of addressing the scale of need identified. On balance there will still be a need for 484 new units annually.
4. In addition, there is a need for unsubsidised low cost market housing and planning policies and site development briefs should continue to encourage more smaller dwellings to meet current needs. A target of 450 units overall was recommended.
5. The total requirement for affordable housing is extremely high in relation to the number of dwellings built per annum in total. However, the Council desires to achieve as many affordable houses on as many sites as possible.
6. The research, therefore, shows that the provision of two forms of affordable housing has to be a priority given the predicted annual increase in need.
7. The first form consists of smaller units of accommodation provided as part of a range of house type and size. Such accommodation is more affordable as a result of being smaller, and contributes to the needs of first-time buyers in the district. A subsidy on such accommodation is not necessary. Policy AP36 will be used to seek such a provision.
8. The second form is often referred to as “social housing” and this can be broken down into two elements:
 - (a) The provision of rented accommodation. This will be important in the Suffolk Coastal District given that 75% of households expected to form within the next five years would struggle to access the local housing market.
 - (b) Shared equity or shared ownership social housing. The aspiration towards home ownership is high and this can be assisted by shared equity which represents an opportunity to own a proportion of the housing unit and, perhaps, through “stair-

casing" have the opportunity to purchase the remaining proportion. This is considered to be extremely important as it represents the chance to step on the property ladder and, eventually, achieve home ownership.

- 9 A social housing agency, otherwise known as a Registered Social Landlord (RSL) and usually a housing association, controls social housing. This has the advantage of ensuring that the units are available for occupation in perpetuity by those in local need.
- 10 The two means by which social housing can be achieved through the planning system – as exceptions to normal planning policy and as a proportion of housing development – are considered in the next sections. Proposals will also be considered against the Council's adopted Supplementary Planning Guidance.

Exception Sites

- 11 It is Government policy that in future, local authorities should be the "enablers" rather than the "providers" of accommodation for those not able to access open market housing. The providers are normally likely to be social housing agencies such as housing associations. One recognised method of achieving affordable housing, with controls in respect of such matters as occupancy, is the development of land normally subject to restraint, such as outside the defined physical limits boundaries. In such cases, the District Council will only allow development as an exception to normal policies where it is for affordable housing.
- 12 Housing need is increasing and supply, within towns as well as villages, is not meeting it sufficiently. It is expected, therefore, that with such a proven need for the affordable housing in Suffolk Coastal, and no means of achieving it within the defined physical limits, then exceptions admitted under Policy AP37 should equally apply to market towns as well as villages. Such towns are Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge. They do not include Felixstowe and those parts of the Parishes of Kesgrave, Purdis Farm, Martlesham and Rushmere St Andrew that are within the defined Town area. Here, there should be sufficient opportunities within the physical limits to identify suitable sites.
- 13 Policy AP37 will, therefore, read as follows:-

POLICY AP37A

Affordable Housing in Suffolk Coastal on Exception Sites

Exceptionally, the District Council may be prepared to permit a small residential development in order to meet a particular local need for affordable housing for those whose incomes are too low to buy in the open market, and for whom there is insufficient rented accommodation which cannot be provided in any other way, on a site which abuts or is well-related to the physical limits boundary of a market Town or Village, subject to the following criteria:

Any proposal will be considered in relation to the scale and character of the town or village, availability of services and facilities, highway safety, effect on the surrounding countryside and residential amenity. Proposals likely to set a precedent for ribbon development on the edge of towns or villages will be resisted.

The local need for affordable housing shall first have been quantified within an area to be agreed by the District Council.

The site shall be subject to a Legal Agreement with the District Council, which provides for permanent control and management to ensure the retention of proposals for local need.

Footnotes:

"Market towns" are Aldeburgh, Framlingham, Leiston, Saxmundham and Woodbridge with part of Melton.

Affordable housing is as defined in paragraph 23

- 14 It must be emphasised that, in adopting this policy, the District Council will not consider proposals for speculative housing, even though they may contain an element of affordable units. Such proposals will continue to be judged against the normal housing policies set out in this plan.

Affordable Housing in Suffolk Coastal as Part of Other Residential Developments

- 15 PPG3, Circular 6/98 and Policy AP38 make it clear that the District Council can require affordable housing as a part of suitable housing developments. Site size thresholds, before this requirement come into play, are set out in the Circular although it can be varied where the size and circumstances of the settlement indicate a lower threshold.
- 16 The circumstance prevalent in respect of this District is that of few opportunities whereby planning permission is granted for developments of the sizes referred to in the Circular. Although large scale developments may be taking place or have planning permission now, the Council cannot apply a policy retrospectively. Looking to the future, therefore, the Council must apply a significantly lower threshold if it is to meet its affordable housing needs in Suffolk Coastal.
- 17 Therefore, within this District, it is expected that for the following reasons the threshold in respect of eligible settlements will be significantly below that advocated in Circular 6/98:
 - Since the adoption of the Local Plan the Council has had the benefit of a Housing Needs Survey and ancillary analysis.
 - A considerable proportion of housing developments which will take place in the next five years already have the benefit of planning permission, and requirements for affordable housing cannot be applied retrospectively.

- Only one site allocated in the Local Plan for residential development and suitable for a proportion of affordable housing, does not have planning permission.
- If the past five years is representative, a significant proportion of new planning consents for housing in villages will be granted on small, unidentified sites
- Even in towns, developments on large sites will be infrequent
- Other circumstances may include the fact that exception sites (Policy AP37) may not be appropriate due to the sensitive landscape setting of some settlements.
- Suffolk Coastal has experience of high (and increasing) house prices. There is a clear gap between the cost of property and the ability of many local people to purchase it.
- Market rents are also high and above the affordable level of those in need of social housing.

18 Therefore, within all settlements (other than where there is a lack of identified need), the threshold is to be:

- **Three units** in settlements classed as **Villages**; and
- **Six units** in settlements classed as **Towns**.

19 At or above this figure an appropriate proportion of affordable housing units will be expected and the survey results point towards achieving **1 in 3 affordable housing units in Suffolk Coastal** from the total of all suitable sites coming forward for planning consent. However, each site will need to be assessed individually, targets being subject to wider planning, economic priority, viability and sustainability considerations.

20 This will result in the following:

1-2	units	-	0 units of affordable housing (villages only)
3-5	units	-	1 unit
6-8	units	-	2 units
			(villages and towns)
9-11	units	-	3 units
12-14	units	-	4 units
15-17	units	-	5 units
			etc

21 The Council's priority will be to see affordable housing being provided on site in order to contribute to the creation of balanced communities. However, it accepts that on certain sites, as a last resort, it may not be appropriate for affordable housing to be sought or provided. In such cases the District Council will expect appropriate financial contributions to be made towards the provision of affordable

housing on different sites within the District (but within the same defined local need area) which is considered suitable for affordable housing.

22 Policy AP38 will, therefore read:

POLICY AP38A

Affordable Housing in Suffolk Coastal on Residential Sites

In considering planning applications for the development of:

- **six or more housing units in Towns and**
- **three or more units in Villages**

whether in total or in phases, the District Council will expect 1 in 3 units to be affordable housing unless its provision is not required due to:

- (a) Lack of identified local need in the area.**
- (b) Site conditions, suitability and economics of provision.**
- (c) The proximity of local services and facilities, as well as suitable access by public transport to a town or service centre.**
- (d) Whether the provision of affordable housing would prejudice the realisation of other planning objectives.**

The District Council will need to be satisfied as to the adequacy of arrangements to ensure that houses are offered to local people, who can demonstrate need, at a price which they can afford and that its enjoyment is by successive, as well as initial, occupiers.

Where the District Council and the developer consider that a site is not suitable to accommodate an element of affordable housing, the District Council will expect a financial or other contribution towards the provision of affordable housing on a different site within the same area.

Footnote:

Affordable housing is as defined in paragraph 23

23 To summarise, the priority component of affordable housing in Suffolk Coastal is considered to be:

- **Social housing, which will consist of:**
 - **Housing for rent, and**
 - **Shared ownership/equity housing**

It will be sought through policy AP37 (exception sites) and AP38 (as a proportion of new developments).

A second component of affordable housing will not be the subject of these policies, namely:

- Low cost (unsubsidised) market housing

This is primarily expected to consist of small units of accommodation and be achieved through policy AP36.

P/p/second alteration/modifications/modifications deposit document nov 2005

**SUFFOLK COASTAL LOCAL PLAN
INCORPORATING THE
FIRST ALTERATION**

**Adopted Document
February 2001**

SUFFOLK COASTAL LOCAL PLAN

incorporating

THE FIRST ALTERATION

This document contains planning policies and proposals to guide the future of the Suffolk Coastal District in the period up to 2006.

It was adopted by the District Council on 27th February 2001.

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SIGNIFICANT DATES

1970-1979

September 1979 *Suffolk Structure Plan comes into operation*

1980-1989

June 1982 Woodbridge Town Centre Local Plan Consultation Draft
 September 1983 Ipswich Eastern Fringe Local Plan Issues Report
 1985-1989 Blyth Part 1 :
 Rural Areas Village Plans adopted as Interim Policy
 October 1985 Ipswich Eastern Fringe Local Plan Consultation Draft
 June 1986 Blyth Part 5 :
 Saxmundham/Kelsale-cum-Carlton Consultation Draft
 August 1986 Ipswich Eastern Fringe Local Plan adopted as Interim Policy
 August 1987 Blyth Part 3 :
 Framlingham Consultation Draft
 October 1987 Blyth Part 5 : Saxmundham/Kelsale-cum-Carlton
 adopted as Interim Policy
 October 1987 Woodbridge Town Centre Local Plan formally adopted
 January 1988 Blyth Part 2 : Aldeburgh Consultation Draft
 February 1988 *First Alteration to Suffolk Structure Plan comes into operation*
 June 1988 Blyth Part 3 : Framlingham adopted as Interim Policy
 October 1988 Blyth Part 2 : Aldeburgh adopted as Interim Policy
 March 1989 Blyth Part 4 : Leiston Consultation Draft
 October 1989 Blyth Part 4 : Leiston adopted as Interim Policy
 December 1989 Ipswich Eastern Fringe Local Plan (Review) adopted as Interim Policy

1990-1994

January 1990 Blyth Part 1 : Rural Areas compiled and adopted as Interim Policy
 April 1990 Felixstowe Peninsula Consultation Draft
 May 1990 *Second Alteration to Structure Plan Consultation Draft by Suffolk County Council*
 July 1990 Woodbridge Area and Deben Peninsula Consultation Draft
 October 1990 Felixstowe Peninsula adopted as Interim Policy
 December 1990 Woodbridge Area and Deben Peninsula adopted as Interim Policy
 December 1990 Blyth Local Plan Parts 1-5 reviewed and adopted as Interim Policy
 January 1991 Ipswich Eastern Fringe Local Plan reviewed and rolled forward
 February 1991 *Second Alteration to Structure Plan submitted to Secretary of State*
 April 1991 Suffolk Coastal Local Plan adopted as Interim Policy
 July 1991 *Examination in Public into objections duly made to the Structure Plan*

October	1991	Suffolk Coastal Local Plan placed on deposit
September	1992	Start of Public Inquiry into Objections duly made to the Local Plan
December	1992	<i>Secretary of State approves the second Alteration to the Structure Plan</i>
January	1993	<i>The second Alteration to the Structure Plan becomes operative</i>
February	1993	End of Public Inquiry into objections to the Local Plan
March	1994	Report of Inspector received
May & June	1994	District Council considers the Report of the Inspector
July	1994	Proposed Modifications to the Local Plan placed on deposit
September	1994	District Council considers objections duly made
October	1994	Proposed Further Modifications to the Local Plan placed on deposit
December	1994	Suffolk Coastal Local Plan adopted by the District Council

1995 – 2001

June	1995	<i>Adoption of the Third Alteration to the Structure Plan by Suffolk County Council.</i>
November	1996	Publication of First Consultation document (Topic Paper 1) on the First Alteration to the Suffolk Coastal Local Plan.
December	1997	End of consultation period on Final Consultation Document (Topic Paper 13) on the First Alteration to the Suffolk Coastal Local Plan.
February	1998	Suffolk Coastal Local Plan First Alteration becomes operative as interim planning policy.
March	1998	Suffolk Coastal Local Plan First Alteration placed on deposit.
November	1998	Start of Public Inquiry into objections duly made to the Local Plan First Alteration.
March	1999	End of Public Inquiry into objections to the Local Plan First Alteration.
August	1999	Part 1 of the Report of the Inspector, which dealt with representations made in respect of military bases, received.
October	1999	District Council considers part 1 of the Report of the Inspector.
February	2000	Part 2 of the Report of the Inspector, which dealt with all other representations, received.
May	2000	District Council considers Part 2 of the Report of the Inspector.
July	2000	Proposed Modifications to the Local Plan First Alteration placed on deposit.
October	2000	District Council considers representations duly made in respect of the Proposed Modifications and resolves that one Proposed Further Modification be made the subject of further consideration.
November	2000	Proposed Further Modification placed on deposit,
February	2001	District Council considers representations duly made in respect of the Proposed Further Modification. Suffolk Coastal Local Plan First Alteration adopted by the District Council.

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SETTING THE SCENE

INTRODUCTION

- (i) This Local Plan for the whole of the Suffolk Coastal District, is intended to guide and control development for the period up to 2006.
- (ii) Over recent years the coastal area of Suffolk has experienced significant growth and change, particularly within the larger towns of Felixstowe and Woodbridge, the Ipswich Eastern Fringe and in the smaller market and coastal towns in the northern part of the District. Much of this growth has resulted from the uptake of allocations of land for housing and employment, which were made in the various Policy Statements in force within this area. This part of East Anglia is still under intense growth pressures, which will continue, particularly since communications with the South-East and the Midlands have improved over recent years, but further large-scale development would be inappropriate because of the potential damage to the character of the settlements and surrounding countryside. The Alde, Blyth, Deben and Ore estuaries together with the coastline itself form the Suffolk Heritage Coast, whilst the Felixstowe and the Deben Peninsulas lie largely within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty. The significance of the particularly attractive and nationally recognised landscape within the Plan Area is further emphasised by the designation of the upper reaches of a number of river valleys as Special Landscape Areas. There are also expansive tracts of high quality agricultural land and areas of national and, in some cases, international importance for wildlife. The numerous settlements in the area, many of which are designated as Conservation Areas, have still largely retained their unique, individual character and identity, even though some, as stated earlier, have absorbed estate-scale housing development.
- (iii) The Plan has been prepared with a view to striking an appropriate balance between the need for growth and the need to conserve the unique environment of the District. Some new development will be necessary, particularly to meet the requirements identified in the Structure Plan. However, this Plan determines the scale and location of that new development, which must be sensitive and of an appropriate standard of design. That scale and location is identified in policies and proposals for the Towns and the Villages, including the defining of the physical limits boundaries for each. The land outside of these boundaries forms part of the Countryside, where existing land uses are intended to remain, for the most part, undisturbed.
- (iv) The individual towns themselves are assessed in respect of the need to protect their rich heritage and special character, or their function as shopping centre, employment centre or, in the case of Felixstowe, a tourist resort.
- (v) Elsewhere, the Plan addresses development and recreational pressures on the landscape, particularly the Area of Outstanding Natural Beauty, by formulating policies for its protection, and proposals for resolving conflicts and for enhancement.

THE SUFFOLK STRUCTURE PLAN

- (vi) The Plan amplifies and applies in detail the policies of the Suffolk Structure Plan (Incorporating Alterations 1, 2 and 3) which became operative in June, 1995.

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- (vii) The District Council's planning policies and proposals for the Suffolk Coastal area have been prepared in general accordance with those Alterations, particularly the housing requirements for the area, for which provision has been made. A schedule of Structure Plan policies is set out in Appendix 1.
- (viii) This Plan also draws upon Government advice, Circulars and Guidance Notes. These cover a wide range of issues and topics, but fundamental and common themes include:
- the need to consider all proposals for development against the principles of sustainable development
 - the need to protect the Countryside for its own sake
 - the need for special control in sensitive areas, such as the Areas of Outstanding Natural Beauty, Special Landscape Areas and Conservation Areas
 - the provision of designated areas, wildlife habitats, vulnerable species and sites of archaeological importance
 - the need to protect the best and most versatile agricultural land
 - the protection and enhancement of the rural economy by the encouragement of rural employment and by the retention of key village facilities, particularly village shops, public houses and post offices
 - the protection of the vitality and viability of town centres and the adoption of town centre strategies
 - the need to provide an adequate supply of housing to meet identified structure plan requirements
 - the encouragement of the provision of affordable housing
 - the need to encourage employment growth, particularly for small businesses, or in the interests of the rural economy
 - the encouragement of the use of modes of transport in addition to the car, particularly public transport
 - the encouragement of farm diversification.
- (ix) The end-date for the Local Plan is 2006, the same as that of the Structure Plan. It is anticipated that the Local Plan will be further reviewed, possibly within 5 years, and the end-date rolled forward to 2011. This second Alteration will be carried out against a subsequent Review of the Structure Plan.

THE LOCAL PLAN PROGRAMME

- (x) The Local Plan was originally published in a number of parts in order to allow the public to comment on the policies and proposals likely to be included in it. The District Council considered all the responses very carefully, made amendments as necessary, and prepared the Suffolk Coastal Local Plan as it would wish to adopt it.
- (xi) The Local Plan was then placed on deposit in October, 1991 to enable the public and other interested parties to formally object to it. Those objections were considered at a public inquiry between September, 1992 and February, 1993 by an Inspector appointed by the Secretary of State for the Environment.
- (xii) The Inspector then reported to the Council, which considered his recommendations and proposed modifications to the Plan. These were placed on deposit in July, 1994.
- (xiii) In response to the objections duly made, the District Council proposed further modifications which were placed on deposit in October, 1994.
- (xiv) In the light of further representations, the District Council made additional, minor amendments to the Local Plan before adopting it on 15th December, 1994.
- (xv) The First Alteration was the subject of public consultation by means of a series of Topic Papers, published during 1996 and 1997. The First Alteration was placed on deposit in March 1998 for a period of six weeks. Objections which could not be resolved by negotiation were considered at a Public Inquiry which was held from November 1998 to March 1999. The Inspector's Report was divided into two parts. Part 1, which dealt with representations made in respect of military bases, was received in August 1999. Part 2, which dealt with all other representations, was received in February 2000.
- (xvi) Following consideration of the Inspector's Report, the Council resolved to make a number of modifications to the First Alteration. These Proposed Modifications were placed on deposit in July 2000 for a period of six weeks. Following consideration of objections received, one issue (Deben Mill) remained unresolved. This was the subject of a Proposed Further Modification which was placed on deposit in November 2000 for a period of 6 weeks. Following consideration of representations received, the First Alteration was adopted in February 2001.

PREVIOUS POLICY DOCUMENTS

- (xvii) The following statutory plans were superseded by the Suffolk Coastal Local Plan:

Statutory Plans

Felixstowe Town Map, 1972
Woodbridge Town Map, 1971
Woodbridge Town Centre Local Plan, 1987
Ipswich Development Plan, 1960 (Part of Westerfield).

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- (xviii) All other Local Plans and policy documents (eg, Blyth Local Plan, Ipswich Eastern Fringe Local Plan, Felixstowe Peninsula Consultation Draft) had already been abandoned.

SUPPLEMENTARY PLANNING GUIDANCE

- (xix) Throughout this Local Plan there is reference to Supplementary Planning Guidance. As their name suggests, these supplement the policies and proposals contained in the Local Plan and are entirely consistent with, but do not form part of it. They have all been subject to appropriate consultation and adopted by way of a Council resolution. They are, therefore, **material considerations** when considering planning applications.

Chapter One
THE ENVIRONMENTAL CONTEXT

THE ENVIRONMENTAL CONTEXT

- 1.1 This Chapter outlines the character and features of the environment of the Suffolk Coastal District. It establishes the environmental framework within which subsequent Chapters of the Plan will operate. The following subjects are covered:

The Built Environment (pages 9-14)

- Settlement Pattern
- Conservation Areas
- Historic Parks and Gardens
- Listed Buildings

Archaeology (pages 14-15)

The Rural Environment (pages 16-27)

- The Countryside
- Agriculture
- Landscape
- Nature Conservation
- Trees and Woodland
- Village Greens and Common Land
- Minerals and Waste Disposal

Environmental Assessment (page 27)

- 1.2 The Countryside of the Suffolk Coastal District has a charm and varied natural beauty, with the coastal heathlands contrasting with the undulating farmland to the north and west, where the soil is heavier. Within this landscape, the river valleys and estuaries have a particular character and significance, and there is a marked contrast between the coastal area and that to the west, which typifies the inland Suffolk landscape of rolling countryside and dispersed settlements. Trees, woodland, parkland and hedgerows are all important elements of its overall character.
- 1.3 About one third of the District has been recognised nationally for its landscape quality by its designation by the Countryside Agency (formerly the Countryside Commission) as an Area of Outstanding Natural Beauty. Strategic policies, in line with guidance from the Countryside Agency, preclude development which would have a significant impact on the AONB unless the overriding national need for such development in a particular location can be demonstrated and no alternative site is available. Other important landscapes have been designated as Special Landscape Areas.
- 1.4 The Area is also important for nature conservation, particularly the heathland, the mudflats and saltings of the estuaries. The status of some sites is recognised by particular designations.
- 1.5 There are a number of existing Conservation Areas within the Plan Area. Although some settlements and areas do not meet the established criteria for the designation of

THE ENVIRONMENTAL CONTEXT

Conservation Area status, this does not mean that they do not have their own special qualities or pleasant character, which should be considered as part of the assessment of any future development proposals.

- 1.6 Across the Plan Area, in urban and rural locations, a number of buildings are of particular significance and have been Listed by the Department of the Environment as being of special architectural or historic interest.
- 1.7 The settlements of the Area vary greatly in size, form and character, from the smallest of hamlets set deep in the Countryside, to the more urban centres and towns. The dominant feature of the environment, however, is the smaller scale, established over centuries of agricultural practice and settlement, and this gives the District its character and charm.
- 1.8 There are also a number of archaeological sites, ranging in date from the Palaeolithic through to the post-Medieval period. In addition, a large number are legally protected as Scheduled Ancient Monuments.
- 1.9 Planning policies, formulated to protect the character of the Countryside, tend, through necessity, to be of a negative nature. They are also unable to address those issues normally outside planning control. Rapid changes in the requirements of agriculture and in attitudes towards protection of the Countryside for its own sake need to be reflected in this Plan.
- 1.10 It must also be recognised that the positive management of the Countryside, particularly those areas under pressure, is essential and that planning policies must, therefore, provide the background against which non-statutory policies for Countryside management can be formulated. This is particularly important in the Countryside close or adjacent to urban areas. Not only are these aesthetically important, but they provide a vital 'informal' recreation area.
- 1.11 The need to conserve and enhance the environment is becoming increasingly recognised at a national, and even international level. It is a function of Local Plans to provide effective planning policies to accommodate new development and change whilst protecting and enhancing the environment, particularly those elements which have specific designations at the international, national or local level.
- 1.12 However, the character and importance of the environment of the District is also made up of general or smaller-scale features, which do not have special designations. This includes the overall settlement pattern, townscape elements, the relationship between buildings, open spaces, and individual features such as trees and hedgerows. These also warrant some degree of protection.
- 1.13 Consistent with the Regional Planning Guidance for East Anglia, published by the Secretary of State for the Environment, Transport and the Regions, it will be necessary to aim to balance the location, rate and scale of new development with the rate at which it can be absorbed. At the same time, it is essential to respect the character of the District and important features.

1.14 The *Environmental Objectives* of the Plan, therefore, are:

- (i) to ensure that the scale of the development in each settlement is appropriate in respect of the size, form and character of that particular settlement and the provision of services;
- (ii) to identify physical limits boundaries for the Towns and the settlements identified as Villages, in order to specify those areas within which development shall take place and outside which the Countryside policies will apply;
- (iii) to give adequate recognition to the importance of the Conservation Areas by ensuring that all new development which takes place within them is of a form which preserves or enhances their character and appearance and by formulating proposals for their enhancement;
- (iv) to co-operate with statutory undertakers and other agencies in improving existing and implementing new working practices which recognise the special qualities of the built and rural environments;
- (v) to resist the demolition of, or any alterations to, Listed Buildings which would adversely affect their architectural and historic importance, to positively encourage their repair and restoration, and to protect and enhance their setting;
- (vi) to give adequate protection to parks and gardens of historic or landscape importance;
- (vii) to ensure that archaeological sites are preserved, and to resist development that would adversely affect their sites or settings. In exceptional circumstances, mitigation will be sought, in the face of overriding development needs;
- (viii) to generally restrict development in the Countryside, including hamlets and dispersed and fragmented settlements, to that which needs to be there, ie, related primarily to agriculture, forestry, horticulture and informal recreation;
- (ix) to protect high quality agricultural land from development;
- (x) to protect and enhance areas of high landscape quality, particularly those designated as Areas of Outstanding Natural Beauty and Special Landscape Areas, from the effects of development;
- (xi) the need to protect and enhance sites of nature conservation interest;
- (xii) to control or prevent, where within the Council's powers, pollution of the environment;
- (xiii) to protect and, where possible, enhance areas of countryside immediately adjacent to urban areas.

THE ENVIRONMENTAL CONTEXT

SUSTAINABLE DEVELOPMENT

1.15 One of the key roles of the Local Plan is to enable the provision of homes, public utilities, social and recreational facilities, and jobs in a way which is consistent with the principles of sustainable development. In other words, to secure economic and social development while protecting and enhancing the environment.

1.16 The most widespread definition of "sustainable development" is:

"development that meets the needs of the present without compromising the ability of future generations to meet their own needs".

(World Commission on Environment and Development, 1987).

1.17 Planning Policy Guidance Note 1 sets out the aims of a sustainable planning framework. These are to:

- provide for the nation's needs for commercial and industrial development, food production, minerals extraction, new homes and other buildings, while respecting environmental objectives;
- use already developed areas in the most efficient way, while making them more attractive places in which to live and work;
- conserve both the cultural heritage and natural resources (including wildlife, landscape, water, soil and air quality), taking particular care to safeguard designations of national and international importance; and
- shape new development patterns in a way which minimises the need to travel.

1.18 These are the foundation of the Local Plan policies as altered by this, the first Review. It would be inappropriate to have a single policy to address the principle of sustainability because it is a principle that influences the whole content of the Local Plan in terms of its policies and proposals. This principle is incorporated into the following objective:

A primary objective of the Local Plan will be to ensure that development is consistent with meeting present needs while not compromising the ability of future generations to meet their own needs or enjoy a high quality environment.

1.19 The application of this objective will continue to be assessed by an environmental appraisal of the Plan and its monitoring on an annual basis. The environment appraisal is available separately.

THE BUILT ENVIRONMENT

THE SETTLEMENT PATTERN

- 1.20 Outside of the larger urban centres of Ipswich, Felixstowe and Woodbridge, the settlement pattern of the District is generally rural and small in scale. About one third of the population lives in parishes of less than 500 people and, overall, the settlements are varied in size and are scattered across the District.
- 1.21 The character of the Suffolk Coastal District is largely derived from the dispersed nature of its settlements, the widespread occurrence of hamlets and small groups of buildings, and their open form with gaps between dwellings. This character should be safeguarded. The cumulative impact of development within hamlets, clusters or groups could be considerable and seriously erode the character of the countryside and the settlement pattern. Therefore, development in such areas, particularly housing, will be strongly resisted.
- 1.22 Policies on the Settlements, and the scale of development appropriate in each, are contained in the Housing Chapter, paras 3.15 to 3.57.

CONSERVATION AREAS

NEW DEVELOPMENT

- 1.23 A number of settlements contain Conservation Areas. These are 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. Therefore, it will be important to ensure that new development or change is not to the detriment of the Conservation Area, but actually preserves or enhances it.
- 1.24 In Conservation Areas, the Authority will seek a high standard of design which respects the existing appearance of the area, and ensure that development and change is undertaken in a sensitive fashion. In particular, new development must be designed, not as a separate entity, but as part of the larger whole which has an established character. As well as the design of new build, the Council will also give regard to the design of spaces about buildings. Conservation Areas within the District, by their very nature do not easily absorb additional traffic generated from both residents and visitors/tourists to the area. To help avoid any adverse impact of new highway works as a result of development the Council will take account of the County Council publication "Highway Works in Conservation Areas".
- 1.25 In addition, the designation of a Conservation Area enables the Local Planning Authority to control the demolition of buildings and the felling of trees.
- 1.26 Within the District there are a number of Conservation Areas. These are listed in Part Two of the Written Statement - the Area Policies. The District Council is in the process of preparing Supplementary Planning Guidance for the Conservation Areas, as well as for other subjects related to conservation and listed buildings.

THE ENVIRONMENTAL CONTEXT

- 1.27 The boundaries of the Conservation Areas are shown on the Proposals Map. The following policy will apply:

POLICY AP1

Conservation Areas – Control of Development and Enhancement

To protect the character of the Conservation Areas, as shown on the Proposals Map, and to ensure that new buildings, alterations or other development preserve or enhance them, the District Council will, in the control of development within, or affecting, each Conservation Area, pay special attention to the following matters:

- (i) the building materials used, to ensure that they are consistent with the general character of the respective area;
- (ii) the form, scale, design and detailing of new buildings, alterations to existing buildings, and the space around buildings (including landscape schemes, roads and fencing), which should be in harmony with, and relate satisfactorily to, their surroundings;
- (iii) other development, including street furniture, road, footpath and other surfaces, lighting and advertisement displays, should be in keeping with the respective Conservation Area; wherever practicable, electricity, telephone and other cable systems should be placed underground, or in suitably concealed locations;
- (iv) natural features, including trees, should be preserved wherever possible; schemes of landscaping and tree planting will normally be required;
- (v) Supplementary Planning Guidance;
- (vi) the traffic implications arising from the proposed development.

The District Council will normally seek the submission of detailed plans and drawings of proposed development instead of granting planning permission in outline form.

As resources permit, the District Council will support and formulate proposals for the enhancement of Conservation Areas.

- 1.28 The character of a Conservation Area could easily be eroded by the actions of individuals or organisations, which do not require planning permission. Under Article 4

of the General Development Order, the District Council can seek to restrict development which would normally be permitted under the Order.

POLICY AP2

Conservation Areas - Permitted Development Rights

The District Council will, where necessary, seek to control permitted development rights should the character and setting of a Conservation Area and its buildings be threatened by inappropriate development deemed to be 'permitted development' by the General Development Order.

DEMOLITION

- 1.29 Anyone wishing to demolish all or part of an unlisted building in a Conservation Area must first apply for Conservation Area Consent to the District Council. In assessing whether or not to grant consent for total demolition, the District Council will need to be aware of what is to replace that particular building in order to compare both contributions to the Conservation Area.

POLICY AP3

Conservation Areas - Demolition

Proposals for the total demolition of an unlisted building in a Conservation Area will be considered against the following criteria:

- (i) the architectural character and quality of the existing building and the contribution it makes to the character or appearance of the area in comparison to the character and quality of the proposed replacement development, and its ability to preserve or enhance the character or appearance of the area;
- (ii) the condition of the building and its potential for adaptation.

Formal consent for total demolition will not normally be granted in the absence of detailed and acceptable proposals for the replacement development, for which full planning permission has been, or is concurrently granted, or is deemed to have been granted, and that consent will be so conditioned as to tie demolition to the implementation of the approved scheme of development.

Proposals for the partial demolition and reconstruction of unlisted buildings in Conservation Areas may be acceptable, providing the structural stability and architectural importance of the retained elements are safeguarded.

Demolition of listed buildings is covered by Policy AP5.

THE ENVIRONMENTAL CONTEXT

ENHANCEMENT SCHEMES

- 1.30 As resources permit and opportunities arise, the District Council will seek positive schemes of enhancement for Conservation Areas in the District. These are outlined in more detail in Part Two of the Written Statement - the Area Policies.

PARKS AND GARDENS OF SPECIAL HISTORIC OR LANDSCAPE INTEREST

- 1.31 The District Council has carried out a detailed survey of the more important historic parks within the District and has adopted a Supplementary Planning Guidance (SPG) in respect of them. The adopted SPG covers 21 parklands, but does not include possible historic parklands below 50ha in size, nor does it include historic gardens. The 50ha threshold was adopted as an appropriate measure for identifying parklands of District-wide significance, as it was felt that a major attribute of a parkland 'of note' is its extensive coverage within the landscape. The delineated boundary of each of these historic parklands includes the area currently forming the visual extent of the parkland, as well as any additional areas which historically formed part of the extent of the parkland and which continues to display the remnants of the former parkland.
- 1.32 Three rural parks are already included in the National Register of Parks and Gardens of Special Historic Interest compiled by English Heritage. These are:
- Campsea Ashe Park
 - Henham (part)
 - Heveningham Hall and Gardens.
- 1.33 The other parks and gardens, although not recognised by such designation are, nonetheless, important and their character and appearance should be safeguarded. The list of such sites includes:

Bawdsey Manor Park	Glevering Hall Park, Hacheston
Benhall Lodge Park	Grove Park, Yoxford
Boulge Park	Grundisburgh Hall Park
Broke Hall Park, Nacton	Marlesford Hall Park
Carlton Park, Kelsale	Orwell Park, Nacton
Cockfield Hall Park, Yoxford	Rookery Park, Yoxford
Easton Park	Sibton Park
Glemham Hall Park, Little Glemham	Staverton Park, Wantisden
Glemham House Park, Great Glemham	Sudbourne Park

The District Council is aware that there may be some smaller parklands and gardens that justify protection. It is intended that these will be examined as and when proposals for development are put forward which may have an effect on them.

- 1.34 These 21 designated historic parklands are already either in the Area of Outstanding Natural Beauty or Special Landscape Areas, and policies relating to those areas will apply. The boundaries of these have been, and others which may subsequently be added to the list, will be, established and published by the District Council as

Supplementary Planning Guidance. In considering applications for development, the District Council will ensure that the proposals will not have a materially adverse impact on the character, features or setting of a historic parkland. Applications will also be assessed against the adopted Supplementary Planning Guidance as well as the other relevant policies in the Local Plan.

POLICY AP4

Parks and Gardens of Historic or Landscape Interest

The District Council will encourage the preservation and/or enhancement of parks and gardens of historic and landscape interest and their surroundings. Planning permission for any proposed development will not be granted if it would have a materially adverse impact on their character, features or immediate setting.

LISTED BUILDINGS

- 1.35 Individual buildings of special architectural or historic interest are Listed by the Department of the Environment. Listed Building consent is required to carry out any works involving replacement, extension or alteration, either inside or outside, which affect the architectural or historic character of a Listed Building. Consent is also required for demolition or partial demolition.
- 1.36 The number of Listed Buildings is obviously limited and, therefore, the presumption must always be in favour of retention, unless there are overriding circumstances justifying their demolition. Alteration or repair of such buildings requires skill and care, and the District Council will pay special regard to the desirability of preserving the character of the historic interest of the building and its setting, or any internal and external features of special interest. Supplementary Planning Guidance has been prepared and adopted.

POLICY AP5

Listed Building Consent

The District Council will only grant listed building consent to, and/or planning permission for, alterations or extensions to, and/or change of use of, buildings listed as being of special architectural or historic interest where it can satisfactorily be demonstrated that they will not prejudice the special character of the building and its setting. Extensions to Listed Buildings should ensure that, visually, the Listed Building remains the dominant feature on the site.

Only in exceptional circumstances will demolition be permitted, and, in considering all proposals, it will need to be demonstrated to the satisfaction of the District Council that all attempts have been made to preserve the building, continue the present use, or find an alternative, suitable use for it.

THE ENVIRONMENTAL CONTEXT

POLICY AP6

Preservation of Listed Buildings

The District Council will seek to ensure that Listed Buildings are not deliberately permitted to deteriorate, and will consider taking whatever action is deemed necessary to secure their continued preservation. In order to assist this process the District Council will, as resources permit, seek to prepare a Register of Listed Buildings at Risk.

ARCHAEOLOGY

- 1.37 Suffolk is one of the outstanding areas in Britain for its wealth of archaeological sites of all periods.
- 1.38 The District Council acknowledges that archaeological remains are a non-renewable resource, forming an essential part of the County's identity, valuable both for their own sake and for their role in education, leisure and tourism. It will encourage owners of ancient monuments to take measures both to conserve and enhance them and improve visitor access to them at a level appropriate to their long term preservation. Positive conservation of archaeological sites will be supported.
- 1.39 In addition to its historic villages and towns, the Coastal District contains in excess of 1000 known archaeological sites, of which only 120 are Scheduled Ancient Monuments with statutory protection under the Ancient Monuments Archaeological Areas Act, 1979. Development affecting those requires the specific consent of the Secretary of State for the Environment, Transport and the Regions. However, many sites of national archaeological significance have not yet been considered for inclusion on the Schedule, therefore it cannot be assumed that unscheduled sites are of lesser importance.
- 1.40 For the majority of sites where archaeological remains are believed to exist, an early assessment will often indicate the extent and importance of those remains and whether the development can be undertaken in a manner which will preserve the remains, preferably in situ - ideally under undeveloped parts of the site, or under the development itself. Where this is not practicable, an opportunity for recording the remains prior to and during the course of development, should be provided, although this is regarded as a second best option.
- 1.41 Financial contributions towards archaeological evaluation and recording will only be sought from developers on a voluntary basis, supported by Legal Agreement. If these are not forthcoming, and adequate funding is not available elsewhere, there may be a case for refusal of planning permission, pending adequate appraisal and/or provision for the sealing of archaeologically significant layers.

POLICY AP7

Development of Archaeological Sites

In considering planning applications, outline or detailed, for development that might affect sites that are known or are likely to contain archaeological remains, the Council will require the following. Where necessary, these should be preceded by a professional archaeological assessment as to the likelihood that remains might be encountered and their importance.

- (i) a field evaluation in those cases where the assessment suggests that important archaeological remains may exist but it is unable to be precise about their nature or extent. The field evaluation shall be carried out by an approved archaeological contractor in accordance with a specification agreed with the Council;
- (ii) the preservation of archaeological remains in situ where the assessment and/or field evaluation indicate that the remains are important. Even where lesser remains exist, consideration must be given to the desirability of preserving them in situ;
- (iii) adequate arrangements for "preservation by record" – a recording of the archaeological remains that would be lost in the course of works for which permission is being sought – in those cases where arguments in favour of the development outweigh the significance of the remains; and
- (iv) a brief setting out the arrangements for recording remains, which shall include the following:
 - a timetable or phasing plan;
 - a specification to show how the work is to be undertaken;
 - arrangements for the deposit of finds and site records in a recognised museum;
 - arrangements for monitoring work;
 - arrangements for the production and publication of a report on the work within an agreed period; and
 - arrangements for financing the archaeological work.

Development that would adversely affect a Scheduled Ancient Monument, its setting or remains will not be permitted.

THE RURAL ENVIRONMENT

THE COUNTRYSIDE

NEW DEVELOPMENT

- 1.42 The primary function of the Countryside is for agriculture, forestry, horticulture and outdoor recreation. However, there are pressures for new development to take place which is unrelated to this primary function. The Countryside should be protected for its own sake in order to maintain and, wherever possible, to enhance its appearance, character and nature conservation interests. Proposals for all development in the Countryside will be judged against the following general policy:

POLICY AP8

Countryside - Protection

The landscape quality and character of the Countryside will be protected for its own sake by generally restricting development to that which is essential for the efficient operation of agriculture, forestry and horticulture or is otherwise permitted by other policies in the Local Plan.

'Countryside' refers to anywhere outside of the physical limits boundaries of settlements (see para 3.22) and other areas for which particular policies apply, as defined on the Proposals Map.

- 1.43 Whilst this policy, AP8, is designed to protect the countryside for its own sake, it limits development to that which is essential for the efficient operation of agriculture, forestry and horticulture. There are a number of other Local Plan policies, however, which permit development in the countryside as an exception to the normal countryside policy where circumstances justify it. Examples of this include Policies AP9 (extensions to commercial activities); AP37 (Local Needs Housing); AP52 (employment); and AP109 (Recreation). These various policies all need to be read in conjunction with Policy AP8.
- 1.44 Within the District, occasions may arise where sensitive landscape, amenity areas, or sites of archaeological, wildlife or nature conservation interest are threatened by inappropriate development deemed to be "permitted development" by the General Development Order i.e. development that does not require planning permission. On such an occasion the District Council will, where it considers it necessary, seek to control the permitted development rights.

COMMERCIAL ACTIVITY

- 1.45 Within the Countryside, there are a large number of established commercial activities, including public houses, restaurants, schools, country clubs and nursing homes. It is accepted that from time to time, some of these activities will wish to carry out alterations to their premises, or to expand, possibly involving the construction of additional buildings. The District Council accepts that these commercial activities in

THE ENVIRONMENTAL CONTEXT

the countryside form an important element of the rural economy, in that they provide a valuable service to the community, as well as providing local employment.

- 1.46 However, the District Council considers that a balance needs to be struck between the benefits of an individual business expanding and the need to protect the countryside from uncontrolled development. Proposals for the expansion of existing rural employment facilities should, therefore, be supported by some evidence that any proposed expansion is strictly necessary, in order to avoid a free-for-all, which would encourage development to take place in the countryside which could, and should, be located in settlements.
- 1.47 At the very least, the applicant should be required to show that any extensions to the existing buildings are needed for the continued efficient operation of the business although the scale of the extension will be an important factor – such justification would not be necessary for minor works. In addition, the District Council considers that any applications for the expansion of existing countryside commercial premises will be required to show a high standard of layout and design and will require particular attention to:
- (i) the scale of the development, siting, materials and colours used all which should be in sympathy with the area;
 - (ii) landscape schemes which conserve existing landscape features and proposed landscape enhancement;
 - (iii) traffic generation, access requirements and the availability of services.
- 1.48 A growing trend within the District is the demand for green burial sites. Green burial sites do have the potential to be accommodated within the countryside, on under-used land, woodland or possibly agricultural land, provided associated facilities, if any, are minimal. Such sites, if associated with tree planting, have the potential to enhance local landscapes. Green burial sites do need to be considered against a number of the policies of the Local Plan, including Policies AP7, AP8, AP15, AP17 and AP94. Other issues to be considered are the environmental impact of its use, potential impact on nearby residents, and highway safety.
- 1.49 Therefore, applications will be considered against the criteria in the following policy, with the weight to be accorded to each criterion being dependent upon the circumstances of the individual case.

POLICY AP9

Countryside - Extensions to Commercial Activities

Extensions required for the efficient operation of commercial activities in the Countryside will be supported whenever possible, subject to being considered against the following criteria:

- (i) **the contribution which the extension will make to the continued efficient operation of the activity, as well as the criteria for sustainable development;**

THE ENVIRONMENTAL CONTEXT

- (ii) there should be no material adverse impact on the landscape, archaeological interests, wildlife, highway safety, the free flow of traffic, the availability of services or residential amenity, including by virtue of increased commercial traffic;
- (iii) a high standard of design and use of materials will be essential, particularly within the Area of Outstanding Natural Beauty, Special Landscape Areas and Conservation Areas;
- (iv) the scale of the development, siting, materials and colours used should be in sympathy with the area;
- (v) landscape schemes will be required to conserve the existing landscape features and, where possible, to enhance the landscape;
- (vi) the contribution which the proposal makes to local employment opportunities.

Footnote: "Commercial activity" would include the following classifications, as contained in the Town and Country (Use Classes) Order - Shops (A1), financial and professional services to visiting members of the public (A2), food and drink (A3), hotels and hostels (C1), residential institutions (C2), non-residential institutions (D1), assembly and leisure (D2), as well as car sales and petrol filling stations. Extensions to business activities (Classes B1, B2 and B8) would be judged against AP48, garden centres against AP64, and recreation facilities against AP109.

COUNTRYSIDE MANAGEMENT

- 1.50 Countryside management is a means to implement positive, action-based projects on the ground. These include enhancement schemes such as hedge and tree planting, woodland management, clearing ponds etc; the provision of visitor facilities; resolving potential conflicts between nature conservation and access to the countryside (often by means of persuasion); and the provision of advice and assistance. In order to pursue the concept, a **Management Plan** is prepared and adopted by the interested parties.
- 1.51 Within the Suffolk Coastal District there are two such Countryside Management Plans. The Suffolk Coasts and Heaths Management Plan was adopted in October 1994 and replaced two earlier Management Plans, the Heritage Coast Plan and the River Orwell North Shore Management Plan. It is administered by a Joint Advisory Committee, which includes representatives from the participating Local Authorities, the Countryside Agency and other bodies. The Greenways Project was set up in 1994 and is a partnership between Local Authorities, the Countryside Agency and local people. It covers the whole of Ipswich and areas of land around all sides of it, including a considerable area of Suffolk Coastal within the Ipswich Eastern Fringes. Its principal objective is the maintenance and improvement of the countryside for the benefit of wildlife and the people of Ipswich.

- 1.52 The Suffolk Biodiversity Action Plan sets out a framework for safeguarding and enhancing Suffolk's biodiversity and identifies the species and habitats requiring conservation action. Local authorities in Suffolk are key partners in the local Biodiversity Action Plan process and the District Council will seek to recognise the needs of Biodiversity, in consultation with its partners, through the development control process, through the management of its own sites and by contributing to the ongoing monitoring programme.
- 1.53 Subject to the availability of resources and a clearly defined justification, the District Council would support countryside management projects for other parts of the District.

POLICY AP10 **Management Plans**

The District Council will actively encourage the implementation of the Suffolk Coast and Heaths Management Plan, the Greenways Project Strategy and the Suffolk Biodiversity Action Plan.

- 1.54 To address the problem of the loss of heathland and the lack of appropriate management, the Sandlings Project has initiated active management since 1983. This project, which the District Council has actively supported, is a co-operative venture between the Local Authorities, English Nature and other bodies with an interest in safeguarding the Sandlings habitat, but has relied heavily on the co-ordinating role of the Suffolk Wildlife Trust.

AGRICULTURE

- 1.55 It is Government policy to safeguard the best and most versatile agricultural land and to minimise its loss due to development. This is agricultural land which is graded 1, 2 or 3a within the Ministry of Agriculture's classification. A high proportion of the agricultural land in the District is of such quality. An important aim of the Local Plan will be to minimise its loss to development. Timber production is an important function of the Suffolk Coastal countryside, with substantial areas of the coastal sandlings under plantations the following policy which seeks to protect commercial woodlands is therefore complementary to Policy AP17 which seeks to protect trees, hedges and woodlands for their amenity and habitat value.

POLICY AP11 **Agricultural Land and Commercial Woodlands**

When considering proposals for development, the District Council will pay particular regard to the need to minimise the irreversible loss of commercial woodlands and the best and most versatile agricultural land, and the need to minimise the severance and disruption of viable farms and commercial woodland. Best and most versatile land includes that in the Ministry of Agriculture Grades, 1, 2 and 3a.

Development of such land will only be allowed, exceptionally, if there is an overriding need for the development and sufficient

THE ENVIRONMENTAL CONTEXT

land of a lower grade is unavailable. If land in Grades 1, 2 and 3a does need to be developed, and there is a choice between sites of a different grade, development should be directed towards land of the lowest grade.

- 1.56 In circumstances such as wetland creation and heathland restoration, it is recognised that policies to protect best and most versatile agricultural land and commercial woodlands from development may need to be sufficiently flexible so as not to necessarily constrain environmentally beneficial projects. In some cases, areas of best and most versatile agricultural land or commercial woodland may be required for habitat restoration projects which substantially improve the local environment and also contribute to achieving Government biodiversity targets.
- 1.57 Environmentally Sensitive Areas (ESA's) are designated under the Agriculture Act, 1986 as areas of special landscape, wildlife or historic interest, which can be protected or enhanced by the use of particular agricultural practices. Although they have no land use planning status, the features which contribute to the area, and are responsible for its designation, will be taken into account when considering planning applications. In general, the District Council supports the concept and the designation of further areas, particularly in the Special Landscape Areas (see para 1.63) since it will encourage a return to a more traditional river-valley landscape.

LANDSCAPE

Introduction

- 1.58 The landscape of the District is highly attractive and extremely vulnerable to change. It is varied in character, containing a number of landscape types - coastline, estuaries, river valleys, heathland, woodland and formal parkland (see para 1.31).
- 1.59 The dispersed settlement pattern also contributes to the overall character (see para 1.21), as does the widespread occurrence of farms and agricultural buildings. These are largely of traditional design and utilise local materials. Changes to such buildings require sensitive treatment (see paras 2.10).

Area of Outstanding Natural Beauty

- 1.60 About one third of the District lies within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty. This has been identified by the Countryside Commission (now Countryside Agency) and confirmed by the Government, thereby formally recognising that the natural beauty of the landscape in the area is of national importance. The AONB designation seeks to protect the rich mixture of unique and vulnerable lowland landscapes of heathland, saltmarsh and mudflats, all of which are under pressure for change. It is deeply indented by the estuaries of the Alde, Ore, Blyth, Butley, Deben and Orwell rivers and the coastline is largely unspoiled.
- 1.61 The District Council supports national policy whereby major new developments, or extensions to existing developments, should not be sited within an Area of Outstanding Natural Beauty, unless there is a proven national need and a lack of alternative sites.

Where development is allowed because of an overriding national requirement, that development will be required to be removed and the site restored in the event of that development becoming redundant at a later date. All the costs of such actions will be at the expense of the developer. Policies relating specifically to recreational activities in the AONB are contained in the Recreation chapter.

POLICY AP12

Area of Outstanding Natural Beauty

In order to safeguard the quality of the landscape within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty, as shown on the Proposals Map, the District Council will not grant planning permission for any proposed development which would have a significant adverse impact on the landscape. Only proven national interest and lack of alternative sites can justify an exception.

Where development proceeds because of proven national interest, the removal and mitigation of any adverse effects of the development on the landscape and its wildlife will be required in the event of that development becoming redundant at a later date.

For any development in the AONB, the environmental effects of new proposals will be a major consideration, having regard to the economic and social well-being of the area. The District Council will require a high standard of design and landscaping, and other appropriate measures to be taken in order to minimise the impact of the development on the landscape.

Other policies relating to specific areas or sites within the AONB are dealt with in the Area Policies.

- 1.62 The Suffolk Coast between Kessingland and Felixstowe has been defined by the Countryside Agency as **Heritage Coast**. This definition of a narrow coastal strip recognises the national importance of its high scenic quality and its largely unspoilt nature and the need for these assets to be safeguarded.

Special Landscape Areas

- 1.63 There are other areas within Suffolk with special landscape attributes, which are particularly vulnerable to change. They include some river valleys which still possess traditional grazing meadows and marshes, with their hedgerows, dykes and associated flora and fauna and Historic Parklands.
- 1.64 In the Suffolk Coastal District such areas include the valleys of the River Alde, Blyth, Deben, Fynn, Hundred, Mill, Minsmere, Ore and Yox, together with their tributaries. These are, therefore, designated as Special Landscape Areas.

THE ENVIRONMENTAL CONTEXT

POLICY AP13

Special Landscape Areas

The valleys and tributaries of the Rivers Alde, Blyth, Deben, Fynn, Hundred, Mill, Minsmere, Ore and Yox, and the Parks and Gardens of Historic or Landscape Interest are designated as Special Landscape Areas and shown on the Proposals Map. The District Council will ensure that no development will take place which would be to the material detriment of, or materially detract from, the special landscape quality.

NATURE CONSERVATION

General

- 1.65 Policies for the protection of the Countryside also need to recognise its ecological value. The rapid changes and rate of development in recent years have had a significant impact on the quantity and range of habitats. In order to safeguard nature conservation it will be important to seek to protect key sites, complemented by a general presumption against development which would be to the detriment of other important sites and habitats.

POLICY AP14

Wildlife and Habitats

Development will not be permitted if it could result in:

- (i) the loss, or significant alteration of important habitats, including heathland, woodland, dunes, water meadows, other permanent pasture, parkland, marshes, saltmarshes, vegetated shingle, mudflats, streams, ponds, reedbeds, green lanes, trees and hedges;
- (ii) the threat to rare or vulnerable species, especially those protected by law;
- (iii) the threat to species or habitats identified in National or Local Biodiversity Action Plans.

Where development is permitted, the replacement or retention of important wildlife habitats will be sought through conditions or legal agreement.

Sites of National, European and International Importance

- 1.66 The national importance of some sites within the area for their ecological or geological features, has already been recognised by designation under the provisions of the Wildlife and Countryside Act, 1981 as *Sites of Special Scientific Interest* by English

Nature (formerly the Nature Conservancy Council). Such designations require the local authority to consult English Nature regarding planning applications, and owners and occupiers of the sites to give notice to English Nature of the intention to carry out certain specified operations likely to cause damage to the scientific interest. English Nature has defined consultation areas around certain SSSIs and the District Council is also required to consult them in respect of any planning applications within these areas. Development within these consultation areas may be acceptable, providing it does not adversely affect an SSSI.

- 1.67 Further protection from ecological change may be secured by the declaration of particularly important areas as **National Nature Reserves**, also by English Nature. A properly managed reserve provides the opportunity not only to safeguard the site, but also to inform the public of its ecological value. Such reserves can, therefore, perform a recreational and educational role.
- 1.68 Some other areas are also of national or international importance and have been designated as such. Under the European Community Wild Birds Directive, the Secretary of State for the Environment, Transport and the Regions has designated some areas as Special Protection Areas (SPAs) or identified their potential as such. This is in order to protect areas noted for particularly sensitive species or for regular migrating birds. Special Areas of Conservation (SACs) are designated by the European Union under the provisions of the Habitat and Species Directive (Conservation of natural habitats and wild fauna and flora). SPAs and SACs are known as "European Sites".
- 1.69 Under the Ramsar Convention of 1971, some wetlands have also been designated as being of international importance by the Secretary of State, or their potential identified.
- 1.70 All of the above designations are referred to in more detail in the Areas Policies and listed in Supplementary Planning Guidance. The policy which will apply to such areas is AP15, which follows.

Sites of Local Importance

- 1.71 In addition to those sites which have been given national recognition, there are clearly many others of local significance and worthy of protection. It is, therefore, important that the District Council, in order to determine planning applications, and the public, have a clear understanding of their location and extent.
- 1.72 The Suffolk Wildlife Trust, in association with English Nature, the County Council and the Suffolk Biological Records Centre, has identified those sites worthy of protection and these are defined as County Wildlife Sites and contained in Supplementary Planning Guidance.
- 1.73 The District Council will recognise the nature conservation value of its own sites, where relevant, and consider the designation of local nature reserves. Overall, the opportunity should not be lost to upgrade the District and, therefore, the District Council welcomes initiatives to promote ecologically sensitive management of the Countryside.

THE ENVIRONMENTAL CONTEXT

- 1.74 Proposals for development which have an adverse effect on a designated area or habitat of national or international importance will not be acceptable unless it can be demonstrated that there is an overriding national need for that development in that particular location and that no alternative site is available.

POLICY AP15

Designated Areas and Habitats

Proposals for development which may affect a European Site, a proposed European Site or a Ramsar site will be subject to the most rigorous examination (*as required by the Conservation Natural Habitats, and c Regulations 1994*). Development not directly connected with or necessary to the management of the site and which is likely to adversely affect the site (either individually or in combination with other plans or projects) will not be permitted unless the authority is satisfied that;

- (a) there is no alternative solution; and
- (b) there are imperative reasons of over-riding public interest for the development.

Where a European or proposed European Site or a Ramsar Site hosts a priority natural habitat type and/or priority species, development will not be permitted unless the Authority is satisfied that it is necessary for reasons of human health or public safety or for the beneficial consequences of primary importance for nature conservation (see Footnotes 1, 2 and 3).

Development which could adversely affect National Nature Reserves and Sites of Special Scientific Interest will not be permitted unless it has been clearly demonstrated that there is an overriding national need for such development in that particular location, and no alternative site is available.

The potentially adverse effect of development on County Wildlife Sites and Local Nature Reserves will be a material planning consideration.

Footnotes

- (i) Priority Natural Habitat types and Priority Species are listed in Annexes I and II of the European and Conservation of natural habitats and of wild fauna and flora Directive of 1992.
- (ii) Priority European habitats could, for example, include saline lagoons, and are shown in the citation for the relevant European Site.
- (iii) Unless the European Commission is of the opinion that there are other imperative reasons of overriding public interest – any such consultation with the Commission must be carried out by the Government.

- (iv) Where development is permitted which adversely affects a European site appropriate compensatory measures will need to be agreed to preserve the overall coherence of the network of sites.

POLICY AP16

Local Nature Reserves

Where the Council already has an interest in the land, or where such an interest may be acquired by agreement, it will declare appropriate sites of wildlife interest as Local Nature Reserves. The Council will also encourage the establishment of non-statutory nature reserves by other landowners.

The need for Environmental Assessments to accompany significant proposals is considered in paras 1.81 and 1.82.

TREES AND WOODLANDS

- 1.75 In various parts of the District there are a significant number of trees and woodlands, including ancient woodlands, all of which make an important contribution to the visual, economic and ecological quality of the area. In the case of the Forestry Commission woodlands, these also provide informal recreation facilities - footpaths, picnic sites, etc.
- 1.76 This Council will encourage new tree planting, provided this does not conflict with the existing ecological status of the site, eg, heathland. The Council also supports management schemes for areas of woodland and supports management practice which has regard for amenity and conservation objectives. In this respect, grants are available from the Forestry Authority, the Ministry of Agriculture, Fisheries and Food, the Countryside Agency, and the County Council.
- 1.77 Where trees, or groups of trees, are threatened by removal or damage and it is considered they are an asset to local amenity or landscape, the District Council will, where it is expedient to do so and as a last resort, make a Tree Preservation Order. This is particularly important where sites are to be developed, although conditions attached to planning consents will continue to be used in the first instance. Where appropriate, the District Council will require landscaping and tree planting schemes to be carried out to enhance new development. Applications for the removal of farmland hedgerows will be considered against the criteria set out in the Hedgerow Regulations, 1997.

POLICY AP17

Trees, Hedgerows and Woodlands

The retention, improvement and management of existing trees, hedgerows and woodlands will be encouraged for their economic, landscape and ecological value, and historic or conservation interest. Any notification of intention to remove farmland hedgerows will be considered against relevant criteria set out in the appropriate Hedgerow Regulations. Where serious harm to the landscape or wildlife would result from felling, the District Council will, where necessary, impose Tree Preservation Orders.

THE ENVIRONMENTAL CONTEXT

Conditions will be imposed upon planning permissions in appropriate cases, requiring the retention and/or planting of trees and the maintenance of other landscape features. The District Council will carry out planting itself, will support planting by others in conjunction with the Countryside Commission and Forestry Authority, and provide advice on the conservation of the landscape, as resources permit.

VILLAGE GREENS AND COMMON LAND

- 1.78 Some villages or hamlets have parcels of land which serve as village greens or commons. Both form attractive visual features, especially when occupying prominent village locations. Substantial areas of Common land are also visually important in a wider context, and are valuable habitats for flora and fauna. It is essential that these community and landscape assets are protected and appropriately managed.

POLICY AP18

Village Greens and Commons

There will be a presumption against any form of development on Village Greens or on Common land. In exceptional cases, development will only be allowed if it is strictly in conformity with current legislation protecting Village Greens and Commons. The District Council will encourage appropriate measures to further enhance or protect Village Greens or Common land, and create new ones.

MINERALS AND WASTE DISPOSAL

- 1.79 Suffolk County Council is the Minerals Planning Authority and Waste Disposal Authority and, therefore, has responsibility for determining applications in consultation with the District Council.
- 1.80 In commenting on proposals for mineral extraction and waste disposal sites, including the disposal or storage of hazardous waste, the District Council will have regard to:
- (i) the impact on the landscape, and in this respect such proposals would not be expected to be located in or adjacent to the Area of Outstanding Natural Beauty or Special Landscape Areas;
 - (ii) the impact on sites of wildlife interest;
 - (iii) the need to avoid the permanent loss of the best and most versatile agricultural land (Ministry of Agriculture Grades 1, 2 and 3a);
 - (iv) its relationship to the primary road network, the access, and the amount, effect, and management of traffic generated;
 - (v) the effect on residential property;

- (vi) the impact on archaeological sites;
- (vii) parks and gardens of special historic interest;
- (viii) the effect on public rights of way in the vicinity and proposed replacement paths.

In respect to the after use, opportunities should be taken to create key wildlife habitats as identified in the UK Biodiversity Action Plan (such as heathland or reedbed) or other landscape or recreational facilities, subject to conformity with the criteria above.

ENVIRONMENTAL ASSESSMENT

- 1.81 Environmental Assessment is a technique for expert quantitative and qualitative analysis of the environmental effects of a particular proposal. The types of projects where Environmental Assessment will be required in every case, and the criteria by which other projects will be evaluated in order to determine whether Environmental Assessment is required, are set out in the Town and Country Planning (Environmental Impact Assessment) Regulations, 1999 and further explained in Circular 02/99.
- 1.82 When considering planning applications which are likely to give rise to significant environmental effects, the District Council will have regard to the need for Environmental Assessment, as set out in the Regulations. In general, the District Council will expect Environmental Assessments to accompany all significant planning applications which involve major hazards (see para 6.17), could result in the loss of important landscape or wildlife features, increase public pressure on sensitive wildlife sites, or adversely affect the built environment to a significant degree. The District Council will also welcome Environmental Assessments for less significant development proposals.

Chapter Two DESIGN

DESIGN

- 2.1 The form of new development and the standard of its design has, and will continue to have, a significant effect on the environmental quality of the District. Good design is considered to be an essential requirement for all new development throughout the district. This is particularly important because the pace, scale and type of changes which have taken place in the past have, in a number of cases, resulted in a quality of design which has had a significant impact on the overall character and appearance of the area.
- 2.2 Although the degree of change which has taken place is unlikely to continue at the same scale in the foreseeable future, it is considered essential that the quality and design standard of development is as high as can reasonably be achieved.
- 2.3 The landscape and historical heritage of the District generally is widely recognised as being of the highest quality and importance, and it is essential that this be afforded adequate protection. The settlements and countryside warrant this special consideration and protection in particular because:
- (i) there are a significant number of individual buildings which are of a high architectural quality or of a significant historic value; many are 'listed';
 - (ii) although each is important in its own right, there is a range of architectural styles and periods of building throughout the area;
 - (iii) in the more 'urban' centres there are groups of buildings and spaces which are of outstanding architectural and townscape quality;
 - (iv) outside these 'urban' areas, historic settlements and groups of buildings tend to be small in size and dispersed;
 - (v) some of these settlements have their unique and individually important features and have been designated as Conservation Areas;
 - (vi) the area is under considerable development pressure;
 - (vii) large parts of the area are of a high landscape value, some of which have been identified as Special Landscape Areas, or are designated as an Area of Outstanding Natural Beauty, with part being within the Heritage Coast.
- 2.4 The general strategy of restraint on development in this Plan is complemented by specific policies to conserve particular components of the built and rural environments. The Plan seeks to protect and enhance the character and environment of the Villages and the Countryside generally. All new development should, therefore, be of a standard of design which relates and responds in a positive way to this character.

DESIGN

- 2.5 The **aims and objectives** of the Plan, therefore, are:
- (i) to ensure that the design of all new development relates and respects the historical form, scale and character of the locality, and creates a logical and coherent extension to the existing pattern of development;
 - (ii) to ensure that appropriate materials are used in sensitive locations;
 - (iii) to ensure that street furniture and advertisements are of a sufficiently high standard of design.

DESIGN GENERALLY

- 2.6 As stated previously, the combination of the overall high quality of the historical built and rural environments, the character of the settlements, its landscape quality, and the possible damaging effect of modern development pressures, make it imperative that any new development is carried out to a high standard of design.
- 2.7 Consequently, the District Council will not only reject new designs which are obviously poor and out of scale and character with their surroundings, but will also resist alterations and extensions which will have a detrimental impact upon the character, appearance and form of existing buildings. In addition, development should have regard to the needs of people with disabilities in the design of houses and other buildings. The District Council will, therefore, expect all forms of development to conform to the following policy.

POLICY AP19

Design

Proposals which comprise poor design and layout or otherwise seriously detract from the character of their surroundings will not be permitted. In considering the design aspects of planning applications the District Council will have regard to Supplementary Planning Guidance which has been prepared and adopted and will generally resist proposals which do not conform to that Guidance.

- 2.8 The following criteria will form the basis of Supplementary Planning Guidance, and will be used to assess design aspects of proposals:
- (i) proposals should normally relate to the scale and character of the surroundings;
 - (ii) new development generally should make adequate provision for public transport, cars, cycling, garages, parking areas, access ways, footways, etc, in a manner whereby such provision does not dominate or prejudice the overall quality of design and appearance;
 - (iii) in areas of little or varied townscape quality, the form, density and design of proposals should create a new composition and point of interest, which will

provide a positive improvement in the standard of the built environment of the area generally;

- (iv) alterations and extensions to existing buildings should normally respect the plan form, period, style, architectural characteristics and, where appropriate, the type and standard of detailing and finishes of the original building;
- (v) in order for extensions to existing buildings to be acceptable, particularly on those which are considered to be architecturally and historically important, those located within a Conservation Area, or those that are 'Listed', the extension shall normally be visually 'recessive' and its size and design shall be such that the original building will remain the more dominant feature on the site;
- (vi) the use of materials and finishes, including colours, shall relate to, and respect, where appropriate, those of the immediate locality or the area generally;
- (vii) layouts should be related to, incorporate and protect any important natural landscape features on, or adjacent to, the site, including existing trees, shrubs and hedgerows. Where an existing hedgerow or group of trees are an important feature of the street scene and landscape, proposals should aim to retain all, or most, of them;
- (viii) adequate care and attention must be given to the form, scale, use, and landscape of the spaces between buildings and the boundary treatment of individual sites, particularly on the edge of settlements. Therefore, proposals for all new development should incorporate a hard and soft landscaping scheme, which forms an integral part of the overall design concept;
- (ix) the design of houses and other buildings should have regard to the requirements of people with disabilities;
- (x) proposals for development will be expected to take into account the need for crime prevention. Particular attention will be paid to such features as secure design, natural surveillance, adequate lighting and visibility. Proposals aimed at reducing crime within existing developed areas will be supported provided that they are not in conflict with the objectives of other Local Plan policies;
- (xi) the District Council will support and strongly encourage the conservation of energy and the use of alternative and renewable sources of energy in the design and layout of development proposals for new buildings and conversions of existing buildings;
- (xii) The District Council will also support and strongly encourage water conservation measures such as grey water systems, permeable soakaways, and water efficient devices.

DESIGN

PEOPLE WITH DISABILITIES

- 2.9 Planning for people with disabilities is particularly important, not only in public buildings, but also in new housing, thereby recognising that a significant proportion of the community has problems of mobility.

POLICY AP20

Design for People with Disabilities

Where appropriate, the District Council will expect the design of new development to make adequate provision for people with disabilities in terms of access to buildings, movement around them, toilet and parking facilities. This will be particularly important in public buildings, places of recreation or community use, shops, hotels and other forms of accommodation, and places of work. In new housing areas, provision should be made for dwellings capable of accommodating or being adapted to the needs of people with disabilities.

DESIGN IN AREAS OF HIGH LANDSCAPE VALUE

- 2.10 The design and appearance of new development will be subject to special scrutiny in the sensitive areas, ie, the AONB and Special Landscape Areas, whether within Towns, Villages or the Countryside. The use of appropriate and traditional materials, particularly for roofs, will be essential. In respect of agricultural buildings, the District Council will expect particular care to be taken over the appearance of the buildings to minimise their impact within the landscape, including the use of traditional materials where appropriate.

POLICY AP21

Design in Areas of High Landscape Value

In the Area of Outstanding Natural Beauty and Special Landscape Areas the form of buildings, choice of materials, and colours must be sympathetic to the general character of the area and seek to reduce visual impact. For any new development, including extensions and alterations, which does take place in prominent locations in the AONB, the District Council will expect the use of traditional materials for the entire structure. In respect of agricultural buildings, the District Council will expect particular care to be taken over the appearance of the buildings to minimise their impact within the landscape, including the use of traditional materials where appropriate.

SHOPFRONTS, ADVERTISEMENTS AND STREET FURNITURE

- 2.11 New shopfronts, fascias, signs and advertisements should make a positive contribution to an area and complement the particular building to which they are fitted, and the street scene generally. The quality and detail of shop design and display can have a significant effect upon an area's attractiveness. This is particularly important in the

Towns and larger Villages, within which the shopping centres are often in Conservation Areas. Commercial and business premises could also be listed buildings.

POLICY AP22

Shopfronts

New shopfronts, fascias, awnings, canopies, advertisements and alterations to shop and business premises must be of a high standard of design, utilise appropriate materials, colours and detailing, respect the area within which they are located, and satisfactorily relate architecturally to the building on to which they are fitted. Within Conservation Areas or on Listed Buildings additions which are unsympathetic (and those most likely include standardised fascias, plastic awnings and canopies, projecting box signs and internally-illuminated box fascia signs) will not be granted consent. Where necessary or desirable, the District Council will consider the need to maintain a window display where a change of use is permitted from shopping.

- 2.12 Advertisements can have a considerable impact on the visual amenity of both rural and urban areas, and the District Council considers that it is essential that great care and attention is given to all advertisement proposals.
- 2.13 Single advertisements by themselves may not be unduly harmful, but the cumulative impact of a number of brash or similarly inappropriate displays can be very detrimental. Consequently, the District Council considers that it is essential that great care and attention is given to the display and type of advertisement.

POLICY AP23

Advertisements

The District Council will exercise strict control over all advertisements, but most particularly, where:

- (a) standardised advertising styles are proposed in a location which requires a more individual approach;
- (b) illumination is proposed;
- (c) the advertisement, or the location in which it would be displayed, would create a hazard to, or endanger the safety of drivers, cyclists and pedestrians using the highway.

Applications for wall mounted advertisements will be judged against the following criteria:

- (i) consent will not be granted for any sign above the level of the existing shop fascia unless such a sign would make a

DESIGN

positive contribution to the architectural character of the building or the street scene as a whole;

- (ii) all lettering is to be of good quality materials, simple in style and appropriate to the architectural character of the building involved;
- (iii) lettering applied direct to the wall or fascia is favoured;
- (iv) fascias and signs consisting of non-traditional materials in strong colours, or with a shiny or reflective finish are not favoured and will certainly not be permitted in Conservation Areas or on Listed Buildings;
- (v) projecting box signs, house signs of a modern style and internally-illuminated signs will be discouraged and not permitted in Conservation Areas or on listed buildings, where they would detract from the character of the area or the character, integrity and setting of the building concerned. In such cases traditional hanging signs of wood or metal will be encouraged;
- (vi) the size of the advertisement in relation to the form and character of the particular building, its location and the street scene;
- (vii) in Conservation Areas or on Listed Buildings, illuminated signs and advertisements shall only be externally lit in a style and manner sympathetic to the building and area.

Applications for free standing advertisements will not be permitted where they are intrusive or inappropriate due to their location, form, size, colour, design, or illumination, or are potential hazards to people with disabilities.

Where unauthorised advertisements have an adverse impact on the environment or public safety, the District Council will take such action as may be necessary to remove them.

Proposals will be considered in the context of the Council's Supplementary Planning Guidance on the subject.

STREET FURNITURE

- 2.14 The attractiveness of an area can be enhanced or spoiled by the location, size, design and amount of street furniture. This includes lighting columns, wirescape, seats, litter bins, and surface materials. The needs of people with disabilities should also be considered in respect of the location of street furniture and its design.

POLICY AP24
Street Furniture

The District Council will encourage the suitable design, location, size and colour of street furniture, taking into account the needs of people with disabilities. It will also encourage statutory undertakers and developers to place all wires and cables underground, and rationalise the number of supporting poles. Furthermore, the District Council will encourage Suffolk County Council, as Highway Authority, and the Department of Environment, Transport and the Regions to take all reasonable steps to reduce the visual and environmental impact of erecting traffic directional and other signs providing information.

CRIME

- 2.15 The need to take crime prevention into account when considering the design of new development is now widely accepted. For example:
- (i) the division of large new housing areas into district neighbourhoods so as to encourage a "sense of ownership";
 - (ii) planting should also take into account the need for natural and casual surveillance of buildings and footpaths. Areas should be open to view and care should be taken to avoid unnecessary segregation of cycleways and footpaths so that cyclists and pedestrians do not become isolated;
 - (iii) particular care over the design and layout of parking areas, etc, so as to reduce the opportunities for criminal activity.
- 2.16 Early consultation with the Police Architectural Liaison Officer on the design of new development will be encouraged. Criterion (x) of paragraph 2.8 will be the general principle to follow.

Chapter Three
HOUSING

HOUSING

- 3.1 The Suffolk Structure Plan (Incorporating Alterations 1, 2 and 3) has been adopted by the Suffolk County Council. This contains guidelines as to the number of dwellings which will be required in the District in the period of this Plan. This requirement reflects the relatively limited employment base of the District, the character of the settlements and the need to conserve the environments of the Area of Outstanding Natural Beauty, Heritage Coast, Special Landscape Area and the Countryside generally. This Plan reflects these requirements and has to make provision for them. Development which does take place must be at a suitable scale and in appropriate locations, respecting the pattern of settlements in the area and the need to protect the Countryside.
- 3.2 It is anticipated that a high proportion of the housing requirement will be taken up by existing planning consents and the residue will be developed naturally through the infilling or, in a limited number of cases, development of small groups of houses in villages. If those alone cannot meet the requirement, then some allocations of land may be necessary. This Plan must decide where those allocations should be made.
- 3.3 There is a recognised problem in respect of local housing need, in that first-time buyers often cannot afford to purchase dwellings locally, because of high prices or a lack of suitable properties. Housing for rent is also in short supply.
- 3.4 The *aims and objectives* of this Plan are:
- (i) to make provision for housing development to meet the strategic requirements of the area, as identified in the Structure Plan, at a scale and in locations compatible with the need to retain the form, character, appearance and identity of the Area and its individual settlements;
 - (ii) to retain the separate identities of the Towns and Villages by preventing their coalescence, and to ensure that linear extension does not occur;
 - (iii) to ensure that new housing development is of a high standard of design and layout, with adequate provision made for physical infrastructure, parking, landscaping and, where appropriate, such factors as community facilities, play space and off-site improvements;
 - (iv) to ensure that a variety of dwelling types, size and tenure is available to meet the particular needs of individual settlements;
 - (v) to encourage the provision of affordable housing.

DEFINITIONS

- 3.5 Throughout this Plan, the following definitions will apply:

'Estate' A number of dwellings, in excess of 5, related to a new estate road linking to the existing road system.

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- 'Group'* Not more than 5 dwellings related one with another, utilising an existing road frontage, or short cul-de-sac or court.
- 'Infill'* The filling of a small undeveloped plot in an otherwise built-up frontage. A 'small undeveloped plot' is one which would normally be filled by one or two dwellings. If a plot can accommodate more than this scale of growth, its development will not be infilling. Even where a gap is small, it may be desirable to retain it as an essential feature in the street scene, and there is no automatic assumption that new housing will be approved.
- 'Countryside'* The area outside the physical limits boundaries of settlements, or other areas for which specific policies are set out, as identified in this Plan.
- 'Windfall'* A site which is not allocated in a Local Plan or other policy document at the time that planning permission is granted and, hence, cannot be identified in advance. 'Small' sites contain less than 10 units, and 'large' sites 10 or more.

ENVIRONMENTAL FRAMEWORK AND POLICY BACKGROUND

- 3.6 The character of the District is described in more detail in each of the Sections in Part Two of the Local Plan. Overall, the environmental constraints are covered in more detail in the first Chapter on the Environment.
- 3.7 In recent years, Town Maps, informal Local Plans and various Policy Statements have made between them considerable residential allocations. Some of these areas are still being developed. After a period of rapid growth in the District, during which time the character of a number of settlements has changed, a reassessment of the scope for further large-scale development is appropriate. The physical factors referred to in Chapter One, together with poor communication links, particularly on the western side, indicate that some form of restraint is required. This would largely be in accordance with the Suffolk Structure Plan, which seeks to divert development pressures away from the sensitive areas towards the Towns. In particular, the A14 corridor between Ipswich and Bury St Edmunds is where provision should be made. In respect of the Suffolk Coastal District, there are already large-scale, estate-type developments under construction on the Ipswich Eastern Fringe.
- 3.8 The District Council supports the constraint policy for the District and considers that the principal reasons for adopting this policy, ie, the need to protect the landscape, particularly the AONB, the need to conserve high quality agricultural land, the need to protect the historic character of settlements, poor communications, and the need for restraint after two decades of rapid growth, are still valid today.

POLICY AP25
General Policy of Restraint

In recognition of its landscape, wildlife and agricultural importance, and the historic nature and character of its settlement pattern, other than on the Ipswich Eastern Fringe where major concentrations of growth are already permitted, a general policy of restraint will apply to the Suffolk Coastal District. Unless specific provision has been made in this Plan, estate-scale development will not be permitted, other than within the defined physical limits of the Towns.

HOUSING REQUIREMENTS

- 3.9 Housing requirement figures for the period up to 2006 are set out in the Structure Plan (Incorporating Alterations 1, 2 and 3). These are for Suffolk as a whole, subdivided into the seven Districts. The only further sub-division is for Ipswich and its immediate environment (the "Ipswich Policy Area"). This includes parishes on its eastern fringe within the district of Suffolk Coastal.
- 3.10 Housing stock requirements for the year 2006 for the Suffolk Coastal part of the Ipswich Policy Area, the remainder of the District and the District as a whole are shown in Table 1. The comparison between this figure and the mid-1988 housing stock for each area indicates the number of dwellings which will need to be constructed if the proposed 2006 estimate is to be achieved. This shortfall will be made up by:
- (i) existing planning consents;
 - (ii) unidentified ('windfall') sites; and
 - (iii) allocations in the Local Plan.
- 3.11 The allowance for windfall sites, together with planning consents and Local Plan allocations, as set out in Table 1, shows that there would be an over-provision of dwellings in the Suffolk Coastal part of the Ipswich Area and in the District as a whole, in relation to the Structure Plan housing requirements. Completions on windfall sites over the six-year period mid-1990 to mid-1996 have averaged 27.5 in the Ipswich Policy Area and 191.0 in the remainder of the District. The estimate of the contribution from windfall sites included in Table 1 is based on 75% of the annual average windfall contributions over the last six years. This assumption of 75% is used, as it is expected that the incidence of windfall developments will decrease over the Local Plan period.

HOUSING

**TABLE 1:
HOUSING REQUIREMENTS 1998 – 2006**

AREA	1988 - 2006			1988 - 1996		1996 - 2006			
	1988 Stock	2006 Stock	1988-06 Required	Completions	1996-06 Required	1996 Commitment	1996-06 Windfall	1996-08 Supply	Balance
Ipswich Policy Area	6340	11810	5470	2430	3040	3045	210	3255	215
Suffolk Coastal excl Ipswich PA	38620	44630	6010	3558	2452	3099	1440	4539	2087
Suffolk Coastal	44960	56440	11480	5988	5492	6144	1650	7794	2302

Note: Windfall estimates based on 75% of the annual average rate of windfall completions over the 6 year period 1990-96.

- 3.12 Clearly, Table 1 shows that **there is no need to make specific allocations** of land for residential development to meet the housing requirements up to 2006 as identified in the Structure Plan. However, various areas of land are already identified in the adopted Local Plan as being suitable for development by virtue of their inclusion within defined physical limits boundaries. Those areas which already have the benefit of planning consents are not allocated specifically. These areas are considered in detail within the respective area chapters.
- 3.13 The First Review of the Local Plan has been carried out against the Suffolk Structure Plan (Incorporating Alterations 1, 2 and 3) and housing requirements are set against the 2006 predicted needs that it sets out for the District. In the event of the Government's recent predictions of much higher levels of housing provision being confirmed in Regional Planning Guidance and in the next Review of the Structure Plan, they will need to be borne in mind in a later Local Plan Alteration.

NEW SETTLEMENTS

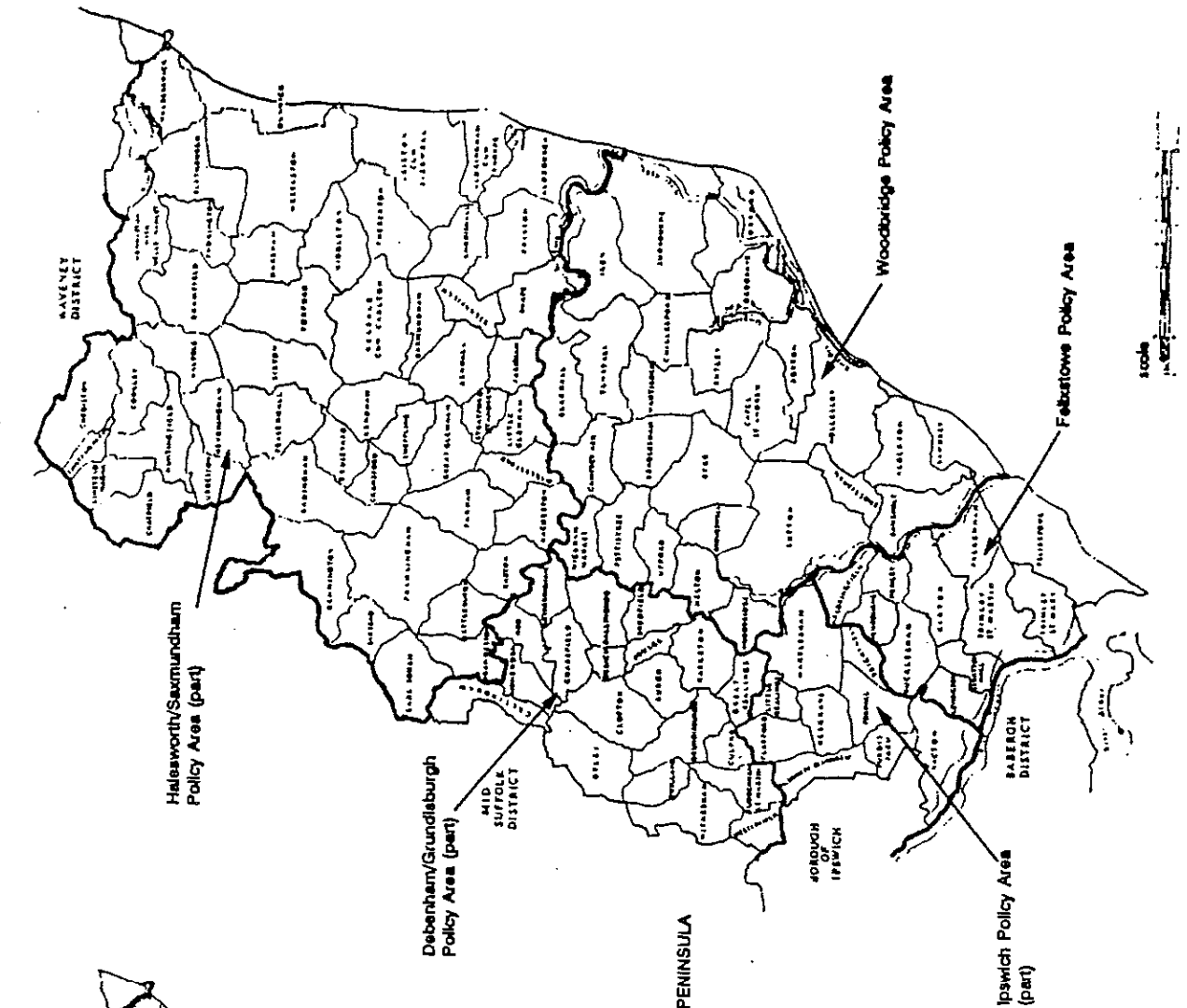
- 3.14 The scope for the provision of housing in new settlements to meet identified needs is introduced in the Regional Planning Guidance and Planning Policy Guidance Note 3 on Housing. The District Council has noted that the Structure Plan makes no provision for a new settlement within the Suffolk Coastal District. Therefore, no allocation is made in this Local Plan.

SCALE AND LOCATION OF NEW DEVELOPMENT

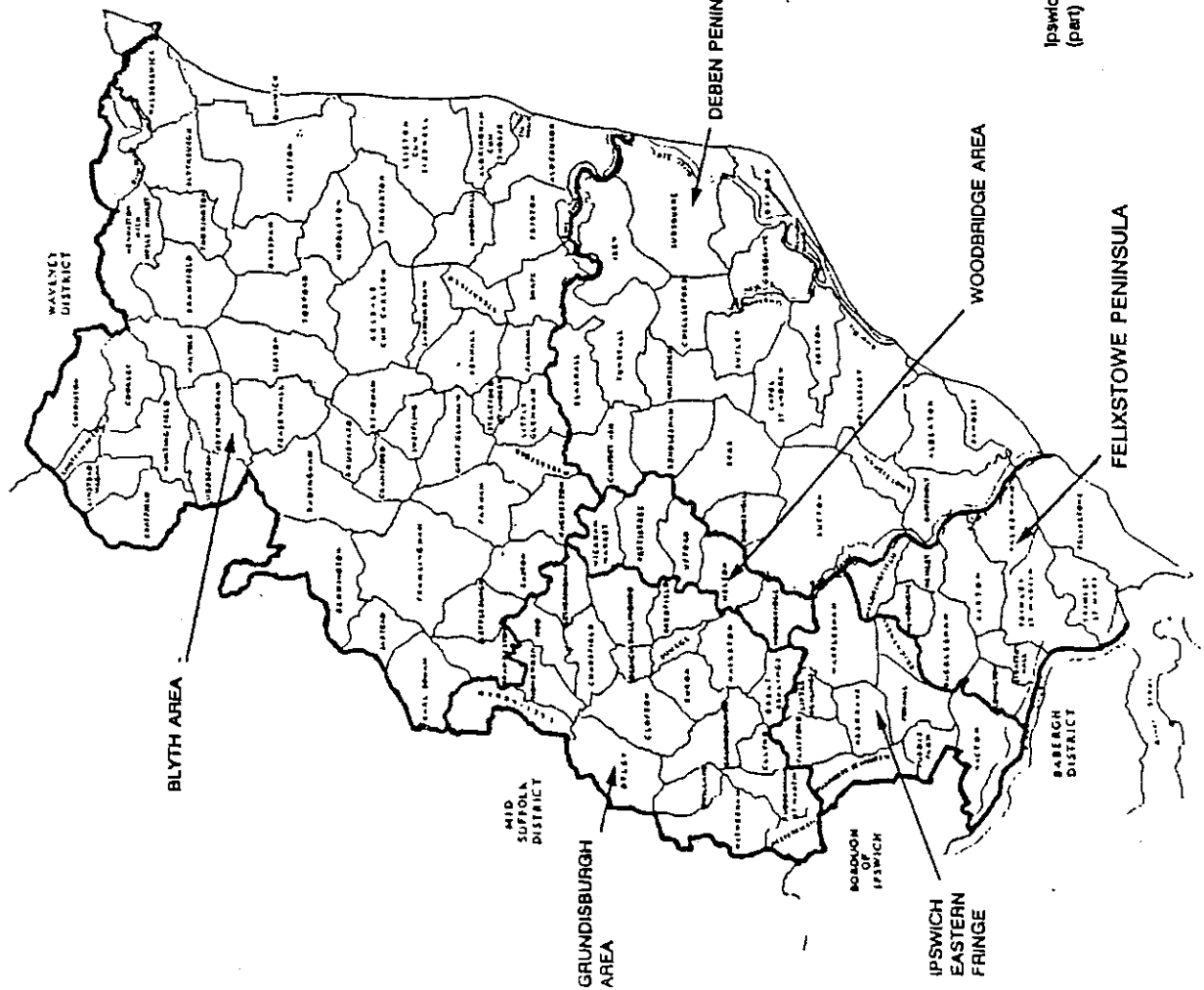
- 3.15 New housing should be well related in scale and location to existing development. It should be well integrated with the existing pattern of settlement and surrounding land uses. As already described in Chapter One, paras 1.15 and 1.16, the character of the District is one of dispersed, fragmented settlements, and this pattern should be protected.

DIAGRAM 1 - Structure Plan Policy Areas and Local Plan Areas

STRUCTURE PLAN POLICY AREAS



LOCAL PLAN AREAS



HOUSING

TOWNS

- 3.16 It is in **Towns** where most development, particularly of a large scale, is more appropriately located. This is because Towns are most able to absorb it in physical, environmental and infrastructure terms. The Towns are identified in the Suffolk Structure Plan and confirmed in this Local Plan:

Aldeburgh
Felixstowe
Framlingham
Ipswich Fringe (Suffolk Coastal part)
Leiston
Saxmundham
Woodbridge (with part of Melton)

- 3.17 Other sections of the Plan deal specifically with the individual Towns and areas within them. However, the following general policy will apply other than in respect of Aldeburgh, which is dealt with in Chapter Nine, paras 9.55 to 9.57.

POLICY AP26 **Development in Towns**

Within the defined Towns there will be opportunities for groups of dwellings, infilling or, in appropriate cases, estate-type developments to be built. Other than within Aldeburgh, development of such opportunities will be acceptable, providing they:

- (i) **are within the physical limits boundary, as defined on the Proposals Map;**
- (ii) **do not cause problems to residential amenity, the existing character of an area, the environment or highway safety;**
- (iii) **do not result in the loss of a recognised employment site, recreation facility or open space; or**
- (iv) **conform to other policies of the Local Plan.**

VILLAGES

- 3.18 Outside of the Towns, the settlement pattern varies, with a wide range of sizes from substantial villages to small, isolated groups. This Local Plan identifies which of those settlements are suitable for further, controlled development. The Suffolk Structure Plan applies the term **Village** to such settlements. It should be emphasized that this is a term to which a particular planning policy relates in respect of further development, and is not a reflection of a settlement's social function.

- 3.19 In identifying Villages, there is an obvious need for a consistent approach. It is necessary, therefore, to identify some criteria against which they can be measured. This is difficult when the variables could be extensive. However, the objective is to identify those settlements which, in principle, may be capable of absorbing development, whether residential or commercial and in doing so, to protect their character and setting by defining a '**physical limits boundary**'. It is accepted that the situation may arise whereby development opportunities are limited. However, the identification of physical limits will protect the settlement's character by preventing speculative development on the edge of the Village whilst, more significantly, providing potential opportunities for local need housing in accordance with other policies of the Plan. On that basis it is important that such settlements be depicted by the application of the following criteria as a minimum:
- (i) having at least one community facility, such as a church, village hall, post office or shop;
 - (ii) being nucleated in form, rather than fragmented or scattered, as is the case with a number of parishes;
 - (iii) the size of the settlement will vary enormously and could be substantial. As the minimum, however, there should be somewhere in the region of 25-30 dwellings;
 - (iv) it being possible to define a physical limits boundary which is logical and practical.
- 3.20 It is the combination of all four criteria which will be critical because, quite clearly, there are a number of settlements which may be large in overall size and meet the other criteria but, because of their dispersed and fragmented form, are unsuitable for further development.
- 3.21 The settlements which meet these criteria are defined as Villages for the purposes of this Plan. Proposals for housing development will be considered in relation to the scale and character of the Village, the effect on the surrounding Countryside, highway safety, the availability of services and facilities, and residential amenity. The Structure Plan acknowledges that there are a number of larger villages that have a good range of services, facilities and local employment, where development on a larger scale could be acceptable. However, in conformity with the overall policy of restraint in this Plan, and the need to protect the character and identity of individual Villages in the area, further estate-scale development is not appropriate, unless specific provision is made in this Local Plan.
- 3.22 The District Council has drawn up physical limits boundaries for the Villages within which new development will be acceptable in principle, and these are shown on the Proposals Map. Further development outside, or abutting the physical limits boundary, will not be permitted unless it is for local need housing in accordance with Policy AP37 later. The presence of particular sites or areas which should be protected, is recognised in Policy AP28 below.

HOUSING

- 3.23 In respect of Villages, the following general policy will apply. The settlements to which it relates are defined in the appropriate Area Policies in Part Two of the Plan.

POLICY AP27 **Development in Villages**

Residential development in the settlements defined as Villages will only be permitted within their physical limits boundary, as defined on the Proposals Map, other than for local need housing in accordance with Policy AP37 and will normally take the form of either infilling or a group of dwellings well related to their surroundings, as appropriate and indicated in other Policies of this Plan. Proposals will be considered in relation to the scale and character of the Village, the effect on the surrounding countryside, their impact on residential amenity and highway safety, and the availability of services and facilities. Development in the form of estates will not normally be permitted.

'Infill', 'Group' and 'Estate' are defined in para 3.5. The only exception to this policy in respect of estates is on sites which have a valid planning consent, or estate-scale development in that particular Village has been recognised by the District Council.

- 3.24 The policies which identify the settlements to which LP27 relates, and the appropriate scale of development are:

• Blyth Area	AP118	after para 9.10
• Deben Peninsula	AP157	after para 10.7
• Felixstowe Peninsula	AP167	after para 11.9
• Grundisburgh Area	AP209	after para 12.6
• Ipswich Eastern Fringe	AP211	after para 13.15
• Woodbridge Area	AP230	after para 14.8

Areas to be Protected from Development

- 3.25 The inclusion of an area within a physical limits boundary does not mean that it will always be appropriate for development. Such an area may make an important contribution to the setting or character of a Town, Village or the surrounding Countryside in an undeveloped form. It may also be necessary to resist any infilling or development because it would be detrimental to the character, spacing or density of a particular area. The larger or more significant areas are shown on the Proposals Map and development will not normally be permitted in these areas. There may be exceptional circumstance where such an area is part of a larger one which lies either side of the physical limits. In such cases, the whole of that larger area is shown on the Proposals Map. In addition, there may be other gaps or open spaces which should also be protected, but they are too numerous to identify individually.
- 3.26 In implementing this policy, the District Council will have regard to a number of factors, notably the scale and location of the proposed development and whether there is likely to be any materially detrimental effect on the character and appearance of a particular

area. In this respect, modest extensions or other minor works may be acceptable, so long as they do not violate the overall policy objective.

POLICY AP28

Areas to be Protected from Development

Development will not normally be permitted where it would materially detract from the character and appearance of:

- (i) those areas identified on the Proposals Map to be protected from development, or further development; and**
- (ii) other sites, gaps, gardens and spaces which make an important contribution in their undeveloped form to a Town or Village, its setting, character, or the surrounding landscape or townscape.**

Outside of the physical limits boundaries of Towns and Villages, the area is defined as **Countryside**.

RESIDENTIAL CURTILAGES

- 3.27 Planning consent is required for the change of use of land to form part of a residential curtilage. In some cases, the areas of land which it is intended to incorporate into the gardens of houses do not raise any concerns and can be readily approved. In some cases, however, the proposed extension is into areas of open landscape or agricultural land, which can lead to considerable visual amenity problems, particularly in designated areas such as AONBs and SLAs. Some of the proposed garden extensions can involve several hectares of land. If approved, the enlarged plots could enjoy permitted development rights for a range of domestic activities, such as extensions to the house, swimming pools, greenhouses and garden sheds. Such developments would detract from the openness of the landscape and could result in the possible subdivision of the planning unit. The existing use of the land is also an important consideration, as the District Council would not wish to see areas currently used for beneficial uses such as playing fields, recreation areas or allotments being lost to garden extensions. These concerns are already covered by existing or proposed Local Plan policies.
- 3.28 When the District Council considers applications for the extension of residential curtilages, the major considerations which need to be taken into account are the effect on the character of the countryside; the visual intrusion of residential paraphernalia; the loss of residential amenity; adverse impact upon AONBs, SLAs, Conservation Areas and wildlife habitats; and the existing use of the land concerned. Where planning consents for garden extensions are granted, the District Council will consider removing permitted development rights where it is considered that ancillary residential development could create visual amenity problems.

HOUSING

POLICY AP29 **Residential Curtilages**

In considering planning applications for the extension of residential curtilages into the Countryside, the District Council will have regard to:

- (i) the effect on the character of the Countryside;
- (ii) the potential visual intrusion of developments ancillary to the residential use;
- (iii) the loss of residential amenity;
- (iv) the adverse impact on the Area of Outstanding Natural Beauty, Special Landscape Areas, Conservation Areas and Wildlife Habitats;
- (v) the existing use of the land (see also Policies AP50 on employment land, AP104 on sports facilities, and AP40 on open space).

In granting planning consents for the extension of residential curtilages, the District Council will consider the removal of Permitted Development Rights.

HOUSING IN THE COUNTRYSIDE

General

- 3.29 The concept of integrating development into existing settlements in order to protect the character of the Countryside and to minimise the cost of service provision, has been accepted for many years as a fundamental part of the planning function. This is an essential element in the strategy contained within Department of the Environment, Transport and the Regions, Policy Guidance and the Suffolk County Structure Plan. There is a need to seek to balance the requirements of development with the continuing need to protect the Countryside for its own sake, by exercising strict control over unnecessary development in the Countryside outside of existing settlements. In addition, there is an overall need to reduce demand for travel, thereby cutting carbon dioxide emissions (a key sustainable development objective, as set out in Chapter 1).
- 3.30 As a result of applying the criteria in para 3.19 earlier, there are a number of **Hamlets, Clusters or Groups** of houses within the Countryside which are of insufficient size or possess an insufficient range of facilities to be accorded Village status. This could include the whole of a particular parish, or 'satellites' of development which often occur on the approaches to towns and large villages, or on main transport routes.
- 3.31 Revised Planning Policy Guidance Note No 7 (February 1997), issued by the Department of the Environment, Transport and the Regions recognises that the infilling of small gaps within such small groups of houses, or minor extensions to groups, may

also be acceptable, though much would depend on the character of the surroundings and the number of such groups in the area.

- 3.32 The character of the Suffolk Coastal District derives from the dispersed nature of its settlements, the widespread occurrence of such groups, and their open form with gaps between dwellings. It is this character which the District Council considers should be safeguarded. There are an almost incalculable number of clusters and groups of houses in the Countryside of the District. The cumulative impact of development within them could be considerable, and seriously erode the character of the Countryside and the settlement pattern, as well as creating practical problems of interpretation.
- 3.33 It would not be appropriate for the discretion allowed for in Planning Policy Guidance Note No 7 to be exercised across the Suffolk Coastal District, in that it would be likely to lead to significant levels of sporadic growth which would adversely affect the character and overall settlement pattern of the District. Therefore, proposals for new residential development in hamlets, clusters, small groups of dwellings in the Countryside, and other settlements not identified as Villages, will be strongly resisted.

POLICY AP30

New Housing in the Countryside

In the interests of agriculture, rural amenity, road safety and the economy of services, new housing will be integrated into the physical limits boundaries of the settlements, as defined on the Proposals Map. In the Countryside, outside the Towns and Villages, and including hamlets, clusters or small groups of houses, permission will not be given for new dwellings, except as provided for in Policies AP31, AP32, AP33, AP34, AP37 and AP75.

The policies referred to relate to new country houses, agricultural workers' dwellings, replacement dwellings, local need housing and conversions.

New Country Houses

- 3.34 Government policy (as set out in Planning Policy Guidance Note No 7) now provides that, whilst the building of new houses in the countryside shall continue to be restricted, the building of new 'Country House' type dwellings may be acceptable under certain circumstances.
- 3.35 In formulating this exception to normal Countryside policy, the Government is trying to allow for the continuation of the traditional 'Country House'. Suffolk Coastal is richly endowed with large Country Houses, due very largely to its close proximity to the coast and its attractive landscape, and rich agricultural heritage. The key components of these Country Houses are that they are large buildings of architectural distinction and that they are generally set in large landscaped grounds, which are now defined as Historic Parklands in the Local Plan. PPG7 clearly indicates that these two factors need to be met in any new Country House, since it refers to any such houses being 'truly outstanding in terms of its architecture and landscape design.'

HOUSING

- 3.36 The District Council considers that there will be very few applications for new Country Houses which meet the PPG7 criteria, particularly since any such new Country House will need to 'significantly enhance its immediate setting and wider surroundings'. It is unlikely that a new Country House would be able to achieve this within the AONB, since this is already designated as being an area of high, natural landscape value of national significance. New, large buildings in prominent locations would detract from this natural environment. New Country Houses within the SLA may also create similar problems, since the SLAs are, by definition, largely areas of open river valley landscape. However, one part of SLAs where new Country Houses may be appropriate is within existing historic parklands where there is currently no house. Apart from restoring the historical association of a Country House with a surrounding Historic Parkland, the existence of a new house may help to preserve or even enhance the parkland for future generations.
- 3.37 In considering applications for new Country Houses the main points are that the house should be large, set in large grounds, and constructed using local or regional building traditions and materials, thus reflecting the defining characteristics of such houses existing in the District. These tend to be "grand" in style and size, often designed by a well-known architect and the central feature of extensive, landscaped ground perhaps 50 hectares in extent at least. Such grounds themselves are attractive in their own right, well planned and containing smaller significant features (eg ice houses, gates, memorials etc). Any application should be supported by details of how the grounds are to be landscaped, following this tradition and heritage.
- 3.38 The proposed House and its associated landscaped grounds must significantly enhance its immediate setting and its wider surroundings. Evidence in support of this enhancement will be expected to be provided in the form of a landscape appraisal. The House will need to be of outstanding architectural design and layout, to a standard which will immediately set it aside as being a worthwhile addition to the landscape. The materials to be used in its construction should be of the highest quality and should reflect local or regional building traditions and materials. The House should be for single family occupation, with any ancillary domestic services being provided within the main entity of the building. A scatter of free standing smaller dwellings in association with the new Country House would not be acceptable.

POLICY AP31

New Country Houses

In considering planning applications for new Country Houses, the District Council will take the following considerations into account:

- (i) the House should be large and set in grounds so that it reflects the size and scale of existing Country Houses in the District;
- (ii) the application should be accompanied by details of how the grounds are to be landscaped, such landscaping to reflect the tradition of historic parklands in the District, and there will be expected to be a legal agreement which

- requires the establishment of the landscaping before construction of the House, and its maintenance thereafter;
- (iii) the application will need to be supported by a landscape appraisal showing that the House and its associated landscaped grounds will enhance significantly its immediate setting and its wider surrounding;
 - (iv) a high standard of architectural design and layout will be required and the materials to be used should be of the highest quality, reflecting local or regional building traditions and materials;
 - (v) the House should be for single family occupation, with any ancillary domestic services being provided within the main entity of the building;
 - (vi) proposals involving the establishment of a prominent building within the open landscape of the Area of Outstanding Natural Beauty and Special Landscape Areas will not be permitted.
 - (vii) a scatter of freestanding smaller dwellings in association with the new Country House will not be acceptable.

Agricultural Workers' Dwellings

- 3.39 The District Council will expect agricultural workers' dwellings to be provided in towns and villages wherever possible, unless it is essential for the efficient working of a farm unit for a new dwelling to be located away from a settlement. In this respect, the District Council will have regard to advice in PPG7 and consider whether it is essential for the proper function of the farm or enterprise for one or more workers to be readily available at most times. It will also be important for the District Council to consider the financial basis of the enterprise. The occupation of any such dwellings will be controlled by conditions.

POLICY AP32

New Dwellings for Agricultural Workers

New dwellings for agricultural personnel will generally be sited in the Towns or Villages unless, in the case of certain key agricultural personnel, the needs of the farming enterprise can be shown to justify an exception being made to the policy against residential development in the Countryside. However, planning permission for agricultural dwellings in the Countryside will normally only be permitted when the proposal passes:

- (a) a "functional" test, i.e. that it is essential to the proper functioning of the holding that the intended occupant of the

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dwelling should live on the holding rather than in other accommodation that might be available nearby; and

- (b) a "financial" test to establish that stated intentions to engage in farming are genuine, are reasonably likely to materialise and are capable of being sustained for a reasonable period of time. Financial tests are particularly applicable where applications relate to dwellings in association with new farm businesses.

The District Council will control, by conditions, the occupancy of any such dwellings.

- 3.40 Where it can be shown to the satisfaction of the District Council that it is essential for agricultural workers' dwellings to be located in the Countryside, they should, as far as possible, be sited in association with existing groups of farm buildings.

POLICY AP33

Location of Agricultural Workers' Dwellings

The District Council will ensure that, wherever possible, new agricultural dwellings are sited in existing settlements or, in exceptional circumstances, physically close to existing groups of farm buildings.

Development affecting existing Dwellings

- 3.41 Often, particular care needs to be taken in respect of extensions to existing dwellings in the Countryside or their replacement. In the case of **replacement** dwellings, a modest change in the size or appearance of a dwelling is likely to be acceptable, providing there is no detriment to landscape or amenity. On the other hand, the replacement of a dwelling with one which is a substantial increase in size in relation to the original dwelling, is likely to have a significant impact on the Countryside, particularly in visual terms, and will be regarded as unacceptable. Such replacements will be treated as applications for new dwellings in policy terms. The replacement of any property should not result in an increase in the number of dwelling units.
- 3.42 With regard to an **extension** to an existing dwelling in the Countryside, the District Council will wish to ensure that any such proposal is of a scale and design compatible with the existing dwelling and its surroundings. As with proposals for replacement, where a proposed extension involves substantial change, it will be treated as a proposal for a new dwelling in the Countryside. It is also essential to ensure that there remains a range of dwelling sizes, particularly small dwellings, which are available to meet local needs. This will be a factor which the District Council will consider when assessing proposals for extensions. In respect of **self-contained residential annexes**, these are considered in paras 3.67 to 3.71.
- 3.43 A 'modest' change will vary according to the circumstances. A 100% increase would not be a 'modest' change and in the vast majority of cases, only something considerably less than this will be acceptable. In respect of the 'original' building, as

used in the following policy, this refers to the building as existing on 1 July, 1948 or, in relation to a building built on or after 1 July, 1948, as first built.

POLICY AP34

Replacement and Extension of Dwellings in the Countryside

Proposals for the replacement or extension of existing dwellings in the Countryside will generally be acceptable, provided the existing property is an authorised residential unit which has not been abandoned, does not result in an increase in the number of dwelling units, does not result in or exacerbate a serious traffic hazard and involves only a modest change in the size of the original building. In assessing proposals, the District Council will have regard to:

- (i) the landscape setting of the house and its grounds;
- (ii) the relationship between the dwelling and its plot;
- (iii) the effect on residential amenity;
- (iv) in the case of extensions, the need to retain a supply of small dwellings in rural areas;
- (v) in the case of extensions, the effect on the character and appearance of the original building;
- (vi) in the case of replacements, the character and quality of the existing building and its contribution to the landscape in comparison with its replacement.

Where proposals involve more than a modest change, they will be treated as proposals for new dwellings and, therefore, will not normally be permitted.

An "authorised residential unit" is a recognisable dwelling which has the benefit of planning permission or was built before the need for it.

Houseboats

- 3.44 The rivers, estuaries and coastline of the District are, on the whole, all extremely attractive and sensitive to visual intrusion. Although houseboats have been a feature of some parts of the District for many years, an increase in the number, or introduction of vessels into new areas could have a significant impact on the area in visual terms and in relation to wildlife. In addition, many houseboats fail to meet certain specific standards as places of human habitation.

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- 3.45 Policies, particularly for the River Deben at Woodbridge and Felixstowe Ferry, are contained in the appropriate Area chapters. Elsewhere, the following policy will apply:

POLICY AP35
Houseboats

The creation of new moorings for houseboats will not be permitted on the estuaries, rivers and coastline of the District.

Conversion of existing buildings and Military Sites

- 3.46 The District Council's policies towards these matters within the Countryside are set out in the following chapters:
- (i) Conversions: Chapter Four - 'Employment, Retail and Agriculture';
 - (ii) Military Sites: Chapter Ten - 'Deben Peninsula'.

AFFORDABLE HOUSING

- 3.47 It has become increasingly evident over recent years that many of the houses now being built in the District are beyond the financial reach of many local people. This, coupled with the decreasing stock of public sector housing as tenants exercise their 'right to buy', has meant that there are also fewer properties available to rent for local residents. There may also be a lack of suitable accommodation for the elderly and people with disabilities.
- 3.48 One way of achieving affordable housing is through the construction of an appropriate range of housing. The District Council will therefore expect any new housing development on a substantial scale, in both urban and rural areas, to incorporate a reasonable mix and balance of house types and sizes to cater for a range of housing needs.

POLICY AP36
House Type and Size

In considering applications for housing development, the District Council will seek to ensure, in conjunction with the building industry, that a wide range of type and size of houses is provided to cater for the needs of different social and economic groups and to avoid undue uniformity.

- 3.49 'Affordable Housing' is defined as:
- a) housing which is provided for sale or rent by social housing agencies, housing co-operatives or their equivalent to meet local needs; or
 - b) housing which is sold or rented on the open market, but is 'low cost' by virtue of:

- i) its size, type, design or density; and
- ii) its availability at a price which enables it to be occupied by local people in housing need.

Exceptions to Housing Policies

3.50 It is Government policy that in future, Local Authorities should be the 'enablers' rather than the 'providers' of less expensive accommodation, which will normally be provided by social housing agencies. In order that a housing association can make housing available at an affordable level, it depends in the first instance on it being able to acquire the land at below normal residential land value. The allocation of land for housing in a Local Plan immediately enhances its value to such an extent that it no longer becomes financially viable for use for a local need housing scheme. Therefore, unless land within villages is made available at a subsidised, below-market price, local need housing in villages must be provided on sites which are outside the defined physical limits boundaries, in order that the land has a considerably reduced value. The District Council will only allow such development as an exception where it is for a defined need, subject to controls on occupancy, and immediately abutting physical limits boundaries.

POLICY AP37 Affordable Housing

Exceptionally, the District Council may be prepared to permit a small residential development to meet a particular local need for housing, for those whose incomes are too low to buy in the private market, and for whom there is insufficient rented accommodation which cannot be provided in any other way, on a site which abuts the physical limits boundary of a Village, subject to the following criteria:

- (i) any proposal will be considered in relation to the scale and character of a village, the availability of services and facilities, highway safety, effect on the surrounding Countryside and residential amenity. Proposals likely to set a precedent for ribbon development on the edge of villages will be resisted;
- (ii) the local need for housing shall first have been quantified within an area to be agreed by the District Council;
- (iii) the site shall be developed by a social need housing agency and subject to a legal agreement with the District Council, which provides for permanent controls and management to ensure the retention of proposals for local need.

Proposals will be considered against the Council's adopted Supplementary Planning Guidance.

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- 3.51 It must be emphasised that, in adopting this policy, the District Council will not consider proposals for speculative housing, even though they may contain an element of low cost units. Such proposals will continue to be judged against the normal housing policies set out in this Plan.
- 3.52 It is anticipated that the flexibility and the ability to develop beyond the physical limits boundary, as defined on the Proposals Map, will not normally be appropriate in the Towns. This is because there is already likely to be a range of accommodation, including some for rent or capable of purchase by first-time buyers. The need to go beyond the physical limits boundary, thereby prejudicing the overall policy of restraint, is not so acute as it would be in a Village. Also, the scale of need in a Town is likely to be such that it could result in a large site being pursued for development, to the detriment of the character and setting of the particular Town.

Affordable Housing on Larger Sites

- 3.53 Where land is allocated for residential development in the Local Plan or other large windfall sites are developed, the District Council will expect a percentage of the new dwellings to be affordable. This can be achieved by the developer giving the land (at no cost) to a social housing agency (eg Housing Association). In respect of land, the agency can then develop it when resources permit, but within a reasonable period of time.
- 3.54 The District Council accepts that on certain sites, it may not be appropriate for affordable housing to be sought or provided. In such cases, the District Council will expect appropriate financial contributions to be made towards the provision of affordable housing on different sites within the District (but within the same defined Local Need Area) which are considered suitable for an element of affordable housing.
- 3.55 Circular 6/98 lays down the thresholds above which the District Council can require a developer to provide an element of affordable housing; conversely, the District Council cannot require affordable housing below these thresholds. These thresholds are 40 or more dwellings or sites of 1.5 hectares or more in settlements with a population of over 3,000; or 25 or more dwellings or sites of 1 hectare or more in settlements with a population of 3,000 or fewer.
- 3.56 It is Government policy that one of the criteria for requiring or approving affordable housing is that there should be a proven local housing need in the area. It is also important that the need calculation or survey is relatively up to date, so can be relied upon. Since planning applications for sites in accordance with AP37 are as exceptions to the normal Village housing policy, the District Council will expect proposed developers (ie social housing agencies) to carry out their own Local Need survey, in order to support their applications.
- 3.57 With regard to the estimate of the number of affordable houses which will be required under Policy AP38, the housing needs survey caught enough households in the urban areas for the responses to be meaningful, so will be used as an indicator. The survey results show a significant need for further affordable housing in Aldeburgh, Felixstowe, Framlingham, Leiston, Saxmundham, Woodbridge and the Ipswich Fringe parishes of Kesgrave, Purdis Farm, Martlesham and Rushmere St Andrew.

The District Council has carried out a more precise examination of need, which updates the results of the 1995 survey and takes account of local house prices and rents, local income and the suitability of existing local housing. Revised figures for the number of affordable houses to be provided on any site will be set out in Supplementary Planning Guidance.

POLICY AP38
Affordable Housing on Large Sites

In considering planning applications for the development of:

- a) 25 or more dwellings or residential sites of 1 hectare or more in settlements with a population of over 3,000; or
- b) 15 or more dwellings or residential sites of 0.5 of a hectare or more in settlements with a population of 3,000 or fewer, unless the size and circumstances of the settlement indicate a lower threshold;

whether in total or in phases, the District Council will expect an appropriate proportion of affordable housing unless its provision is not required due to:

- i) lack of identified local need in the area;
- ii) site conditions, suitability and economics of provision;
- iii) the proximity of local services and facilities and access to public transport;
- iv) whether the provision of affordable housing would prejudice the realisation of other planning objectives.

The District Council will need to be satisfied as to the adequacy of arrangements to ensure that houses are offered to local people, who can demonstrate need at a price which they can afford, and, in the case of rented accommodation, that its enjoyment is by successive, as well as initial, occupiers.

Where the District Council or the developer accept or consider that a site is not suitable to accommodate an element of affordable housing, the District Council will expect a financial or other contribution towards the provision of affordable housing on a different site within the same Local Needs area.

HOUSING ENVIRONMENT

RESIDENTIAL AMENITY

- 3.58 The District Council considers it important to protect the amenity of those areas which are residential in character, particularly within the Towns and the larger Villages. This amenity could be eroded by a number of types of development, including changes of use to non-residential, and redevelopment proposals, which occur at such a rate and in such numbers, that the character of the area would be substantially altered.
- 3.59 It is also important that 'town cramming' does not occur, the cumulative effects of which could damage the character and amenity of established residential areas. Equally, it is also important that planning policies recognise the need to retain valuable amenity open space within the urban environment. Parks, playingfields and informal open spaces not only provide valuable opportunities for recreation, but can also be of significance to the character of a neighbourhood. In respect of the latter, private gardens could be important components.

POLICY AP39

Residential Amenity

Subject to compatibility with other policies of the Local Plan, in order to protect the amenity and character of primarily residential areas, the District Council will strongly resist:

- (i) changes from residential to non-residential use, where such a change would be to the serious detriment of residential amenity, or causes a significant untoward change in the character of the area;
- (ii) the loss of open spaces which contribute to the character of an area or are valuable for recreation or amenity purposes;
- (iii) redevelopment proposals which are significantly detrimental to the character or appearance of an area, or seriously impair residential amenity. The cumulative effect of a series of proposals will be taken into account;
- (iv) 'tandem' and similar unsatisfactory types of backland development which would significantly reduce residential amenity, mainly as a result of increased noise and loss of privacy, and/or would result in the erosion of the particular character of the surroundings.

Footnote: 'Primarily Residential Areas' are those areas within the physical limits boundaries of settlements which are predominantly residential in use and character and, therefore, exclude:

- (a) employment areas;
- (b) tourist/leisure areas;
- (c) the Town Centres.

- 3.60 Detailed Design policies are contained in the Design chapter, and policies relating to public open space and the loss of recreation facilities are contained in the Recreation chapter.

OPEN SPACE

- 3.61 Adequate provision of the following will normally be an essential requirement on new housing areas:
- (a) outdoor playing space.
 - (b) amenity space, e.g. verges, landscape areas, ornamental gardens, woodland belts etc.

Both should be well related to the existing housing areas, with convenient and safe access, particularly for children in respect of (a). In the case of new development, both should be an integral part of the layout and not merely a use to which awkward corners or undevelopable areas can be put.

Outdoor Playing Space

- 3.62 The requirement to provide adequate levels of outdoor playing space, the standards adopted by the District Council in respect of the provision of open space, the potential requirement for developments to make financial contributions towards the provision and maintenance of outdoor playing space and associated facilities, and the need to retain existing playing pitches and sports grounds are all set out in the Recreation chapter (paragraphs 7.6 to 7.17) and Supplementary Planning Guidance.

Amenity Open Space

- 3.63 Amenity or incidental open space is largely those areas of public open space which may be of irregular shapes and sizes and unsuited to formal games. It could also include areas of landscaping, planting or grass. Its value to the character of a development cannot be overstated. In terms of its provision there is no precise formula and each development will be considered on its merits and against any Supplementary Planning Guidance in existence at the time. Development which would involve the loss of amenity open space will not be permitted.

POLICY AP40

Provision of Amenity Open Space

All new residential developments will be expected to include an appropriate amount of amenity space and landscaping which should be an integral part of the design and layout. Development which would involve the loss of amenity open space within housing areas will not be permitted.

New family dwellings should, wherever practicable, have direct access to private amenity or garden space. Where this is not

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possible – for instance, where the dwelling is not at ground level – there should be access to a communal open space, ideally within view of the building. Even non-family dwellings should have some private garden space, a balcony, or access to a communal open space.

HOUSING DENSITY

- 3.64 The appropriate density for a development will be determined by the characteristics of a particular site. In the case of the Suffolk Coastal District, where there is such a diversity of settlements, from an urban area to a small village, it is impractical to impose a target or a range within which development should fall. The following policy will, therefore, apply:

POLICY AP41
Housing Density

In the provision of new housing, the District Council will take into account the characteristics of the site itself, including the presence of natural features, and those of the surrounding area, and seek to achieve a housing density consistent with a satisfactory housing environment.

The term 'satisfactory housing environment' is clarified and explained in the Suffolk Design Guide Supplementary Planning Guidance which has been prepared and adopted.

HOUSES IN MULTIPLE OCCUPANCY AND FLAT CONVERSIONS

- 3.65 This relates to proposals for rooms, bedsits, and flats which are formed by the conversion of existing properties, and does not relate to new buildings. It also does not cover hotels, guest houses and other serviced or institutional residential accommodation.
- 3.66 In order to give firm policy guidance to prospective developers, and to aid the District Council in the decision-making process, the District Council has already adopted Supplementary Planning Guidance on the subject. This covers such aspects as car parking standards, internal space standards, facilities, appropriate locations and conversion works. The policies of that guidance, which is detailed in nature, against which planning applications will be considered, are set out below. The reasoned justification, appropriate standards, and the Council's attitude on retrospective permission and enforcement are set out in the Supplementary Planning Guidance itself. The Proposals for the conversion of properties to flats and bedsits should accord with the Council's internal space and facility standards, as contained in that Supplementary Planning Guidance.

POLICY AP42**Conversion of Houses into Multiple Occupancy and Flats**

Planning applications relating to conversion of houses into units of multiple occupation and flats/bedsits, will be considered against the Council's Supplementary Planning Guidance on the subject, and the following:

- i) the sub-division of housing suitable for single household occupation may be permitted, provided that there is no material adverse impact on the external character of the dwelling and the area within which it is located;
- ii) the loss of existing self-contained flats which presently meet the Council's standards will be resisted. New proposals for the conversion of property to non self-contained dwelling units will not be supported;
- iii) where there is a concentration of large houses or buildings in multiple occupation and no, or limited, on-street parking, each proposal will be considered on its merits and against the following criteria:
 - a) the availability of public car parking nearby;
 - b) the adverse effect of on-site parking on the overall character of the area;
 - c) the availability of public transport.

Where parking is required, it will be expected to be to the standard of one space per flat and one space per three bedsits. In circumstances where there is a proven shortage of on-street parking space, additional visitor parking may also be required;

- iv) the loss of front gardens or substantial areas of rear gardens to provide car parking for flats and bedsits will be resisted;
- v) external staircases and large extensions which reduce the amenities of adjoining residents and/or the private amenity space of future residents to an unacceptable degree, will not be acceptable; (see also Policy AP5 on Listed Buildings);
- vi) the Council will have regard to the potential amenity problems resulting from structure-borne noise when considering planning application for conversion to flats and bedsits.

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Footnote: A 'large' house in the context of iii) is normally considered to be one which has 5 bedrooms or more.

SELF-CONTAINED RESIDENTIAL ANNEXES

- 3.67 The demand for annexes is recognised, especially with the increasing number of elderly people and a desire on the part of children and parents to live close to each other, whilst allowing a degree of independence. This can often be met by purchasing property nearby, but it may be essential to be more immediately on hand during illness or advanced infirmity.
- 3.68 Annexes have a special relationship with the main accommodation, and different standards may be appropriate from those applied to independent dwellings. This manifests itself most obviously in reduced privacy standards and the shared use of parking and private amenity areas. Where an independent dwelling would not be acceptable, for design or amenity reasons, or in relation to other Local Plan policies, then any self-contained residential annexe should be capable of being used as an integral or ancillary part of the main dwelling, when no longer required as a separate unit for a relative. The main unit and annexe must be seen as an extended residence which would be sold and used together. With the increasing numbers of elderly persons, it is helpful if a specialist market in 'extended household' accommodation develops.
- 3.69 An annexe as an extension to an existing dwelling is generally more satisfactory in planning terms than a separate building because:
- (i) it is more likely to have a good design relationship to the main dwelling, its curtilage and nearby dwellings;
 - (ii) it is unlikely to lead to pressure for alternative uses when the initial need ends. It can simply be incorporated into the main accommodation.
- 3.70 Where annexes cannot take the form of extensions, due to the design and layout of the main house, a separate annexe in a converted outbuilding may be acceptable. Only exceptionally will a new building be allowed. In both cases the annexe must be in a location and of a form and size to:
- (i) serve a useful ancillary function to the main house when no longer required for self-contained residential purposes; and
 - (ii) avoid pressure for it to become a separate dwelling.
- 3.71 Where these criteria cannot be met, the proposal will be treated as one for a new dwelling, and the appropriate policies will apply. In particular, such proposals will not be permitted in the Countryside, in accordance with Policy AP30:

POLICY AP43**Self-contained Residential Annexes**

Self-contained annexes to existing dwellings will normally only be permitted in the form of extensions. Where an extension is not appropriate for design reasons, conversion of an existing outbuilding or, exceptionally, and not in the Countryside, a new building may be permitted, subject to the annexe being of a satisfactory scale, location and design in relation to the existing dwelling, its curtilage and surrounding dwellings. Such a separate annexe must be designed so that it will serve a useful ancillary function to the main house when no longer required for self-contained residential purposes, and should not be of a form which would encourage its occupation as a separate dwelling. Where an annexe would be capable of forming a separate dwelling in contravention of the housing policies of the Local Plan, a legal agreement under Section 106 of the Town and Country Planning Act, 1990 will be sought to ensure its occupation is tied to the main dwelling.

The following particular policies will also apply: AP19 (Design) and AP34 (extensions in the Countryside).

DESIGN OF NEW HOUSING DEVELOPMENT

- 3.72 District Council expects a high standard of design and layout for new housing with adequate regard being paid to people with disabilities and the immobile. Planning applications will be considered against the detailed policies contained in the Design chapter of this Plan.

TRAVELLERS

- 3.73 In some instances, residential caravans can provide a less costly and more flexible alternative to permanent housing, especially where short term accommodation is required. Whilst, in principle, residential caravans are acceptable on sites which would normally be appropriate for traditional housing, because of their form and design they can have a significant impact on the environment in that they are often difficult to reconcile with the character of existing development.
- 3.74 Due to their form and construction, mobile homes deteriorate and will not normally be considered appropriate for long term residential accommodation.

POLICY AP44**Residential Caravans**

Planning permission will not normally be granted for residential caravans or mobile homes on sites which would not receive planning permission for permanent residential development and, in any event, new sites will not be permitted in the Countryside.

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Planning permission may exceptionally be granted for residential caravans on sites which would be appropriate for permanent dwellings, where a genuine short term need has been identified. Any permission issued will be of a temporary nature and will not normally be renewed.

- 3.75 The term 'Traveller' is used in the Local Plan to describe a number of different groups of people and includes gypsies, tinkers, Romanies, travelling people dealing in such business as furniture or laying tarmac, and New Age Travellers. These different groups generally do not mix on sites, whether authorised or unauthorised, and lead different lifestyles. This is one of a number of important factors which must be borne in mind when considering possible site provisions.
- 3.76 There is no statutory duty on local authorities to provide accommodation for gypsies or other travellers. There is a discretionary power, however, although sites are more likely to be provided by gypsies and other travellers seeking planning consent and developing their own sites.
- 3.77 There are three types of sites which are required for Travellers. These are outlined in Circular 1/94 and consist of:-
- (i) **Permanent sites for long term use.** These will have access from properly surfaced roads. Individual pitches might have hard standings for existing caravans and additional parking space for extra caravans, cars and lorries, where necessary. There may need to be working spaces, and areas for clothes drying and other domestic purposes, and a safe playing area for children. A reasonable level of services would be expected, including electricity and drinking water supplies, washing facilities, sewage disposal, and regular refuse collections. Each pitch would have access to its own drinking water supply and sanitation. Suitable means of marking site boundaries would include fencing, or natural vegetation such as hedges or trees. Spare capacity would enable the accommodation of visiting families passing through an area or attending family events.
 - (ii) **Temporary stopping places** will have a hard surface entrance or access road, hard standing for caravans and vehicles, a convenient drinking water supply, means of sewage disposal, and a refuse collection point. A typical site might have an impassable barrier, such as hedging or an embankment to delineate its boundaries.
 - (iii) For **transit sites**, some provision to minimise impact and avoid health hazards should include a refuse collection point, access to a drinking water supply and sewage disposal. A drained and stable surface, particularly at entrances and where vehicles and caravans are likely to be parked, might also be desirable.

3.78 The idea of actually allocating a site or sites in the Local Plan presents numerous problems:

(i) Need

At present there are two permanent sites in the county - at Ipswich and Bury St Edmunds. There is also a transit site at Kessingland. These are used solely by gypsies. There is no evidence to suggest that a permanent gypsy site is required in this district and there is no permanent population of gypsies.

However, there is some evidence of a need for some form of permanent provision for New Age Travellers and temporary stopping places for gypsies. The difficulty would be identifying a site which would be in a location so as to be used.

(ii) Occupation of the site

The issue of who any site should be provided for remains contentious. Natural justice and equal opportunities tend to dictate that there should not be any differentiation. However, in practice, a site would become dominated by one group within the Traveller community.

(iii) Location

The potential location of a suitable site is fraught with difficulties. For example, gypsies prefer an urban location but, consequently, there is likely to be more impact on residential and other amenity. New Age Travellers, on the other hand, tend to seek more rural, semi-isolated locations.

(iv) Provision

There is now the ability for Travellers themselves to provide sites. For example, there are some small permanent gypsy sites in Suffolk and elsewhere provided by gypsies themselves. Some of the New Age Travellers originating from this area have also indicated, in discussions with officers, their willingness and ability to make site provision for themselves ie they state they can raise sufficient capital for the purpose.

3.79 The Local Plan, therefore, includes locational criteria, which will need to be met by a planning application, should proposals be made, rather than to seek to allocate a site which may not be in a suitable location and will be likely to create considerable opposition in advance of any particular scheme.

POLICY AP45

Sites for Travellers

Permanent or transit sites and temporary stopping places for Travellers in mobile units of accommodation will be acceptable:

- (i) outside settlements, but within a reasonable distance of services;
- (ii) where there is no material adverse impact on residential amenity;
- (iii) with good access to the main road system;
- (iv) where there is safe access and adequate facilities for the parking of cars and lorries;
- (v) where adequate amenities and site services are present or can be provided, eg water supply and sewage disposal;
- (vi) where there is no cumulative impact on the character of an area caused by more than one such site.
- (vii) where there is no significant intrusion into the landscape and, in this respect, they will not be permitted in Historic Parklands, the Heritage Coast, or the following parts of the Area of Outstanding Natural Beauty and Special Landscape Areas:
 - (a) open and exposed areas;
 - (b) adjoining estuaries; or
 - (c) in flood plains;
- (viii) where there is no material adverse impact on wildlife habitats and, in this respect, they will not be permitted on heathland, Sites of Special Scientific Interest or County Wildlife Sites;
- (ix) where consistent with other policies of the Local Plan (eg archaeology, conservation, rural economy);

In granting consent, the District Council will ensure that adequate screening from the public view is available or provided, particularly in respect of storage areas. The District Council will also seek to ensure that there is no permanent residential development of sites located in the countryside, when no longer required for travellers, and may even seek their removal.

Chapter Four
EMPLOYMENT, RETAIL AND AGRICULTURE

EMPLOYMENT, RETAIL AND AGRICULTURE

- 4.1 Employment in the District is widely spread, with numerous small firms, companies or, 'pockets' of employment in Villages or the Countryside such as redundant airfields. The only concentrations occur in the larger Towns, the town centres, the Fringe of Ipswich, Sizewell Nuclear Power Station and Woodbridge Base which is a major employer and generates a significant amount of income for local businesses. Elsewhere, agriculture, of course, remains a primary source of employment.
- 4.2 Just outside the District, there are large industrial estates with vacant land in Ipswich, which functions as a regional employment centre.
- 4.3 The parishes in the north-eastern part of the District are within the Rural Priority Area (formerly the Rural Development Area), where the East of England Development Agency has available a limited amount of finance to aid employment in rural communities. A healthy rural economy is certainly desirable and the District Council will encourage the diversification of the rural economy, particularly in the northern part of the District.
- 4.4 This encouragement of employment, however, needs to be balanced against the environmental framework set out in Chapter One. It needs to be assimilated into the environment (landscape, wildlife, settlement pattern, amenity, etc), and in many cases, will need to be a finely balanced judgement.
- 4.5 In the south, the lack of employment opportunities is not so acute. However, it will be essential to maintain a diverse economy to prevent over-dependence on any one employer or industry.
- 4.6 The importance of the town centres to the local economy is discussed in the Area Policies chapter. However, in the context of the economy as a whole, it will be important to ensure that retail/commercial development does not occur which would have an adverse impact on the town centres by drawing excessive trade away.
- 4.7 Tourism is of major importance to the District and other centres. It brings in spending power in the form of visitors, and creates employment through hotels, restaurants, transport and shops.
- 4.8 The *aims and objectives* of this Plan are:
- (i) to support the retention and expansion of existing industry and services, where appropriate;
 - (ii) to identify suitable land for employment and other service uses and encourage a variety in size and type of sites and premises, where compatible with the character of the area and its settlements;
 - (iii) to encourage the diversification of the rural economy in the north of the District and maintain variety in the economy in the south;

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- (iv) to give priority to the use of redundant buildings in the Countryside for employment purposes;
- (v) to protect land with an employment use from other uses, unless there are overriding factors to make such a use undesirable;
- (vi) to encourage retail and commercial development in town centres and to resist retail development that is likely to seriously affect the vitality and viability of a nearby town centre as a whole;
- (vii) to support and make provision for a network of tourist facilities which benefits the local economy and complements the Council's tourism strategy, where consistent with other local plan objectives;
- (viii) to give adequate recognition to the needs of agriculture and encourage diversification.

DEFINITIONS

4.9 Throughout this Chapter, the following definitions will apply and relate to the Town and Country Planning (Use Classes) Order, 1987. The examples used are by no means exhaustive.

'Employment Use' includes the following:

Business (B1)

which would include laboratories, studios, 'high tech', 'light industry', and offices of a general nature, and in general terms could be carried out in a residential area without detriment to the amenity of the area

Financial or Professional services (A2).

General Industrial (B2)

Special Industrial (B2-B7)

in respect of which particular consideration will be taken in assessing proposals

Storage and Distribution (B8)

in respect of which additional, specific policies would apply

'Retail Use'

includes shops (A1)

'Other Uses'

There will be a number of other uses which provide employment. These might involve an industrial process, or the retailing of goods, or a combination of the two. These uses might not fit into the above definitions by virtue of their exclusion from

the Use Classes Order. Examples could include scrap yards, car sales, sale of fuel, car breaking etc. Applications for such uses will be treated on their individual merits and the following general policies.

'Agriculture'

includes horticulture, fruit growing, seed growing, dairy farming, the breeding and keeping of livestock (including any creature kept for the production of food, wool, skins or fur, or for the purpose of its use in the farming of land), the use of land as grazing land, meadow land, osier land, market gardens and nursery grounds, and the use of land for woodlands, where that use is ancillary to the farming of land for other agricultural purposes.

EMPLOYMENT

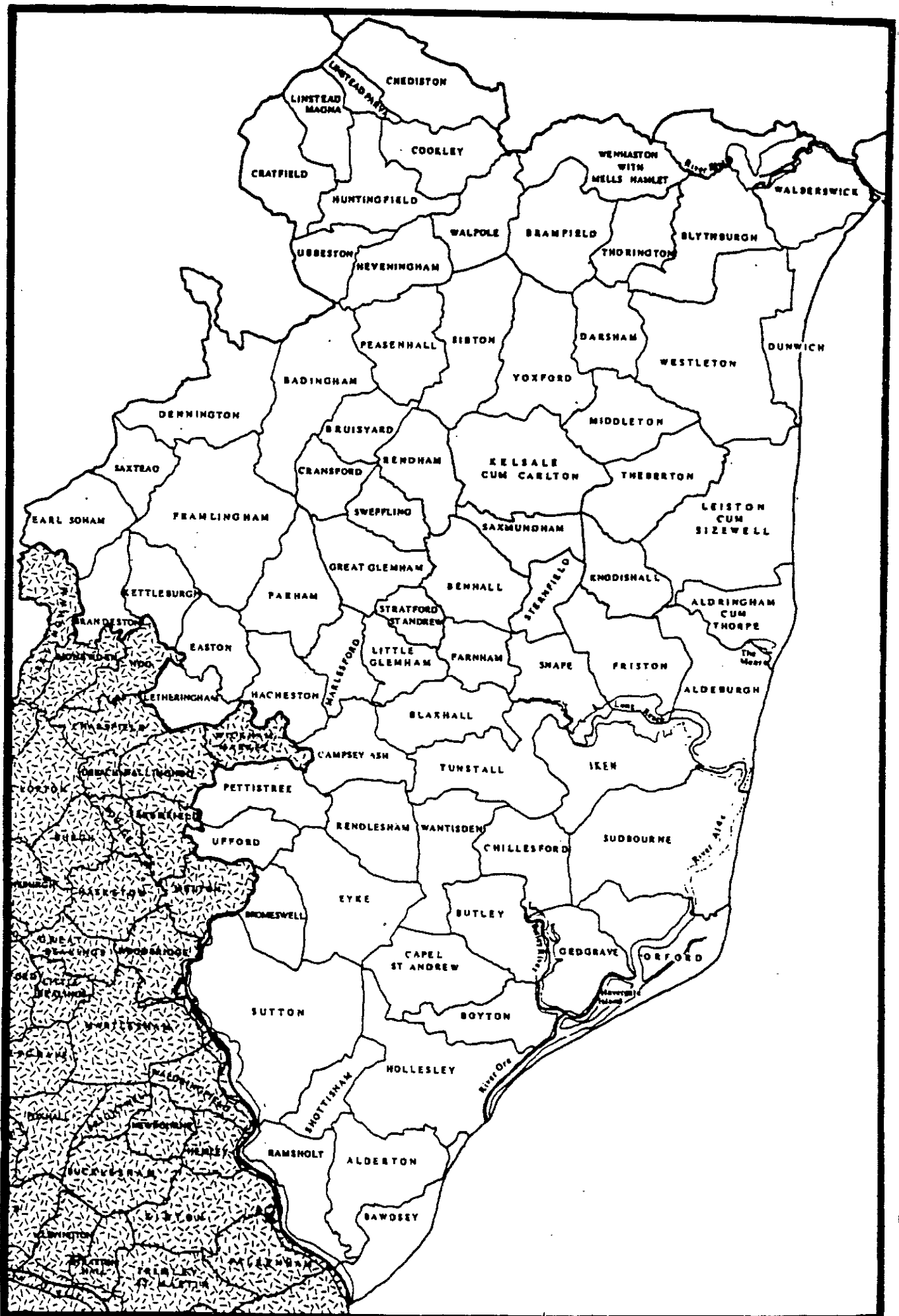
RURAL PRIORITY AREA

- 4.10 The Suffolk Rural Priority Area was designated in 1984 by the then Rural Development Commission (now East of England Development Agency – EEDA). It recognised an area which suffers from rural disadvantage in the fields of employment, housing, transport and community facilities. The RPA covers parts of Waveney, Mid-Suffolk and Suffolk Coastal Districts, and is shown on Diagram 2.
- 4.11 Initiatives designed to help alleviate some of the problems are set within the context of a Strategy prepared in 1985. This is reviewed every three years. Annually, a Work Programme is prepared and submitted to the EEDA, outlining a series of bids for the funding of projects.
- 4.12 This Local Plan recognises the particular needs of the Rural Priority Area and it will be a material consideration when considering proposals for development.

THE COUNCIL'S ECONOMIC DEVELOPMENT STRATEGY

- 4.13 The Housing and Local Government Act, 1989 imposes a responsibility on all Local Authorities engaging in specified areas of economic development activity, to produce an annual Strategy to guide the work, and to consult the local business community on its content.
- 4.14 In its current Economic Development Strategy, the Council sets out major objectives and an implementation programme designed to fulfil them. The Council's basic role is to act as a co-ordinator and catalyst, helping to create a climate within which private sector initiatives can progress. The policies in this Local Plan, against which such initiatives will be assessed, and where planning permission is required, play an important part.
- 4.15 An example of this is in respect of redundant building conversions, where the Council offers grants to assist in the provision of workspace in certain under-used buildings. The Local Plan encourages conversions to employment uses, contains policies on the subject, and is supplemented by additional Planning Guidance.

DIAGRAM 2 - Rural Priority Area



EMPLOYMENT GENERAL

- 4.16 Although new employment uses are generally supported in the interests of providing jobs and stimulating the local economy, there will be occasions when new development, expansion or change of use are not acceptable for a number of reasons.

POLICY AP46

New Employment Uses

There will be a general presumption in favour of proposals which provide employment, subject to conformity with the specific policies of this Plan and/or the following general considerations:

- (i) there being no significant adverse impact on the landscape, environmental or conservation interests, or material harm to the living conditions of local residents. This includes any impact that might arise from increased traffic movements generated by the development;
- (ii) there being no danger to highway safety;
- (iii) there being no materially adverse impact on the function, viability or character of the Town Centres.

Proposals will not normally be permitted in the Countryside, except in accordance with other policies of this Plan.

Footnote:

"Living conditions" relate to such matters as noise, vibration, dust, smell or highway safety.

EXISTING EMPLOYMENT USES AND AREAS

GENERAL POLICY

- 4.17 The area specific sections of the Local Plan include policies allocating areas of land for employment purposes. Some of these sites are already existing industrial estates or employment areas, whilst others are allocations, identifying areas of land which are acceptable for future development. Existing and allocated sites are identified on the Proposals Map.
- 4.18 Since the Local Plan was adopted in December 1994, there has been very little take-up of allocated employment land. The consequence of this slow rate of take-up is that there are still considerable areas of employment land available in or close to all the towns in the District, with the exception of Aldeburgh. In addition, there is a substantial amount of vacant industrial and commercial floorspace. This low take up for employment land, coupled with a considerable pool of available land and vacant floorspace, leads the District Council to conclude that there is no requirement to make any additional allocations. Nevertheless, the District Council will monitor the

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employment land availability situation on a regular basis. This will include such subjects as size of site, location, likely rental level (where known), and freehold potential.

POLICY AP47 **Employment Land**

The District Council will monitor the need for and availability of employment land within the District on a regular basis.

EXPANSION OF EXISTING SITES OR USES

- 4.19 The need to encourage the expansion of existing industry in the interests of the local economy is certainly recognised. The District Council wishes to foster a climate of confidence and certainty, but expansion must not be permitted if there are planning or environmental factors which mitigate against it and, therefore, there will need to be a balance struck between employment growth and conservation.

POLICY AP48 **Expansion of Existing Units**

In considering proposals for development related to the expansion of existing industrial or commercial uses, the District Council will pay particular regard to the contribution which the proposal makes to local employment opportunities. Proposals will be permitted where they:

- (i) are not of a scale which would cause overriding problems for transport, housing, the provision of services, impact on any neighbouring residential uses, or the conservation of the environment; or**
- (ii) would not materially harm the living conditions of local residents as a result of increased traffic movements generated by the development.**

Footnote:

"Living conditions" relates to such matters as noise, vibration, dust and highway safety.

- 4.20 Whilst it may be appropriate to support the expansion of some existing employment uses, there are situations where an enterprise has outgrown its site, or was established before planning controls were introduced and has become incompatible with its location. This could include industrial, office, retail and other uses. The economic benefits of a proposed expansion will be weighed against any harm that might be caused to the surrounding area. Where the District Council considers that proposals will cause overriding problems for transport, housing, the provision of services or the conservation of the environment, they will not be supported. In such cases, the District Council will do what it can to help firms to relocate themselves with minimum disturbance to their production. Within the context of this policy, overriding problems

are considered to be those which remain unresolved after all reasonable means of alleviating them have been tried.

POLICY AP49

Intensification of Employment in Primarily Residential Areas

In considering proposals likely to result in the intensification of employment uses within primarily residential areas, the District Council will pay particular regard to the needs of individual businesses. Where proposals are likely to cause overriding problems for transport, residential amenity, the provision of services or the conservation of the environment, planning consent will not be given but the District Council will seek to assist in identifying more appropriate locations.

Footnote:

See also Policy AP48.

RETENTION OF EXISTING USES

- 4.21 In addition to providing the opportunity for the expansion of existing firms, or for new enterprises to become established within the area, it is important to retain employment uses on existing sites where they are of local benefit. The increasing value of residential building land makes it financially attractive to redevelop sites currently in employment use, particularly for housing. The following policy seeks, therefore, to retain in employment use sites which currently make a contribution to local employment. The policy does accept the loss of employment sites where there are substantial planning benefits. These will be instances where the loss of the employment use will result in the removal of a use which causes significant problems, eg by virtue of their visual intrusion, or the noise, smell or traffic that they generate.

POLICY AP50

Protection of Employment Sites

Unless otherwise stated in this Local Plan, a change of use or redevelopment of existing premises/sites with an employment use to non-employment uses, will not be permitted unless:

- (i) such development would not cause or accentuate a significant shortage of land for employment use in the area concerned, both at the present time or in the foreseeable future; or
- (ii) there would be substantial planning benefit in permitting alternative uses.

- 4.22 In considering proposals against criterion (i), the District Council will have regard to the role which a specific site plays in the local economy. This could relate to a specific settlement or group of settlements. In particular, the District Council considers it important to protect sites in the rural areas, particularly the Rural Priority Area as part of the wider objective of creating employment opportunities.

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NEW EMPLOYMENT DEVELOPMENT

INDUSTRIAL ESTATES

- 4.23 In the interests of creating jobs and stimulating the local economy, the District Council will seek to make maximum use of existing industrial land. It is anticipated that most economic activity of a general nature will take place on industrial estates, including any extensions to them.
- 4.24 It will be important to resist the loss of the employment potential of these areas to other unsuitable uses and to ensure that development does not take place to the detriment of other objectives of the Plan. At the same time, it will be important to seek to make maximum use of the land and buildings. The suitable scale and type of development will be indicated within the Area Policies. Applications for employment uses will need to take into account any possible adverse effect on residential amenity, traffic and the environment generally. This will involve detailed consideration being given, not only to the layout, design, materials and car parking provision, but also control over the type of materials to be stored on site, availability of water for fire-fighting and the hours of working. For example, some employment areas are considered suitable for B1 and B2 uses, but not B8 uses, due to their close proximity to residential areas or areas of high landscape value. These areas are identified in the appropriate Area Policies and on the Proposals Map.

POLICY AP51

General Employment Areas

Unless otherwise stated in other policies of this Local Plan, on the Industrial Estates identified as General Employment Areas and shown on the Proposals Map, planning permission will normally be granted for Classes B1, B2 and B8 development as defined in the Town and Country Planning (Use Classes) Order, 1987. Proposals for Class A1 uses will be subject to Policy AP61.

OTHER NEW EMPLOYMENT AREAS

- 4.25 Economic activity is desirable in rural settlements, because it provides employment, helps to prevent loss of services and helps to keep a viable and balanced community. In rural areas, where there is a high dependence on cars, teleworking (working from home, communicating by telephone, telex, modem, etc.) can provide new opportunities for people and reduce the need to travel. However, although the District Council will generally encourage the establishment of new employment uses, such development should not take place where it would materially harm the character of villages or the living conditions of local residents, or have a significant adverse impact on the landscape.
- 4.26 As a general rule, employment uses should be located in Towns and Villages, close to the homes of the labour force and where the infrastructure exists to serve the uses proposed. They should also be of a scale and type appropriate to the particular location. Business (B1) uses are, therefore, in the vast majority of cases the only acceptable type. The establishment of new enterprises could occur through:

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- (i) the development of new sites in Villages or, in exceptional circumstances, the Countryside;
 - (ii) the conversion of existing buildings (see para 4.92).
- 4.27 It is now Government policy to promote diversification of the rural economy so as to provide wide and varied employment opportunities for rural people. However, there is a need to have regard to the environmental sustainability of any proposals. These ought to be located close to the populations which will provide the workforce i.e. within villages or immediately adjacent to them where workers can walk or cycle. Such uses in the open countryside would only encourage commuting by car, as well as having potentially material adverse impact on the locality. This is consistent with the overall objective of protecting the wider countryside from uncontrolled development.
- 4.28 Where new employment uses are proposed in the countryside away from towns and villages, the need for such a location will need to be justified by an overriding necessity to be there. In such cases, the District Council will pay particular regard to the design and location of any new buildings.
- 4.29 Because opportunities for new development are likely to occur in an ad hoc and unpredictable manner, no potential sites have been identified in this Plan, and planning applications will be considered on their individual merits and against the following policy:

POLICY AP52 **New Employment Areas**

Proposals for the establishment of small businesses (Class B1), either in existing premises or on sites within the defined settlement boundaries of the Towns and Villages but outside areas allocated for employment uses, will be encouraged and will be permitted provided there is no material adverse effect on:

- (i) residential amenity;
- (ii) the environment generally;
- (iii) highway safety and the free flow of traffic; or
- (iv) residential amenity between the location and the Class A road network.

Subject to (i) to (iv) above and no significant objection because of the lack of services or detriment to the surrounding Countryside, such proposals will also be acceptable on small sites closely related to the physical limits of a village where there is a lack of suitable sites or premises within the Village. Particular regard will be paid to the benefits to the local community by the opportunity for employment provided.

Elsewhere in the Countryside, new employment uses will be resisted, except in respect of conversions (Policy AP73), agriculture, silviculture, horticulture or justified by a proven overriding necessity to be located away from Towns and Villages.

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In such cases, scale, design, and location will be particularly crucial, with the need to avoid open landscape a priority.

Footnote: Proposals for haulage and warehousing uses will also be considered against policy AP54.

- 4.30 In many instances, employment opportunities arise through the provision of advance workshops or small factory premises by the conversion of existing buildings, particularly those that are no longer fulfilling their original function. Such uses of redundant buildings in the Countryside are preferred to residential conversions, and will be considered in relation to policies which follow para 4.88.

OFFICES

- 4.31 There will be a demand for offices (A2 and B1 uses), particularly in the town centres, complementary to the shopping function and as support services for local firms and businesses. The appropriate policies for Town Centres are contained in the Area Policies of this Local Plan.
- 4.32 Elsewhere in the towns and the villages, there will be demand for office space, particularly by the change of use of existing buildings. Whilst a single proposal may be acceptable, the District Council will always have regard to the potential precedent and the cumulative impact of a number of proposals. This is particularly important where changes of use occur in primarily residential areas (see Policy LP36), and applications will be considered on their merits and against the following general policy:

POLICY AP53

Offices

Proposals for the construction of new office premises, the extension of existing premises, and the change of use to offices will be permitted only where they do not:

- (i) create unacceptable parking problems, or compromise highway safety or the free flow of traffic ; or**
- (ii) result in significant detriment to residential amenity; or**
- (iii) lead to a significant adverse change in the character of an area, or to other significant environmental problems; or**
- (iv) detract from the character of a Conservation Area or Listed Building.**

Office development will not be permitted in the Countryside unless it is in accordance with Policy AP73.

WAREHOUSING AND STORAGE

- 4.33 The presence of the A12 and A14 Trunk Roads and the close proximity to Felixstowe Port and Ipswich Docks puts pressure on the area for warehousing/storage facilities, road haulage depots and container compounds. These should normally be located close to the primary route network (the A12 and A14 in this case) so as to minimise the environmental problems caused by heavy goods vehicles using unsuitable roads. However, because of the sensitive nature of the landscape and built and rural environments, the only acceptable locations are normally on industrial areas in Ipswich, at the Ports themselves, or in areas specified in other policies of this Plan.

POLICY AP54

Warehousing and Storage

Proposals for warehouses and haulage depots, except where required for local distribution purposes, and for container compounds and handling areas, will be restricted to sites identified in the Local Plan as being suitable for the use. Outside these sites, such uses will not normally be permitted.

RETAIL CENTRES AND RETAILING

INTRODUCTION

- 4.34 Suffolk Coastal District contains 6 town centres;
- Felixstowe is the largest town and the principal focus for services, shopping and employment in the South East of the District. Woodbridge is an extremely attractive market town which also serves both the convenience, and to a lesser extent the comparison goods shopping needs of this catchment. Both centres are influenced directly by the close proximity of Ipswich.
 - Aldeburgh, Framlingham, Leiston and Saxmundham are smaller centres which cater mainly for the everyday needs of their local catchments. Each town has its own individual characteristics and identity.

In addition to the identified town centres, there are a number of district centres, each serving a particular local catchment. The District also contains a number of local centres, comprising small groups of shops or even individual outlets, which can perform an important function in enhancing local areas, and minimising the need for travel to the main centres.

- 4.35 The shopping policies in this Local Plan have been written in the context of this retail hierarchy. They have also been formulated to reflect National Planning Policy Guidance which seeks to sustain and enhance the vitality and viability of existing, particularly town, centres. To this end, each of the six town centres in the District is addressed in Part Two of the Plan with a Strategy formulated for each.

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4.36 The policies also draw upon a Retail Study commissioned by the District Council during 1997.

4.37 Suffolk Coastal District Council's retail strategy is:

- To sustain and enhance the vitality and viability of the 6 town centres, and established district and local centres;
- Wherever possible to seek to locate appropriate new retail development within the established town centres, consistent with their existing characteristics, identity and role within the wider retail hierarchy;
- To develop individual strategies for each town centre, based on their particular characteristics and circumstances; including, where appropriate, identifying opportunities for new development consistent with their function;
- To sustain and enhance district and local centres, local shops and producers of primary and secondary food products which fulfil an important function in the local economy, particularly in rural areas;
- In the case of any retail proposals which come forward within the plan period, over and above identified allocations, these should wherever possible be accommodated within the District's town centres as the preferred location for new retail development;
- Where a retail development is proposed in an edge-of-centre or out-of-centre location, and is not in accordance with the individual development strategy for that particular town centre, there will be a requirement to demonstrate the need for additional facilities. This requirement applies to proposals for extensions to existing stores as well as free-standing schemes;
- The requirement to demonstrate need is not fulfilled simply by showing that there is capacity or demand for the proposed development. Whilst capacity and demand may form part of the demonstration of need, the significance - in any particular case - of the factors which may show need will be a matter for the District Council. The Council will consider the wider needs of the community, as well as market demand;
- Where suitable town centre sites are not available, and are unlikely to become available within the foreseeable future, the Council will adopt a sequential approach to consider whether there are any suitable well-integrated edge-of-centre sites, or sites within existing district centres, before countenancing out-of-centre development;
- If having followed a sequential approach there are no suitable in-centre or edge of centre sites available, out-of-centre developments may be acceptable, subject to strict criteria, provided it is accessible by a choice of means of transport and is consistent with the overriding objectives to sustain and enhance the vitality and viability of existing town centres;

- Not to allocate land for further retail warehousing development due to the lack of necessity within the District over and above existing provision and outstanding consents;
- To seek to encourage retail outlets to be supplied by local producers in order to safeguard and build the local economy.

4.38 Immediately outside the District are the town centres of Ipswich, Debenham, Halesworth and Southwold. When considering proposals for new development, the potential impact on the vitality and viability of these town centres will be a material consideration.

POLICY AP55 **Retail Strategy**

The overall retail strategy of the District Council is to sustain and enhance established town and district centres, local centres and shops serving rural areas. To this end, wherever possible, new retail development of an appropriate scale which is consistent with this objective will be encouraged to locate in existing centres.

THE SCALE AND LOCATION OF RETAIL PROVISION

4.39 A survey of the six town centres within the District was carried out in 1997. This has enabled the level of convenience, comparison and service facilities to be compared between the towns themselves and with the national average. Reference will be made to these figures (see Table 2) in the town centre profiles in the respective Area Sections in Part 2 of the Local Plan. The terms used in the table are defined as:

Convenience goods	comprising food, alcoholic drink, tobacco, newspaper and magazines, cleaning materials and matches.
Comparison goods	comprising clothing, footwear, DIY goods, household goods, recreational goods and other non-food goods.
Services	eg restaurants, banks, building societies, betting offices, estate agents, etc.

EMPLOYMENT, RETAIL AND AGRICULTURE

Table 2 : Town Centre Shopping Uses

TOWN	RETAIL TRADE				RETAIL SERVICES						TOTAL			
	CONVENIENCE		COMPARISON		TOTAL		SERVICES		VACANT		TOTAL		No	%
	No	%	No	%	No	%	No	%	No	%	No	%		
National Average	-	8.9	-	40.4	-	49.3	-	37.8	-	12.8	-	50.6	-	100.0
Aldeburgh	13	17.8	31	42.5	44	60.3	26	35.6	3	4.1	29	39.7	73	100.0
Felixstowe	16	7.5	98	45.8	114	53.3	88	41.1	12	5.6	100	46.7	214	100.0
Framlingham	9	12.5	28	38.9	37	51.4	29	40.3	6	8.3	35	48.6	72	100.0
Leiston	10	11.9	29	34.5	39	46.4	34	40.5	11	13.1	45	53.6	84	100.0
Saxmundham	8	11.1	28	38.9	36	50.0	28	38.9	8	11.1	36	50.0	72	100.0
Woodbridge	19	10.2	82	44.3	101	54.5	63	34.1	21	11.3	84	45.4	185	100.0

Source : Hillier Parker Study, August 1997

TOWN CENTRES

4.40 The six towns of Aldeburgh, Felixstowe, Framlingham, Leiston, Saxmundham and Woodbridge are identified as 'Towns' for Local Plan policy purposes. In each of these Towns an area has been defined as the 'Town Centre' on the Proposals Map. This is to ensure that:

- (i) commercial uses do not gradually spread into adjacent residential streets, to the detriment of the amenity of local residents and the character of the areas;
- (ii) concentration of shopping floorspace is within a reasonable distance of car parks and public transport facilities.

4.41 Government policy, as set out in PPG6 (Town Centres and Retail Developments), published in June 1996, identifies the following key objectives:

- to sustain and enhance the vitality and viability of town centres;
- to focus development, especially retail development, in locations where the proximity of businesses facilitates competition from which all consumers are able to benefit and maximises the opportunity to use means of transport other than the car;
- to maintain an efficient, competitive and innovative retail sector;
- to ensure the availability of a wide range of shops, employment, services and facilities to which people have easy access by a choice of means of transport.
- to encourage investment in retail, employment, leisure and other key town centre uses;
- to encourage mixed-use development in town centres.

4.42 Complementary policy guidance is given in PPG13 (Transport). This includes the advice that:

- shopping should be promoted in existing centres which are more likely to offer a choice of access, particularly for those without the use of a private car;
- existing central and suburban shopping centres should be maintained and revitalised by enabling development to take place there and by policies which improve the quality and comprehensiveness of those areas;
- development, including major generators of travel demand should be located in existing centres or locations which are highly accessible by means other than the private car.

4.43 The District Council will seek to achieve these Government policy objectives by locating and promoting shops, commercial uses and other traffic generating activities such as leisure, entertainment and health, within the town centres. There will be

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exceptions to this policy, eg small local shops to serve rural communities (Policy AP60). Clearly, some potential leisure and entertainment uses will not be appropriate within town centres, but this will become evident by the application of the sequential test procedure, as required by Policy AP61. In respect of Felixstowe, it may be desirable for entertainment and leisure uses to be also located on the seafront in accordance with the strategy for the resort.

POLICY AP56 **Town Centres**

The Proposals Map identifies six town centres within the District; at Aldeburgh, Felixstowe, Framlingham, Leiston, Saxmundham and Woodbridge. In order to offer a choice of modes of transport – particularly for people who do not have the use of a car – the town centres are the preferred location for the following, unless there are other overriding material considerations, or in accordance with other policies of this Local Plan:

- major new shopping
- commerce
- entertainment and leisure
- health
- community uses

all where suitable sites are available. All applications for new development on town centre sites should satisfy the criteria set out in Policy AP61.

Footnote: The 'Other Policies' include those that relate to employment (AP46 to AP53); retail (AP55 to AP65); tourism (AP66); farm diversification (AP70 to AP73); community facilities (AP87 to AP88); recreation (AP106 to AP109); Felixstowe Seafront (AP198 to AP202); and specific areas and allocations.

- 4.44 Strategies for each of the six town centres are contained in the Area Chapters.

RESIDENTIAL ACCOMMODATION IN TOWN CENTRES

- 4.45 The District Council considers that, in the light of the PPG6 advice that residential accommodation should be encouraged within town centres, the provision of additional residential accommodation should be encouraged within the defined Town Centres of all six towns, particularly at first floor level. However, this should not be at the expense of prime shopping frontages as defined, nor should it be at the expense of a variety of uses in the town centre (offices, food, shops etc) which adds to its vitality and viability. In view of the fact that other traffic-generating uses are also required to be located in the Town Centres whenever possible, it is not appropriate to seek to retain all existing residential accommodation since this could well lead to a conflict of objectives. This general policy needs to be qualified by the proviso that the individual town centre strategies might identify exceptions to this general policy, such as the Woodbridge Policies AP258 and AP259.

POLICY AP57

Town Centres; Residential Accommodation

Unless indicated in other policies of the Local Plan, the District Council will encourage the establishment of residential accommodation within the Town Centres, as defined on the Proposals Map, particularly on upper floors, but in all cases not :

- (i) at the expense of ground floor primary shopping frontages; or
- (ii) where this could prejudice the preservation or creation of a range of activities in the Town Centre; or
- (iii) where this would be likely to have a detrimental impact (either individually or cumulatively) on the vitality and viability of the Town Centre.

TRANSPORT IN TOWN CENTRES

Car Parking

- 4.46 It is Government policy that access to towns and traffic management within them should be improved. This recognises that if town centres are to compete effectively with out-of-centre developments, they must remain attractive to people who arrive by car. Local authorities are therefore required to draw up a traffic management strategy and provide good quality car parking. More detailed advice regarding car parking policies is set out in PPG6, which states:

'Authorities should assess the overall availability of parking in the central area, on-and off-street, public and private, and develop policies covering all types of parking, as well as management and pricing policies for public parking. They should achieve better use of existing car parking, by adopting policies which give priority to short-term parking for visitors to the town centre, such as shoppers, and discourage long-term parking for commuters.'

- 4.47 Being predominantly a rural district where public transport is not always available on a consistent basis, the car remains an important means of travelling to the six town centres, whether it be for shopping, leisure, work or other reasons. This has meant that the demand for car parking in some town centres may not be equivalent to the supply of spaces, or is not likely to be the case by the end of the plan period. Examples of this are Woodbridge and Felixstowe, particularly if additional retail development takes place.
- 4.48 To continually provide additional spaces may not always be the answer. To an extent, this encourages travel by car with its associated congestion and pollution. Alternative forms of travel should be encouraged, where possible. This primarily means public transport, walking and cycling. However, it is recognised that these

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may be impractical in some cases because of a lack of a service or distance. The car may represent the only available form of transport and its accommodation should still be planned for.

- 4.49 Therefore, the District Council will continue to monitor the need for off-street public car parking in anticipation of having to seek provision in the appropriate location. However, encouragement will also be given to the use of public transport, walking and the use of cycles, the latter through the provision of cycle parking facilities.

POLICY AP58 **Town Centre Car Parking**

The District Council will continue to monitor the demand for off-street public car parking in town centres with a view to ensuring that adequate levels of on-street and off-street public spaces are available to meet the commercial, recreational, tourist and residential needs of the Town Centres bearing in mind the need to encourage the use of a range of transport modes in addition to the car, and to meet the access and other needs of people with disabilities.

The District Council will:

- (i) manage its car parks to ensure an adequate turnover of spaces to meet short-stay needs;**
- (ii) manage its car parks to ensure that long stay parking takes place in car parks peripheral to the town centres;**
- (iii) devote parts of town centre car parks to the exclusive and safe parking of bicycles and motorcycles.**

(See also Policy AP80 on parking standards and Policy AP82 on provision for cyclists).

Public Transport

- 4.50 Measures designed to integrate transport, to reduce dependency on the private car, and to enable town centres to function efficiently while providing mobility for all, now form a central theme of Government policy. Land use planning and the coordination of town centre management will increasingly have a role to play in detailing these objectives.
- 4.51 The District Council's commitment to encouraging the development of bus/rail interchange facilities, of better bus services and provision for cyclists and pedestrians is set out in the Transport chapter. Particular attention will need to be given to the role part of existing car parks might play in helping to secure these objectives, including the better provision for cyclists and motorcyclists.

DISTRICT CENTRES

4.52 Annex A of PPG 6 defines a District Centre as:

'Groups of shops, separate from the town centre, usually containing at least one food supermarket or superstore and non-retail services such as banks, building societies and restaurants.'

4.53 The District Council considers that for the purposes of PPG6, Cavendish Park, Felixstowe, Grange Farm, Kesgrave; High Street, Walton; and Martlesham Heath should be identified as District Centres, in that they are separate from the town centres and contain a range of facilities serving large residential areas which have, or are continuing to develop, around them. To this list should be added The Hill, Wickham Market, as well as Rendlesham, where the District Council is promoting the creation of a District Centre as part of the redevelopment of the former Bentwaters Domestic Base, and Bixley Farm, where the approved Master Plan includes provision for a District Centre. These District Centres are delineated on the Proposals Map, except Rendlesham where the nature of the proposed redevelopment is not yet known. Expansion of these District Centres or, indeed, the creation of new and similar ones will be encouraged. However, such centres should complement town centres and local centres and not prejudice their vitality and viability.

POLICY AP59
District Centres

The following centres are defined as District Centres and shown on the Proposals Map:

Felixstowe : Cavendish Park
Kesgrave : Grange Farm, Ropes Drive West
Martlesham Heath : The Square
Walton : High Street
Wickham Market : The Hill

District Centres are also proposed at Bixley Farm, Rushmere St Andrew, and at Rendlesham, which will be located within the physical limits, as defined on the Proposals Map.

The District Council will encourage retail and other commercial and community uses within these centres which are consistent with the needs of existing or developing communities. Development should be close to the main road network and public transport routes and should not have any material adverse impact on the environment, highway safety, residential amenity or the vitality or viability of existing town, district and local centres.

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LOCAL CENTRES

4.54 Annex A of PPG6 defines a local centre as:

'Small groupings usually comprising a newsagent, a general grocery store, a sub-post office and occasionally a pharmacy, a hairdresser and other small shops of a local nature';

The District Council will support the provision of new shops in Local Centres or villages provided these are of a modest size and cannot be located in existing town or district centres. Such facilities will need to be within a physical limits boundary. Policy AP60, which relates to Local Shopping Facilities, will need to be read in conjunction with Policy AP9, which seeks to encourage rural facilities and Policy AP62, which seeks to retain key facilities within rural communities. These three policies form part of the District Council's strategy to maintain and enhance the rural economy.

POLICY AP60

Local Shopping Facilities

Subject to the other policies of this Plan, planning permission will be given to the provision of local shops for a new development area, a Village or part of a Town where the need cannot adequately be met by facilities existing in the area or in nearby centres. Such facilities should be within the physical limits boundary and not exceed 280 square metres (3000 square feet) net floorspace, anything above which should be located in town, district or local centres.

Within Villages, proposals for mobile shops or temporary accommodation will be supported provided that they would not result in any serious adverse effect on residential amenities or significant increase in danger or inconvenience on the public highway.

PROPOSALS FOR NEW RETAIL DEVELOPMENT

4.55 PPG6 introduces the concept of any retail, recreational or leisure development being located in town centres whenever possible. In the absence of a suitable town centre site, an edge-of-town site will be considered acceptable. Only where no suitable town centre or edge-of-centre site is available, will an out-of-town site be considered. This approach is defined in PPG6 as a 'sequential approach' and applies not only to sites identified by local planning authorities but to sites promoted by developers. This is described in PPG6:

'Adopting a sequential approach means that first preference should be for town centre sites, where suitable sites or buildings suitable for conversion are available, followed by edge-of-centre sites, district and local centres and only

then out-of-centre sites in locations that are accessible by a choice of means of transport.'

- 4.56 PPG6 qualifies this to some extent in respect of small and historic towns, such as those in Suffolk Coastal:

'Not all centres, particularly small and historic towns, will have sites that are suitable in terms of size, parking, traffic generation, or servicing arrangements for large-scale developments in the town-centre itself. In such centres, developments should be of a scale appropriate to the size of the centre ...'

This qualification is particularly important within the context of the District, where large areas of land are unlikely to become available for development within the town centres.

- 4.57 The District Council will require this sequential test to be applied to any significant retail, commercial, recreation or leisure proposals. No definite size threshold is adopted, since in some instances, relatively small proposed developments could have a significant impact. As a guide, any proposals over 280 square metres (3,000 square feet) will be considered significant, but proposals below this threshold may be considered significant in some circumstances.

- 4.58 In this Local Plan the following definitions of locations will apply:

- **Town Centre:** The town centres of Aldeburgh, Felixstowe, Framlingham, Leiston, Saxmundham and Woodbridge, as shown on the Proposals Map.
- **Edge-of-centre:** For retail uses, a location within easy walking distance of the primary shopping area, as defined on the Proposals Map for the town centres of Felixstowe and Woodbridge, or the main concentration of shops in the remaining four town centres. This distance may be as much as 300 metres for the larger centres of Felixstowe and Woodbridge, but less in the other towns, in all cases dependent upon the size of the centre, the facilities available there, and the nature of the journey.
- **District Centre:** See paragraph 4.52.
- **Local centre:** See paragraph 4.54.
- **Out-of-centre:** A location that is clearly separated from a town centre, but not necessarily outside the urban area.
- **Out-of-town:** An out-of-centre development on a greenfield site, or on land not within the physical limits boundary.

RETAIL PROVISION OUTSIDE TOWN AND OTHER CENTRES

- 4.59 Where a proposed development has been subjected to the sequential test and it is accepted that no suitable town centre, edge-of-town centre or district centre sites are available, an out-of-centre site may be acceptable in principle. However, the District

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Council will expect any such out-of-centre development to be combined with existing facilities wherever possible and will wish to be satisfied that the proposal will not adversely affect the viability or vitality of any existing nearby centre or the rural economy. The proposed development would also need to be accessible by a range of transport in addition to the car and be well served by public transport. Conditions will be attached to any planning approvals in order to prevent the sub-division of any development into a large number of smaller units, which may well have an adverse effect on nearby centres. The range of goods to be sold may also be limited by condition.

- 4.60 Proposals for out-of-centre retail developments may be on sites allocated for different land uses, such as for employment. In such cases, the District Council will need to be satisfied that the development would not cause or accentuate a significant shortage of employment land in the area concerned and that the retail development would be compatible with any adjoining industrial uses.

POLICY AP61

Proposals for New Development

In order to meet the District Council's objective to sustain and enhance the vitality and viability of existing town centres, the Council will adopt a sequential approach to the selection of sites for proposals for new retail development. This approach will also be applied to all key town centre uses that attract a lot of people, including commercial and public offices, entertainment, leisure and other such uses.

The sequential approach means that first preference for new development will be given to sites in town centres, where suitable sites or buildings suitable for conversion are available. Preference will then be given to edge-of-centre sites, followed by district centres and local centres. Only then will preference be given to out-of-centre followed by out-of-town sites in locations that are accessible by a choice of means of transport. In order to enable the Council to assess proposals, submissions should demonstrate an examination of other potential sites within existing centres that are higher in the sequence of preferred locations.

Proposals for new retail development in district centres and local centres will be judged against the criteria set out in Policies AP59 and AP60 respectively.

Proposals for new retail development in edge-of-centre, out-of-centre and out-of-town locations will be judged against the following criteria:

- (i) the development shall not adversely affect: (a) the vitality and viability of any nearby town centre, district centre or

- local centre; (b) the quality, attractiveness or character of the centre; or (c) its role in the economic and social life of the community;
- (ii) the development shall not adversely affect the rural economy (including the role of local and village shops), taking into account its cumulative impact with other recently completed or committed retail developments in the vicinity;
 - (iii) the development shall be combined with existing facilities, wherever possible;
 - (iv) the development shall not materially harm the living conditions of nearby residents;
 - (v) the development shall not have a significant adverse impact on the landscape (including historic landscapes), the character or appearance of conservation areas, areas of archaeological importance, or wildlife habitats;
 - (vi) the development shall not adversely affect highway safety or the free flow of traffic;
 - (vii) the development shall have appropriate car parking provision, but shall also be accessible by a choice of means of transport, other than the car. This means that sites should be well served by public transport services that are, or would be, frequent, reliable, convenient and come directly into or past the development from a wide catchment area;
 - (viii) the development shall be easily and safely accessible to pedestrians, cyclists and disabled people from the surrounding area; and
 - (ix) the development shall not be located in the open countryside or on land designated for other land uses in the Local Plan. These include land allocated for industry, employment or housing, or playing fields and open space (unless replacement facilities of equal recreational and amenity value are provided).

Account will also need to be taken of national policy guidance in respect of need.

Footnotes:

- 1 The definitions of *town centre*, *edge-of-centre*, *district centre*, *local centre*, *out-of-centre* and *out-of-town sites*, for the purposes of the Plan are those set out in paragraph 4.58.

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- 2 Policy AP61 will be considered alongside other policies in the Plan, including AP60 (Local Shopping Facilities) and AP65 (Farm Shops).

KEY VILLAGE FACILITIES

- 4.61 Facilities such as shops, post offices and public houses are an important part of the social fabric of village communities and, in places, contribute towards the tourism economy. They also provide a valuable service to those living in the community, particularly the elderly and those without their own means of transport. Village shops have been in decline for the last 40 years, initially with the introduction of supermarkets in the larger towns and more recently as a result of out of town superstores. Superstores are attractive to shoppers as they provide a wide and comprehensive range of goods, many of which are sold at discount prices. They are, however, catering for car-borne shoppers or those who live on good public transport links.
- 4.62 A village facilities survey carried out in 1994 showed that out of a total of 102 rural parishes, 61 (60%) had no shop, 54 (53%) had no post office and 35 (34%) had no public house. A similar survey in mid-2000 indicated that rural facilities had declined and that 69 (66%) had no shop, 77 (74%) had no post office and 54 (52%) had no public house. The District Council considers that it is important to retain existing village shops and post offices as well as other village facilities, including public houses, where there is no readily available local and accessible alternative within the community or village. Whilst the District Council cannot prevent an owner or occupier from closing a village shop or a public house and cannot influence market forces or the trading ability of a business, it does have control over any subsequent re-use of the premises.
- 4.63 The District Council will require any application involving the loss of a key facility such as village shop, post office or public house to be supported by such information as:
- (a) evidence that the business has become financially unviable and cannot be made viable or run in a viable way. Such evidence would include:
 - (i) current and projected trading performance;
 - (ii) the nature and condition of the building;
 - (iii) the extent of the local catchment including the location of the premises in relation to local settlement pattern and accessibility;
 - (iv) the nature and location of comparable facilities;
 - (v) the cost of any repairs, renovations or improvements required to enable the business to continue;
 - (vi) the potential to relocate the use into other premises in the community;
 - (vii) in respect of public houses, the approaches and attempts to transfer from a chain of tied pubs to a free house.

- (b) evidence that the business has been offered on the open market as a whole (parts having not been identified for separate sale) and at a realistic market value. This should be for a period of not less than six months by a competent agent. Evidence should include sales literature, details of approaches, and details of offers.
- 4.64 Another way in which such local facilities can be supported is by means of voluntary help from within the community. Evidence will, therefore, be required to the effect that the local community has been notified in writing of the firm intention to close the business and has not, within a period of six months, come forward with a realistic proposal to assume operation of the business, including its proposals to finance and operate the facility.
- 4.65 Apart from commercially operated facilities such as shops, post offices and public houses, there are a number of other key community facilities which may come under threat. These include churches; church, village or other halls; playing fields and allotments. These facilities may be run on behalf of the community by the local parochial church council, parish council or other locally accountable body. Any loss is, therefore, only likely to occur where there is genuinely no further demand, as may be the case with allotments, and following widespread local public debate, with all options, financial and otherwise, being extensively considered. The District Council is anxious that this type of facility should also be retained wherever possible, and that it should not be lost without some evidence of detailed local consideration. Even though there are other Local Plan policies which seek to protect specific facilities, e.g. Policy AP104 relating to playing fields, the District Council proposes to include the protection of all local facilities within a general 'village facilities' policy.

POLICY AP62

The Retention of Key Facilities

The redevelopment or change of use of key facilities within rural communities will only be permitted where:

- (a) the existing use is not, or cannot be made to be financially viable, nor can it be sold as a going concern; or
- (b) the local community has not come forward with a realistic proposal to assume operation of the business.

The partial redevelopment or change of use of a key facility will also only be permitted where this will not prejudice its viability or future operation, and subject to other policies of the Local Plan.

Footnote:

A 'key facility' would depend upon the local circumstances but would certainly include a shop selling convenience goods, a post office and public house where there are no accessible comparable facilities within the community/village. Garages, petrol filling station and other shops, as well as community halls, churches and sports facilities might also be included, depending upon local need and other provision in the settlement. See also policies AP40, AP88 and AP104.

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RETAILING IN THE COUNTRYSIDE

- 4.66 It is a general policy of this Plan (Policy AP8) that the Countryside should be protected and development restricted to that necessary for agriculture, forestry and horticulture. Proposals for retailing activities in the Countryside will be considered against this general policy and normally only be acceptable where they relate to the activities specified below, eg, garden centres and farm shops.

POLICY AP63 **Countryside Retailing**

Retail activities will not be permitted in the Countryside, except in accordance with Policies AP64 and AP65, or where there are overriding reasons why they need to be located away from settlements.

- 4.67 Other proposals will only be permitted where there is an overriding necessity to be located in the Countryside. An example of this may be where retailing is related directly to a manufacturing use which utilises a redundant or under-used building. This would be consistent with the Council's policies on rural enterprise and the use of such buildings. Policies on this follow in para 4.88 in this chapter.

Garden Centres

- 4.68 Garden centres normally involve large areas of greenhouses, indoor and outdoor display areas and associated car parking. Sometimes they are related to nursery gardens. By their very nature it may not be possible to locate them within the physical limits of settlements although their primary function is to serve the needs of residents in towns and settlements. Where they may need to be in the countryside, they should be well-related to the settlement(s) that they serve and to the principal road system. As they can have a considerable visual and environmental impact, they should not be located in countryside where they will be prominent, nor in the Area of Outstanding Natural Beauty or Special Landscape Areas.

POLICY AP64 **Garden Centres**

Although development in the Countryside will not normally be permitted (Policy AP8), exceptions may be made for garden centres outside of Special Landscape Areas and the Area of Outstanding Natural Beauty, where they will normally be resisted. The scale of the operation, design and bulk of buildings, landscaping, materials, access and parking arrangements will be important considerations, as well as the following:

- (i) the site should be well related to the form and character of an adjacent settlement;**
- (ii) the site should be well related to the class A road network;**

- (iii) there should be no significant adverse impact on the character of the locality, road safety, best and most versatile agricultural land, forestry, landscape, wildlife habitat, archaeological interest or residential amenity;
- (iv) the buildings should not be prominent in the landscape.

Farm Shops

- 4.69 Planning permission is not required for the sale of farm produce from the farm, provided that produce is not imported from outside, nor for the sale of non-agricultural goods, such as craft items, produced on the site. However, use as a farm shop selling a significant amount of produce from elsewhere is a separate use requiring planning permission.
- 4.70 It is Government policy to promote farm shops, especially in areas where there are no convenient village shops, because they contribute to the diversification of the rural economy. Farm shops help meet demand from consumers who want fresh produce at the point of production. They can also provide new sources of jobs and services in rural areas and outlets for producers of regional speciality foods. When planning applications are needed, local planning Authorities are advised to take account of the desirability for the farmer to provide a service throughout the year, which may require him to bring in non-local produce to overcome the problems of seasonality and provide continuity of employment. They should also take account of the need to ensure that a sufficiently wide selection of produce can be offered.
- 4.71 However, the District Council is concerned that unrestricted retail sales from a farm shop could have a significant adverse impact on a nearby village shop. In addition there are the transport effects of the traffic likely to be generated; as well as access and parking arrangements.
- 4.72 In considering planning applications for farm shops, the District Council will, therefore, take into account the volume of traffic likely to be generated, the potential impact on nearby village shops, and the desirability of selling both local and non-local produce. In the context of farm shops, non-local is defined as produce originating from beyond the farm holding and its environs.
- 4.73 where possible, farm shops should be located in existing buildings. The conversion of an existing building will always be preferred, but where there is no suitable existing building, the principle of a new building is acceptable. New buildings specifically for use as a farm shop will only be acceptable where it has been demonstrated that no existing buildings are suitable for the use; where they avoid open countryside; if the scale, nature, design, materials and siting of the retail accommodation is compatible with the existing farm and buildings; and if this will not result in a scale of activity which has a detrimental impact, in physical and economic terms, on the surrounding area.

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POLICY AP65 **Farm Shops**

Proposals for farm shops will be generally supported and will be considered against the following criteria:

- (i) the impact of the proposal on the landscape, the presence of areas of archaeological interest, wildlife habitat, forestry, highway safety and residential amenity;
- (ii) the conversion of an existing building, or buildings, to a farm shop should retain the traditional character;
- (iii) the volume of traffic generated, adequate off-road car parking and a suitable access from the highway;
- (iv) the potential impact on nearby village shops;
- (v) new buildings specifically for use as a farm shop will only be acceptable:
 - (a) where it has been demonstrated that no existing buildings are suitable for the use;
 - (b) where they avoid open countryside;
 - (c) if the scale, nature, design, materials and siting of the retail accommodation is compatible with the existing farm and buildings; and
 - (d) if this will not result in a scale of activity which has a detrimental impact, in physical and economic terms, on the surrounding area.

The District Council will support farm shops selling a range of produce, including some non-local produce, where this provides a sufficiently wide selection to overcome problems of seasonality, provide for continuing employment, and provide a facility not otherwise available to a local community. Where planning permission is granted for a farm shop, the Council may consider using planning conditions, where appropriate, to impose limits on the broad types of produce that may be sold.

TOURISM

- 4.74 The District Council will generally encourage and promote tourism in the District because of its importance for employment and as a source of income. In addition,

tourism is closely related to the conservation of the District's unique built and rural environments.

- 4.75 Major centres of tourism include Aldeburgh, Felixstowe, the coast, Woodbridge and its river frontage, together with attractions such as Snape Maltings and Orford Castle. These are all located in the eastern part of the District close to the coast. To the west, the only major centre is Framlingham.
- 4.76 Particular support and encouragement will be given to tourism-related proposals to the west of the A12, subject to conformity with other policies of the Local Plan.
- 4.77 However, in some parts of the District to the east of the A12, primarily in some of the smaller coastal settlements but also coastal locations such as Minsmere and Dunwich Heath, there is a conflict between the needs of tourism and the need to protect and enhance the qualities in the natural and built environments that attract tourism. It is necessary to reconcile the growth of tourism with environmental and social need in those areas.
- 4.78 The following policy seeks to maintain and improve the district's tourist industry whilst ensuring that the levels of visitor pressure do not put at risk the special characteristics of the area that attract people.

POLICY AP66

Tourism

In areas west of the A12, and subject to compatibility with other policies of the Local Plan, the Council will encourage tourist facilities, accommodation and attractions, especially those that:

- (i) extend the tourist season;**
- (ii) increase the range of tourist attractions;**
- (iii) provide employment;**
- (iv) bring about environmental improvements; or**
- (v) conserve and interpret important features of the natural and built environment, including historic and archaeological sites and wildlife habitats.**

To the east of the A12 outside the towns, there are several locations on the coast (including Dunwich, Minsmere, Thorpeness and Walberswick), and the whole of the estuaries, which experience severe visitor pressure at peak times. In these areas, the District Council will resist proposals for new tourist facilities, accommodation, attractions or extensions to existing facilities where this would prejudice landscape and conservation objectives. In other areas east of the A12, the District Council will encourage such facilities where these are compatible with policies for the protection of the landscape and settlements of the AONB.

Further management measures will be introduced, where necessary, to address potential conflict between tourism

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development and landscape and conservation objectives, particularly in sensitive or specially designated areas.

Proposals for development that has to be located in the countryside should not materially harm the living conditions of local residents, prejudice highway safety or diminish the quality of the landscape. They should also accord with other policies in this Plan. Particular care should be exercised in the design and location of proposed development within the Area of Outstanding Natural Beauty.

AGRICULTURE

- 4.79 Consistent with the general policy on the Countryside (Policy AP8) the District Council will resist development in the Countryside which has no need to be located there. However, it is recognised that in terms of providing local employment, agriculture and forestry must continue to play an important role.

POLICY AP67

Agricultural and Forestry Activities

In the Countryside, planning applications involving agricultural and forestry activities which provide local employment will be favourably considered if they do not have a materially adverse effect on existing landscape quality, natural habitats or features of historic importance. Particular care will need to be exercised in the Area of Outstanding Natural Beauty and the Special Landscape Areas.

AGRICULTURAL BUILDINGS AND LIVESTOCK

- 4.80 Certain types of development have to be located in the Countryside, for example, buildings or other structures used in connection with agriculture or mineral extraction. It is essential that such buildings or structures should have the minimum impact on the Countryside and the Design policies of this plan will apply. Policies on agricultural workers' dwellings are contained in the Housing Chapter (Policies AP32 and AP33). In many cases, planning permission is not required for farm buildings, although the District Council has the power, if necessary, to remove permitted rights.
- 4.81 Some groups of farm buildings, or other traditional buildings, make a positive contribution to the character of the Countryside. Changes in agricultural practices and farm amalgamations have meant that a number of such groups have, or will, become redundant. The opportunity exists in many cases, to conserve these buildings by finding appropriate new uses. The policies against which proposals for the conversion of buildings in the Countryside will be assessed are set out in paras 4.88 to 4.98.
- 4.82 There are increasing instances where large-scale industrial food-based preparation and/or processing proposals, involving intrusive new structures, are proposed to be located in the open countryside. These proposals often involve the movement of

unprocessed and processed material by heavy goods vehicles from different locations to a central point, exacerbating the local impact. Such processes should normally be considered as industrial production best located in recognised General Employment Areas which by their nature are properly related to the main road framework. They will seldom if ever be acceptable within the Area of Outstanding Natural Beauty or Special Landscape Areas.

- 4.83 There also remains a demand for large scale livestock units, some of which are not related to the cultivation of the land on which they are situated. In addition to having a considerable impact on the landscape, because of their scale these units have the potential, through the production of large quantities of effluent, to pollute watercourses and sources of ground water supply. Such uses also have the potential to generate considerable volumes of traffic, particularly heavy goods vehicles, and many minor roads are not suitable to serve them. Proposals for the extension of existing large scale food production units including intensive livestock units, or the establishment of new ones, will be assessed against the following policy.

POLICY AP68

Large Scale Food Production

Proposals for large scale food production units including livestock, but not specifically related to the cultivation of adjacent agricultural land, will only be permitted where:

- (i) they do not significantly intrude into the landscape;**
- (ii) they do not materially injure residential amenity;**
- (iii) it can be demonstrated that the road system is adequate and the site is well-related to the primary route network and does not compromise highway safety or the free flow of traffic;**
- (iv) the proposals include appropriate measures for the disposal of effluent;**
- (v) they do not cause material adverse impact on areas of nature conservation and wildlife interest, historic landscapes and archaeology;**
- (vi) they would not materially harm the living conditions of local residents as a result of increased traffic movements generated by the development.**

In addition, proposals for new structures to accommodate large scale crop-based industrial processing activity will only be considered in the Countryside when it can be demonstrated that locations within General Employment Areas or other existing employment sites within Towns and Villages as defined, would have a greater visual or traffic generating impact. New structures to accommodate food preparation will only be considered in the

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Countryside where it relates to the agricultural unit on which it is grown.

In both cases, where planning permission is granted, a high standard of design, a suitable landscaping scheme, and other appropriate measures to minimise the impact of development will be prerequisites.

In exceptional circumstances, units may be permitted in the Area of Outstanding Natural Beauty and Special Landscape Areas where careful siting, design, and use of materials result in no adverse impact on the landscape.

Footnote:

"Living conditions" relate to matters of noise, vibration, dust and highway safety.

- 4.84 Central grain stores and other buildings for bulk storage, are large agricultural buildings used as collection and distribution points for the produce of several farms. The advantage of such facilities as central grain stores for the farmers concerned, is that equipment for drying, cleaning and preparing grain may be operated at lower cost than on individual farms, and that different types or qualities of grain can be assembled separately. In view of their potentially obtrusive appearance, large buildings for storage in bulk should be designed and located with particular care, to minimise their effect on the landscape and, in addition, to minimise their effect on the local road networks.

POLICY AP69 **Central Grain Stores**

In considering applications for central grain stores and other buildings for bulk storage, the District Council will have regard to the advantages of such stores. However, proposals will not be permitted:

- (i) if the building is obtrusive in the landscape;
- (ii) if there is poor access, or the site is not well-related to the primary route network;
- (iii) where noise and disturbance from increased lorry movements would materially harm the living conditions of nearby residents..

Where planning permission is granted, a high standard of design, a suitable landscaping scheme, and other appropriate measures to minimise the impact of the development will be prerequisites.

Within the Area of Outstanding Natural Beauty and Special Landscape Areas, proposals will only be acceptable in exceptional

circumstances, where careful siting, design and use of materials result in no adverse impact on the landscape.

Footnote:

"Living conditions" relate to matters of noise, vibration, dust or highway safety.

FARM DIVERSIFICATION

- 4.85 The Department of the Environment, Transport and the Regions through Circulars and Guidance Notes, encourages diversification of the rural economy in order to widen local employment opportunities. Whilst the main objectives of such diversification is the creation of jobs and the continued viability of farms, it must be undertaken in the recognition of a continuing need to protect the Countryside for its own sake.
- 4.86 A number of aspects of diversification do not normally need planning consent and are not affected by specific policies in this Plan. However, where substantial new buildings are required, or where other activities which involve a change in the use of land or buildings are proposed, such proposals will require the grant of planning permission and will be considered against the following policy and, where appropriate, other policies in this Plan.

POLICY AP70

Farm Diversification

The District Council will support the diversification of farm enterprises, subject to the following criteria:

- (i) where relevant, the proposal retains existing, or provides additional or alternative employment;
- (ii) the proposal has no materially detrimental effect on landscape, wildlife, residential amenity or archaeological sites;
- (iii) the proposal should not lead to traffic movements that would prejudice highway safety, or the free flow of traffic, or materially harm the living conditions of local residents;
- (iv) the proposal does not involve the permanent loss of agricultural land of grades 1, 2 or 3a, unless it can be demonstrated that there is no other site suitable and clearly available for the particular purpose, and the advantages of the proposed facility outweigh all other material considerations.

Footnote:

"Living conditions" relate to matters of noise, vibration, dust or highway safety.

- 4.87 Some examples of diversification and a cross-reference to the appropriate policies elsewhere in this document are as follows:

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Tourist Accommodation

The provision of accommodation will be encouraged, provided it is on a small scale and involves the conversion of existing buildings in the main, subject to criteria set out in Policy AP72.

Recreation

The use of land and water for riding, golf, fishing and boating may be acceptable, provided new buildings are small in scale and the use has no adverse effects on highway safety and the free flow of traffic, historic parklands, landscape (particular care will need to be taken in the Heritage Coast, Area of Outstanding Natural Beauty and Special Landscape Areas), amenity, nature conservation, and on neighbouring settlements.

Employment

Proposal to use redundant buildings by converting them for employment are generally encouraged.

Other Agricultural Enterprises

Any agricultural activity which may require planning permission, for example, fish farming or horticulture, will be judged against the impact of the proposal on the landscape and on other factors such as highway safety.

Set-Aside

Farmers are currently encouraged to take some of their land out of agricultural production or 'extensify' ie, the less intensive use of agricultural land. This often involves allowing marginal land, previously used for growing cereals, to lie fallow, or using it for alternative crops, or as woodland. Land which is set-aside can also, under some circumstances, be used for other temporary uses, including recreation.

Woodlands

The encouragement given to the planting of farm woodlands is gaining momentum, as is the adoption of 'environmentally sensitive' farming practices.

Conversion of Redundant Buildings

This aspect of diversification is covered in the following section.

CONVERSION OF BUILDINGS IN THE COUNTRYSIDE

GENERAL

- 4.88 From time to time, buildings in the Countryside are no longer required for their original purpose or become under-used. The conversion of such buildings in the Countryside is one of the key means of achieving new rural employment. Although the rate of take-up of approved re-uses may be relatively low, it will nevertheless provide some new rural employment. More importantly, it will provide a pool of available employment sites. The re-use and adaptation of rural buildings represents

a sustainable form of development by recycling existing buildings, preventing them from becoming derelict or vandalised and by reducing the pressure for development on greenfield sites. By adopting a positive approach to re-use which encourages commercial rather than residential conversions, the planning system can contribute both to the diversification of the rural economy and to higher quality in the built environment in rural areas.

- 4.89 Where it is proposed to convert buildings in the Countryside to alternative uses, the District Council will seek to ensure that the new use has minimal impact on the Countryside, highway safety and residential amenity. This would include the re-use of farm buildings for ancillary or other agricultural activity, such as the processing and packing of agricultural produce. If the building is of traditional construction, of architectural or historic value, or an important feature, either in its own right or part of a group of buildings, it will be important to retain the essential character and integrity of the original building. In all cases, the structure of the building will be an important consideration. Where substantial reconstruction is necessary, this will be treated as a new building in the Countryside and not a conversion. The following policies will be used in considering all proposals for the conversion of buildings in the Countryside.

POLICY AP71

Alternative Uses of Buildings in the Countryside

Consistent with the need to conserve the Countryside, the most satisfactory use for a building in the Countryside will always be that for which it was constructed. However, subject to the general considerations contained in Policies AP72 and AP74 and other specific policies of this Plan, the following alternative uses may be appropriate:

- (i) uses related to agriculture;
- (ii) employment use (see Policy AP73);
- (iii) community use (see Policy AP88);
- (iv) recreation;
- (v) retail, if related to farm sales (see Policy AP65), or inextricably linked to an employment use in that it involves the sale of goods made on the premises;
- (vi) use ancillary to an existing dwelling, but not separate living accommodation;
- (vii) tourist accommodation within buildings of traditional construction, or which make a positive contribution to the Countryside, the use of which will be secured by conditions or legal agreement restricting the length of occupancy;

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- (viii) residential use in accordance with Policy AP75 only.

As a general rule, the District Council will favour an employment use. Any associated new building must be small in scale, ancillary in function, unobtrusive, and compatible in style and design. New dwellings will not be permitted.

POLICY AP72

Conversions in the Countryside: General Considerations

In considering proposals for the alteration and/or conversion of buildings in the Countryside, the District Council will only grant planning permission for proposals which:

- (i) are of a suitable scale and character;
- (ii) do not have a significant adverse impact on the landscape;
- (iii) respect the form, character, setting and appearance of the building;
- (iv) would not lead to traffic movements that would prejudice highway safety or the free flow of traffic, or materially harm the living conditions of local residents;
- (v) are supported by evidence that a thorough survey has been carried out for legally-protected species, and make adequate provision for any which might be found.

Where substantial reconstruction is necessary, the proposal will be considered in the same way as a new building in the Countryside and assessed against other policies of the Local Plan.

Footnote:

"Living conditions" relate to such matters as noise, vibration, dust and highway safety.

EMPLOYMENT USE

- 4.90 Historically, there has always been a reluctance to encourage or condone the carrying on of commercial activities within residential properties. However, if people are to be encouraged to carry out employment activities in rural areas, then the most obvious way to achieve this is by allowing these activities to take place where the people actually live and in property they probably own. This is very much in line with Government advice which is that local authorities should enable people to work from home or within their local communities.

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- 4.91 Individual proposals for the use of parts of dwellings for home working may well not require planning permission where the use is subsidiary to the main residential use of the premises. Where consent is required and proposals relate to dwellings which are within defined towns and villages, they may be considered acceptable, in principle, by virtue of Policy AP52. Outside towns and villages, they will be assessed against the criteria attached to Policy AP73. These criteria are sufficiently tight to ensure that any concerns, such as any loss of residential amenity, can be carefully assessed.
- 4.92 The District Council considers that the conversion to an appropriate employment use will often involve far less alteration to any building and will lessen any change in the character of the landscape and Countryside generally. The Council feels, therefore, that preference should be given to development proposals for employment-generating uses when the potential for conversion is considered. This is part of the general philosophy of this Plan and that of the Department of the Environment, Transport and the Regions in that such proposals contribute considerably to the rural economy.

POLICY AP73

Re-use and Adaption of Rural Buildings for Employment Uses

Outside Towns and Villages, proposals for employment uses in existing buildings, parts of dwelling houses or buildings within the curtilage of dwelling houses will be encouraged and supported subject to the following criteria being met:

- (i) there should be no significant loss of residential or rural amenity, or of best and most versatile agricultural land, or material detriment to the environment generally;
- (ii) the proposal should not lead to increased traffic movements that would prejudice highway safety or the free flow of traffic, or materially harm the living conditions of local residents, particularly by increased commercial vehicles;
- (iii) warehousing and haulage uses will not be permitted, unless the activity is primarily to provide a service to the immediate locality;
- (iv) adequate site access should be available;
- (v) the conversion of recently constructed agricultural buildings which have not been materially used for agricultural purposes, or very remote buildings, will not be permitted;
- (vi) the design of conversions and external works shall be sympathetic to the character of the building and its setting;

EMPLOYMENT, RETAIL AND AGRICULTURE

- (vii) **businesses should be small, and preferably provide jobs and/or services for the local community;**
- (viii) **the subsequent expansion of the activity on the site will only be permitted if it can be demonstrated that it would have no adverse impact on the surroundings and, under certain circumstances, the District Council will consider seeking the removal of rights under the General Development Order.**

Footnotes

- (a) **"Small" is defined as a business which employs 25 persons or fewer on the site in question.**
- (b) **"Living conditions" relate to such matters as noise, vibration, dust and highway safety.**

- 4.93 In order to encourage the formation or expansion of small businesses, the District Council will, whenever possible, endeavour to overcome any planning objections by attaching appropriate conditions to the planning permission, or by the use of legal agreements. For example, these can be used to provide firm limits to expansion, define a specific use to which a site or building can be put, make a permission personal to the applicant, provide for landscaping, and ensure that other environmental and highway safeguards are carried out.

HISTORIC BARNs

- 4.94 Proposals affecting historic barns require particularly sensitive treatment. There are a number of these scattered throughout the area, either in isolated positions, or as part of a farmyard group. Often timber-framed, the structural frame, the lack of windows, large door openings, and the large open interior, are all essential components of their character.

POLICY AP74 **Historic Barns**

Proposals for the change of use or alterations to historic barns will only be acceptable, subject to Policies AP72 and AP75, where:

- (i) **the single, open volume is largely retained;**
- (ii) **there is minimal external change;**
- (iii) **changes which are proposed respect the form, character and appearance of the building.**

All applications must be supported by a full structural survey and the District Council, in granting planning permission, will consider restricting permitted development rights in order to control subsequent extensions, alterations and associated developments.

The conversion of any historic barn to residential use will only be permitted where it is clearly a last resort in order to preserve it. Much stricter controls will apply to those historic barns which are listed. In particular, the conversion of Grade I and II* listed barns to residential use will be strongly resisted.

RESIDENTIAL USE

- 4.95 In financial terms, conversion to a residential use may be the more attractive option to a landowner. However, the District Council, as a general rule, will not favour such proposals because:
- (i) residential conversions can significantly change the character and appearance of buildings, particularly barns, by the insertion of windows and doors, and the creation of a residential curtilage;
 - (ii) there is a general presumption against new dwellings in the Countryside, and such conversions could represent a 'backdoor' method of obtaining a large house in the Countryside, to the detriment of its overall character and appearance;
 - (iii) residential conversions only offer a short term financial gain, with no contribution to the rural economy;
 - (iv) a considerable part of the character of the District is the random and scattered occurrence of barns, agricultural and other buildings, and whilst recognising the discretion of Planning Policy Guidance Note 7 in respect of the conversion of redundant buildings to new uses, the District Council considers its widespread application would be to the detriment of the countryside of the District.
- 4.96 However, it is recognised that residential conversion may be the only economically practical method by which an important building can be retained. In accepting such uses, the Council will:
- (i) draw a distinction between redundant buildings of modern construction or of no particular merit, and those which it is essential to retain for their historic, architectural, or landscape value;
 - (ii) not grant planning permission for buildings which have so substantially deteriorated that a considerable amount of re-building is necessary;
 - (iii) require applicants to demonstrate that the building is not suitable or practical for an employment use;
 - (iv) the building is of permanent and substantial construction;
 - (v) the creation of a residential curtilage will not have a harmful impact on the character of the countryside.

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- 4.97 It should not normally be necessary to consider whether a building is no longer needed for its present use. However, in the cases of new or recently constructed buildings it may be appropriate to establish whether the particular building was ever materially used for the purpose for which it was claimed to have been built.

POLICY AP75

Conversions to Residential Use

The conversion to residential use of buildings in the Countryside, such as churches, mills, barns or other traditional agricultural buildings, will only be permitted if:

- (i) it is essential to retain the building because of its architectural or historic interest, its contribution to the character of the Countryside through its presence in the landscape, or its contribution to a group of buildings in the Countryside;
- (ii) the building is in sound condition and will not require substantial alteration or extension;
- (iii) the applicant has clearly demonstrated to the satisfaction of the District Council that the building is unsuitable for an employment use, or other alternative uses set out in Policy AP71 and a residential use is the only possible way that the building can be saved;
- (iv) there are no problems relating to residential amenity, highway safety, access and other planning considerations;
- (v) in the case of barns, the proposal accords with Policy AP74.
- (vi) the building is of permanent and substantial construction;
- (vii) the creation of a residential curtilage will not have a harmful impact on the character of the countryside;
- (viii) any historic structure or archaeological evidence which would be lost or destroyed during alteration and conversion is adequately recorded before conversion work takes place.

In assessing applications, the District Council will have regard to the need to secure the retention of the essential character, structure and important details of the building, and will expect applicants to provide adequate plans, drawings and survey results to show how this can be achieved. If appropriate, the

District Council, in granting planning permission, will consider restricting permitted development rights in order to control subsequent extensions, alterations and additions.

The conversion of buildings to residential use in connection with the employment use of other related buildings will only be acceptable if the conversion is a subordinate part of the overall use and accords with (ii) to (iv) above. In approving any conversion, the District Council will consider tying its implementation and occupation to the remainder of the scheme.

SUPPLEMENTARY PLANNING GUIDANCE

- 4.98 The District Council has adopted Guidelines for the conversion of buildings in the Countryside, against which planning applications will be considered. These also outline the steps which applicants must follow if planning permission is expected to be granted, eg, to demonstrate that the building is unsuitable for employment use before a residential conversion would be permitted.

POLICY AP76

Supplementary Planning Guidance

In the determination of proposals for the conversion of buildings in the Countryside, the District Council will have regard to any Supplementary Planning Guidance which is in operation at the time as a material consideration.

Chapter Five
TRANSPORT AND COMMUNICATIONS

TRANSPORT AND COMMUNICATIONS

- 5.1 Whilst the District is generally rural in character, good access is provided to the majority of the area by a high standard road network. The A12 Trunk Road forms the backbone of this network, running down the centre of the District, with access being provided to the remainder of the area by various distributor roads, for example, the A1152 and a network of 'B' and 'C' classified roads. The A14 Trunk Road links Felixstowe with the rest of the country.
- 5.2 The improvement of the A12 (T) over the years has resulted in the area generally being more accessible, both for residents and visitors. Easy access to the area, together with the outstanding quality of its natural and built environments, have resulted in significant tourist and recreational pressures being exerted, particularly within the coastal areas. Particular care may need to be exercised as a further consequence of highway improvements, other than those to resolve local problems or increase highway safety, which may increase the pressures on the area to the detriment of its scale and character.
- 5.3 The town centres of Woodbridge and Framlingham, resorts of Aldeburgh and Felixstowe, and increasingly, other centres attract a large number of visitors and, consequently, there is a need to ensure that an adequate supply of public car parking facilities is provided and that conflict between vehicles and pedestrians is minimised. Overall, highway and road safety is a major issue and it is essential that new development is not permitted which would be to the detriment of human life.
- 5.4 The area is also served by the East Suffolk railway line.
- 5.5 The *aims and objectives* of this Plan in respect of Communications are:
- (i) to liaise with the appropriate Authority, particularly the Suffolk County Council as the Highway Authority, and the Department of Environment, Transport and the Regions to seek the provision of an adequate transport network;
 - (ii) to anticipate the consequences of major improvements to the highway network which could increase development pressures on the sensitive parts of the District;
 - (iii) to ensure that new development is adequately served by a satisfactory and safe access; adequate car parking; and sufficient provision for loading and turning;
 - (iv) to liaise with the appropriate Authorities (such as the County Council, Countryside Agency and the East of England Tourist Board) to seek a safe, convenient and, consequently, more pleasant environment for pedestrians and cyclists, particularly in respect of the establishment of a network of cycle tracks and public footpaths for the benefit of both leisure users and those going to and from work and school.
 - (v) to provide an adequate standard and level of public car parking provision.

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- (vi) to encourage the appropriate Authorities, particularly Suffolk County Council, Railtrack, Anglia Railways, Local Bus Companies and the Department of Environment, Transport and the Regions to provide an adequate and accessible system of public transport, including provision for people with disabilities.
- (vii) to ensure that any proposals for development that are likely to generate additional traffic movements on rural roads, particularly by heavy goods vehicles, would not materially harm the safety of road users, including pedestrians, cyclists and horse riders.

ROADS

NEW ROADS

- 5.6 Whilst agreement was given earlier in 1996 by the then Secretaries of State for the Environment and Transport for the long term implementation of the A12 Wickham Market to Saxmundham improvements, this scheme was subsequently excluded from the Roads Programme in the November 1996 Budget Review. This review of the Roads Programme in 1996 together with recent statements by Central Government and publications by the Department of Environment, Transport and the Regions do mark a new context for Government transport policy. Given such a context it is highly unlikely that previously planned improvements to the A12 will occur within the 10 year timescale of the Local Plan. Whilst certain upgrading improvements to the A12 may be desirable in principle, this is not principally a matter for the District Council, and in the meantime the Local Plan does need to reflect the current situation. The Department of the Environment, Transport and the Regions (DETR) has confirmed the removal of statutory protection of the preferred route of improvements to the A12 north of Woodbridge.
- 5.7 Any proposals put forward by the DETR will be the subject of a consultation exercise and an Environmental Impact Assessment. The District Council will respond to any proposals in the context of the following policy:

POLICY AP77
Improvements to the A12

In considering any proposals to improve conditions for traffic and settlements on the A12 north of Woodbridge, the District Council will take into account:

- (a) the impact on, and conversely the relief afforded to, the built environment, particularly buildings of special architectural or historic interest and conservation areas;
- (b) the landscape qualities of the Area, particularly the defined Area of Outstanding Natural Beauty, Special Landscape Areas and parks and gardens of historic interest;

- (c) wildlife habitats, and other ecologically important areas;
- (d) agricultural land and woodland;
- (e) sites of archaeological importance;
- (f) the effects on the existing road network, including traffic flows thereon;
- (g) the economic benefits to the Rural Protection Area;
- (h) the relief to be afforded to properties along the existing A12 by any bypass proposals;
- (i) the impact on residential amenity of alternative routes;
- (j) the interests of efficient public transport in the areas served by new and existing roads;
- (k) the estimated reduction in serious and fatal road accidents arising from the proposal;
- (l) the level of provision for pedestrians, cyclists and horse-riders.

ROADSIDE SERVICES

- 5.8 Guidance on the provision of roadside services is contained in PPG13 (March 1994) "Transport". With regard to roadside services, paragraph 1 of Annex A states:

"The precise number, location and frequency of filling stations and related facilities will depend in the first instance upon private sector responses to market demands as well as upon normal planning and safety considerations. Guidance on spacing on all-purpose trunk roads and trunk motorways is given in DOT Circular Roads 4/88 and in a forthcoming DOT Circular on Motorway Service Areas".

- 5.9 The A12 is an all-purpose trunk road and, therefore, the provisions of Circular (DTp)4/88 apply. In essence, spacing interval standards provide for 25 miles to be considered a maximum interval between facilities and at least 12 mile intervals to be not generally unreasonable on trunk roads where high average speeds can normally be obtained. Shorter intervals may be warranted on stretches of trunk road which have a multiplicity of accesses (and are accordingly speed limited). In the first instance assessment of demand for such facilities should be upon the private sector.
- 5.10 In the case of Suffolk Coastal District, the primary routes are the A12 and A14 Trunk Roads and roadside services are currently, or proposed to be, located as follows:

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<u>A14</u>	(Copdock)	Petrol/Restaurant	East & Westbound
	Nacton	Petrol/Restaurant	Westbound
	Nacton Heath	Petrol/Restaurant	Eastbound
<u>A12</u>	Martlesham Heath	Petrol/Restaurant	North & Southbound
	Woodbridge	Petrol	Northbound
		Petrol	Southbound
	Stratford St Andrew	Petrol	Northbound
	Saxmundham	Planning permission granted for Restaurant/Motel	Northbound
	Darsham	Petrol	Southbound
	(Wangford) (Wrentham)	Petrol	Northbound Southbound

Of these facilities those at Stratford St Andrew, Saxmundham and Darsham are located along single carriageways and may be accessed by traffic travelling in both directions.

- 5.11 In addition, there is a wide selection of facilities immediately off the routes in the large centres of Ipswich, Felixstowe, Woodbridge, Saxmundham and Wickham Market. These facilities fulfill a useful local service but appropriate signposting along the primary route network would help supplement those facilities directly located along the route, thereby reducing the demand for any additional facilities.
- 5.12 The overall conclusions are that:
- (i) there are no occasions where the interval between petrol-filling stations on the same side of the carriageway is over 25 miles; indeed, it is more often than not considerably less; and
 - (ii) taking into account the proposed facilities at Saxmundham, the only occasion where the interval between petrol and related facilities (ie, food) exceeds 12 miles, which are accessible from both sides of the carriageway, is on the stretch of the A12 between Martlesham Heath and Saxmundham. Even then, the distance is only about 15 miles.
- 5.13 Petrol filling stations frequently have retail outlets which are not directly related to their core function of selling petrol or associated motoring products supplemented by other goods and products. Whilst these retail outlets may often serve a useful function in areas where there are no existing retail facilities, the District Council is concerned that they should not become established where they would be in direct competition with existing, easily accessible convenience shopping such as village shops.

POLICY AP78

Roadside Facilities on Trunk Roads

Roadside facilities will not be permitted on the A14 or on the A12 at, or south of, the junction with the A1152. North of that junction proposals for roadside facilities will be assessed against the following considerations:

- (a) the likely impact upon the environmental characteristics and resources of the site and surroundings. No proposals will be permitted within the Special Landscape Areas and/or on or adjacent to ecologically important areas;
- (b) the quality of agricultural land in the site;
- (c) the likely impact upon sites of archaeological importance;
- (d) the likely impact on residential amenity;
- (e) the likely impact upon ground water and surface water supplies;
- (f) the effect on traffic movements and road safety;
- (g) the proximity to existing roadside facilities or those within by-passed communities;
- (h) the provision of an appropriate number of spaces for the overnight parking of lorries;
- (i) the measures proposed to mitigate any resultant light pollution.

Where shopping facilities are being proposed as an ancillary part of an existing, or proposed, roadside facility, this will only be acceptable where it does not adversely affect existing, easily accessible convenience shopping available to the local community.

- 5.14 There may also be a need to provide facilities for lorries and drivers. This is a direct consequence of the number of lorries to and from, for example, the port of Felixstowe.
- 5.15 If outside a built-up area, such a development would be extremely intrusive in the landscape. The facility, therefore, is best provided on an established industrial estate, which could be outside the District - in Ipswich, for example - or at the port or project itself. Particular requirements are addressed in the Area Policies. Generally, the following policy will apply:

TRANSPORT AND COMMUNICATIONS

POLICY AP79 **Lorry Facilities**

Proposals for roadside facilities for lorries and their drivers, including lorry parks, will not be permitted in the Countryside, nor on sites likely to have an adverse impact on residential amenity or the environment.

CAR PARKING

- 5.16 The availability of car parking has a major influence on the choice of means of transport, and is seen by the District Council as being a significant transport management tool. A certain level of off-street car parking provision in new developments will be necessary in the main, in order that it does not spill over into streets and other areas to the detriment of highway safety and residential and other amenity. The District Council has adopted advisory standards for the provision of car parking that reflect the minimum requirements for parking spaces and for manoeuvring. Developers will not be required to provide more spaces than the minimum unless there are significant road safety or traffic management benefits. However, it is recognised that these standards do not take into account locational influences and the ease of accessibility by means other than by the private car. Both factors may influence the level of off-street car parking necessary and, therefore, a review of the standards, in consultation with Suffolk County Council, may be beneficial. The Council will expect all new developments to consider the need for parking spaces for drivers with disabilities.
- 5.17 There may be occasions where it is inappropriate or impracticable to require parking on-site, particularly in the town centres or those areas with good access to public transport. In such circumstances, appropriate alternative provision should be made. In such cases, the developer may meet his responsibilities by means of a payment towards cycling provision, pedestrian measures, public transport or additional spaces elsewhere in public car parks, where appropriate, as an alternative to the provision of parking on-site.
- 5.18 Proposals within the town centres will also be considered against policies contained in the relevant Area Sections.

POLICY AP80 **Car Parking Standards**

Proposals for all types of new development will be required to have regard to the District Council's adopted parking standards. However, as a transport management tool or where it is impracticable to make parking provision on-site, the District Council may, in town centres and other locations with good access to public transport, invite applicants to contribute to the provision of cycling provision, walking measures, public transport, or additional public car parking spaces in lieu of any shortfall in car parking provision, in order to allow the development to proceed.

CYCLING

- 5.19 Cycling offers many benefits both for the environment and for the health of participants. Unfortunately, however, cycling is perceived by many as exposing oneself to a higher risk of accidental injury as conflicts too often arise with vehicular movements. For cycling to be seen as an attractive alternative to the car it is necessary that a safe and convenient cycling network is developed. The development of that cycle network principally lies with Suffolk County Council as Highway Authority.
- 5.20 While the cycle network within the District is limited and far from complete, even within the large urban areas, including the Ipswich Eastern Fringe, improvements to the network are being made and these are fully supported. For example, in September 1996, the Coastal Cycle Route, a 130 km circular signposted cycle route utilising minor roads and taking in Woodbridge, Felixstowe, Orford, Framlingham and Wickham Market was launched. The Woodbridge to Framlingham section is intended to form part of the National Cycle Network. Such routes offer important opportunities for sustainable tourism.
- 5.21 The cycle network benefits enormously from the use of the bridleway network that exists throughout the District. Wherever possible, opportunities should be taken to extend the bridleway network to link up separate systems, benefiting both the cyclists and horseriders simultaneously and allowing further avoidance of on-road use. Extensions to the bridleway network would be supported by the District Council, as outlined in Policy AP107 of the Local Plan.
- 5.22 The District Council supports the extension and improvement of the existing network of cycle routes and cycle parking facilities within the District and is willing, possibly in conjunction with the County Council, to undertake a detailed feasibility study into the provision of cycle routes to facilitate safe and convenient journeys to work, shop and school. In particular, the creation of safe corridors for cycling, and indeed walking, to and from school is considered a priority to alleviate peak hour traffic and congestion around school entrances.

POLICY AP81 **Cycle Routes**

The District Council will assist in the identification and development of a strategic cycle route network and neighbourhood cycle networks facilitating safe and convenient journeys linking town, district and local centres, employment and residential areas, and education and leisure facilities. Whenever practicable, priority will be given to the development of dedicated cycle routes.

- 5.23 At neighbourhood level, major developments offer a significant opportunity to provide new cycle routes. It is proposed that within relevant developments developers will be expected to include appropriate measures for cycles. Such measures may include, as appropriate, separate cycle routes, shared pedestrian/cycle routes, facilities to cross roads carrying a heavy traffic flow, speed control, and facilities to slow movements where separation is not possible. In addition, in new development where

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provision of garaging is limited, then the District Council will encourage the provision of convenient storage facilities for cycles.

- 5.24 It is also proposed that cycle parking should be provided at all developments which attract clientele, for example, retail and leisure sites, or at places of employment. There may be, however, occasions where this may not be feasible or is inappropriate. This may be because such parking cannot be physically accommodated on site, or that, visually, support structures (racks etc) may have an adverse impact upon the character of the immediate locality, for example, the setting of a listed building. In such circumstances the District Council may request financial contributions towards the provision of such cycle parking spaces elsewhere, but within the vicinity of the development. In addition, the District Council will itself provide and encourage others to provide cycle parking in town centres, public institutions, leisure sites, transport interchanges and schools.

POLICY AP82 **Provision for Cyclists**

All major developments will be required to incorporate safe and convenient provision for cyclists and to make this an integral part of the design and layout of the development.

In addition, all appropriate development will be required to include facilities for cycle parking. Where the provision of cycle parking facilities within the development itself is inappropriate or impracticable, the District Council may invite applicants to contribute to the provision of additional cycle parking facilities elsewhere to offset the shortfall.

Footnote:

- (i) Major developments are defined as being where the number of dwellings to be constructed is 10 or more, or for all other uses where the floorspace to be built is 1000m² or more, or where the site area is 1 hectare or more.
- (ii) In determining appropriate development the District Council will have regard to the forthcoming county-wide Supplementary Planning Guidance on Cycle Parking Standards.

- 5.25 The District Council intends to produce Supplementary Planning Guidance on the standard and quality of cycle parking facilities against which all relevant applications will be assessed. This will have regard to the likelihood of varying the standards between urban and rural locations.

PEDESTRIANS

- 5.26 The Suffolk Coastal Local Plan Policy AP107 provides protection of existing public rights of way, that is footpaths and bridleways, throughout the District. Such routes provide an essential informal recreational facility. Where these routes traverse proposed development sites then such routes should be safeguarded by virtue of this policy. However, in addition to protecting existing rights of way it is desirable that proposed developments should include provision for pedestrian links throughout the

site and to adjacent routes and facilities. Such pedestrian links should be safe and made attractive to pedestrians.

POLICY AP83 **Provision for Pedestrians**

All new development will be expected to take account of the need to create a safe and convenient environment for pedestrians and to have regard to related pedestrian routes adjacent to the site, as well as public transport infrastructure.

PUBLIC TRANSPORT

RAILWAYS

- 5.27 The Plan Area is served by two single track systems. The Ipswich - Lowestoft railway line has stations at Woodbridge, Westerfield, Melton, Campsea Ashe (Wickham Market), Saxmundham and Darsham. It provides daily passenger services between Ipswich and the inter-city network. Modernisation works in recent years has enabled it to become established as an important communication link attracting increased passenger usage. It is also increasingly widely recognised as a major tourist attraction in its own right.
- 5.28 The Ipswich - Felixstowe line has a station at Trimley St Mary. It provides regular passenger services between Felixstowe and Ipswich and carries some 20% of the commercial traffic to and from the Docks. The Dock Company anticipates that this percentage will increase in future. The Felixstowe Branch line, as well as being an important freight corridor, must provide tourists and residents with a more sustainable means of transport than by private motor car. Public transport between the station and the rest of Felixstowe is also essential.
- 5.29 The District Council regards both the East Suffolk line and the Felixstowe branch line as vital parts of the public transport infrastructure, both for passenger and freight movement. With the exclusion, within the timescale of the Local Plan, of proposals to improve the A12 trunk road, improved frequency and speed on the East Suffolk (Lowestoft - Ipswich) passenger service becomes more important. The District Council welcomes the investment in upgrading the Felixstowe line and hopes this will assist in the transfer of heavy freight from road to rail. Proposals to further improve cross country movement or freight by rail will be sympathetically considered subject to environmental safeguards. This includes the reduction of noise. The District Council will also encourage the wider use of existing facilities at stations in order to integrate them with other forms of transport, together with better public information.

POLICY AP84 **Rail Services**

The District Council will actively encourage the enhancement of local rail infrastructure and services and will support measures designed to integrate rail services with other forms of public and

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private transport including the wider use of existing station facilities.

The District Council will seek to protect the sites of existing and potential rail freight terminals from development that would hinder or preclude their use as such, unless it is satisfied that the site, or part thereof, is surplus to requirements, offers no other uses related to sustainable transport, and a planning benefit could be gained through permitting an alternative use.

BUS SERVICES

- 5.30 Bus Services provide a vital link for people for work, shopping and leisure purposes. In some of the rural areas they represent the only form of public transport. They are, therefore, extremely important throughout the District and are likely to become even more so as problems of energy use, pollution and congestion occur.
- 5.31 Although the District Council's ability to influence bus services is limited, the Council is committed to encouraging the use of public transport as a more sustainable alternative to the private motor car wherever possible. Therefore, the District Council will encourage the retention or improvement of bus services. The need for bus routes and stops will be taken into account when considering new development proposals and traffic management measures in town centres. All major development proposals will be assessed on how they may affect transport patterns. In those locations where proposed developments are not well served by public transport then, subject to other policies in the Plan, the developers will be required to make appropriate provision for public transport, cycling and walking.

POLICY AP85 **Bus Services**

The District Council will, through its development control function, support Suffolk County Council in its attempts to develop and maintain an effective network of bus services.

On major developments, where justified, the Council will expect a development "package" to cater for bus services, for example, through the provision of stops, shelters and laybys, and/or in the form of contributions towards the creation or enhancement of bus services.

INTERCHANGE FACILITIES

- 5.32 To further promote the use of alternative modes of transport other than by car it is important that each separate alternative transport mode is as fully integrated as possible with other modes to facilitate ease of use. This is particularly pertinent at interchange facilities such as at train and bus stations and any future park and ride schemes. Any redevelopment about such stations should be comprehensive and designed with the public transport node as the focus. Integration should include, for example, the provision of high quality links from public transport interchanges to

the cycle and pedestrian network, and the provision of secure and covered cycle parking facilities at railway and bus stations. It is important that opportunities for such integration are not frustrated by losses of land through incremental developments adjacent to rail and bus stations. The following policy is proposed:

POLICY AP86

Interchange Facilities

The District Council will encourage the development of fully integrated transport interchange facilities at railway and bus stations, the facilities to be provided depending upon the individual circumstances of each interchange. The District Council will seek to protect land adjacent to railway and bus stations from development that may frustrate the provision of interchange facilities.

PARK AND RIDE

- 5.33 'Park and Ride' entails the provision of convenient car parks on the edge of an urban area, and good public transport links to the centre. The County Council's adopted Transport Strategy includes such a system in Ipswich and the implications for the Suffolk Coastal District are considered in paragraphs 13.62 – 13.71.

FOOT FERRIES

- 5.34 The estuaries and rivers form significant indentations along the coastline of the District. As a result the local foot ferry services which have developed form important elements in the local coastal transport network, connecting either shore and the public rights of way network. Such services include the following: Felixstowe Ferry to Bawdsey, Butley to Gedgrave, Walberswick to Southwold, and the Felixstowe to Harwich service which provides pedestrian and cycle links to the continental services. Such local facilities, whilst being part of the integrated public transport system, also offer important visitor facilities for tourists. The District Council, wherever possible, will encourage the retention of these facilities.

Chapter Six
FACILITIES, SERVICES AND UTILITIES

FACILITIES, SERVICES AND UTILITIES

6.1 This Chapter of the Plan covers the following subjects:

Community Facilities and Services

Public Utilities including:

- Telecommunications and Power Lines
- Major Hazards
- Flooding, Water Supply
- Sewage Treatment

Coastal Erosion

Renewable Energy

6.2 Most social and community facilities are the responsibility of authorities other than the District Council. The following paragraphs contain background information and proposals for new facilities where there are land-use implications, eg, change of use or the allocation of a particular site. This Chapter is, therefore, by no means exhaustive in respect of the provision of social and community facilities in the District. Site specific issues, eg a site for a new hospital in Felixstowe or the future of a particular school, are found in the Area policies.

RURAL FACILITIES

6.3 The District Council shares the widespread concern which exists for the well-being of the rural communities within the District. The Local Plan contains a number of policies aimed at helping to encourage the retention of existing village facilities as well as the provision of new ones, and policies to protect and enhance the economic well-being of the rural economy. Whilst these policies all contribute to assisting the well-being of villages and the rural areas, they will be judged against the following general policy, which emphasises the District Council's desire to support and encourage village facilities.

POLICY AP87

Village Services and Facilities

In settlements, proposals for new, or the replacement or extension of existing services and facilities will be encouraged subject to no material adverse impact on the environment, highway safety or residential amenity. Temporary buildings may be acceptable as a means of testing the viability of such a business or community venture.

6.4 Where temporary buildings are used, the District Council will grant temporary consents. These are likely to be for three year periods, although each case will be considered on its merits. This will avoid the risk of temporary buildings becoming semi-permanent and an eye-sore after the initial period of testing the viability of the

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service or facility. The visual impact of any temporary buildings will be taken into account when planning applications are considered. Any temporary building will need to be of an acceptable standard of design, but it is accepted that large sums of money are not likely to be spent on temporary buildings.

COMMUNITY FACILITIES AND SERVICES

RE-USE OF EXISTING BUILDINGS

- 6.5 Recreational or community use can often be made of redundant schools or other public buildings, although a residential or commercial use of the building usually attracts a much higher value. This may take the property out of the financial reach of the local community.
- 6.6 Nevertheless, the District Council feels that where a building, such as a redundant school, becomes available it should, in the first instance, be considered for recreational or community use and the local community be encouraged to consider its potential for such uses.

POLICY AP88

Redundant Public Buildings

In the event of 'public' buildings, such as schools, churches or halls becoming redundant, planning permission for a change of use to residential or commercial use will not normally be granted, unless the District Council is satisfied that a recreation or community use cannot be achieved or is not appropriate.

- 6.7 Where the closure of a particular building is known, specific policies for its future use are included in the relevant Area policies.

RURAL SERVICES

- 6.8 Facilities such as schools, shops, post offices, surgeries, dispensaries, community halls, places of worship, recreation etc, will be generally encouraged at the local level, as will public transport. Proposals which involve the provision of such facilities will generally be supported, as long as they are consistent with other policies of this Plan. The loss of such facilities will be generally resisted, although each proposal needs to be considered on its individual merits.

PUBLIC UTILITIES

TELECOMMUNICATIONS, MASTS AND AERIALS

- 6.9 Technological changes in communications, and the increasing demand for power, require the provision of a wide range of aerials, cables, masts and power transmission lines. Whilst the larger telecommunications installations require

planning consent, many minor telecommunications developments do not require planning consent, being permitted development.

- 6.10 When considering planning applications for telecommunication facilities, including masts and aerials, the District Council will wish to be satisfied that they will have the minimum possible visual impact. This will be achieved by the developer satisfying the District Council that all technically acceptable solutions have been evaluated, including the possibility of sharing any existing facilities. The developer will be expected to demonstrate the benefits of the chosen solution including:
- (i) its significance as part of the local network; and
 - (ii) its relationship with other facilities.
- 6.11 When the District Council considers applications for installations in the AONB and other sensitive locations, such as Special Landscape Areas, Historic Parklands, Conservation Areas and in close proximity to listed buildings, it will need to be satisfied that other, less sensitive locations are not technically feasible. Where less sensitive locations are not available, the District Council will expect existing buildings and structures to be used for mounting and masking the structures. Where neither less sensitive locations nor suitable buildings are available, and the District Council is satisfied as to the essential need for the facility at the expense of some environmental intrusion, it will require that degree of intrusion or visual impact to be kept to the minimum possible by careful siting so as to exploit existing features, such as buildings and trees, and the land form.
- 6.12 With the rate of technological change that is currently taking place, it may well be that some of the installations considered essential now will not be needed in a few years time. It is a requirement of the operator's licence issued under the Telecommunications Act 1984 that, when an installation is no longer required, the equipment is removed from the site. This licence also requires that the site be reinstated at that time. The District Council will consider imposing conditions on any planning permission granted for these installations to ensure that the land is restored to its former condition within a specified period of the use being discontinued and in accordance with an approved scheme of works.

POLICY AP89

Telecommunications Installations

Proposals for telecommunications installations, including masts, antennae, dishes and other apparatus, will be permitted where they comply with the following criteria:

- (a) **the siting and external appearance of all installations, including any location or landscaping requirements, shall be designed to minimise the impact of the development on its surroundings, while respecting the need for operating efficiency and the technical and legal constraints placed on operators;**

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- (b) any antennae proposed for erection on buildings shall, so far as is practicable, be sited and designed to minimise their impact on the external appearance of the building; and
- (c) applications shall be supported by evidence to demonstrate that the possibility of erecting antennae on an existing building, mast or other structure has been fully explored and that there are no suitable alternative locations.

In sensitive locations more stringent controls will be exercised. These sensitive locations include the Area of Outstanding Natural Beauty, Sites of Special Scientific Interest, Conservation Areas, Special Landscape Areas, Historic Parklands, other areas with special designations, and those near listed buildings or the setting of listed buildings. Proposals will be permitted only where they meet the above criteria and are supported by evidence to demonstrate:

- (i) that they would meet an essential need, for example by providing an essential link to national services; and
- (ii) that there are no suitable alternative sites in less sensitive locations.

Under the provisions of the Telecommunications Act, 1984 an operator's licence requires the removal of equipment when an installation is no longer required and the reinstatement of the site. The District Council will consider imposing conditions on any planning permission granted for these installations to ensure that the land is restored to its former condition within a specified period of the use being discontinued and in accordance with an approved scheme of works.

- 6.13 Many minor telecommunication developments outside of Conservation Areas and AONBs are currently permitted under the Town and Country Planning (General Permitted Development) Order 1995. This provides that, in order to constitute permitted development, apparatus, such as radio masts which are being installed on the ground, must not exceed a height of 15 metres above ground level, or the height of any apparatus which they are replacing, whichever is the greater. Even though such masts are permitted development, before the apparatus is installed a code system operator must apply to the District Council for a determination as to whether its approval of the siting and appearance of the development is required.
- 6.14 When responding to prior approval applications in respect of telecommunications apparatus, the principal issues which the District Council will take into account are the visual impact on the landscape and the proximity to residential properties or other land uses. In view of the fact that the District Council has to accept the need for a network of aerials and masts, it would be inappropriate to adopt a blanket ban on them in

specific areas such as within the AONB and SLAs. It is more likely to be a case of negotiating with the operators to ensure that the best, or least damaging, site is used. Since these developments are permitted development, the District Council cannot impose conditions in the same way as it could with a normal planning consent. However, removal after redundancy of such installations is a requirement of the permitted development regulations and the District Council will seek to ensure that these are enforced. Where prior approval is required the proposal will be considered against Policy AP89.

POWER LINES

- 6.15 Overhead power lines can be very intrusive in the landscape, particularly in sensitive areas such as the Area of Outstanding Natural Beauty and Special Landscape Areas. Major overhead transmission lines should not be sited within the AONB unless no alternative route can be found and the lines are required in the national interest. They should also avoid other sensitive areas, such as the Special Landscape Areas and Conservation Areas; where this is not possible, they should be carefully sited so as to minimise their impact. Lower voltage transmission lines should avoid such sensitive areas wherever possible; where it is not possible, they should be undergrounded. Electricity supply lines to individual properties should be carefully designed and sited, in order to minimise their intrusion into the townscape and landscape. The feasibility of burying supply lines will always need to be considered.

POLICY AP90

Overhead Power Lines and Electricity Supply Lines

Major overhead transmission lines (275 kv or over) and substations must avoid the Area of Outstanding Natural Beauty, unless no alternative solution is possible and the line is required in the national interest. They should, wherever practicable, avoid other sensitive areas, such as Special Landscape Areas, wetlands supporting high concentrations of water birds and Conservation Areas, but where they are so located they must respect satisfactorily the form and character of the area.

Where other lower voltage transmission lines must cross sensitive areas, they will be expected to be placed underground or, if that is not possible or would not significantly reduce their visual impact, they should be carefully sited, so as to avoid undue damage to the local environment.

In respect of electricity supply lines to individual properties, the District Council will co-operate with electricity supply companies to ensure that, by careful siting and design, there will be minimal intrusion into the townscape or landscape. In every instance, the feasibility of burying lines will be considered.

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- 6.16 This policy will need to be read in conjunction with Policy LP24, which relates to street furniture, and aims to encourage statutory undertakers and developers to place all wires and cables underground and to rationalise the number of supporting poles.

MAJOR HAZARDS

- 6.17 Certain sites and pipelines are designated as notifiable installations by virtue of the quantities of hazardous substances being stored or used. The siting of such installations will be subject to planning controls aimed at keeping these separated from housing and other land uses with which such installations might be incompatible from the safety viewpoint. To this end, the Planning Authority will seek the advice of the Health and Safety Executive (HSE) on the suitability of that development in relation to the risks that the notified installation might pose to the surrounding population.
- 6.18 The District already contains a number of installations handling notifiable substances, including high pressure natural gas transmission pipelines. Whilst they are subject to stringent controls under existing health and safety legislation, it is considered prudent to control the kinds of development permitted in the vicinity of these installations. For this reason, the Planning Authority have been advised by the Health and Safety Executive of consultation distances for each of these installations. Any development within this consultation distances would be subject to scrutiny by the HSE who will, amongst other things, take into account the following factors:
- (i) the distance of the development from the installation;
 - (ii) inherent vulnerability of the exposed population, ie, children, elderly or infirm;
 - (iii) proportion of time spent by any individual in the development;
 - (iv) size, ie, number of people who might be present;
 - (v) whether people are likely to be indoors or out of doors;
 - (vi) ease of evacuation or other emergency measures;
 - (vii) construction of building, eg, height, materials, ventilation.
- 6.19 In determining whether or not to grant consent for a proposed development within these consultation distances, the Planning Authority will take account of the advice it received from the Health and Safety Executive about the risks to the proposed development from the notifiable installation. The existing installations are listed in Appendix 2.

POLICY AP91

Hazardous Development

In considering proposals concerning hazardous development, development in the vicinity of hazardous installations, or the development of contaminated sites, account will be taken of the amount, type and location of hazardous substances present and the need for special precautions or restrictions to protect future users of the site and any other affected land, as advised by the Health and Safety Executive.

SAFEGUARDING DIRECTIONS

- 6.20 Safeguarding directions currently exist around two military installations within the District; at the Martlesham Heath Technical Site and at RAF Woodbridge. These directions require the District Council to consult with the Ministry of Defence before granting planning permission for any development that lies within specified areas defined on maps annexed to the respective directions. The location and layout of proposed buildings and other structures, together with dimensions, including height, will be of particular relevance.

FLOODING, WATER SUPPLY AND WATER QUALITY

- 6.21 Responsibility for flood protection, conservation of the water environment and water quality lies with the Environment Agency.

Flood Protection

- 6.22 It is important to ensure that new development is not at risk from flooding which would endanger life and damage property. Similarly, it is important to ensure that new development does not impede flood flows, reduce flood storage capacity, or exacerbate problems of flooding in areas downstream, through an increase in run-off from impermeable surfaces, such as roofs and paved areas. Additionally, there is a need to safeguard maintenance access to watercourses and any development within 9 metres of a main river or flood defence requires the consent of the Environment Agency. It is important to remember that development in the upper parts of a river catchment area can also have significant effects downstream. The District Council is aware of the areas at risk from flooding, as these are annotated on maps drawn up many years ago by the National Rivers Authority or brought to its attention by other bodies. The Environment Agency is currently undertaking a study to reappraise which areas are at risk.

POLICY AP92

Areas at Risk from Flooding

New development, or the intensification of existing development, will not be permitted in areas at risk from flooding. In addition, development (including the raising of land) will not be permitted where it is likely to impede materially the flow or storage of flood water or increase the risk of flooding elsewhere (for example, due

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to additional surface water run-off), or increase the number of people or properties at risk of flooding, unless the development includes appropriate measures to prevent these occurring.

The Water Environment

- 6.23 The conservation and enhancement of wildlife, landscape and archaeological features associated with rivers, ponds, lakes, estuaries etc, including protection from development, is adequately covered by policies in other sections of this Local Plan, particularly Chapter One, the Environment. Appropriate locations for water-related recreation are also addressed in Chapter Seven, Recreation.

Water Quality

- 6.24 It will be important to protect inland, coastal and ground waters from pollution arising from development. Development, including changes in land use, which pose an unacceptable risk to the quality of ground or surface water will be strongly resisted.
- 6.25 With increasing population and water use in the Region, many sewerage systems and sewage treatment works are becoming overloaded. Where development continues despite overloading, pollution of watercourses will occur if additional infrastructure is not provided.

POLICY AP93 **Sewage Disposal**

In considering proposals for new development or changes of use, the District Council will have regard to the availability and capacity of mains foul sewers, sewage treatment works and surface water drainage. If the development will overload the sewerage system or the sewage treatment works then it will need to be the subject of a phasing agreement between Suffolk Coastal District Council and the developer, in consultation with Anglian Water. Septic tanks will only be acceptable on small-scale developments where:

- (i) mains drainage is not available; or**
- (ii) the sewerage system and/or sewage treatment works is at, or over, capacity and the scale of development does not warrant further improvements;**
- (iii) in both cases ground conditions are satisfactory and the plot is of adequate size to provide an adequate sub-soil drainage system.**

SURFACE WATER AND AQUIFER PROTECTION

- 6.26 The availability of adequate levels of clean water to meet the needs of households, industry and agriculture is considered to be essential. The policing and protecting of

the quality of inland, coastal and underground waters and for managing water resources to meet reasonable need, is the responsibility of the Environment Agency. The Council attaches importance to the efficient use of water resources. Planning permission for new development may be withheld where the supply of water, or infrastructure for its provision, is inadequate.

- 6.27 The Local Plan will aim to complement the work of the Environment Agency, by regulating the location of development and controlling operations to avoid, or at least to minimise, any adverse effects of the use of land. Development will not be permitted within areas around groundwater sources or over vulnerable areas of aquifers, where it poses an unacceptable risk to the quality of the underlying water. The Environment Agency will be consulted on any proposals which might affect any Groundwater Protection Areas. These are areas identified by the Environment Agency and indicate where groundwaters are at varying degrees of risk from different, potentially polluting forms of activity or development.

POLICY AP94 **Surface Water and Aquifer Protection**

Development will not be permitted within areas around potable groundwater and surface water sources or over vulnerable areas of aquifers which, in the opinion of the Local Planning Authority, after consultation with the Environment Agency, pose an unacceptable risk to the availability or quality of the water resources, unless appropriate provision is made, by condition or legal agreement, to prevent this occurring.

FARM RESERVOIRS

- 6.28 Many crops now need large quantities of water at critical stages of their growing cycle, often when surface and ground water stocks are at their lowest. Farmers are, therefore, being encouraged by the Environment Agency to make provision for the storage of surplus winter water in appropriate areas where this can be shown to be environmentally acceptable. Development of water resources will be subject to full Environment Agency licensing procedures and policy. Various criteria will need to be satisfied, including availability of resource, justification of need and an acceptable environmental impact on existing legitimate users of water. It may be necessary for the applicant to provide a full environmental assessment in support of the application and the licence will include conditions to protect the environment.
- 6.29 Structures and excavations which are reasonably necessary for the purposes of agriculture, within an agricultural unit of 5 hectares or more, are permitted development under Part 6 of the Town and Country Planning (General Permitted Development) Order 1995. This would generally include a reservoir for irrigating farmland, which would store surplus winter water, reducing the demand for water in the drier summer months. Farmers are required to notify Local Planning Authorities in advance, which enables them to consider issues such as the landscape impact of the development and the desirability of preserving sites of recognised historic nature conservation value. It is Government advice that where planning consents are

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required, Local Planning Authorities should consider proposals for on-farm reservoirs positively.

- 6.30 Where the District Council considers that the proposal would have a significant impact on a particularly sensitive area, the applicant will be asked to produce an Environmental Assessment of the proposed development and to submit a full planning application which would then be determined, following consultation, in the normal way. It is likely to be the potential visual and environmental impact of a proposed reservoir, rather than its size, which will determine whether an Environmental Assessment or a full planning application is required.

Assessment of Environmental Effects

- 6.31 All types of works in, under, over and adjacent to watercourses and sea defences need to be appropriately designed and implemented in order to prevent such effects as increased risk of flooding, erosion, increased danger to the public or drainage to the water environment. The evaluation of such works is prescribed in Statutory Instrument 1988 No 1217 'The Land Drainage Improvement Works (Assessment of Environmental Effects) Regulations, 1988.'

SEWAGE TREATMENT

- 6.32 Responsibility for sewage treatment lies with Anglian Water Services Ltd. The District Council will liaise with that body, particularly in respect of:
- (i) large developments which come forward where phasing may be required, so that the necessary infrastructure or improvements to existing facilities, can be provided; and
 - (ii) development in small villages with very limited facilities which will quickly become overloaded.

COASTAL EROSION

INTRODUCTION

- 6.33 The forces of the sea are causing the coast of East Anglia to erode. Naturally, this has been occurring for a considerable number of years. However, in some places along the coast, the effects are becoming more profound and there may well be a threat to property in the near future.
- 6.34 The District Council, together with Waveney District Council and the National Rivers Authority (now the Environment Agency) commissioned the production of a Shoreline Management Plan. This Shoreline Management Plan, which has been the subject of a number of consultation stages, will form part of an overall Plan for the coastline of East Anglia and has been prepared in accordance with guidelines produced for Coastal Defence Authorities by the Ministry of Agriculture, Fisheries and Food in 1995. The Shoreline Management Plan can, therefore, be deemed as "a document which sets out a strategy for coastal defence for a specified length of coast, taking

account of natural processes and human and other environmental influences and needs" (MAFF Guidance Notes 1995).

- 6.35 The aim of the Shoreline Management Plan is to provide the basis for sustainable coastal defence policies within the District and to set objectives for the future management of the shoreline. It is the most detailed document available relating to the coastline and describes the issues raised by and the objectives of those affected by Coastal Defence Policy. It appraises the coastal defence options for each part of the Coastline and sets out a preferred strategy. That strategy has implications for the future land use planning of the coastal margins of the District. Indeed, one of the objectives of the Shoreline Management Plan, as set out in the MAFF Guidance Note, is to "inform the statutory planning process and related coastal zone planning". Shoreline Management Plans, however, are not statutory documents as they are not required by law, but they do have considerable statutory backing in that there are increasingly strong links between the existence of a Plan and the availability of MAFF Grant Aid for coastal defence works.
- 6.36 Within the Shoreline Management Plan, maps have been produced for each part of the coastline to show the effects of the strategy which is set out. Generalised land uses have been shown purely for guidance purposes and do not purport to show land use planning policies. The most important aspect of the maps as far as planning policy is concerned is the coastal defence strategy line. In this respect there are four options:
- Do nothing - where the strategy is that no coastal defence works, except safety works, are to be undertaken. The strategy line for this case indicates the probable position of the low water mark in the year 2068.
 - Hold the existing line - where the strategy is to maintain a coastal defence in its established position. The line, shown solid, represents the line of a sea wall, crest of an embankment or some other defined feature.
 - Advance the existing line - where the strategy is to move an existing coastal defence to seaward. (This option is not currently a strategy for any part of Suffolk Coastal District and is therefore not indicated).
 - Retreat the existing line - where, for the benefit mainly of the built environment, the strategy is to seek to control and slow down a naturally occurring rate of landward retreat of the shoreline. The strategy line for this case is shown dotted as there can be no absolute certainty that the strategy can be implemented successfully.

AREAS AT RISK

- 6.37 The conclusions which have been drawn during the execution of the Shoreline Management Plan study enable the Council to include policies in the Local Plan in respect of coastal instability of specific locations, namely Cobbolds Point, Felixstowe, Dunwich and Bawdsey Manor, and for the remainder of the coast. Specific coastal instability policies for Dunwich, Bawdsey Manor and Cobbolds Point are set out in

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paragraphs 9.48 to 9.50 (AP123), 10.44 to 10.47 (AP164) and 11.189 to 11.190 (AP194) respectively.

- 6.38 Elsewhere on the coastline, its potential instability will be a major consideration in the determination of planning applications. In this respect, the following policy and the Shoreline Management Plan will be used in the consideration of proposals. It will be adopted as Supplementary Planning Guidance.

POLICY AP95 **Coastal Instability**

In determining proposals for development or changes of use along the coast (as may be permitted by other policies of the Local Plan), a material consideration will be the likelihood of coastal instability occurring during the life-time of the Local Plan and the life-expectancy of the development.

SEA DEFENCES

- 6.39 Where works are carried out 'soft' or 'natural' **sea defences** will be expected. These include the creation of higher and wider beach profiles, rehabilitation of saltmarsh, or creation of 'washlands' behind existing sea walls. This will help to maintain and enhance the important visual aspects of any defences on the coastline as well as providing opportunities to maximise nature conservation benefits. However, the type of defence suitable for a particular location will depend upon a number of factors, including the land form, the rate and type of erosion or flooding, the number of properties affected, nature conservation priorities, and the role of the length of coast line concerned in the sedimentary system to which it relates

POLICY AP96 **Sea Defences**

In the interests of marine and coastal habitats, particularly along the Heritage Coast, the District Council will, where practical, expect the use of 'soft' sea defences such as higher and wider beach profiles, or the rehabilitation of salt marshes, thus providing the opportunity to maximise nature conservation benefits, rather than the installation or raising of sea walls using material such as concrete. The protection of sites of archaeological importance will also be relevant to the design of sea defences.

- 6.40 Apart from the damages arising from coastal erosion and flooding, there is also a risk of erosion and flooding within the river estuaries. The District Council will be party to studies of the Estuaries of the Rivers Deben, Ore/Alde Blyth and Orwell, in association with other organisations, particularly the Environment Agency. This Estuaries Study will be complementary to the Shoreline Management Plan.

LIGHT POLLUTION

- 6.41 There has been growing concern for many years about the problems of light pollution. Light pollution can perhaps best be described as light in the wrong place, or at the wrong intensity, or at the wrong time.
- 6.42 Artificial lighting is desirable in certain circumstances for security reasons, pedestrian and traffic safety, recreation, and for enhancing historic and architecturally important buildings. Poor and/or insensitive design and installation of lighting schemes, however, can result in light pollution. This can occur as:
- sky glow - the orange glow to be seen around urban areas caused by a scattering of artificial light by dust particles and water droplets in the sky;
 - glare - the uncomfortable brightness of a light source when viewed against a darker background; and
 - light trespass - light spillage beyond the boundary of the property on which a light is located.
- 6.43 Light pollution can affect both urban and rural areas but it is a particular problem in the countryside where dark skies at night are one of the special and intrinsic qualities of the rural landscape. Artificial lighting can obscure vision of the stars; it can destroy local character by introducing a suburban feel into rural areas; it can intrude on residential amenity; it can impact upon the ecology and wildlife of an area; and it can cause stress and anxiety for people affected. In addition, light pollution represents a waste of energy, resources and money. Sound advice on lighting in rural areas is available in "Lighting in the Countryside – Towards Good Practice" (DOE/Countryside Agency – 1997).
- 6.44 In many instances, lighting may form part of or be itself a development which enjoys permitted development rights, eg agricultural development, or security lighting. Large scale lighting installations, such as the floodlighting of a football stadium or public tennis courts would clearly constitute development which would require planning consent. While recognising the advantages that floodlighting can bring in making more effective use of recreational facilities, the Council is conscious that such lighting can have an adverse environmental impact. Proposals for floodlit recreational facilities, as with other schemes for floodlighting, will, therefore, be considered against policy AP97.
- 6.45 When considering planning applications which involve lighting, the District Council will expect details of any proposed lighting to be submitted as part of the application. In particular, the District Council will need to be satisfied that the lighting proposed is the minimum needed for the purpose, that it will result in the minimum possible pollution from glare and light spillage, and that there will be no light spillage onto highways which could cause traffic dangers.

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POLICY AP97

Light Pollution

The District Council will seek to minimise light pollution. Applications for development requiring or likely to require external lighting should include details of lighting schemes. Applicants will need to satisfy the District Council that:

- (i) the proposed lighting scheme is the minimum needed for security, working purposes, recreational or other use of the land;**
- (ii) it is so designed to minimise pollution from glare and light spillage, particularly to residential and commercial areas, areas of nature conservation importance, and areas whose open and landscape qualities would be affected;**
- (iii) there will be no glare or light spillage onto highways which could dazzle, distract or disorientate road users using them.**

In order to prevent unnecessary intrusion into the countryside, or the effect on residential amenity, the District Council may seek to control the days and times of use of lighting.

- 6.46 The District Council will seek to ensure that the installation can and will be maintained to a standard which continues to meet the objectives of (i) to (iii) above. Applications will also be considered against any Supplementary Planning Guidance. In order to assist applicants, the District Council has produced Supplementary Planning Guidance on Recreational Floodlighting which sets out the criteria which need to be met and the information the Council will require in order to determine planning applications for such proposals.
- 6.47 Some types of developments for which planning permission is required will in certain circumstances, including, for example some types of sports provision, only be acceptable provided their use is limited to normal daylight hours. Floodlighting may not be appropriate in such locations if it were intrusive or detracted from the amenity of adjacent properties.

RENEWABLE ENERGY

- 6.48 Renewable energy includes those energy flows that occur naturally and repeatedly in the environment from the sun, the wind, the oceans, the plants and from the fall of water. Combustible or digestible industrial, agricultural and domestic waste materials are also regarded as renewable sources of energy. Renewable energy offers alternative methods of energy production to that produced by burning fossil-fuels, nuclear power or gas powered generating stations. As such, renewable energy sources offer the hope of increasing diversity and security of supply and of reducing harmful emissions to the environment.

- 6.49 Renewable energy resources can usually only be developed where they occur. As stated earlier, renewable energy resources are either those that occur naturally within the environment such as hydro power, solar energy and wind, or those that are a product of man's activity, such as energy crops, biogas, landfill gas and the energy derived from waste combustion. The harnessing of wind is considered to be the most likely to be deployed on a significant scale in the UK. Certainly wind power generation has a high public profile, due in part for the need for turbines to be sited in areas of high annual mean wind speed, generally coinciding with exposed open areas. Within Suffolk Coastal District high mean wind speeds are mostly limited to the coastal strip, coincidental with the Area of Outstanding Natural Beauty, and parts of the elevated plain in the north-west of the district. Whilst these areas experience higher mean wind speeds than elsewhere within the district such speeds are believed to fall below those mean wind speeds required to make wind generation currently viable.
- 6.50 Whilst the District Council wishes to support and encourage the development of renewable energy schemes within the district, the protection of the landscape and the historic built environment remain primary considerations. A judgement is needed as to whether the likely impact of structures, associated with renewable energy schemes, on the environment is justifiable in the light of the contribution such schemes can make in terms of energy production. Within the environmentally sensitive Suffolk Coast and Heaths Area of Outstanding Natural Beauty, characterised by its gently undulating lowland landscape where extensive long distance views are gained, potential intrusion caused by major structures is considered unacceptable. Similarly major structures are also thought inappropriate for the intimate landscapes associated with the Suffolk River Valleys Special Landscape Area. Within the historic built environment of Conservation Areas and on and about listed buildings potential conflicts may arise through the proposed use of renewable energy technologies, for example, active solar power. In such instances it may prove impossible to resolve potential visual impacts.
- 6.51 It is recognised, however, that a number, and variety, of renewable energy schemes may only have a limited impact, if at all, on a locality, for example, small schemes generating power from waste associated with individual farm holdings. Overall, the following policy will apply:

POLICY AP98
Renewable Energy

In view of the environmental benefits associated with harnessing renewable energy sources, the District Council will support the development of renewable energy schemes provided that it can be shown that such development would not cause significant harm to interests of acknowledged importance in the local environment.

In assessing proposals for renewable energy schemes, in addition to the local and wider benefits which the proposal may

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bring, the District Council will have particular regard to the following issues:

- (i) the immediate and wider impact of the proposed development on the natural beauty of the landscape. Particular care will be taken in assessing proposals for developing renewable energy projects in the areas with special designations, where stricter planning controls are applied. In the Area of Outstanding Natural Beauty, the siting of major developments will be permitted only if justified by a proven national interest and a lack of alternative sites. In Special Landscape Areas [SLAs], the District Council will require evidence of a lack of alternative sites outside the SLA before such proposals will be permitted;
- (ii) the impact of the proposed development on ecologically important areas;
- (iii) other impacts, such as noise, vibration and safety;
- (iv) the need to protect features and areas of natural, cultural, historical and archaeological interest;
- (v) the measures that would be taken, both during and after construction, to minimise the impact of the development on local land use and residential amenity.

Where permitted, a high standard of design, materials and landscaping to reflect the setting will be expected. Supply and power lines will be judged against Policy AP90.

- 6.52 Whilst siting, design, materials and landscaping proposals would form standard considerations of any development application when considering renewable energy schemes any connection to the local electricity distribution network will also need to be an important consideration. The placing of wires overhead will only accentuate the impact of for example wind turbines. In accordance with Policy AP90 such lines will normally be expected to be placed underground.
- 6.53 The District Council considers that energy efficiency is also an important consideration and this is reflected in the Design criteria set out in para 2.8A. Efficiency measures include:
- a) passive solar design measures within individual buildings for example building orientation, built form/internal layout, maximising natural daylight;
 - b) orientation of estate layouts to, for example reduce wind chill, avoid frost pockets;

- c) heat recycling and solar power;
- d) use alternatives to non-renewable materials.

POLICY AP99
Conservation of Energy

The District Council will generally support and encourage the conservation of energy and the use of alternative and renewable sources of energy in the design and layout of development proposals for new buildings and conversions of existing buildings, subject to consistency with the design principles for historic buildings and there being no materially adverse impact upon the built heritage of the District.

MATERIALS RECLAMATION

- 6.54 The District Council supports the concept of a Materials Reclamation Facility (MRF). A Materials Reclamation Facility is capable of receiving and sorting large quantities of waste and recyclable materials by a combination of manual and mechanical means. The degree of sophistication of the MRF will affect the type of collection system necessary to achieve high recycling recovery rates. There are essentially two types of MRF: "clean" and "dirty". Each would occupy a site of, approximately, one acre which would accommodate a mixture of hardstanding, storage space, and buildings.
- 6.55 A "clean" MRF receives recyclable materials that have been separated to some degree at source. Separating and sorting the waste is initially achieved by a combination of the householder and the collection crew, dependant on the type of vehicle used for collection and the requirements and capabilities of the MRF. Such an activity could take place within the towns in the district, perhaps on existing General Employment Areas or land with an employment use. Because of any residual smell from the material, or attraction to insects, such a use ought to be located away from any residential properties.
- 6.56 A "dirty" MRF is capable of receiving mixed wastes and recyclable materials which are then sorted. The residual waste is taken to landfill for disposal. This type of facility has two environmental considerations:
- (i) the creation of smell and, inevitably, litter plus the attraction to insects and birds; and
 - (ii) significant heavy lorry movements carrying waste both to the facility and from it to the land-fill site.

Consequently, the best location may be an existing land-fill site where environmental impact is already present and managed.

- 6.57 While supporting the principle of MRF's the District Council has only limited responsibility for determining planning applications for such development:

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- the County Council is responsible for determining planning applications for the disposal of refuse or waste material, and the use of land or new buildings for the transfer, sorting and recycling of waste;
- the District Council is responsible for determining planning applications for the change of use of buildings to provide MRF's, but only where the use would not involve the deposit of refuse or waste materials, ie "clean" MRF's.

Proposals for changes of use, where the District Council is the determining authority, will be considered against the following policy:

POLICY AP100

Materials Reclamation Facilities

Proposals for the change of use of buildings to provide "clean" Materials Reclamation Facilities (MRF) will be permitted where they meet the following criteria:

- the building has good access to the Primary Route Network and its proposed use as a MRF would not give rise to problems of highway safety; and
- the proposed use would not materially harm the living conditions of local residents, the natural beauty of the landscape, the character or appearance of the conservation areas, wildlife interests, the historic landscape or archaeological sites.

The District Council's preference for "clean" MRF's is within buildings on existing General Employment Areas or land with an employment use. Because it is important to minimise lorry and car journeys to and from MRF sites, isolated or remote locations in the open countryside are not acceptable. However, schemes for small-scale facilities serving local communities will be considered on their merits.

NOISE

6.58 Noise has grown in importance as an environmental issue and there is a Planning Policy Guidance Note (PPG24) devoted to it. It is this documentation to which the District Council will refer in considering proposals in respect of:

- (a) the siting of a new development in order to avoid disturbance from existing sources of noise. An example of such a source within the Suffolk Coastal District is Felixstowe Port; and
- (b) the siting of new development which is likely to generate noise so as to create a material disturbance to nearby established uses such as housing, schools

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and hospitals. In this respect, where appropriate, other policies of the Local Plan contain criteria to that effect.

Chapter Seven
RECREATION

RECREATION

- 7.1 The demand for recreation and leisure facilities is likely to increase during the Plan period. This is partly due to the additional number of people living in or visiting the area, but mainly due to increased leisure time and participation in sport and recreation.
- 7.2 It will be necessary, in order to cater for this demand, that adequate facilities are available. Equally, it will be important to ensure that recreational activities are located without detriment to other issues, for example, the conservation of the environment.
- 7.3 In this Chapter, the provision of recreation facilities is addressed as follows:
- (i) Sports facilities, mainly for the local population, including open space;
 - (ii) recreation in the Countryside;
 - (iii) water-based recreation.
- 7.4 Not only will this Plan address the provision of new recreation facilities, but also the need to retain existing ones. This may not only be on the basis of their value for recreation, but also, the contribution to the appearance and character of the area which a sports ground or an area of public open space can make.
- 7.5 The *aims and objectives* of this Plan in respect of recreation are:
- (i) to encourage the adequate provision of facilities for the local communities;
 - (ii) to seek to retain recreation facilities, unless there is an overriding necessity not to do so;
 - (iii) to support informal recreation facilities in the Countryside, where there is no overriding conflict with nature conservation, agriculture, landscape, amenity or highway safety;
 - (iv) to protect the Countryside and its assets from damage caused by major recreation facilities, or over use.

SPORTS FACILITIES AND OPEN SPACE

OUTDOOR PLAYING SPACE

Standards for Provision

- 7.6 Applications for new sports facilities or the improvement of existing facilities will be supported by the District Council unless the development is likely to raise issues of concern. In particular, the District Council will consider the likely effect of the proposed development on the surrounding area and the countryside, access provision, highway safety and residential amenity. The English Sports Council (and

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previously the Eastern Council for Sport and Récreation) and the District Council in its leisure and tourism strategy identify shortfalls in the existing provision of major sports facilities, such as indoor sports halls. Proposals which would reduce any of these identified shortfalls will be particularly supported.

- 7.7 Proposals for new recreational or leisure uses will need to be subjected to a sequential test in accordance with Policy AP61.

POLICY AP101 **Sports Facilities**

The development of new, or the improvement of existing sport and recreation facilities will normally be supported within the District, particularly where it accords with the requirements identified by the Eastern Council for Sport and Recreation and the leisure and tourism strategy of the District Council. Proposals will be considered in relation to the character and scale of the settlement, the effect on the surrounding Countryside, access provision, highway safety and residential amenity.

- 7.8 Looking at outdoor playing specifically, an established national standard which can be used to assess the provision of existing recreational facilities is that formulated by the National Playing Fields Association, known as the 'Six Acre Standard'. This standard proposes a minimum standard of 2.4 hectares (six acres) of outdoor playing space per 1000 population, breaking this requirement down further to identify the differing needs of the population, particularly differentiating between the needs of the adult population and those of children. The standard recommends an aggregation of space within the following categories:-

Outdoor Playing Space (Youth and Adult use)	1.6 - 1.8	ha per 1000 population
Outdoor Playing Space (Children's Playing space)	0.2 - 0.3	ha outdoor equipped playgrounds
	0.4 - 0.5	ha casual or informal play space <u>within housing areas</u>

- 7.9 This standard has stood the test of time and is widely recognised. The District Council considers that this 2.4 ha per 1000 population should be adopted locally to apply to all areas of the District. The District Council's proposed minimum for outdoor playing space standard comprises:

Playing Pitches and Other Sportsgrounds	1.7 ha per 1000 population
Children's Play Space	0.7 ha per 1000 population

Existing Provision

- 7.10 The preparation of "Suffolk's Environment... towards sustainable development" in mid 1996 provided an opportunity to undertake a comprehensive assessment of the existing provision of outdoor playing space throughout the District. The survey work provides information of hectarage of outdoor sports provision for each Parish. The results of this survey, together with a comparison against the 2.4 ha per 1,000 population standard is given in Supplementary Planning Guidance.

- 7.11 From this survey and analysis of results it is apparent that significant parts of the District are under provided in terms of overall outdoor playing space and that even within those parishes where there appears to be sufficient, or indeed over provision of facilities, a number are under provided in certain facilities, particularly equipped childrens' play space.

New Provision

- 7.12 The economic climate and, in particular, the restraints on local authority spending does mean that the District Council will find it increasingly difficult to continue to make good any existing shortfalls of open playing space provision, and virtually impossible to make good any future shortfalls that may result from additional developments, even though the provision of adequate outdoor playing space forms an integral part of the District Council's overall Health Strategy. New residential development, irrespective of size, will, therefore, be expected to contribute to the provision of outdoor playing space which is required as a direct result of meeting the needs of that development. Once all new developments commence making provision for open space then levels of provision should keep a pace with the rates of development and only current shortfalls may need to be made good.

POLICY AP102
Provision of Outdoor Playing Space

The District Council will seek to ensure that adequate outdoor playing space is provided to meet the requirements of new development and will seek to improve provision particularly in those areas where there is an existing deficit.

Provision for Outdoor Playing Space for New Residential Development

- 7.13 In new residential developments the District Council's standard of 2.4 ha per 1000 population should be applied (comprising 0.7ha of children's play space and 1.7ha of playing pitches and sports grounds). Wherever feasible and appropriate, provision of outdoor playing space should continue to be accommodated where there is scope within the housing development. Such space should be of an appropriate type to serve the needs of the development concerned, and well related to the proposed residential properties, being integral to the design and layout. The detailed requirements for the provision or improvement of the recreational space and facilities will vary, depending on the needs of the particular housing development proposed and the existing provision in the area. Where provided on site, the facilities should be laid out and equipped in accordance with relevant standards.
- 7.14 There will, however, be many instances where the developer is unable to meet the required standard, in part or fully, through physically providing and laying out suitable playing space. This may be because the development is too small or inappropriate to accommodate certain categories of outdoor playing space and the developer cannot make available other suitable land off the development site. However, if provision is to be fair and equitable, and is to keep pace with new housing development, these

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developments should make provision where facilities in that locality are lacking or deficient in size, location or quality, in the same way as, for example, larger sites.

- 7.15 In appropriate circumstances the District Council proposes to introduce a system whereby the developer may meet his responsibilities by allowing facilities to be provided or improved in a suitable location nearby, by means of payment in lieu of physical provision. The extent of such payments will depend on:
- (i) the playing space requirements for the development;
 - (ii) the degree to which these requirements have been met in other ways, eg part may be able to be accommodated within the development itself;
 - (iii) the nature of the development;
 - (iv) the existing provision in the area.

In essence, the recreational open space requirements need to be assessed having regard to each individual development proposal to ensure that any financial contribution is fairly and reasonably related in scale and kind to the proposed development. Any financial contribution will be used to provide or improve the appropriate recreational facility within a reasonable timescale and will be directly attributable to the development and not intended to cover any additional or unrelated benefit.

POLICY AP103

Provision of Outdoor Playing Space for New Residential Developments

Proposals for new residential development will be expected to provide or contribute towards outdoor playing space unless this is not required due to:

- (a) the nature of the proposed development;**
- (b) the existing provision in the area; or**
- (c) other policies of the Local Plan.**

Where such playing space or equipment is required, this should be in accordance with the District Council's minimum standard of 2.4 ha per 1000 population, and be well-related to the housing that it is intended to serve.

- 7.16 In order to assist the assessment of individual development proposals, the District Council is preparing an "Outdoor Playing Space Strategy" Supplementary Planning Guidance (SPG) note which will detail the adequacy of existing recreational space and facilities throughout the District for each parish and for the wards of Felixstowe and Woodbridge towns. This will take account of existing recreational land availability, general accessibility from the main housing areas, and the quality and

standard of childrens' play facilities and sports grounds. The SPG will also suggest how additional recreational demands created by new housing development could be met within the parishes and within the towns, taking account of the anticipated scale and location of new housing development within the Local Plan period.

- 7.17 Where provided on site the outdoor playing space may be privately maintained for the benefits of the residents of the scheme. However, in many developments, particularly the larger ones, the developer may wish to dispose of the continuing responsibility and cost of maintaining the spaces. In such cases the District Council will continue to provide the mechanisms for developers to:
- (i) dedicate the land to the Authority or Town/Parish Council; and
 - (ii) where such spaces are principally for the benefit of the development itself rather than to the wider public, make a payment to cover the cost of its maintenance over an agreed period.

Details are set out in the Planning Obligations Supplementary Planning Guidance

Loss of Playing Pitches and Other Sports Grounds

- 7.18 Proposals which involve the loss of any existing outdoor playing space (youth and adult use) whether public, private or a school facility should be judged against the overall needs of the community, adopted standards of provision and the availability of facilities elsewhere. Where a proposal would result in a shortfall in provision or would exacerbate an already existing shortfall, the loss of a facility would not be allowed without adequate compensatory provision being made.
- 7.19 Playingfields and sports grounds which are situated within the towns and villages also contribute towards the character of an area and create 'pockets' of nature within large expanses of houses. These 'green' areas could also include allotments. The contribution that a facility makes to the character of an area and its value for local informal recreation will be taken into account in considering proposals which involve the loss of outdoor playing space.

POLICYAP104

Loss of Playing Pitches and Other Sports Grounds

Proposals involving the loss of existing playing pitches and grounds for outdoor sports use will be judged against the overall needs of the community, adopted standards of provision and the availability of facilities elsewhere. Planning permission will not be granted to redevelop playing pitches or grounds for other land use purposes where the loss of the facility would result in a shortfall in provision or would exacerbate an already existing shortfall, unless an equivalent facility is provided in a location agreed with the District Council and secured by a planning obligation agreement. The contribution which a facility makes to the

RECREATION

character of an area, and its value for local informal recreation, will be of particular significance.

Dual Use of Outdoor Playing Space

- 7.20. The importance of dual use of both education facilities and private clubs and organisations is evident throughout the District through the 1996 survey. However, whilst such facilities may be available as policy, their availability through practice may be limited due, for example, through lack of publicity and local knowledge. If such facilities are not so available in practice significant further deficiencies in many towns and villages will be the result. The District Council will encourage the dual use of educational and private sports facilities.

Amenity Open Space

- 7.21. The requirement to provide amenity open space areas within residential areas and the need to avoid the loss of existing amenity areas is set out in Chapter 3. Specific policy guidance is given in Policy AP40.

RECREATIONAL FLOODLIGHTING

- 7.22. The provision of floodlighting in general is considered in detail in Chapter 6. Policy AP97 sets out the criteria which need to be met and the information that the District Council will require in order to determine planning applications for such proposals. Proposals will also need to be in accordance with the District Council's Recreational Floodlighting Supplementary Planning Guidance.

ALLOTMENTS

- 7.23. A survey of allotments within the District was carried out as part of the District Audit during 1996. This survey revealed that there are 58 allotment sites within 35 parishes and that there are 80 parishes with no allotments. The survey also revealed considerable variation in the level of occupation of allotments within the District. In some areas, the allotments were fully occupied and had a waiting list for vacant plots, whilst in other areas, there was a very low level of occupation. It is not easy to identify the reasons for the level of usage of existing allotments or to predict whether the present levels of usage will increase or decrease in the future.
- 7.24. The District Council accepts that the demand for allotments may change during the Local Plan period. It is possible, however, that with the predicted trend towards increasing leisure time, the demand for allotments may increase in the future, rather than continue to decline. In many instances, particularly in the towns, the allotments are located within the residential areas so are conveniently close to those that may wish to cultivate them. It also means that such allotments are particularly vulnerable to the threat of being lost to development, particularly residential. Once lost, however, they cannot be replaced, other than by sites which are less conveniently located in relation to those residents who may wish to use them. The District Council will, therefore, seek to protect existing allotments from being lost to other land uses, unless suitable alternative allotments of equivalent size are provided or the Secretary of State has given permission for the disposal of Statutory Allotments. To be suitable, the new

allotments would need to be well located to serve the users of the existing allotments and to be of an acceptable soil quality.

POLICY AP105

Allotments

The District Council will encourage the provision of new allotments to meet any demand which might be identified. The District Council will not support the use of existing allotments for other uses unless suitable alternative allotments of equivalent size and quality are provided.

The only exceptions to this policy will be where:

- (i) there is overwhelming evidence to show that there is unlikely to be any future demand for the allotments; or
- (ii) other suitable allotments already exist and have the necessary spare capacity, and the District Council is satisfied that a recreation or community use is not appropriate; or
- (iii) the allotments were being made available on a temporary basis only.

RECREATION IN THE COUNTRYSIDE

GENERAL

- 7.25 The countryside of the District has to serve the recreational needs of not only its indigenous population, but also, because of its character and location, the needs of a wider sub-region, including Ipswich, and those visiting the area as tourists. All these elements of demand are likely to increase as the population in the hinterland increases, particularly arising from the large scale housing development to the east of Ipswich, as the area becomes more accessible as a result of road improvements, and as the public generally becomes more interested in leisure activities and the countryside.
- 7.26 The areas which are under the greatest pressure for use are the Area of Outstanding Natural Beauty, the Special Landscape Area and the area close to the urban fringe of Ipswich. Chapter One of this Local Plan recognises the need to safeguard the character of the Countryside, particularly those areas defined as being important for their landscape or ecology. Any provision for countryside recreation, therefore, needs to be undertaken in a manner which respects this objective.
- 7.27 Countryside recreation can be divided into two basic categories:
- (i) those activities of a largely informal nature, whereby the public seek access to the Countryside for its natural qualities. Provided visitor pressures are not excessive, such activities can normally be undertaken without significant

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detriment to the Countryside, provided they are managed in co-operation with the landowners concerned;

- (ii) those activities of a more formal nature, which require the provision of a specific venue or specific facilities and are likely to attract larger numbers of participants.

7.28 Strategic planning policy has always sought to encourage the enjoyment of the Countryside at the same time as safeguarding particularly vulnerable areas from damage. It has sought to differentiate between small scale recreational uses, and those such as Country Parks, Theme and Wildlife Parks and Marinas, which it defines as large scale.

7.29 In practice, the division is not that simple; it is not just the area devoted to an activity, but the level and type of activity which can have a profound impact on the Countryside. A Local Nature Reserve, for example, might cover a substantial area, but the public use of it will be controlled and have a minimal impact on the Countryside. The intensive use of a much smaller area may, however, have an impact on the Countryside, on services and on the highway network.

7.30 The Suffolk Coast and Heaths Management Plan covers the Area of Outstanding Natural Beauty and the Greenways Project covers the area to the east of Ipswich (see paragraph 1.51). Both initiatives have countryside and visitor management objectives, recognising the benefits of tourism to the area while addressing concerns that certain of the more popular tourist areas are approaching saturation point. Any policies, therefore, which promote increased leisure activity should take account of the need to safeguard the more sensitive sites.

INFORMAL RECREATION

7.31 Small scale recreational facilities, including picnic sites and small car parks, nature trails or signposted walks, and unobtrusive information material can often be accommodated in the Countryside without any significant impact on the area. However, such uses may not be appropriate in areas already heavily used for recreational purposes. The following policy will apply to such small scale recreational uses in the Countryside:

POLICY AP106 **Informal Recreation Facilities**

In the Countryside, outside the Heritage Coast, small scale recreation facilities will be permitted, provided there is no significant impact on the character of the locality, road safety, best and most versatile agricultural land, forestry, landscape, wildlife, or residential amenity. The cumulative impact of proposals in any area will also be taken into account.

Within the Heritage Coast, such recreation facilities will not be permitted other than where specific provision has been made in

this Local Plan or the Suffolk Coast and Heaths Management Plan.

- 7.32 By making more effective use of footpaths and bridleways, informal pursuits, such as walking and riding generally have a minimal impact on the countryside and will normally be supported, as can freshwater fishing where existing access is used in order to prevent trespass. In some of the more popular areas, however, such informal pursuits can create problems of over-usage, and at certain key points there is significant pressure for parking and other facilities, which can have a considerable effect on the landscape. Active improvements to the rights of way network already occur through the Suffolk Coast and Heaths Management Plan and through the Greenways Countryside Project (see paragraph 1.51).

POLICY AP107
Footpaths and Bridleways

The District Council will endeavour to safeguard the existing public footpath and bridleway network and encourage its maintenance. It will also support the provision, in appropriate locations, of the creation of additional public, or permissive, rights of way, particularly if such provision is compatible with the objectives for recreation within the Area of Outstanding Natural Beauty.

POLICY AP108
Car Parks in the Countryside

Where proposals for increased access to the Countryside involve the provision of additional car parking or other facilities, they will be judged against Policy AP106. Where conservation considerations make it necessary, traffic management measures and the control of car parking may be employed to limit the level of use by motor vehicles.

FORMAL RECREATION

Scale and Location

- 7.33 The District is already under recreational pressure, and has a limited capacity to absorb further recreation development on a large scale, or likely to serve large numbers of users, which run counter to the aim of maintaining its beauty and character. This has led to the introduction of general policies of restraint. The existing pressures and conflicts in the Heritage Coast will be dealt with in the Suffolk Coast and Heaths Management Plan. Small scale development only will be acceptable in the Area of Outstanding Natural Beauty and Special Landscape Areas and particular care will be taken in the western part of the Plan Area, close to the Ipswich fringe.

RECREATION

POLICY AP109

Recreational Development in the Countryside

Proposals for new, or extensions to existing, recreational uses within the Countryside will only be permitted where:

- (i) the proposed use will not have a major impact on landscape, natural habitat, agriculture or forestry and will not cause disturbance to other users of the Countryside;
- (ii) the proposed site has good access to a road which can accommodate the level of use proposed and not conflict with existing uses in the area. In the case of uses intended to serve large numbers of people, this road shall be part of the Primary Route network;
- (iii) the scale and design of the development respects the character and appearance of the locality and there is no materially detrimental impact on existing settlements;

New recreational uses will not be permitted in areas vulnerable to physical and visual impact of increased numbers of visitors and associated development, particularly within the Area of Outstanding Natural Beauty and Special Landscape Areas, where those uses intended to serve large numbers of people will not be permitted in any event. Proposals for holiday or other accommodation associated with a recreation use will not normally be permitted in the Countryside, unless by way of the conversion of existing buildings, in accordance with Policy AP71.

Powered Sports

- 7.34 Whilst involving relatively few participants, an increasing number of activities use powered vehicles, and unless they can be very carefully controlled, are inappropriate in the Countryside by reason of noise, dust, fumes, pollution, and disturbance to wildlife and rural communities.
- 7.35 The temporary use of land for 'motor car and motor cycle racing including trials of speed and practicing for these activities', for not more than 14 days in any calendar year, is permitted under the provisions of the Town and Country Planning General Development Order, 1988. Even this level of use can be extremely damaging, particularly to wildlife, when it occurs in sensitive locations at inappropriate times.
- 7.36 Where they are satisfied that a use should not be permitted under the provisions of the General Development Order but should be the subject of specific planning approval, the local planning authorities may make a direction under Article 4 of the Order which, if it is to be made permanent, requires the approval of the Secretary of State for the Environment.

- 7.37 Nevertheless, the District Council recognises that activities using powered vehicles are expanding and interest is growing. Proposals for the permanent use of land can be regulated through the planning process and the following policy will apply to the use of land for off-road motor sports. It is recognised, however, that infrequent or irregular use may not be able to be controlled.

POLICY AP110
Motor Sports

Proposals to use land in the countryside for off-road motor sports will not be permitted within the Area of Outstanding Natural Beauty, the Special Landscape Area, or where they would affect Ancient Monuments, archaeological sites, parks and gardens of recognised historic interest, Sites of Special Scientific Interest, Nature Reserves, registered commons or Village Greens, or any other areas identified as having a nature conservation interest. Elsewhere, proposals will be carefully considered against the following criteria:

- (i) the impact on the landscape, natural habitats, agriculture and forestry;**
- (ii) safety and convenience on the public highway;**
- (iii) disturbance to other users of the countryside; and**
- (iv) residential amenity.**

Water recreation issues are covered in paras 7.47 to 7.52.

Caravans, Tents, Cabins etc

- 7.38 There has been a considerable increase in recent years in the number of holiday makers who use touring caravans or tents as holiday accommodation. The Suffolk Coastal area is a popular destination for tourists because of its character and features and a number of well-established sites exist in the Area. Tourists contribute to the local economy. However, this should not be at the expense of the assets which draw tourists in the first place. Touring caravans and tents are two related forms of accommodation which can be intrusive in the landscape, particularly during the winter months or in open and exposed locations, such as by the sea. New sites will not be acceptable in the Heritage Coast, as well as exposed and sensitive parts of the AONB, such as estuaries. They will only be permitted elsewhere in the AONB or in Special Landscape Areas, including Historic Parklands, if they meet criteria which would be used to assess proposals in such locations. The scale would be the major criterion, and only those proposals on a small-scale would be permitted, along with the adequacy of landscaping. In respect of extensions to existing sites, these will be resisted in the Heritage Coast but may be appropriate elsewhere if they facilitated improvements to the site in the form of layout and landscaping.

RECREATION

- 7.39 There is a trend towards tourism being an all-year activity. However, touring caravan and camping sites can be particularly exposed in the winter months when there is no tree cover, may be liable to flooding, and can affect adversely sensitive wildlife sites known for seasonal breeding or winter feeding. It is therefore proposed to introduce a break in use. This would normally extend to the winter period of November to Easter, unless local circumstances indicated that a shorter period was acceptable. The break would in any case be a minimum of six weeks. This would also prevent the likelihood of permanent residential occupation.
- 7.40 In recent years there has been an increase in the number of sites for which Certificates have been issued under the First Schedule, Para 5 of the Caravan and Control of Development Act, 1960 and these are clearly meeting a particular demand. Each certificated location is restricted to 5 caravans, used only by members of the issuing organisation, and length of stay is restricted to not more than 28 days. There need be no planning involvement in the issuing of certificates. However, where the number of sites for which Certificates have been issued could have an adverse impact on local communities, the District Council will attempt to reach agreement with the issuing organisations but, if necessary, within the Area of Outstanding Natural Beauty and Special Landscape Areas, and as a last resort, will seek the removal of the appropriate permitted development rights, by making an Article 4 Direction under the Town and Country Planning General Development Order 1988.
- 7.41 Although the impact of an individual site can be quite small, the cumulative effect of a number of sites in close proximity, especially when they are adjacent to a small village, can be considerable. Some communities are expressing their concern and feel that some form of planning control needs to be exercised in such situations.

POLICY AP111

Touring Caravan and Camping Sites:

Proposals for new touring caravans and camping sites, or extensions to existing ones, will only be acceptable

- (a) with good access to a principal road where highway safety and the free flow of traffic are not compromised;**
- (b) where services are available; and**
- (c) where there will be no material adverse impact on agriculture, forestry, wildlife habitats, landscape, Conservation Areas, Listed Buildings, archaeological interest including historic parklands and their settings, or residential amenity.**

In respect of (c) above, new sites will not be permitted within the Heritage Coast, adjoining estuaries or in open and exposed parts of the Areas of Outstanding Natural Beauty, or where there would be a material adverse effect on Special Landscape Areas. Where provision is made, new sites must be of a small scale with adequate landscaping.

Furthermore, extensions to existing sites will not be permitted within the Heritage Coast. In the remainder of the Area of Outstanding Natural Beauty and Special Landscape Areas, extensions will only be permitted where they:

- (i) are of a small scale (and in this respect the cumulative effect of a number of proposals will be taken into consideration); and
- (ii) facilitate visual improvements in the form of layout and landscaping.

Where new sites or extensions are allowed, conditions may be imposed which require a break in use of at least 6 weeks depending upon local circumstances. Such circumstances would include the location, the exposed nature in winter, or the need to protect adjacent wildlife sites.

- 7.42 In the case of sites for static holiday caravans, cabins and chalets, the District Council will seek to ensure that these are used as holiday accommodation only, and not for permanent residential occupation. In granting a planning permission, the Council will consider imposing conditions restricting the use to holiday accommodation only, and for no other purpose, including those within Class C3 of the Use Classes Order, 1987.
- 7.43 Although careful siting and screening can reduce the impact of static caravans, chalets or cabins, they inevitably detract from the landscape and the establishment of new sites will not be permitted in the sensitive areas, particularly the AONB and the Special Landscape Areas.

POLICY AP112

Sites for Static Holiday Caravans, Cabins and Chalets

Proposals for new sites for static caravans, cabins and chalets, and for the extension to, and intensification of use (by infilling) of, existing sites will be permitted only where they comply with the following criteria:

- (a) They shall not materially harm:
 - the character and appearance of the surrounding area or the landscape;
 - the living conditions of nearby residents;
 - botanical or wildlife habitats; and
 - sites of archaeological interest.
- (b) They shall not entail the use of the best or most versatile agricultural or forestry land.

RECREATION

- (c) They shall have good access to a principal road and to essential services, and shall not compromise highway safety or the free flow of traffic.
- (d) They shall be used as holiday accommodation only, and not for permanent residential occupation.

New sites will not be permitted in the Heritage Coast or adjoining the estuaries of the Suffolk Coast and Heaths AONB. Elsewhere in the AONB, new sites should be small in size, not exceeding 12 units of accommodation (including any extensions to existing sites). The cumulative impact of a number of small sites will be a material consideration.

Footnote: "Living Conditions" relate to such matters as noise, vibration, dust and highway safety.

HORSES

- 7.44 The riding of horses for recreational purposes, or as part of commercially-based equestrian activities, is increasingly popular in many parts of the Countryside, including parts of the Plan Area which are in close proximity to the large urban area of Ipswich. High standards of design of buildings and use of land are necessary to ensure that such activities do not have an adverse effect on the Countryside, and that the horses are well housed and cared for.

POLICY AP113 **Horses and Equestrian Activities**

Proposals for development in the Countryside involving horses, including stables, fences, jumps, and other equipment, will be refused where there is a detrimental impact on the appearance of the Countryside or the safety and free flow of traffic. When considering planning applications, the District Council will bear in mind recommended standards for the safety and comfort of horses, as well as other material planning considerations. New dwellings will not be permitted.

GOLF

- 7.45 Golf has become a fashionable sport contributing to the local economy, but golf courses and driving ranges, if not properly conceived, designed and managed, can damage the environment, particularly the landscape and wildlife habitats. A major concern would be the impact of large-scale development, such as hotels and conference centres, which would not normally be allowed in the Countryside, but which it is argued are needed to make a facility viable.
- 7.46 Existing natural features which contribute to the landscape, such as trees and hedgerows, must be retained and/or enhanced wherever possible, and planning applications will normally be expected to be accompanied by a detailed site survey. The management of existing and newly created habitats should be considered.

POLICY AP114**Golf Courses, Driving Ranges and Other Facilities**

Golf courses, driving ranges and associated facilities can have a significant impact on the character and appearance of the countryside, particularly in areas valued for their landscape or nature conservation importance. Consequently, they will not be permitted in the Heritage Coast and areas of special nature conservation importance.

They will also not be permitted in the remainder of the AONB and Special Landscape Areas where they would have materially adverse effect on the landscape.

In all cases the following criteria will apply:

- i) courses must be laid out and landscaped to achieve good visual integration into the countryside;
- ii) adequate attention must be paid to nature conservation interests, parks and gardens of special historic interest, and features of archaeological interest;
- iii) existing natural features, including hedgerows, must be retained and/or enhanced wherever possible, and planning applications will be expected to be accompanied by a detailed site survey;
- iv) clubhouses and car parks must be to a high standard of design, with particular regard being paid to the use of local or traditional materials. Adequate screening will be essential;
- v) ready access must be available to the primary highway network without reliance on minor roads, or where there is a danger to highway safety;
- vi) the need for, and intrusive extent of, any floodlighting;
- vii) whether the proposal would involve the loss of the best and most versatile agricultural land.

Proposals for additional facilities, such as hotels, conference centres, leisure activities, etc will be considered on their individual merits against other policies of the Local Plan.

RECREATION

WATER RECREATION

- 7.47 The coastline and the estuaries within the Plan Area have traditionally been used for a number of water-based activities, but to some extent, use has been limited by their relative inaccessibility and the fact that they are shallow, with large areas of inter-tidal mud. It is this aspect of the estuaries which makes them ecologically very important, and any significant increased leisure use would be damaging to both landscape and wildlife.
- 7.48 The whole of the coastline and the Estuaries are extremely sensitive areas in landscape and nature conservation terms. New developments providing facilities for sailing and water recreation, eg marinas, yacht harbours, or launching facilities, would be extremely damaging to the landscape and the ecology.
- 7.49 The large numbers of moorings on the estuaries is also of concern, particularly on the Orwell, where they impinge on river safety, and on the Deben, Ore and Alde, where there is a threat to the ecology. The District Council would support initiatives to rationalise and manage the location and number of moorings on the estuaries in the District.

POLICY AP115

Marinas and other Development

The development of new yacht harbours and marinas, or the extension of existing ones, will not be permitted other than where specific provision has been made in this Local Plan. The establishment of new launching and storage facilities for boats will not be permitted outside the physical limits of settlements, as defined on the Proposals Map.

Proposals for the improvement or renewal of facilities provided within existing yacht harbours and marinas will need to be considered on their individual merits against other policies of the Local Plan.

- 7.50 A recent trend in the use of the coast and estuaries is the innovative forms of powered leisure craft. These craft, such as jet skis, hovercraft and powered discs, are noisy, and can be launched from locations where conventional craft cannot. Such uncontrolled use of the coast and estuaries can have an extremely damaging effect on the environment and, in particular, wildlife habitats.
- 7.51 The occasional use of such craft cannot be regulated through the planning process and any control which does occur is likely to be through persuasion, encouragement and pursuing all possible solutions in consultation with all interested individuals and organisations. Alternatively, it may be necessary to introduce local byelaws if legally possible. This could be combined with the identification of suitable sites and areas, again following consultation, and having regard to beach users and the beach amenity, wildlife, residential amenity and commercial shipping.

- 7.52 More permanent use of various stretches of water is, however, likely to require the introduction of land-based support facilities, such as toilets, car parks, etc.

POLICY AP116

Land-based Water-related Facilities

New land-based facilities to support the recreational use of the coast and rivers will only be permitted where they replace facilities in unsatisfactory locations, or significantly lessen existing conflicts. In assessing all proposals for such facilities, important considerations will be the potential impact on water safety and amenity, particularly in respect of noise such as that generated by powered water craft. Facilities likely to lead to any increased use of the estuaries which would be damaging to the landscape or the ecology of the area, will not be permitted.

Chapter Eight
IMPLEMENTATION

IMPLEMENTATION

- 8.1 The District Council places great emphasis on ensuring that the policies and proposals of this Plan are practical and capable of implementation during the Plan period. This can only occur with the co-operation and involvement of a number of agencies, although the major role will be undertaken by the District Council itself.
- 8.2 There are, therefore, three important aspects of implementation, which are:
- (i) the agencies responsible;
 - (ii) the methods to be used for implementation by the District Council;
 - (iii) monitoring and review.

AGENCIES RESPONSIBLE

- 8.3 The following paragraphs list the agencies responsible for implementing the Plan. This list is not exhaustive in terms of the agencies involved, or their respective responsibilities. It only deals with their powers as they affect or influence the implementation of this Plan.
- 8.4 It should be emphasised that the District Council has no power to influence other agencies' actions which will be governed by that agency's own priorities and resources. The District Council will, however, seek to encourage those agencies to implement the Plan, which will act as a framework to aid them in programming their investment priorities.

SUFFOLK COASTAL DISTRICT COUNCIL

- 8.5 In addition to its responsibilities as Planning Authority dealing with applications for planning permission, listed building consent, advertisement consent, etc, the District Council has responsibility as a Housing Authority, promotes Recreation and Tourism, implements a variety of Conservation schemes, encourages new employment, and is a landowner.
- 8.6 However, it is as a Planning Authority that the Council will take the greater role in the implementation of this Plan through the following:
- (i) the determining of planning applications with regard being paid to:
 - the policies of this Plan
 - the policies of the Suffolk Structure Plan (Incorporating Alterations 1, 2 and 3)
 - the advice given in Government Circulars and Planning Policy Guidance Notes, where appropriate

IMPLEMENTATION

- other material considerations;
- (ii) the preparation, adoption and implementation of design/ development briefs for particular sites;
- (iii) the preparation, adoption and implementation of supplementary planning guidance, such as design guides;
- (iv) the use of conditions on planning permissions;
- (v) legal agreements (see paras 8.16 to 8.19);
- (vi) liaison/negotiations with landowners, applicants, developers and the house building industry generally;
- (vii) the encouragement of schemes to meet local housing needs by Housing Associations;
- (viii) continuous monitoring of the availability of land and premises for residential and employment-related development;
- (ix) the issue of advice, for example, on design matters or employment issues or, in an enabling role, indicating where advice, financial assistance, etc can be obtained;
- (x) the publication of registers, schedules, leaflets, etc, as appropriate and as financial resources permit;
- (xi) the implementation of schemes as contained in the Council's budget;
- (xii) grant aid in accordance with the Council's adopted policy;
- (xiii) liaison and co-operation with statutory undertakers, Suffolk County Council as the Highway Authority, and other appropriate agencies.

8.7 However, the level of finance available to the District Council for implementing projects is greatly influenced by a number of factors, notably, Central Government restrictions on spending. It is, therefore, subject to fluctuation and the Council reviews its budget on an annual basis.

8.8 The extent to which the District Council can implement the policies and proposals of the Plan, therefore, will be influenced by the level of finance available to the Council during the Plan period.

SUFFOLK COUNTY COUNCIL

8.9 The County Council, as Highway Authority, is responsible for all matters related to roads and transport, including the provision of new facilities (except Trunk Roads), on-street parking, road closures, highway safety and other traffic management. The

County Council is also responsible for Education and Social Services and, as a Planning Authority, is responsible for minerals and waste disposal.

TOWN AND PARISH COUNCILS

- 8.10 As appropriate these provide new recreation and community facilities, including allotments, possibly with grant aid as relevant, from the District Council.

PUBLIC UTILITIES

- 8.11 Public Utilities include British Gas, the Electricity Industry, British Telecommunications plc, Anglian Water and the Environment Agency. These will take account of the policies and proposals of the Plan in the provision of their services and facilities.

HOUSING ASSOCIATIONS

- 8.12 These will be partly responsible for the provision of affordable housing, possibly with finance from the Housing Corporation.

THE PRIVATE SECTOR

- 8.13 The private sector will be responsible for the greater majority of houses constructed during the period of the Plan, new employment and commercial development, and tourist/leisure facilities.

PLANNING AGREEMENTS

- 8.14 There may be occasions where the District Council will seek to restrict the development or the use of land in a specified way, or require certain operations to be carried out.
- 8.15 Some developments, especially larger ones, will impose costs on the local community, normally by stretching existing or requiring new facilities or services. These should reasonably be provided or paid for by the developer. General examples within this District include roads, junctions and traffic management measures; primary and secondary school education provision; and community, social and health facilities. In addition, and as a reflection of the character and historical context of the District, subjects include landscaping, tree planting and other screening; wildlife habitats; and restoration of listed buildings and historic parklands. Furthermore, and in pursuit of its principles of sustainable development, the District Council may request contributions towards new public transport services or footpaths and cycleways.
- 8.16 In most cases the Council's preferred approach is to impose planning conditions on any permission granted but alternatively, where appropriate, the Council may seek to enter into planning obligations with a developer. These are entered into voluntarily by means of a deed. With the exception of those that require the payment of money, most will be attached to the application site, although this is not essential.
- 8.17 Where a planning obligation forms part of an applicant's package of proposals (ie where it is necessary to overcome some valid planning objection to the proposed

IMPLEMENTATION

development), the Council will require that this is completed and submitted before granting a planning permission.

- 8.18 Obligations can be *requested* by the Council, subject to the test of legitimacy in Circular 1/97 Annex B, or they can be *offered* by an applicant. Where requested, the test is that the obligation should be necessary, relevant to the development in particular and planning in general, fairly and reasonably related in scale and kind to the development proposed and reasonable in all other respects.
- 8.19 Developers can offer anything that they see fit, but in seeking to meet a planning objection they should avoid irrelevant or excessive benefits. In all cases the following maxim will apply. Acceptable development will not be refused because an applicant is unwilling or unable to offer benefits through a planning obligation. Unacceptable development will not be permitted because an applicant offers unnecessary or unrelated benefits.

POLICY AP117 **Planning Obligations**

Where appropriate, the Council will seek to enter into a planning obligation by agreement with the applicant to make provision for the following, where that provision cannot be part of the development or could not suitably be made the subject of a condition on the new development:

- (i) that which is needed to enable the development to go ahead, e.g. provision of adequate access;
- (ii) that which is so directly related to the proposed development and use of land that the development ought not to be permitted without it, e.g:
 - improvements or provision, on or off-site, of open space.
 - landscaping off-site.
 - off-site transport improvements such as public transport or car parking.
 - the restoration of Listed Buildings and historic parklands forming a related part of the overall scheme.
 - other essential public facilities.
- (iii) financial payment which will contribute to meeting the cost of provision in the near future e.g. commuted payments for

off-site parking provision and recreational facilities provision;

- (iv) the preservation of archaeological sites, their recording prior to development or the sealing by development of significant archaeological features;
- (v) the protection of significant habitats and replacement of those that have been lost, either on or off the site, as a direct consequence of the development;
- (vi) the replacement of facilities that have been lost.
- (vii) a contribution towards the provision of additional school places where the scale of a particular residential development creates extra demand which cannot be accommodated in existing schools serving the particular catchment area.

8.20 All of the above should not be taken as a 'shopping list'. Every application will be treated on its merits and negotiated on an individual basis. Other subjects or facilities may be relevant, therefore.

8.21 Specific subjects referred to elsewhere in the Local Plan and the subject of individual policies include:

- AP7 - archaeology
- AP38 - affordable housing
- AP80 - car parking and other transport facilities
- AP103 - outdoor play space.

IMPLEMENTATION SCHEDULES

8.22 The major part of this Plan contains land-use policies which will be used by the District Council in the consideration of planning applications.

8.23 There are also a number of proposals relating to the development, use or improvements to specific sites or locations. These will be implemented by the direct action of one agency or another. In order to identify the implementing agency and indicate the likely timing, a schedule has been prepared and this can be found at the end of each Area section. Please note that the timings are estimates and, where the private sector is involved, will depend on such factors as market forces or landowner's aspirations.

IMPLEMENTATION

MONITORING AND REVIEW

- 8.24 It is inevitable that circumstances will change, the issues will vary, and new opportunities will arise; flexibility, therefore, is essential if the Plan is to prove effective.
- 8.25 Effective monitoring is necessary, to be followed up either by a review of all of the Plan, or part(s) of it if the change in circumstances is so significant.
- 8.26 Further alterations to the Plan would only be made following full consultation with the public and, as evident from this document, the procedures for altering the Plan are the same as for its preparation and adoption.

Footnote: The District Council has published four Annual Monitoring Reports of the Local Plan in 1994, 1995, 1996 and 2000.

PART TWO: AREA POLICIES

INTRODUCTION

- i) This part of the Local Plan contains policies and proposals for specific areas of the District. Unlike the first part, which dealt with general policies applicable to the whole District, this part is site or area specific. In order to obtain a comprehensive view of how the Local Plan will apply to a particular area, however, the two parts of the Local Plan need to be read together.
- ii) The Areas themselves have been defined to accord with the Policy Areas, as identified in the Suffolk Structure Plan and shown on Diagram 1. The only exception to this is the Woodbridge Policy Area, as defined in the Structure Plan, which for the purposes of this Local Plan has been split into two areas, namely, the Deben Peninsula and the Woodbridge Area. This is because of the clear distinction between the character of the two areas and the need specifically to address the problems and pressures on Woodbridge and the other settlements along this part of the A12 within the regional catchment area of Ipswich.
- iii) The Areas are as follows:

Structure Plan Policy Area

Local Plan Area

Debenham/Grundisburgh (SCDC part)	Grundisburgh Area	(Chapter 12)
Felixstowe	Felixstowe Peninsula	(Chapter 11)
Halesworth/Saxmundham (SCDC part)	Blyth Area	(Chapter 9)
Ipswich	Ipswich Eastern Fringe	(Chapter 13)
Woodbridge	(Deben Peninsula	(Chapter 10)
	(Woodbridge Area	(Chapter 14)

THE INFLUENCE OF IPSWICH

- iv) The identification of a particular area does not imply that it is mutually exclusive of the others. There is clearly an overlap and this is particularly pronounced in respect of the Areas which come within the influence of Ipswich.
- v) Ipswich is the County Town and a Regional Centre for employment, shopping, leisure and social/health facilities. Its catchment area extends well into the Suffolk Coastal District and would certainly include the towns of Felixstowe, Woodbridge and other settlements along the A12 and the railway line to Lowestoft, both being primary communication and commuting routes.
- vi) The close proximity of Ipswich to such areas considerably relieves the pressure that would normally be felt for further housing, employment and commercial development.
- vii) Within the catchment area of Ipswich there are large-scale housing developments (such as Grange Farm on the eastern side) currently under construction, and further growth is anticipated as a result of the Third Alteration to the Structure Plan.
- viii) There are also a number of industrial estates in and around the Town, both existing and planned. This Local Plan itself proposes a significant extension to Ransomes Park (paras 13.37 to 13.40).

AREA POLICIES

- ix) The presence of opportunities within Ipswich strengthens the District Council's objectives in respect of conserving the unique environment of its Towns, Villages and Countryside, including particularly sensitive areas lying adjacent to the built-up area of Ipswich, and forming its landscape setting. This is especially acute in the historic town of Woodbridge, policies for which are contained in Chapter 14.

Chapter Nine
THE BLYTH AREA

INTRODUCTION

- 9.1 The Blyth Area typifies much of rural Suffolk - small, scattered and, in some cases, quite remote settlements set in undulating, attractive landscape. The river valleys, which give the inland part its character, are designated as Special Landscape Areas. The coastline itself is unique and designated as part of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and a Heritage Coast.
- 9.2 There are four historic towns which act as service centres - Aldeburgh, Framlingham, Leiston and Saxmundham. Each has its own strikingly individual character and each is dealt with separately in this part of the Plan.
- 9.3 Almost all of the Blyth Area is within the Rural Development Area, and unemployment rates are generally above the county, but below the national average, although the construction of the Sizewell 'B' Nuclear Power Station temporarily provided a large number of jobs.
- 9.4 The area lies within the Halesworth/Saxmundham Policy Area, as defined in the Suffolk Structure Plan. Because of the high quality of the environment, large numbers of outstanding planning consents and consistent with the strategic policy of restraint, further large-scale releases of housing land are not appropriate, other than in exceptional circumstances. This is outlined further in paras 9.6 to 9.11.
- 9.5 This Chapter of the Local Plan is structured as follows:

The Area Generally (paras 9.6 to 9.50)

- Housing (including the Villages)
- Employment
- Conservation
- Countryside
- Transport
- Sizewell

Aldeburgh	(paras 9.51 to 9.102)
Framlingham	(paras 9.103 to 9.139)
Leiston	(paras 9.140 to 9.169)
Saxmundham	(paras 9.170 to 9.219)
Implementation	para 9.220

THE AREA GENERALLY

HOUSING

HOUSING REQUIREMENTS

- 9.6 The Suffolk Structure Plan (Incorporating Alterations 1, 2 and 3) does not include specific housing requirement figures for the Blyth area part of the Suffolk Coastal District. It is, therefore, not possible to identify any specific housing requirements for the Blyth area, or for the four towns of Aldeburgh, Framlingham, Leiston and Saxmundham. However, as stated earlier in paragraph 3.11 and demonstrated in Table 1, there is an overprovision of houses in the District as a whole in relation to requirements for the period up to 2006.
- 9.7 The overprovision of housing, caused by the existence of planning consents and inevitable development of 'windfall' sites, suggests that it is unnecessary, in statistical terms, to make allocations in this Local Plan. However, there are particular circumstances in Framlingham and Saxmundham which require an exception to this strategy, and these are considered in this section. These would be the only exceptions.

NEW HOUSING: SCALE AND LOCATION

- 9.8 Within the Blyth Area are four Towns - Aldeburgh, Framlingham, Leiston and Saxmundham - and policies for each of these are set out later in this section, as well as the general Policy AP26 after para 3.17 earlier.
- 9.9 There are a considerable number of Villages within the area. The scale and character of each individual village will determine the scale of new development appropriate to that settlement. Because of the nature of the Villages in the Blyth Area, which has high quality built and rural environments, large-scale development in the form of estates is better located and more able to be absorbed into the four Towns.
- 9.10 Within the Villages, new housing development will be considered in the light of the general policy AP27. This provides for development normally to take the form of either infilling or small groups, as specified in the following policy:

POLICY AP118
Development in Blyth Area Villages

In order to implement Policy AP27, the following settlements are defined as Villages; the appropriate scale of development being:

- (a) Infilling only within the Villages of:

Bruisyard Church
Chediston Church

Little Glemham
Parham

Chediston Green	Saxtead Green
Dunwich	Stratford St Andrew
Farnham	Theberton (Church)
Heveningham	Theberton (Eastbridge)
Huntingfield	

(b) Infilling or Groups within the Villages of:

Aldringham	Kelsale-cum-Carlton
Badingham (Church)	Kettleburgh
Benhall Green	Knodishall
Blythburgh	Marlesford
Bramfield	Middleton
Brandeston	Peasenhall (with part of Sibton)
Cransford	Rendham
Cratfield (Bell Green)	Snape
Darsham	Sweffling
Dennington	Thorpeness
Earl Soham	Walberswick
Easton	Walpole (with part of Cookley)
Friston	Wenhaston
Great Glemham	Westleton
Hacheston	Yoxford

'Infilling' and 'Group' are defined earlier in para 3.5. The presence of particular areas to be protected from development is also covered earlier in Policy AP28 after para 3.26 and these areas, where known, are shown on the Proposals Map.

9.11 The following parishes do not contain a settlement which meets the criteria set out in para 3.19 and Policy AP30 will apply in respect of new residential development:

Cookley	Sibton
Linstead Magna	Sternfield
Linstead Parva	Thorington.
	Ubbeston

EMPLOYMENT

GENERAL

9.12 The lack of employment opportunities over much of the Blyth Area has been recognised for some time and this largely led, in 1984, to the designation of the Suffolk Protection Area (formerly Rural Development Area) (see para 4.10). With this in mind, the District Council will particularly encourage the provision of new employment opportunities, as set out in the General policies in Chapter Four of the Plan.

9.13 Where appropriate, specific allocations of land for employment purposes are made in the Towns, and these are referred to in the relevant paragraphs later in this section.

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PARHAM AIRFIELD

- 9.14 The disused Parham airfield straddles a number of parishes. Today, there remain principally two concentrations of wartime buildings which were once associated with the airfield; at Silverlace Green, Parham and a short distance away in Marlesford parish. These have for some time been utilised by businesses orientated towards agriculture and those which have proved to be 'bad neighbour' uses elsewhere. The main concentration, in Marlesford parish, is visually prominent in the landscape and remote in terms of communication links.
- 9.15 There are also a number of other buildings previously associated with the airfield, but these are scattered rather than in groups, and have been quite acceptably converted to agricultural outbuildings.
- 9.16 In recognition of the existence of the employment provision at Parham airfield, a physical 'employment' limits boundary has been drawn around the areas, where the District Council considers such development is acceptable and within which any further provision should be concentrated. The physical limits boundary is drawn tightly to acknowledge that the buildings are located in an agricultural setting. The boundary has also been drawn to divide the groups of buildings to recognise that different characteristics and issues exist within the area.
- 9.17 At Silverlace Green, there are essentially two areas of buildings served by separate accesses. The first area (marked A on the Proposals Map) is accessed off the Moat Hall Drive, while the second (marked B) gains access from the C242. Both accesses appear reasonable but could be improved if necessary. Along the C242 there is a dense Hawthorn hedge, approximately 15 ft high, forming a good visual screen and noise barrier.
- 9.18 Within Area A the main buildings are former Nissen huts, and it is in this area where existing employment provision is concentrated. Some of these buildings have fallen into a state of disrepair. In Area A, the District Council believes that a significant increase in floorspace would not be appropriate, although a replacement of obsolete buildings may be acceptable.
- 9.19 Currently, there is no employment provision within Area B. However, subject to structural surveys, the buildings on this site are considered appropriate for conversion to employment use. As well as the revitalisation of existing buildings, there is also a small thinned-out, wooded area in the south of the site where further business premises could be sited, provided the peripheral trees are retained to provide a mature screen.
- 9.20 In visual terms, an advantage of that part within Marlesford Parish is that the majority of premises, especially those buildings to the south, are located within a dense Poplar plantation, thus providing an excellent visual and noise barrier to the activities occurring within.

- 9.21 Area C is owned by the MoD and no public access is permitted. It consists of two large hangars which are exposed in the landscape. In this area there should be no further increase in floorspace.
- 9.22 A variety of employment-generating businesses exist in Area D, most of which are well screened. As well as the revitalisation of existing buildings, the District Council believes that in the south of this area (Area D1 on the Proposals Map) the woodland is of a sufficient density and acreage (approximately 3 acres) to accommodate further small-scale business developments, providing peripheral trees are retained to afford an essential mature screen.
- 9.23 In the north of this area (Area D2) the District Council considers that a significant increase in the floorspace would not be appropriate because of a lack of screening along the western and southern boundaries, which means that the site is clearly visible from the surrounding area. In addition, no further structures should be erected on this site.
- 9.24 In considering proposals at Parham airfield, the following Policy will apply:

POLICY AP119
Parham Airfield

The following criteria will be applied when considering proposals at Parham Airfield:

- (i) the proposal must be within the defined boundary, as shown on the Proposals Map;
- (ii) the proposed use must be:
 - (a) within Class B1 (Business) of the Town and Country Planning (Use Classes) Order, 1987 with the exception of the erection of new buildings where 'office' uses will not normally be permitted unless ancillary to an industrial use; or
 - (b) within Class B2 (General Industrial) of the Town and Country Planning (Use Classes) Order, 1987 and the District Council is satisfied that there will be no serious loss of residential or rural amenity and no significant generation of lorry movements; or
 - (c) directly allied to agriculture, provided there is no significant generation of lorry movements;
- (iii) warehousing, storage (including large-scale, agricultural storage) and haulage uses involving significant generation of lorry movements, will not normally be permitted;

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- (iv) the proposal does not involve the use of existing buildings or land for retail purposes;
- (v) in Areas B and D1, proposals for the erection of small-scale industrial premises will only be acceptable where they conform to the provisions of this policy and retain a significant element of the existing trees on site, supplemented by adequate landscaping proposals;
- (vi) In Areas A, C and D2, with the exception of replacement buildings, no new buildings, extensions to existing buildings, or other works will be permitted, unless they are of a minor and wholly ancillary nature;
- (vii) the replacement of existing buildings will only be acceptable where the proposed building and use conforms to the provisions of this policy, there is no significant increase in the size or shape of the building, and adequate landscaping takes place;
- (viii) the proposal must have no materially detrimental impact on residential or rural amenity.

CONSERVATION

9.25 Within the Blyth Area the following Conservation Areas are currently designated, proposals within which will be assessed against policies in Part One of the Local Plan:

Aldeburgh
Blythburgh
Bramfield
Brandeston
Darsham
Dennington
Dunwich
Earl Soham
Easton
Framlingham
Great Glemham
Huntingfield (St Mary's Church)
Leiston
Marlesford
Peasenhall
Saxmundham
Saxtead Green
Thorpeness
Walberswick
Westleton
Yoxford

- 9.26 The boundaries of these Conservation Areas are shown on the Proposals Map. As resources permit, the District Council will consider opportunities for Enhancement Schemes in all of the Conservation Areas.
- 9.27 The Blyth Area contains the whole of one Historic Park and Garden included in the Register compiled by English Heritage (Heveningham Hall) and part of another (Henham Hall). The appropriate policy in respect of these, and others, is AP4.

THE COUNTRYSIDE

LANDSCAPE

- 9.28 The landscape importance of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and Heritage Coast has been outlined earlier, in para 1.60, Chapter One. Similarly, the valleys and tributaries of the Rivers Alde, Blyth, Deben, Minsmere and Yox are designated as Special Landscape Areas and the appropriate policy is AP13.

BLYTHBURGH HOSPITAL

- 9.29 The Blythburgh Hospital has closed. Its remoteness from existing settlements makes it inappropriate for community use, as provided for by Policy AP88. The re-use of the existing buildings for another institutional use would be the preferred alternative use, but a range of other uses, either singly or as a mix could also be acceptable, including employment use, such as business, recreational, hotel, or some form of residential conversion. Additional new buildings in association with any re-use will not be acceptable unless of a complementary character, of a small scale and ancillary to the existing building. Recreational use should be judged against Policy AP109 and use as a golf course would be contrary to Policy AP114 and would be likely to be resisted.

POLICY AP120

Blythburgh Hospital

The re-use of the Blythburgh Hospital through the conversion of the existing buildings to a range of uses is considered acceptable in principle, subject to a Design Brief for the whole site being agreed with the District Council prior to any consent being implemented. The range of uses can comprise one or a mix of the following:

- (i) institutional
- (ii) business (Class B1)
- (iii) leisure uses
- (iv) residential

Any proposals should not have a major impact on the landscape, compromise highway safety or the free flow of traffic and should not conflict with existing uses within the area.

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NATURE CONSERVATION

9.30 The Blyth Area is of national importance for nature conservation, with the following designations (for a definition and relevant policy, see paras 1.66 to 1.70):

- * **National Nature Reserves**
 - Walberswick
 - Westleton Heath
- * **Special Protection Area**
 - Alde/Ore Estuary
 - Minsmere/Walberswick
 - Sandlings
- * **Wetland of International Importance**
 - Alde/Ore Estuary
 - Minsmere/Walberswick
 - Minsmere/Walberswick extension
- * **Sites of Special Scientific Interest**
 - a number have been designated
 - and are listed in Supplementary Planning Guidance

9.31 There are also a number of sites of local importance -

- * **County Wildlife Sites**
 - a number have been designated and are listed in Supplementary Planning Guidance
 - The policy relating to these sites is AP16 in Chapter One
- * **Local Nature Reserves**
 - Aldeburgh Haven
 - Alde Mudflats, Iken
 - Darsham Marshes
 - Framlingham Mere
 - Hazelwood Marshes, Aldeburgh/Friston

TRANSPORT

9.32 The A12 Trunk road runs through the Blyth Area. In the event of the Department of Environment, Transport and the Regions intending to improve this route, the criteria against which the District Council will comment on those improvements are outlined in Policy AP77 in Chapter Five. Driver facilities are also considered in the same chapter, para 5.10.

9.33 In the Blyth Area any improvements to the A12 at Blythburgh would require particularly sensitive treatment, bearing in mind the quality of the village itself (which is a Conservation Area) and the area on either side, especially the estuary and river valley.

SIZEWELL NUCLEAR POWER STATIONS

BACKGROUND

- 9.34 Although the construction of a power station requires a planning consent, the decision on the application is not made by the Local Planning Authorities - in this case Suffolk Coastal District Council and Suffolk County Council. A planning consent is deemed to have been given if and when the Department of Trade and Industry grants consent under Section 36 of the Electricity Act, 1989 and deemed planning consent may also be granted under Section 90(2) of the Town and Country Planning Act, 1990. The role of the Local Authorities in this application procedure is as consultees, and in the event of an objection by the Local Planning Authorities, a Public Inquiry is held. For Sizewell 'B' however, the Secretary of State for Energy stated at the time when the application was made under the Electric Lighting Act 1909, Section 2 that a "full and thorough Public Inquiry will be held". It is not known what circumstances may apply in the event of a Section 36 submission for Sizewell 'C' if it is made.

SIZEWELL 'A'

- 9.35 National policy for nuclear power stations has required that they should be located in areas of sparse population. Siting requirements include availability of abundant cooling water. The Suffolk coastline was considered to meet these requirements and in 1958, the CEBG consulted the former East Suffolk County Council on five alternative sites in East Suffolk. Following local consultations, East Suffolk County Council considered Sizewell to be less objectionable than any of the others, objected strongly to three of the other four, and requested that in the event of a second station being built eventually, it should be combined with the first station.
- 9.36 Following this, an application for Sizewell 'A' (the present Magnox reactors) was considered by East Suffolk County Council in 1959. Very little comment was received as a result of publicity and consultation and the Council considered that a Public Inquiry was unnecessary. Construction of Sizewell 'A' began in 1961 and the two reactors were commissioned in 1966.
- 9.37 Nuclear Electric have no definite closure plans at present. On the basis of the original planned life of the 'A' station, however, phased decommissioning would have commenced in 1996. The District Council will consider the detailed proposals for the decommissioning of Sizewell 'A' and any consequences arising from it at the appropriate time.

SIZEWELL 'B'

- 9.38 In January 1981, the CEBG applied to the Secretary of State for Energy for Section 2 consent to the extension of the Sizewell Nuclear Power Station by the construction on the existing site of an additional station to be known as Sizewell 'B'. This new station would have a capacity of 1,200 megawatts, based on the Pressurised Water Reactor (PWR) system. On receipt of this Section 2 application, a joint Suffolk Coastal District Council/Suffolk County Council public consultation programme was established. Following consideration of all the representations received, the District Council decided to accept Government policy on nuclear power and the principle of the use of the site

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- for additional nuclear power, but to object to the proposal to extend the power station by the construction of an additional generating station based on a pressurised water reactor, on the basis of information then available.
- 9.39 A Public Inquiry took place from January 1983 to March 1985. By the end of this Inquiry, the Local Authorities had secured adequate safeguards to enable them to withdraw their objections to the safety aspects of the proposal. The two Councils also secured Undertakings from the CEGB and agreement on the contents of draft Conditions.
- 9.40 The Inspector's Report was presented to the Secretary of State for Energy in December 1986. Following a debate in the House of Commons, the Secretary of State announced approval of Sizewell 'B' in March 1987, subject to the conditions which were sought by the local planning authorities with the exception of the 'new access road', which was rejected by the Inspector.
- 9.41 Following the issuing of a Nuclear Site Licence by the NII, construction of Sizewell 'B' commenced in May 1987. Construction was scheduled to take 7 years, with completion in late 1994. In accordance with the Secretary of State's deemed planning consent and the attached Schedule of Conditions, various consents are required from the District Council as the construction proceeds. Similarly, the Undertakings given to the District and County Councils require their consent to various matters as the development progresses.
- 9.42 A number of highway schemes have been carried out with financial assistance from the CEGB, which were considered necessary as a direct consequence of the construction works. These include improvements to the B1122, Lovers Lane and the A12/B1122 junction at Yoxford.
- 9.43 The B1122 is the designated route for commercial vehicles travelling to the power station. The Inspector, in his report on the Public Inquiry, concluded that this was a most unsatisfactory route for a large volume of heavy goods vehicle traffic. He also considered that a study of alternative options should be undertaken in order to identify the best possible route.
- 9.44 Consulting Engineers were subsequently commissioned to carry out a study into the feasibility of a new access route from the A12 to Sizewell. Their conclusions and recommendations were the subject of public consultation. In considering the Consultants' Report and the various consultation responses, the County Council endorsed the County Surveyor's view that none of the routes should be adopted, and that the B1122 route should be confirmed as the preferred route in the context of the 'B' station construction. Since that time, improvements have removed some of the inadequacies of the road.

POLICY AP121
Sizewell 'B'

The District Council will monitor the construction of the Sizewell 'B' nuclear power station in order to ensure that it is carried out in accordance with the conditions attached to the planning consent by the Secretary of State for Energy and with the undertakings agreed between the CEGB and the Local Planning Authorities.

SIZEWELL 'C'

- 9.45 In 1989, the then National Power Division of the Central Electricity Generating Board submitted a consent application on which the District Council sought public comment prior to carrying out its own assessment of the proposal and of the necessity or otherwise to object formally to the development. Part of that had involved consideration of a further highway study which took into account the possibility of a consent and subsequent construction of Sizewell 'C' overlapping with, or subsequent to, the construction of 'B'. In considering the conclusions of that report, the District Council resolved to support a comprehensive package of highway improvement measures, including the early construction of a new southern approach to Sizewell passing to the north of Leiston. For its part in this matter, as Highway Authority, the County Council resolved to give further consideration to the environmental implications and infrastructure requirements associated with a Sizewell 'C' PWR Power Station, following the formal submission of an application to the Secretary of State and in the autumn of 1989 resolved to adopt the new link road to the A12 as the preferred, and sole route for construction traffic between the A12 and the Sizewell 'B' and 'C' power stations.
- 9.46 Before the District Council had taken its decision on the Section 2 consent application, it was formally withdrawn following the Government's review of the nuclear power programme. In the event of the further review, promised in 1994 following completion of the construction of Sizewell 'B', resulting in a decision to proceed once again with a third station at Sizewell within the period of this Local Plan, the District Council will wish to review all aspects of its policy and experience in accommodating the construction of Sizewell 'B' and implementation of Policy AP121. If necessary, a review of the Local Plan would be undertaken.

SIZEWELL GAP

- 9.47 Sizewell Gap and its car park, beach and facilities is increasingly popular with both residents and tourists. It does, however, require improvement if it is to continue to cope with the pressures imposed upon it. The following policy, therefore, is intended to address this problem:

POLICY AP122
Sizewell Gap

The District Council will seek to improve and enhance the appearance of the Sizewell Gap area, as shown on the Proposals Map, for the benefit of residents and tourists.

COASTAL EROSION

- 9.48 The issue of Coastal Erosion is discussed in paragraphs 6.33 to 6.40 of Part One.
- 9.49 The Shoreline Management Plan has concluded that average, long term, historical rates of erosion may be expected to accelerate in consequence of predicted sea level rise and lead to a further cliff retreat in the next 75 years of the order of 150m at Dunwich Village to 190m at the Greyfriars Wood. For the benefit of the built environment and certain conservation interests the shoreline management strategy will be to seek a means of controlling and slowing down the rate of cliff erosion.
- 9.50 Until such means have been identified and a programme for their implementation has been drawn up, it must be assumed that uncontrolled erosion could occur as predicted and that, hence, for this length of the coast, a policy which generally prohibits development within the area indicated on the Proposals Map should be maintained.

POLICY AP123

Coastal Instability: Dunwich

Pending the establishment of the means and programme for the implementation of the managed retreat of the shoreline, the local planning authority will not permit further new development within the area indicated on the Proposals Map unless it can be demonstrated that the design life of the development is commensurate with historically observed and predicted future rates of coastal erosion.

ALDEBURGH

- 9.51 Aldeburgh is a small coastal town with a population of about 2,800 located entirely within the Heritage Coast and Area of Outstanding Natural Beauty. The surrounding landscape, therefore, is of an extremely high natural quality.
- 9.52 The town itself is also highly attractive. The medieval street pattern is closely-knit and buildings are generally small, with varying roof pitches, and constructed from a wide range of materials. The older part of the town is designated as a Conservation Area.
- 9.53 Aldeburgh has a number of functions:
- (i) the coastal location and high environmental quality makes it a popular place in which to live, particularly to retire to. The population structure is, as a consequence, unusual with a high proportion of the elderly. However, this may alter slightly as new development takes place, particularly Church Farm. Opportunities for further development are extremely limited;
 - (ii) the town is a market centre in which to shop serving a wide, rural catchment area. However, the employment base is extremely limited, largely because of the low economic activity rate resulting from the age structure;
 - (iii) Aldeburgh is well known as a place to visit, particularly because of its environment and its musical connections. This causes traffic and car parking problems.
- 9.54 These and other matters are addressed in this section, as follows, although it must be emphasised that the greater proportion of policies which will apply to Aldeburgh are general ones contained in Part One of the Plan:
- * Housing (including the Garrett Era Area)
 - * Traffic Management and Car Parking
 - * Town Centre (including Opportunities for Enhancement)
 - * Recreation and Tourism (including Slaughden)
 - * Education
 - * Community facilities

ALDEBURGH – GENERAL

HOUSING

New Development

- 9.55 Reference has already been made (paragraph 9.6) to the lack of any necessity to allocate land specifically to meet the Structure Plan housing requirement for the Suffolk Coastal District as a whole. There will, however, be opportunities for infilling, groups or even small estate-scale developments. These may be acceptable, provided they are within the physical limits, as defined on the Proposals Map.

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- 9.56 As Aldeburgh is situated within the AONB and Heritage Coast and there is, in any event, virtually no potential for further development beyond its present physical limits which would not conflict with overriding conservation objectives, there is, therefore, no obvious location for future expansion. In the longer term interests of the town, it is desirable to safeguard existing sites within the physical limits. There will, therefore, be a presumption against any development in excess of a group, unless there is a clear environmental gain in that particular case, or until such time as major residential planning consents in and around the town are completed. This will include 'windfall' sites, including redevelopment.
- 9.57 **Policy AP26 of the Local Plan will not apply to the Town of Aldeburgh.** Instead, applications for residential development in Aldeburgh will be judged against the following policy:

POLICY AP124
Aldeburgh: New Housing

Within Aldeburgh, new housing development will only be permitted where it takes the form of infilling or groups, is located within the physical limits, as defined on the Proposals Map, and causes no problems to residential amenity, the environment or highway safety. Estate scale development or redevelopment will not normally be permitted, but the Council will have particular regard to the following material considerations:

- (i) Any clear environmental gain;
- (ii) The substantial implementation of major residential commitments.

'Infill', 'Group' and 'Estate' are defined in para 3.5.

Areas to be Protected from Development

- 9.58 Within the physical limits there may be sites, gaps or areas which it is desirable to retain in an undeveloped form and to which Policy AP28 would apply. This would certainly include the 'Garrett Era' Area.

The Garrett Era Area

- 9.59 That part of the town built in the mid-19th century, largely as a result of the efforts of the Garrett family, now presents a unique character. Large houses in equally large gardens, well planted with trees, occupy a prominent position to the west of the original town. Much of the character of this area, approached through its own private road, is afforded by the trees and the spaces they occupy, rather than the buildings which, from many aspects, are well hidden by the wooded nature of the area.

- 9.60 Specific policies for the area will ensure that pressures for sub-division of plots resulting in the loss of trees, or the ability to provide additional planting in appropriate places to maintain the character of the area, will be resisted.
- 9.61 The District Council feel that a replanting requirement for trees which are felled as they end their useful life is not sufficient for this sensitive area, and that property owners should be encouraged to undertake additional planting to an agreed programme to secure the continuity of the well-wooded appearance. A number of trees are reaching maturity and it would be regrettable if, in future years, large numbers were removed before replacements became established.

POLICY AP125

Aldeburgh: The Garrett Era Area

The area known as the Garrett Era Area in Aldeburgh, as shown on the Proposals Map, is defined as an Area to be Protected from Development to which Policy AP28 will apply. In particular, proposals to substantially enlarge existing properties or sub-divide existing plots will be refused where they would:

- (i) Materially adversely affect the character of the area;
- (ii) Materially adversely affect the setting of existing buildings;
- (iii) Result in the serious loss of existing trees; or
- (iv) Prejudice replanting schemes of suitable species once existing trees die or are removed.

The District Council will advise and seek to encourage property owners to manage existing trees and carry out appropriate new planting to secure the continuity of the well-wooded character of the area.

The Community Hospital

- 9.62 The only exception to this policy would be in respect of extensions to Aldeburgh and District Community Hospital. This is a small acute hospital with 17 beds providing medical, rather than surgical treatment. The hospital, which provides limited casualty facilities and also has a number of Out Patients clinics, is supported by a very active League of Friends. Funds raised by the League help to provide extra equipment and amenities for both patients and staff and it is the objective of the League to further improve facilities to support the hospital.
- 9.63 It is necessary for the Local Plan to recognise that any improvements to the Community Hospital could require additional buildings within the grounds or on adjacent land owned by the League of Friends. Provided that such proposals are compatible with the objectives of the Garrett Era Area, as expressed in Policy AP125 they will normally be supported.

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POLICY AP126

Aldeburgh: Community Hospital

Any proposals to improve facilities at Aldeburgh and District Community Hospital, as shown on the Proposals Map, will be judged on their merits against the objectives of preserving the character of the 'Garrett Era Area' and the established need for health care facilities.

TRAFFIC MANAGEMENT

- 9.64 The pedestrian link between the town centre and Fort Green alongside the southern end of High Street should be improved and consideration might be given to affording greater priority to pedestrians in Brudenell Street, while recognising the need to access property (see paragraph 9.89).

POLICY AP127

Aldeburgh: Slaughden Road

The District Council will seek the co-operation of the Town Council, local people, Suffolk County Council as the Highway Authority, Environment Agency and the Coast and Heaths Joint Advisory Committee, to improve the environment of the Slaughden Road by:

- (i) restricting vehicular movement to a well-defined area;
 - (ii) suitable 'landscaping' or 'earth' moving to keep vehicles off other areas.
- 9.65 Whilst any increased use of the Slaughden area involves more traffic passing through the High Street, the creation of a new route is not considered practical, necessary or desirable without considerable detriment to the existing residential and employment uses in the area.
- 9.66 Some limited traffic relief may be afforded in the town centre by the completion of the link road between the Thorpe Road and the A1094/B1122 junction in conjunction with the residential development of Church Farm. Local residents wishing to travel between the Thorpe Road and the Saxmundham Road may use it as an alternative to Victoria Road and it could prove an attractive alternative to those using the 'sea front' at Aldeburgh and wishing to head westward. It is not likely to discourage tourists from visiting Aldeburgh by acting as a bypass and would be an economic dis-benefit to the town if it did so.
- 9.67 Overall the fundamental traffic problem of Aldeburgh is a seasonal one. The town must encourage visitors for its economic wellbeing, but finds it difficult to cope with the influx of cars at peak periods. As there is very little potential to relieve the situation close to the town centre, perhaps the only solution is to make better use of the existing facilities, particularly the Thorpe Road Car Park. This can only be achieved by positive

measures to encourage such use, perhaps by locating a Tourist Information Point on the car park. The District Council will, therefore, in co-operation with Aldeburgh Town Council and the Suffolk Coast and Heaths project, investigate what might be done to make better use of the facility.

ALDEBURGH – TOWN CENTRE STRATEGY

EXTENT OF TOWN CENTRE

- 9.68 The Town Centre is defined on the Proposals Map and the General Policy which will apply to the area is AP56 in Part One of the Local Plan.

TOWN CENTRE PROFILE

- 9.69 The diversity of uses, retailer representation, vacancy levels, accessibility and the state of the shopping environment are the key indicators of the current vitality and viability of Aldeburgh, Framlingham, Leiston and Saxmundham. The towns are limited in their retail provision and cater predominantly for the local needs of their resident population, although Aldeburgh and Framlingham also perform an important tourist function. The single most important competing centre is Ipswich; other competing centres outside the District include Norwich and Lowestoft.
- 9.70 In terms of its profile, Aldeburgh, is a small coastal town located within the Heritage Coast and Area of Outstanding Natural Beauty. The town centre is based on its medieval street pattern with a wide variety of attractive small buildings. The older part of the town is designated as a conservation area.
- 9.71 The town has a high proportion of elderly people and relies upon expenditure generated from tourism to supplement its income from its resident population. Retailing is concentrated on the High Street, principally between Crespigny House and Victoria Road. It is estimated that the town centre has approximately 5,950 square metres of gross ground floorspace (A1, A2 and A3 uses).
- 9.72 The percentage of convenience related stores is almost double the national average. This emphasises the important role that food retailers play in underpinning the vitality and viability of the town. Even so, the town centre has one modest supermarket on the High Street, while the remainder of convenience related shops are small independent traders. In this respect, Aldeburgh differs from Leiston, Framlingham and Saxmundham in that it does not have a modern supermarket.
- 9.73 The proportion of comparison retailers in the town centre is slightly above the national average, though a large proportion of these are geared towards the tourist market. In particular, the town has a large proportion of antique shops and exclusive fashion shops. The specialist nature of these retailers means that for a large proportion of the resident population, their comparison needs are met elsewhere in the higher order centres.
- 9.74 The representation of services in the town centre is slightly below average, with a relatively poor provision of financial and professional services. However, the town is

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well provided for in terms of eating places and public houses, which is consistent with the town's role as an important tourist destination.

- 9.75 With only three vacant shops, Aldeburgh is well below the national average, which suggests that retailers are attracted to the centre and that they are able to trade relatively successfully and that Aldeburgh town centre is a relatively strong trading location.
- 9.76 Car parking is adequate during non-peak periods but may be problematic during peak holiday periods. The constraints of the sea on one side and residential areas on the other side mean that opportunities to incorporate additional off-street parking are extremely limited, apart from at either end of the town centre. It is considered that initiatives to improve the appearance and pedestrian access to existing car parks, particularly Fort Green car park, need to be implemented where possible. It is considered vital that appropriate measures are taken to deal effectively with the seasonable influx of traffic, while maintaining the attractive environment of the town.
- 9.77 A principal reason for people visiting Aldeburgh is because of its attractive environment. It is considered that opportunities for further enhancement, particularly of the High Street by way of improved paving, planting and street furniture, would further enhance the appearance of the town.
- 9.78 In terms of the scope for new comparison goods development, it is considered inappropriate to promote any major comparison goods development in the town. The exceptionally low vacancy level is considered to be indicative of a vital and viable town centre with no obvious deficiencies. Even so, the possibility of some small scale comparison goods scheme in the town centre should not be ruled out; this would complement and enhance the role of Aldeburgh as an attractive tourist destination. Opportunities in the town centre for even a modest development are seen as strictly limited and any proposal would need to be carefully considered against the possible implications for additional traffic congestion in the town centre, and the need to continue to ensure sufficient town centre car parking.

TOWN CENTRE OBJECTIVES

- 9.79 The town centre strategy for Aldeburgh, therefore, needs to include the following objectives:
- Actively promoting, through a co-ordinated strategy, the town centre as a tourist destination;
 - Enhance the town centre, particularly High Street, by way of improved paving, planting and street furniture.
 - Reduce traffic congestion in the town centre during peak holiday periods, without prejudicing the amount of available car parking or adversely affecting the attractive environment of the town;

- Improve the appearance of and pedestrian access to existing car parks, particularly the Fort Green car park.
- Subject to below, facilitate an appropriately located modern supermarket to reduce the outflow of convenience trade and to meet the identified qualitative deficiency in the town's retail facilities;
- Maintaining a policy which defends any loss of retailing (in particular, foodstores), but which recognises the importance of services in underpinning the town centre's vitality and viability.

TOWN CENTRE POLICIES AND PROPOSALS

Housing

- 9.80 Aldeburgh Town Centre contains a wide mixture of uses and activities dispersed in a somewhat random but, nevertheless, harmonious manner. This pattern of uses, which has evolved slowly, gives the town its character, particularly where there is a strong element of living accommodation in close proximity to business uses. There is, therefore, the need to safeguard the continued existence of the residential element of the town centre, which helps to make it a living community.
- 9.81 There may well be some opportunities within the town centre to make additional housing provision. Proposals will be considered against Policy AP57.

Opportunities for Enhancement

- 9.82 The town centre is entirely within, and forms the greatest proportion of the Conservation Area, and Aldeburgh is fortunate that the majority of buildings within the Conservation Area are generally well maintained and are serving a useful purpose. Opportunities do exist, however, to enhance the area and make it a more pleasant place in which to live and work. When such improvements can also be of economic and commercial benefit they are doubly important. Projects can range from the undergrounding of unsightly overhead wires, a reduction in the proliferation of traffic and parking signs, through to more ambitious schemes to give a greater emphasis to the needs of the pedestrian rather than traffic.

POLICY AP128

Aldeburgh: Enhancement of Town Centre

The District Council will seek the co-operation of Suffolk County Council as the Highway Authority, the Town Council and any other groups or individuals in promoting the enhancement of Aldeburgh Town Centre. In particular, measures to ameliorate the impact of traffic and car parking, particularly 'on-street' parking, will generally be supported.

- 9.83 Car parking in the High Street has proved difficult at peak periods for many years and even if additional peripheral provision can be made, there appears to be little likelihood of alleviating the problem. Several suggestions to improve the situation have been

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made in the past, but no entirely satisfactory solution has been found which does not significantly reduce the number of parking spaces available.

- 9.84 Most of the current problems are caused by two things:
- (i) the hazard created by vehicles backing out of parking spaces on the eastern side of the High Street into the stream of moving vehicles, and
 - (ii) delivery vehicles often have to off-load in the middle of the highway because access to the pavement is blocked by parked cars.

Further traffic hazards are caused by cars manoeuvring out of parking spaces when visibility is obscured by delivery vehicles.

- 9.85 As many shops and business premises fronting the High Street have no rear servicing facilities, deliveries will still need to continue from the front, and perhaps some car parking spaces should be sacrificed to ensure that delivery vehicles can unload safely. Such measures, combined with relatively simple extensions to the paved area and 'landscaping' could substantially improve the environment of the main shopping street. Recognition could also be given in such measures to the needs of cyclists.

POLICY AP129 **Aldeburgh: High Street**

The District Council, in consultation with the Town Council, local people and the Highway Authority, will examine means to reduce vehicular conflict in the High Street, as shown on the Proposals Map, and to improve the environment and floor scape of the area. Measures to improve unloading facilities for goods vehicles and to improve the area available to the pedestrian will need to be investigated.

- 9.86 There is no potential to pedestrianise the High Street, but the opportunity may well exist to give greater priority to pedestrians in parts of Brudenell Street, King Street and Crabbe Street, and some of the links which exist between them, Crag Path and the High Street.
- 9.87 These cross-town routes between the seafront and the main shopping street are vital to the life of the town and many are well used. Simple enhancement, for example, by a different surface treatment and attention to detail on buildings, could be relatively straightforward and benefit the resident and tourist alike.
- 9.88 It has to be recognised that many of the 'back streets' of Aldeburgh must be available to vehicles for access and servicing, but a form of pedestrian priority already exists because of their narrowness and, often, a lack of proper footpaths, which keeps necessary traffic at low speeds. A fuller recognition of this by the use of paving, or other appropriate surfacing materials, if undertaken after full consultation, could prove very beneficial, particularly if some reduction of traffic in these streets could be achieved.

- 9.89 An example of where this might also usefully be applied is Brudenell Street, which has a car parking problem and greater use of the Fort Green Car Park could be made by improving the pedestrian link to the town centre at the southern end of High Street.

POLICY AP130

Aldeburgh: Pedestrian Priority

In consultation with the Town Council, local people and Suffolk County Council as the Highway Authority, the District Council will seek ways to give greater priority to pedestrians in parts of Aldeburgh Town Centre by discouraging non-essential traffic from certain areas. Such an exercise will need to recognise the requirement for vehicular access for those living and working within the area.

New Supermarket

- 9.90 As indicated in the town centre profile, Aldeburgh does not have a modern supermarket. It is considered that the provision of such a supermarket would be likely to enhance the viability of the town by reducing the amount of trade currently going to the nearby towns of Leiston and Saxmundham, but would not have a significant adverse effect on the existing town centre food outlets. However, opportunities in the town centre are very limited.
- 9.91 A site exists on Saxmundham Road for an out-of-centre supermarket. If built, it would be likely to claw back modest levels of trade currently going to Leiston and Saxmundham but would also divert some trade currently going to foodstores in the town centre. It is considered unlikely that the effect on the existing supermarket would be severe enough to force its closure, nor to affect adversely the existing inter-relationship of the small towns. In the unlikely event that it did close, the town centre could support another comparable food retailer. It is thought unlikely that other convenience food stores would be affected, though the closure of one or more outlets could not be ruled out. Even if it occurred, such closures would not adversely affect the vitality and viability of the town centre. There is no quantitative need for additional foodstore provision in Aldeburgh, assuming the supermarket is built. In the event of it not being built, then there would be a requirement for a modern supermarket of approximately the equivalent size.
- 9.92 Therefore, a site at Saxmundham Road for a small supermarket of up to 470 square metres (5,000 square feet) is identified on the Proposals Map. A larger store would be acceptable only if it could be shown that it would have no detrimental impact on the vitality and viability of the town centre. Planning permission was issued in October 1998 for the development of a supermarket of about 437 sq m (4650 ft²) net floor space.

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POLICY AP131

Aldeburgh: Development of a Supermarket

Subject to a safe highway access and appropriate parking provision being provided, land at Saxmundham Road, as shown on the Proposals Map, is identified as being suitable for the development of a supermarket. This shall not exceed 470m² (5000 ft²) net floorspace and be built to a high standard of design and materials with appropriate landscaping.

GENERAL TOWN CENTRE POLICIES

- 9.93 The Town Centre policies will need to be read in conjunction with Policy AP56, which seeks to locate and promote activities in the Town Centre; Policy AP58 which sets out the Council's intention to continuously monitor car park demand bearing in mind the need to encourage the use of a range of transport modes in addition to the car; Policy AP61 which expects development to be in town centres unless suitable sites are not available; and Policy AP57 which seeks to encourage the establishment of residential accommodation within town centres, particularly on upper floors.

RECREATION AND TOURISM

- 9.94 The greatest pressure for recreation occurs on or near the river and the number of people using the river for leisure purposes has increased steadily for many years.
- 9.95 In addition to the shore-based facilities at Aldeburgh Yacht Club, Slaughden Sailing Club, the boat-yard and the quay, (which is owned by the District Council and leased to a local company), there are a considerable number of moorings on the river. These are strictly controlled by the Moorings Committee of the Aldeburgh Yacht Club and by a Moorings Charges Advisory Committee, which includes representatives of all river users. There is no evidence at present that the moorings cause any serious impediment to other river users.
- 9.96 However, pressures on the river are extending upstream and there is already some informal use of the Brick Dock area and jetty. Access is currently limited, with improvements impractical or undesirable. In any event, providing easier access to this location could encourage greater use of the river even further upstream, including the likely increase in moorings.

BRICKWORKS JETTY

- 9.97 It is therefore considered that while the existing informal use of the brickworks jetty by a comparatively small number of people does not cause any undue problem, to encourage its greater use by improving the access would be unacceptable. The following policy is, therefore, suggested:

POLICY AP132

Aldeburgh: Brickworks Jetty

Proposals which would significantly increase the use of the brickworks jetty, as shown on the Proposals Map, to gain access to the river for recreational purposes, or would substantially increase use of the access track, will be resisted.

SLAUGHDEN

- 9.98 On the other hand, it might be necessary to accept some increased use of the Slaughden area by examining, with landowners and others, ways of making more effective use of the land, including the District Council car park.
- 9.99 Some aspects of this have already been undertaken in that the boat storage areas have been rationalised and the remaining area available for public car parking has been reconstructed.
- 9.100 Any increased use of shore-based facilities is unlikely to reduce the number of moorings on the river but, in fact, there may not be a need to do so as they appear to be well managed. There may, however, be merit in seeking a management plan for the whole river under the auspices of the Heritage Coast/AONB project. Co-operation would be sought from the Orford Town Trust, which owns the river bed from the northern boundary of the Parish of Orford to North Weir Point, together with sailing clubs and other major river users and interest groups, such as the Alde and Ore Association.
- 9.101 Any measures to enhance the environment of Slaughden and further manage its recreational potential will need to involve all those with an interest in the area, and will also need to be appraised in the context of Slaughden Road and Fort Green.

COMMUNITY FACILITIES

- 9.102 The provision of community facilities will generally be encouraged, although each will be judged on its individual merits and against other policies of the Local Plan.

FRAMLINGHAM

- 9.103 Framlingham lies on the upper reaches of the River Ore at the heart of a predominantly agricultural area. Although it is situated at the focus of several minor traffic routes, it is relatively isolated. This isolation gives the town an atmosphere of independence and almost self-sufficiency.
- 9.104 The central area, together with the castle, school and extensive water meadows around the Mere, have been designated as a Conservation Area because of their importance and relationship to each other.
- 9.105 On account of its position and character, it fulfils several functions:
- (i) a local shopping, education and service centre with an extensive sphere of influence;
 - (ii) a minor employment centre, originally based largely on old-established agricultural and service industries. Several employment uses are now located in unsatisfactory locations with poor access, amenity problems, etc.;
 - (iii) a residential town, with increasing commuting out to larger centres such as Ipswich and Woodbridge;
 - (iv) a tourist centre, reflecting the special character and attraction of its historic core and castle.

These and other matters are addressed in this Section as follows, although it must be emphasised that the greater proportion of policies which will apply to Framlingham are general ones, contained in Part One of the Plan:

- * Housing
- * Employment
- * Town Centre
- * Conservation (including The Castle/Mere and Market Hill).

FRAMLINGHAM – GENERAL

HOUSING

Housing Requirements

- 9.106 Reference has already been made (paragraph 9.6) to the lack of any necessity to allocate land to meet the Structure Plan housing requirements for the Suffolk Coastal District as a whole. However, it is considered appropriate to make some provision to meet the future housing needs of Framlingham.

North and South of Brook Lane

- 9.107 The site to the north of Brook Lane is an area of about 0.74 hectares (1.85 acres). Access would be from Brook Lane by means of an extension to Warene Close to the east and some peripheral landscaping would be necessary and existing features retained. The site to the south of Brook Lane is an area of about 5.4 hectares (13.5 acres) which could accommodate about 160 dwelling.

POLICY AP133
Framlingham: Brook Lane

Land at Brook Lane, Framlingham, as shown on the Proposals Map, is suitable for housing which shall be developed to a density commensurate with the need to retain existing natural features and implement a landscaping scheme to the satisfaction of the District Council.

New Road and College Field

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

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POLICY AP134

Framlingham: New Road and College Field

The following land at New Road, Framlingham, as shown on the Proposals Map, is suitable for development for housing purposes:

- (i) employment sites along New Road;
- (ii) The TAVR building, if not required for community purposes in accordance with Policy AP88;
- (iii) part of College Field, if provision is made for playing fields to serve the Primary School to the south, on land shown on the Proposals Map, and a pedestrian footway links the two.

Development shall take place on a comprehensive basis, retaining existing natural features. Accommodation for the elderly will be encouraged.

Vyces Road

- 9.113 The provision of new playing fields would release the Vyces Road site for development, but only when the new facility is in place. The Vyces Road site could accommodate about 15 dwellings. The following policies will apply to these areas:

POLICY AP135

Framlingham: Vyces Road

Land at Vyces Road, Framlingham, as shown on the Proposals Map, is suitable for housing development when compensatory playing field provision has been provided at College Field, in accordance with Policy AP134.

Mount Pleasant

- 9.114 The College playing fields lying between Mount Pleasant and College Road, are recognised as having some potential for residential development. For convenience, the playing fields can be considered as three separate areas. One part, fronting Pembroke Road, has the benefit of a valid planning consent for 6 dwellings. The smaller playing field fronting Mount Pleasant has been accepted for housing, in principle, in previous informal planning policy documents. The remaining playing field area is considered to make an important contribution to the character of the locality particularly the eastern part, which creates an open green area and contributes to the setting of the College opposite. The District Council considers that any future development of these playing field areas should only be carried out in accordance with a Planning Brief. This Brief will need to consider the location, form and density of any development and the precise boundaries of any Area to be Protected from Development to which Policy AP28 would apply. The following policy will apply:

POLICY AP136

Framlingham: College Playing Fields

The College playing fields, as shown on the Proposals Map, are accepted as having some potential for residential and other development, the amount of which will be determined by the need to make compensatory provision for the loss of playing fields. The District Council will prepare a Planning Brief for the area and this will define the location, scale and form of development, taking account of:

- (i) any extant planning consents;
- (ii) the need to retain the eastern part in an undeveloped form because of its contribution to the character of the locality and the setting of the College.

Areas to be Protected from Development

- 9.115 As stated in General Policy AP26, new development in Framlingham must be located in the physical limits boundary, as shown on the Proposals Map. However, there may be sites, gaps, or gardens which should be retained in their open form. These are defined as "Areas to be Protected from Development", to which Policy AP28 will apply. The more significant areas are shown on the Proposals Map.

EMPLOYMENT

Station Road and Woodbridge Road

- 9.116 There are two industrial estates in Framlingham - at Station Road and Woodbridge Road. The former includes former allotment land to the west. The latter includes land to the west of Broadwater Road, where potential exists for more intensive use of the southern part. It also includes land known as Holgate Hill at the southern end of the area and on the edge of a Special Landscape Area. Consistent with policies for other parts of the District, both are identified as General Employment Areas, where most forms of employment activity will be encouraged.

POLICY AP137

Framlingham: General Employment Areas

The Station Road and Woodbridge Road industrial estates, Framlingham, as shown on the Proposals Map, are identified as General Employment Areas to which Policy AP51 will apply. Any further development at the southern end of the Station Road area (also known as Holgate Hill) will require a high standard of design and a landscaping scheme along the western boundary.

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Land between Station Road and Fairfield Road

- 9.117 An area of land is identified for employment purposes between Station Road and Fairfield Road. This is opposite existing industrial development and provides opportunities to meet the future employment needs of the town. Part has already been taken up.

POLICY AP138

Framlingham: Land between Station Road and Fairfield Road

An area of land between Station Road and Fairfield Road, Framlingham, as shown on the Proposals Map, is identified as an Employment Area suitable for B1 and B2 uses only.

FRAMLINGHAM - TOWN CENTRE STRATEGY

EXTENT OF TOWN CENTRE

- 9.118 The Town Centre is defined on the Proposals Map and it will be within this area that Policy AP56 will apply.

TOWN CENTRE PROFILE

- 9.119 In terms of its profile, Framlingham is an historic market town located on the upper reaches of the River Ore in a largely agricultural area. In addition to its function as a major local shopping centre, the town performs a complementary tourist role, reflecting the historical nature of the town centre and the attraction of the 13th century castle.
- 9.120 Retailing is concentrated around Market Hill, Bridge Street and Church Street, with additional shopping frontages along Albert Place and Well Close Square. It is estimated that the town centre has approximately 7,250 square metres of gross ground floorspace (A1, A2 and A3 uses).
- 9.121 Framlingham has an above average provision of convenience retailers. This is considered to be typical of smaller market towns which are generally more reliant upon their convenience shopping function. The principal supermarket in the town centre is the foodstore at Market Hill. This store is a recent addition to the town centre, and has materially improved the town's ability to cater for main food shopping. Other food retailers in the town centre include a general store and a variety of independent food retailers.
- 9.122 The proportion of comparison retailing in the town centre is marginally below the national average. However, this disguises the fact that a large proportion of the comparison retailing is geared towards tourism, evidenced by the high representation of antique shops, art galleries, craft shops and book shops. There is a limited provision of more mainstream comparison retailers. In addition Framlingham has a small weekly market on Saturdays located at Market Hill and comprises approximately 15 stalls.

- 9.123 Services are well represented in the town centre, although there is a relatively high proportion of professional services, such as solicitors and accountants, and only a modest representation of financial services (clearing banks and building societies).
- 9.124 There are only six vacant shops in the town centre which is well below the national average. This is indicative of a relatively strong centre in terms of its vitality and viability.
- 9.125 Car parking appears to be adequate. Although the Elms and Fore Street car parks and Market Hill are close to capacity at peak shopping periods. A study recently commissioned by the District Council notes that both the Elms and Fore Street car parks are free and suggests that consideration could be given to the introduction of charging in order to dissuade local shop owners and others from using them. It recognises, however, that the benefits of this will need to be weighed against the possible implications of additional traffic in the town centre. The study also noted that there were a further 76 spaces associated with the principal supermarket.
- 9.126 There are opportunities to enhance further the town centre, particularly Market Hill, due to the relatively poor road surface, the paucity of attractive street furniture and minimal landscaping.
- 9.127 It is not considered that it would be appropriate to plan for any significant new floorspace. However, in expenditure growth terms, it is accepted that the town centre could possibly accommodate a very modest addition to its comparison goods retail floorspace. The physical constraints in the town centre in terms of buildings of historic interest, archaeological remains, particularly in the Riverside/Bridge Street area, and medieval street patterns mean that any new retail development would have to be in keeping and complementary to the surrounding areas.

TOWN CENTRE OBJECTIVES

- 9.128 The town centre strategy for Framlingham, therefore, needs to include the following objectives:
- Environmental improvements to Market Hill which should be seen as a priority. These would enhance further the attractiveness of the town centre.
 - Resist pressure for any further large foodstore development in the town centre, since the Market Hill supermarket has satisfied the previously identified deficiency.
 - Maintaining a policy which defends any loss of retailing (in particular, foodstores), but which recognises the importance of services in underpinning the town centre's vitality and viability.

TOWN CENTRE POLICIES AND PROPOSALS

Car Parking

- 9.129 The District Council recognises that it is important to make the most efficient use of existing car parking spaces and to keep the provision of off-street parking for all types of vehicle under review. The redevelopment of the garage workshop at Bridge Street (for which planning permission has been granted, subject to a legal agreement) provides the opportunity for additional car parking to meet the future needs of the town centre off The Elms. This should be an integral part of the adjoining development.
- 9.130 The development area extends into The Mere to the north. This is a Suffolk Wildlife Heritage Site and a part of the Conservation Area as well as a Suffolk Wildlife Trust reserve. It is, however, considered that the loss of a comparatively small area of The Mere is more than offset by the opportunity provided by the rationalisation of land uses and new development to create improved access and a phased increased area of public car parking. In this respect, the increase in parking should be significant in order to justify that loss - something in the order of 70 spaces.

POLICY AP139

Framlingham: Car Parking

Land at The Elms, Framlingham, as shown on the Proposals Map, shall be developed on a comprehensive basis to accord with the following principles:

- (i) additional public car parking shall be an integral part of the scheme amounting, in a phased development, to no less than 70 spaces;**
- (ii) other car parking on the site shall relate to the type of development and taking account of the District Council's adopted standards;**
- (iii) residential development is the only acceptable alternative use, preferably for sheltered accommodation;**
- (iv) development shall be to a high standard of design and choice of materials;**
- (v) an adequate landscaping scheme shall take place on the northern boundary, including the planting of a hedge;**
- (vi) access shall be from New Road and egress to Bridge Street;**
- (vii) the existing garage workshop shall be demolished;**

- (viii) the existing footpath across the site, currently forming part of the Mere circular walk, shall be diverted and a footbridge provided.

The Castle and Mere

- 9.131 The castle is a Grade I Listed building and provides an important focal point for the town. The Mere and the grassed areas of the medieval ramparts create a unique setting for the castle, which must be preserved. The castle also relies on the wider surrounding area remaining relatively undeveloped in order to retain its prominent setting.
- 9.132 The Mere is also an important site in nature conservation terms and it is hoped that this will be recognised by its designation as an SSSI (see para 1.66). In considering proposals which affect the Mere, Policy AP15 will be rigorously applied, and the following policy will relate to the castle itself:

POLICY AP140
Framlingham: Castle

The District Council will pay particular attention to the setting of Framlingham Castle and the Mere and will resist any development likely to detract from the inherent landscape quality of the area.

Opportunities for Enhancement

- 9.133 Within the Conservation Area there will arise a number of schemes to improve the environment as resources permit and opportunities arise. One area which the District Council would particularly like to see improved is the Market Hill.
- 9.134 There are a number of aspects of the Market Hill which detract from the environment of one of Suffolk's finest market places and do not do justice to the care and effort of the shopkeepers to maintain and improve the appearance of their premises. These include:
- * unattractive surfacing
 - * drab street furniture
 - * lack of landscaping
 - * too much parking.

Improvements will require more detailed work by all parties concerned to bring them to fruition and in this respect the Town Council will have a particularly important part to play.

POLICY AP141
Framlingham: Market Hill

The District Council will, as resources permit, consider supporting the Town Council and co-ordinate future action to improve the appearance of the Market Hill.

GENERAL TOWN CENTRE POLICIES

- 9.135 The Town Centre policies will need to be read in conjunction with Policy AP56, which seeks to locate and promote activities in the Town Centre; Policy AP58 which sets out the Council's intention to continuously monitor car park demand bearing in mind the need to encourage the use of a range of transport modes in addition to the car; Policy AP61 which expects development to be in town centres unless suitable sites are not available; and Policy AP57 which seeks to encourage the establishment of residential accommodation within town centres, particularly on upper floors.

LEISTON

- 9.136 Leiston is a compact, isolated town largely under the influence of the Sizewell Nuclear Power Stations (see para 9.34). Despite this, the town retains its character and function, largely as an employment and shopping centre for a wide rural catchment area.
- 9.137 The early growth of the town was largely related to its function as an employment centre, particularly engineering, with one large employer - Richard Garrett. Since its demise, some diversification has occurred with new industrial estates being developed. The recent construction and operation of Sizewell 'B' NPS creates considerable employment, but it is important to broaden the employment-base to prevent over-reliance on that one activity.
- 9.138 The central area is designated as a Conservation Area. The surrounding countryside is extremely attractive and part of the parish of Leiston lies within the Area of Outstanding Natural Beauty.
- 9.139 This section of the Plan covers the following matters, although it must be emphasised that the greater proportion of policies appropriate to Leiston are general ones contained in Part One of the Plan:
- * Housing
 - * Employment (including the need for new sites)
 - * Town Centre (including car parking)
 - * Recreation.

LEISTON – GENERAL

HOUSING

- 9.140 Reference has already been made (paragraph 9.6) to the lack of any necessity to allocate land specifically to meet the Structure Plan housing requirement for the Suffolk Coastal District as a whole. There will, however, be opportunities for infilling, groups or even small estate-scale developments. These may be acceptable, provided they are within the physical limits, as defined on the Proposals Map.
- 9.141 However, partly arising from the unique circumstances of Leiston's nuclear safeguarding restrictions (see Appendix 2), it is necessary to ensure that existing large areas of open space within the physical limits boundary are not brought forward for development. This has been agreed with the Nuclear Installations Inspectorate. Therefore, although there is a general presumption in favour of development within the physical limits boundary, as set out in Policy AP26, this will not apply to open spaces and in this respect Policies AP28 and AP39 will be strictly applied.
- 9.142 Within the defined physical limits there may be areas which make an important contribution to the setting or character of a particular part of the town in an

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undeveloped form. One such area is along Goldings Lane, where the trees, hedges and large plots give it a rural character. Policy AP28 will apply to such areas.

EMPLOYMENT

Eastlands Industrial Estate

- 9.143 Eastlands Industrial Estate is some 15½ acres in size, housing a variety of industrial premises with very little vacant land remaining. Consistent with similar industrial estates in other parts of the District, it is considered suitable as a General Employment Area, where planning permission would be granted for most forms of development which are concerned with economic activity and provide jobs.

POLICY AP142

Leiston: Eastlands Industrial Estate

Eastlands Industrial Estate, Leiston, as shown on the Proposals Map, is defined as a General Employment Area to which Policy AP51 would apply.

Masterlord Industrial Estate

Masterlord Industrial Estate is the site of the former Richard Garrett Engineering Works. The red brick, mock-Georgian building facing Station Road was built as a training college and offices; it is now known as Colonial House and is used primarily as offices. The main engineering works building has been renovated and divided into a series of separate small industrial units, most of which are now occupied.

- 9.144 There are extensive areas of open space surrounding the former engineering works and foundry buildings. These offer scope for the provision of some additional units. However, it will be essential to retain the open character and setting of Colonial House, particularly as this lies within the Conservation Area.

POLICY AP143

Leiston: Masterlord Industrial Estate

Masterlord Industrial Estate, Leiston, as shown on the Proposals Map, is defined as a General Employment Area, to which Policy AP51 applies.

Waterloo Avenue

- 9.145 An area of land to the north of Waterloo Road, as shown on the Proposals Map, is acceptable in principle for B1 employment uses, subject to the development being of a high standard, not being accessed from Waterloo Road, and not having any adverse effect on the existing area of open space fronting Station Road and Waterloo Road.

POLICY AP144
Leiston : Waterloo Avenue

An area or land to the north of Waterloo Avenue, Leiston, is considered suitable for employment (Class B1) use, provided access is not obtained from Waterloo Avenue, and subject to any development being to a high standard of design and use of materials commensurate with the prominent position of the site within the Leiston Conservation Area.

Future Provision

- 9.146 The construction of the Sizewell 'B' power station was completed in the early 1990's. The effect on employment in Leiston has been very noticeable. A number of new firms have come into the town, particularly in the construction and equipment sectors. The District Council is concerned, however, to avoid over-reliance on such temporary economic factors and to secure a diversified range of local employment opportunities for the future.
- 9.147 It is not possible to quantify the precise amount of industrial land required over the next few years, but the aim should be to ensure that the immediate future aspirations of existing industrialists can be met and that appropriate provision be made for reasonable longer-term growth. In this respect, one new site is proposed.

Abbey Road

- 9.148 The southern part of the site is occupied by a building materials supply business. The remainder of the site has had the benefit of two valid planning consents for a total of 18 industrial units. The District Council considers that this site is still an acceptable one for some form of industrial development and is likely to play an important part in meeting the future employment needs of the town.
- 9.149 Any proposals for the development of the site will need to take into account the potential of the whole site, so will need to be supported by a detailed layout plan. This is to ensure that it is not developed in a piecemeal manner, resulting in a series of uncoordinated developments. The whole site will need to be served by a single access from Abbey Road, constructed to the requirements of the District Council. Extensive landscaping will be required, particularly along the northern and eastern boundaries. The developer will need to provide foul and surface water drainage schemes acceptable to the District Council. As a large part of this site is an infilled former pit area, it may present some constraints to the form or layout of any development.
- 9.150 Bearing in mind the proximity to residential properties and the restricted access across the railway line, B1 employment uses only would be preferred, although with suitable controls on noise, pollution, etc. B2 uses may be acceptable.

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POLICY AP145

Leiston: Abbey Road

Land at Abbey Road, Leiston, as shown on the Proposals Map, is considered suitable for employment (Class B1) use only, if developed to a high standard of design and layout with adequate landscaping. Class B2 uses may be acceptable if subject to suitable controls.

Classes B1 and B2 Uses are described in para 4.9.

Lorry Parking

- 9.151 Concern has been expressed locally about the need to provide a lorry park in the Town in order to prevent parking in residential streets and the passage of heavy vehicles through and into the town. Such a facility would need to be located on the edge of the town, which could possibly compromise the Local Plan policies which seek to protect the landscape. However, the District Council is prepared to partake in discussions to identify a suitable site.

LEISTON - TOWN CENTRE STRATEGY

EXTENT OF TOWN CENTRE

- 9.152 The Town Centre is defined on the Proposals Map and it will be within this area that Policy AP56 will apply.

TOWN CENTRE PROFILE

- 9.153 The profile of Leiston is one of a relatively compact centre located in a largely rural area. The central area of the town is a designated Conservation Area and part of the parish of Leiston lies within the Area of Outstanding Natural Beauty. The function of the town is heavily influenced by the close proximity of the Sizewell nuclear power stations, which are responsible for a large proportion of employment in the area. In this respect, Leiston is seen as being different from the other three towns in the northern part of the District, in that they do not have a major industrial or commercial employers in or adjoining them.
- 9.154 Leiston is also seen as differing from Aldeburgh and Framlingham in so far as it has retailing interspersed with a mixture of residential and commercial uses, and the town centre contains a wider diversity of different uses. Retailing is principally located on High Street and Sizewell Road and comprises approximately 9,800 square metres of gross ground floor floorspace (A1, A2 and A3 uses).
- 9.155 Convenience retailing accounts for almost 12% of the total units in the town centre, which is above the national average. The principal food retailer in the town centre is the supermarket on Sizewell Road. Other convenience retailers are predominately small independent traders performing a mainly top-up food role.

- 9.156 The number of comparison retailers is below the national average. Leiston also has a lower proportion of specialist comparison retailers than the other three centres in the northern part of the District. This reflects the slightly less important tourist role performed by Leiston, compared to the other three towns. Leiston also has a higher proportion of charity and discount shops, suggesting that trading conditions are not as strong as in the other three centres. In addition, Leiston has a weekly market which operates on Fridays from the Crown Hotel car park with about 15 stalls.
- 9.157 Leiston has a relatively strong provision of services covering a broad range of professional services, such as travel agents and estate agents, and restaurants and fast food takeaways. It is comparatively less well represented by financial services, such as banks.
- 9.158 The vacancy level is slightly below the national average, although there are a number of larger vacant premises, particularly along Sizewell Road. In addition, there are a number of vacant units on High Street, a number of which are boarded up. Whilst vacancy levels are not considered to be excessive, they do serve to dilute the retailing focus in the town centre. This is further emphasised by the presence of residential and commercial uses within the retailing core of the town centre.
- 9.159 The four car parks at High Street, Sizewell Road, the Council Offices and Valley Road, as well as the free car park adjoining the Solar supermarket, generally appear to be adequate, although at peak times, the High Street car park becomes congested.
- 9.160 It is considered that Leiston is an attractive market town, but the presence of boarded up vacant premises on High Street and Sizewell Road detracts from the town's otherwise pleasant appearance. The presence of graffiti on some of these boarded-up shops further detracts from the appearance of the town centre. In addition, it is considered some of the shop frontages in the High Street - Cross Street area and in Sizewell Road are in a relatively poor condition and that they would benefit from refurbishment.
- 9.161 It is considered that the relatively narrow pavements along High Street do not lend themselves to street furniture. Even so, the complementary use of street furniture and planting would help to enhance the visual appearance of High Street. In addition, it is considered that efforts should be made to improve the appearance of some of the shop frontages on High Street, a number of which are in a relatively poor state of repair.
- 9.162 A Study recently commissioned by the District Council speculates that Leiston may, potentially, be a vulnerable centre. The higher evidence of vacancies and charity shops, together with a less well developed tourism role than the other three centres in the area, suggests that concerted efforts to sustain and enhance the function of the town need to be made.
- 9.163 Based on turnover estimates, it is considered that there is any quantitative deficiency in food retailing in the town centre. Even so, the important role that food retailing, and in particular, the foodstore on Sizewell Road, performs in underpinning the role of the town centre, is recognised. It is considered that Leiston is potentially vulnerable to the effects of any diversion of convenience retail trade. Unlike the other three towns in the

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area, tourism does not play a significant role in Leiston. This means that expenditure derived from the resident population is not likely to be supplemented to any significant degree by income generated from tourists or visitors.

- 9.164 With regard to new comparison retailing in Leiston, there is unlikely to be any need for significant development during the Local Plan period. Given the number of vacant units in the town centre, it is considered that efforts should be concentrated in the first instance to attracting tenants to occupy them. Nonetheless, they do not rule out the possibility of some modest new development in the town centre which is more likely to be of interest to smaller independent retailers than to national multiples.

TOWN CENTRE OBJECTIVES

- 9.165 The town centre strategy for Leiston, therefore, needs to include the following objectives:
- Improvements to shop frontages, particularly High Street, additional street furniture and landscaping.
 - Attract new retailers to the vacant units of High Street and Sizewell Road before any further town centre comparison floorspace is considered.
 - Maintaining a policy which defends any loss of retailing (in particular, foodstores), but which recognises the importance of services in underpinning the town centre's vitality and viability.

TOWN CENTRE POLICIES AND PROPOSALS

Car Parking

- 9.166 There are currently four existing off-street car parking areas. The High Street and Sizewell Road car parks are District Council operated pay-and-display, whilst the Council Offices and Valley Road car parks are uncontrolled. In addition to these four areas, a large supermarket in the Town Centre has a very large car park which, although intended principally for the benefit of people shopping at its store, is used by the general public. There is also a private car park at Platers Walk, which serves High Street shops. These car parks are adequate for the present level of demand. However, the Plan looks towards the year 2006 and it is likely that, towards the end of the Plan period, there will be a need for additional provision. In managing the car parks it will be essential and desirable to concentrate shoppers' car parking as close as possible to the core retail areas, and to provide safe and convenient pedestrian links between them. Sizewell Road car park does not fulfil these objectives particularly well, and there is merit in seeking to relocate such provision to an area north of the High Street car park.

POLICY AP146

Leiston: Town Centre Car Parks

Town Centre car parking will be retained in Main Street, off Valley Road, and off High Street, complemented by private car parks servicing the Co-op and the High Street shops off Plater's Walk. Land is allocated for car parking off High Street, incorporating pedestrian access direct to Sizewell Road, as shown on the Proposals Map. A phased provision is proposed which will not require release of land until the end of the Plan period, for up to ten spaces to the rear of 24 Sizewell Road. Town Centre policy AP56 will apply to the existing Sizewell Road car park and to that part of the existing High Street car park not allocated for car parking.

Opportunities for Enhancement

- 9.167 The boundary of the Conservation Area is shown on the Proposals Map. Within this area the District Council will consider schemes for environmental enhancement of the Town Centre as and when opportunities arise and financial resources permit. As indicated in the Town Centre Profile and in the Town Centre objectives, the District Council will seek environmental improvements in High Street and Sizewell Road, as soon as resources permit.

POLICY AP147

Leiston: Town Centre Environmental Improvements

The District Council will, as resources permit, seek environmental improvements to the floorscape and street furniture of the following parts of Leiston Town Centre:

- (i) High Street; and
- (ii) Sizewell Road

These will be complemented by the requirement that new shop fronts and advertisements in those areas be to a high standard of design and materials.

Footnote: In respect of the above, the District Council intends to provide Supplementary Planning Guidance on shop front design.

RECREATION

- 9.168 A swimming pool has been constructed on land next to the Sports Centre. The provision of such a facility, partly funded by Nuclear Electric and the Sports Council, has considerably enhanced recreational opportunities in the town.

GENERAL TOWN CENTRE POLICIES

- 9.169 The Town Centre policies will need to be read in conjunction with Policy AP56, which seeks to locate and promote activities in the Town Centre; Policy AP58 which sets out

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the Council's intention to continuously monitor car park demand bearing in mind the need to encourage the use of a range of transport modes in addition to the car; Policy AP61 which expects development to be in town centres unless suitable sites are not available; and Policy AP57 which seeks to encourage the establishment of residential accommodation within town centres, particularly on upper floors.

SAXMUNDHAM

- 9.170 Saxmundham functions as a small market town serving quite a wide surrounding rural catchment area. Now that the A12 Trunk road passes by the town, the High Street is a more attractive place to shop and this shopping function should be enhanced.
- 9.171 The presence of the A12 road and the railway, makes the town a popular residential area and there are large estates still to be completed. This is a result of allocations in previous Plans, made in order to meet the needs of Sizewell and a reflection of the identification of Saxmundham as a growth point in the Structure Plan. These, combined with proposals for employment uses, created some form of self-sufficiency and reduced commuting.
- 9.172 The Town Centre is designated a Conservation Area, largely the result of a pleasing consistency of scale, materials and styles, which add to the spaces around the Market Place and the curving alignment of the High Street.
- 9.173 The character of the eastern side of the town is largely derived from the immediate presence of the River Fromus, public access to the banks of which is extremely limited.
- 9.174 This section of the Plan covers the following subjects, although it must be emphasised that the greater proportion of policies appropriate to Saxmundham are general ones contained in Part One:
- * Housing (including land adjacent to the River Fromus)
 - * Employment
 - * Conservation (including opportunities for enhancement)
 - * Town Centre
 - * Social/Community Facilities (including the Fire Station).

SAXMUNDHAM – GENERAL

HOUSING

Land Adjacent to River Fromus

- 9.175 Reference has already been made (paragraph 9.6) to the lack of any necessity to allocate land specifically to meet the Structure Plan housing requirement for the Suffolk Coastal District as a whole. However, there are still some 500 dwellings approved but not yet built out of a total consent of just over 600 dwellings at Brook Farm. In addition, there remains the outstanding allocation from the Blyth Local Plan, adopted as interim planning policy in 1987, of an area of land to the east of the River Fromus.
- 9.176 This area includes low-lying paddocks immediately adjacent to the River Fromus, which form part of the Conservation Area. It also includes a small number of allotments on the site of the former sewage disposal works, and agricultural land used in association with Street Farm for arable and grazing purposes. It is well-related to

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the town and is relatively well contained within the landscape by the rising land to the east of the valley.

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

POLICY AP148

Saxmundham: Land east of the River Fromus

An area of 14.3 acres east of the River Fromus, as indicated on the Proposals Map, is allocated for residential development and public open space and shall be developed generally in accordance with a Design Brief adopted as Supplementary Planning Guidance. An area alongside the River Fromus shall be made available and laid out as public open space as part of the development.

Rendham Road

- 9.181 Within the physical limits of the Town, as defined in the Proposals Map, there will be numerous opportunities for infilling, groups or even estate-scale development to be built. These will be assessed against Policy AP26 after para 3.17. Some of these proposals could involve the redevelopment of existing sites, although particular attention will be paid to the loss of employment (AP50) or recreational sites (AP104).
- 9.182 One such area is the **Rendham Road scrap-yard and adjacent fire station**, where the scrap-yard has been the subject of a number of complaints because of its impact on the environment of the surrounding, primarily residential, area and on the adjoining highway.
- 9.183 With the immediately adjacent fire station having closed, the potential exists to redevelop the whole area, including the scrap metal yard, the expansion of which would be strongly resisted by the District Council.
- 9.184 Although the Council's normal policy is to resist the loss of employment sites, this is considered to be an exception and residential development is a suitable alternative use.

POLICY AP149

Saxmundham: Scrap-yard and Fire Station, Rendham Road

An area off Rendham Road, Saxmundham, as shown on the Proposals Map, is suitable for redevelopment for residential use.

EMPLOYMENT

Carlton Park Industrial Estate, Kelsale

- 9.185 The only significant industrial area is the Carlton Park Industrial Estate, which lies within Kelsale-cum-Carlton Parish. Consent has recently been granted for an extension to the west. Consistent with policies for other parts of the District, it is appropriate to designate the estate, as proposed to be extended, as a General Employment Area where most forms of economic activity would be encouraged.

POLICY AP150

Saxmundham: Carlton Park Industrial Estate, Kelsale

Carlton Park Industrial Estate, Kelsale, as shown on the Proposals Map, is designated as a General Employment Area where Policy AP51 would apply.

Rendham Road

- 9.186 Although there is a potential for further land as a result of the expansion of Carlton Park, provision needs to be made for additional employment for the whole of the Plan period.

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- 9.187 A site to the south of Rendham Road, Saxmundham was allocated in the previous Local Plan. As the Brook Farm residential estate extends towards it, there may be pressure to develop it for housing. However, the site has considerably more merit for employment uses, being particularly well-related to the bypass at its junction with the Rendham Road leading into Saxmundham and, suitably landscaped and laid out, would provide an attractive spot for such a function. The site also provides the opportunity for a new fire station.

POLICY AP151

Saxmundham: Rendham Road

An area of 11.9 acres to the south of Rendham Road and east of the Saxmundham Bypass, as shown on the Proposals Map, is allocated as a General Employment Area to which Policy AP51 applies. Vehicular access shall be from the B1119 Rendham Road, to a standard to be agreed with Suffolk County Council, as the Highway Authority. The B1119 shall be widened at the developer's expense to a width of 6.7 metres between the new access and the junction with the Bypass. Any proposal for this area will be subject to a comprehensive layout being agreed with the District Council, and must include a scheme of landscaping to enhance the character of this important approach into the Town. It must also reserve a site on the Rendham Road frontage for a new Fire Station.

- 9.188 It is anticipated that there will be other opportunities for new employment activities in the Town, particularly as a result of conversions, changes of use or redevelopment of existing sites. Such proposals will be considered on their individual merits and against other policies of the Local Plan.

CONSERVATION

- 9.189 The boundary of the Conservation Area is shown on the Proposals Map. Policies against which proposals will be assessed are contained in Chapter One. Opportunities for enhancement are identified in the Town Centre Strategy which follows.

OPPORTUNITIES FOR ENHANCEMENT

- 9.190 There will no doubt be opportunities for enhancement schemes to be implemented and a number of schemes are identified below, although there may be others as financial resources permit and occasions arise.

Market Place

- 9.191 The objectives of a scheme would be:
- (i) to encourage its more extensive use. Appropriate surface treatment would be beneficial;

- (ii) to reduce traffic to that essential for servicing;
- (iii) to reduce conflict at the entrance to Market Place car park and at the junction with Station Approach.

POLICY AP152
Saxmundham: Market Place

As financial resources permit, the District Council will consider a scheme for the partial or total pedestrianisation of Market Place as a means of improving the environment of the area.

West of the High Street

9.192 This area has considerable potential for redevelopment and a scheme has been approved for part of the site - any further redevelopment should meet the following objectives:

- (i) improving retail provision in the town;
- (ii) providing pedestrian links between the High Street, Station Approach/ Market Place;
- (iii) improving rear servicing and car parking provision.

9.193 A Design Brief is available separately as Supplementary Planning Guidance.

Between the High Street and River Fromus

9.194 A scheme here would have a number of objectives:

- (i) buildings to the rear of properties east of the High Street and adjacent to the Fromus are deteriorating and under-used, but their group value contributes to the intimate character of the area and should, where possible, be safeguarded and enhanced;
- (ii) pedestrian links to the open space and residential development to the east may help to revitalise the area;
- (iii) limited vehicular access from the supermarket site should be safeguarded.

9.195 A Design Brief is available separately as Supplementary Planning Guidance.

POLICY AP153
Saxmundham: Enhancement Schemes
east and west of the High Street

As resources permit and opportunities arise, the District Council will promote and encourage enhancement schemes for the areas

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east and west of the High Street, Saxmundham, as shown on the Proposals Map.

North and South Entrances

- 9.196 The importance of trees and open spaces to the setting of buildings in the Town Centre and Conservation Area is considerable, particularly the need to safeguard the character of the approaches to North Entrance and South Entrance.

POLICY AP154

Saxmundham: North and South Entrances

The District Council will resist any development which would significantly change the character of the main approaches into Saxmundham at North Entrance and South Entrance.

The need to protect important spaces is also covered in Policy AP28 after para 3.26.

SAXMUNDHAM – TOWN CENTRE STRATEGY

EXTENT OF TOWN CENTRE

- 9.197 The Town Centre is defined on the Proposals Map and the General Policy which will apply to the area is AP56 in Part One of the Plan.

TOWN CENTRE PROFILE

- 9.198 Saxmundham is a small market town serving a predominantly rural catchment area. The town centre is designated as a Conservation Area.
- 9.199 Like Leiston town centre, Saxmundham town centre has a wide mix of residential and commercial uses. Retailing is concentrated on High Street and Market Place, together with additional shopping and service uses on the South Entrance, the Back of Market and Chantry Road. It is estimated that the town centre has approximately 8,600 square metres of gross ground floorspace (A1, A2 and A3 uses).
- 9.200 Saxmundham has a higher than national average proportion of convenience related retailers. The supermarket at Hayward's Mews/Church Street is the principal food retailer in Saxmundham and provides the town centre with main food shopping destination. Other food retailers include a small supermarket on High Street, and a variety of small independent convenience retailers which are dispersed throughout the High Street and Market Place.
- 9.201 Saxmundham has a marginally lower representation of comparison retailers than the national average. In addition, the range of goods sold by these retailers is relatively limited with a high proportion of craft shops, antique shops, jewellers and clothing retailers. The specialist nature of many of these shops reflects the presence of some tourist trade, and the need to attract additional tourist expenditure to supplement

- turnover generated from the resident population. In addition, Saxmundham has a small weekly market on Wednesdays in Market Square comprising some ten stalls.
- 9.202 The proportion of services is broadly comparable to the national average, and includes a broad range of professional and financial services, together with a variety of hotel/public houses and eating places.
- 9.203 Vacancies are slightly below the national average, although two further units have become vacant since the survey base-date. From this, it must be concluded that trading conditions in the town centre are not as strong as compared with Aldeburgh and Framlingham.
- 9.204 The Market Place and Church Street car parks appear to be adequate for the current levels of usage, though the Church Street car park does become full in the early afternoon on market day. A smaller car park in Church Street tends to be used for overflow car parking.
- 9.205 Despite the limitations in the range of retailers, Saxmundham town centre provides an attractive shopping environment for its resident population and visitors. Nonetheless, it is considered that there are opportunities to improve the appearance of High Street, particularly now that the large proportion of through traffic has been removed following the completion of the A12 bypass. One possibility would be to enhance and give priority to pedestrians in Market Place and provide more effective pedestrian links with High Street. This could also present an opportunity to remove any pedestrian/vehicular conflict at the entrance to the Market Place car park, provided a new access to the car park from Station Approach can be facilitated.
- 9.206 Consideration should be given to the improvement of some of the shopping frontages on High Street, particularly towards the North Entrance; a number of these are in a relatively poor state of decorative repair. The addition of complementary street furniture and planting, particularly around Market Place would enhance further the appearance of this part of the town centre.
- 9.207 A Retail Study recently commissioned by the District Council shows that the supermarket in Church Street draws trade from a slightly wider area than those in Framlingham and Leiston, and has an average turnover per square metre which is significantly higher than the company's average. This is seen as reflecting the key role that this store plays in contributing to the town centre's vitality and viability.
- 9.208 The study also concludes that there is no overriding qualitative need for further foodstore provision in the town. There is also not likely to be a quantitative need but the expansion of the existing store referred to above should be encouraged, as such an enhancement of the main foodstore provision in the town centre would be likely to consolidate further the role of the town centre. In particular, Somerfield is well integrated with the town centre and any improvements in the range of goods that it offers for sale is likely to encourage more local residents to use it in preference to out of town superstores. As a consequence, other complementary uses in the town centre (comparison retailers and services) are likely to benefit from the greater opportunities that this would create for linked shopping trips.
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- 9.209 Other proposals would be considered against Policy AP61 but of prime concern would be any development which would be likely to lead to an unacceptable shift in focus of the town centre to the detriment of its overall vitality and viability. To this extent the District Council considers that to safeguard the convenience shopping role of Saxmundham and the other nearby centres, it is important that any new foodstore development should be located in a town centre location. In this respect, it considers that the potential to extend the existing store should be viewed as a key priority. This is consistent with National Planning Policy Guidance, and in the context of Saxmundham, would ensure that food shopping continues to underpin its vitality and viability.
- 9.210 It is not considered to be realistic or desirable to promote significant new comparison retailer development in Saxmundham at present or during the Local Plan period. As a priority, however, it considers it to be important to attract retailers to occupy the vacant units in High Street and Market Place. Thereafter, it may be appropriate to plan for a modest comparison-based scheme in the town centre. This is likely to be geared towards specialist retailers to complement and consolidate the town's dual function of serving the local needs of its catchment and attracting tourists.

TOWN CENTRE OBJECTIVES

- 9.211 The town centre strategy for Saxmundham, therefore, needs to include the following objectives:
- To sustain and enhance its vitality and viability by ensuring that any new foodstore development is located within the town centre possibly, though not necessarily, in the form of an extension to an existing foodstore. Such development would encourage more residents of the town to use the town centres and increase the number of linked trips.
 - To resist proposals for new out-of-centre development that would be likely to divert trade away from the town centre, thereby reducing its vitality and viability.
 - To encourage improvements to shop frontages on High Street and Market Place and complementary street furniture and planting.
 - To promote a pedestrian-priority scheme for Market Place with better pedestrian links with High Street.
 - To encourage the re-use of vacant shop units on High Street and Market Place, before permitting any significant new comparison-based scheme in the town centre.

TOWN CENTRE POLICIES AND PROPOSALS

Housing

- 9.212 Within the Town Centre there is also potential for additional residential development. This will ensure that the existing mix of land uses, which is so vital to keep the area

'alive', is retained. The Town Centre of Saxmundham also has considerable potential for the re-use and enhancement of existing buildings. In many instances, an appropriate new use for the buildings could be for residential purposes, particularly where such a use would enable the enhancement of important groups of buildings within the Conservation Area.

Non-Shopping Uses

- 9.213 The High Street represents the prime shopping frontage in the Town Centre. There is already, however, an incursion of non-shopping uses such as banks, offices, estate agents and hotels/public houses. It is important to ensure that such uses do not occur in such numbers and such concentrations as to create 'dead' frontages, which could prejudice the role of the street as the prime shopping area.

POLICY AP155

Saxmundham: Non-Shopping Uses in the High Street

The District Council will resist the change of use at ground floor level of 'shops' to other uses, where this will extend or result in a concentration of non-shopping uses.

Footnote: A 'concentration' in this case is defined as a frontage consisting of 4 units. A 'shop' is as defined in Class A1 of the Town and Country Planning (Use Classes) Order 1987.

Additional Shopping Floorspace

- 9.214 Overall any proposals for new retail development will be judged against the following policy and Policy AP56.

POLICY AP156

Saxmundham : New Retail Development

In giving consideration to new retail development in the town centre as shown on the Proposals Map, particular attention will be paid to the following criteria:

- i) the scale and character of the Conservation Area;**
- ii) the form and function of the town centre as a small market town; and**
- iii) accessibility to parking and public transport.**

Car Parking

- 9.215 With the prospect of enhanced use of the Town Centre as a commercial centre, there may ultimately be a need to increase the level of public car parking provision. It is unlikely to be easy to find a suitable site for such a requirement, and until it is possible to assess the pattern of traffic flows in the Town Centre now the Bypass is in operation, and some further development has occurred, it would be unrealistic to identify a site.

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The District Council will, nevertheless, monitor the situation and, if it considers it necessary, will seek to increase public parking provision in a suitable location.

- 9.216 With more emphasis on the Rendham Road approach there may be some merit in creating a new means of access to the Market Place car park from Station Approach, although it is recognised that because of the physical constraints of the railway line and the narrow streets, none of the approaches from the west is ideal. The District Council will keep this option of a new access road under review.

Lorry Parking

- 9.217 Until recently, lorries and coaches parked overnight on the 'Saleyard' area, which has now been redeveloped. The District Council is not aware of any problems caused by their displacement but should any occur, the Council will co-operate in any exercise to identify a suitable site for a lorry park.

GENERAL TOWN CENTRE POLICIES

- 9.218 The Town Centre policies will need to be read in conjunction with Policy AP56, which seeks to locate and promote activities in the Town Centre; Policy AP58 which sets out the Council's intention to continuously monitor car park demand, bearing in mind the need to encourage the use of a range of transport modes in addition to the car; Policy AP61 which expects development to be in town centres unless suitable sites are not available; and Policy AP57 which seeks to encourage the establishment of residential accommodation within town centres, particularly on upper floors.
- 9.219 The strategy also includes schemes of enhancement, and these are outlined in paras 9.190 to 9.196.

IMPLEMENTATION

- 9.220 Within this Section on the Blyth Area are a number of proposals which are site or area specific. These are listed in the following schedule, together with an indication of the implementing agency and the likely timing. Please note that the timing is only an estimate and will be influenced by a number of factors, notably market forces or the availability of finance.

IMPLEMENTATION: SCHEDULE OF PROPOSALS

BLYTH AREA

POLICY NUMBER	NATURE OF PROPOSAL	AGENCY	TIMING
COUNTRYSIDE			
AP120	Blythburgh Hospital	L	S/M
AP122	Enhancement of Sizewell Gap	SCDC	O
ALDEBURGH			
AP127	Improvements at Slaughden Road	V	O
AP128	Enhancement of Aldeburgh Town Centre	V	O
AP129	Reduced vehicular conflict in High Street	V	O
AP130	Pedestrian priority in Aldeburgh Town Centre	V	O
AP131	Development of a Supermarket	PS	M
FRAMLINGHAM			
AP133	Brook Lane	PS/L	M/L
AP134	New Road and College Field	PS/L	S/M
AP135	Vyces Road	SCC/PS	S
AP136	College Playing Fields	L	S
AP138	Station Road/Fairfield Road	PS/L	S/M
AP139	The Elms Car Park	SCDC	O
AP141	Improvements to Market Hill	V	O
LEISTON			
AP144	Waterloo Avenue	PS/L	M
AP145	Employment site at Abbey Road	PS/L	M
AP146	High Street and Sizewell road Car Parks	L/SCDC	S/M
AP147	Enhancement of Leiston Town Centre	V	O
SAXMUNDHAM			
AP148	Land east of river Fromus	PS/L	S/M
AP149	Use of scrap-yard and Fire Station	PS/L	S
AP151	Land south of Rendham Road	PS/L/SCC	M/L
AP152	Pedestrianisation of Market Place	V	O
AP153	Enhancement Schemes east and west of High Street	SCDC/PS	O

Key

L	Landowner	S	Short Term (1998-2002)
PS	Private Sector	M	Medium Term (2002-2005)
SCC	Suffolk County Council	L	Long Term (2005-2008)
SCDC	Suffolk Coastal District Council	O	Ongoing/as resources permit
V	Various		

Chapter Ten
DEBEN PENINSULA

INTRODUCTION

- 10.1 The Deben Peninsula has a unique charm and varied natural beauty, its coastal heathlands contrasting with the undulating farmland to the west. Areas of forest and the parklands associated with historic houses add to the richness and variety. The landscape quality of the area has been recognised nationally by its designation by the Countryside Commission as an Area of Outstanding Natural Beauty. Strategic policies, in line with guidance from the Countryside Commission, preclude development which would have a significant impact on the AONB unless the overriding national need for such development in a particular location can be demonstrated and no alternative site is available. The significance of the particularly attractive landscape within the plan area is further recognised by the Alde, Ore and Deben estuaries forming part of the Suffolk Heritage Coast and the upper reaches of these river valleys being designated as Special Landscape Areas.
- 10.2 The area is also important for nature conservation, particularly the mudflats and saltings of the estuaries, with substantial parts of the area being designated as Sites of Special Scientific Interest and a National Nature Reserve.
- 10.3 There are also a number of archaeological sites, ranging in date from the Palaeolithic through to the post-Medieval period. In addition, 22 sites are legally protected as Scheduled Ancient Monuments, including the ship burial site at Sutton Hoo, and Orford Castle.
- 10.4 The settlements of the area vary greatly in size, form and character from the very smallest of hamlets to the large village of Orford, with its coastal setting. Maritime industries also played a significant role in the development of other coastal parishes and those alongside the Rivers Deben and Alde, for example, the Maltings in Tunstall Parish.
- 10.5 This combination of the high quality of the built and rural environments, the character of the settlements, its landscape quality, and the possible damaging effect of modern development pressures, make it imperative that any new development is carried out to a high standard of design.

HOUSING

HOUSING REQUIREMENTS

- 10.6 The Structure Plan (Incorporating Alterations 1, 2 and 3) does not include specific housing requirement figures for parts of the District such as the Deben Peninsula. It is, therefore, not appropriate to identify any specific strategic housing requirements for the Area (see para 3.9).

NEW HOUSING: SCALE AND LOCATION

10.7 Within the Deben Peninsula a number of settlements have been identified as Villages. The scale of new development appropriate to each Village will be dependent upon its individual scale and character. Applications for new development within the Villages will be assessed against the following policy:

POLICY AP157

Deben Peninsula: Residential Development in the Villages

In order to implement Policy AP27 the following settlements have been identified as Villages, the appropriate scale of development being:

(i) Infilling only within the Villages of:

Blaxhall	Chillesford
Boyton	Shottisham
Bromeswell	Sudbourne
Butley	Sutton

(ii) Infilling, or a group of dwellings well related to their surroundings within the Villages of:

Alderton	Hollesley
Bawdsey (East Lane)	Orford
Campsea Ashe (Station)	Tunstall
Eyke	

Rendlesham is also a Village but development proposals will be considered in the context of Policies AP159 and AP160.

'Infilling' and 'Group' are defined earlier in para 3.5 (Part One). Specific provision in excess of a group has been made in Rendlesham (see Policy AP160).

10.8 The following parishes do not contain a settlement which meets the criteria set out in para 3.19 and Policy AP30 will apply in respect of new residential development.

Capel St Andrew	Ramsholt
Gedgrave	Wantisden
Iken	

HOLLESLEY BAY COLONY

10.9 As it currently appears unlikely that additional housing will be required in connection with the Hollesley Bay Colony during the period of this Plan, no specific allocation of

land has been made. However, any proposals for the development of further housing associated with the expansion of the Colony will be considered in relation to the policy on Local Need Housing, AP37, as set out in Part One.

MILITARY SITES

WOODBIDGE BASE

- 10.10 Woodbridge Base, once occupied by the United States Airforce (see Bentwaters below), is largely unused although not redundant. It is a military establishment, at present transferred to the Army for its operational role, and currently used by the 16th Air Assault Brigade. The domestic part is mainly occupied by military personnel, although the Ministry has disposed of its interest in 30 residential properties. The technical part and airfield are used for flying and training purposes involving fixed wing and rotary aircraft together with ground support troops. A small number of buildings have been let for civilian storage use. These lie outside the physical limits boundary.
- 10.11 The Base extends to 400 hectares and is entirely within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty. Large parts are a County Wildlife Site and adjacent is the Sutton and Hollesley Heaths SSSI. Access from the primary road network (in this case the A12) is via the B1083 through Melton. Capacity at this connection is limited and will be absorbed by future development, primarily of nearby former RAF Bentwaters (see below).
- 10.12 Because of its nature and location it is well suited to military use. In these circumstances Policy AP158 will apply. In the event of the Ministry of Defence relinquishing the entire base, Policy CS9 of the Suffolk County Structure Plan (incorporating Alterations 1, 2 and 3) will apply to proposals to re-use redundant land and buildings at RAF Woodbridge. The District Council will prepare a Planning Brief to interpret the development policies if significant areas of the base are declared redundant.

POLICY AP158

Deben Peninsula : Woodbridge Base

All further non-operational development at the Woodbridge Base, including the provision of residential accommodation, must be located within the physical limits boundary, as defined on the Proposals Map. If major in scale, such development must be to meet a proven national need. Any redevelopment of buildings must maintain the character and quality of the area.

FORMER BENTWATERS BASE

- 10.13 At their peak, some 13,000 military personnel and dependants were based on the twin bases of Bentwaters and Woodbridge, together with about 700 civilians. Both bases lie within a Rural Development Area. Here the employment structure is very weak and low quality jobs and lack of variety makes the area even more vulnerable to increasing

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- unemployment. The vacation of the twin bases by the United States Air Force in 1993 had a major impact on the local economy in terms of on-site civilian employment, military and civilian spending in the community, and loss of business to local firms.
- 10.14 The Domestic side of the former base lies within the parish of Rendlesham and contains approximately 670 dwellings most of which began to be occupied soon after closure. These create the core of a significant community but one which lacks some essential facilities such as playing fields, areas of open space and a primary school.
- 10.15 The Technical side lies within the parishes of Rendlesham, Tunstall and Wantisden. It covers about 390 hectares and contains offices and workshops, as well as the aviation facilities. The latter include the main runway (2700 metres long), taxiways, cross runways, control tower, hangars, aircraft shelters, etc. The Technical side lies entirely within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty. Part of it is also a County Wildlife Site.
- 10.16 Connection to the primary route network is via the A1152 through the settlements of Eyke and Melton. Capacity is also restricted on this road and there are constraints caused by junctions and a level crossing, as well as the environmental impact of traffic to consider. The Council would encourage realistic initiatives to improve the transport network serving the development, in order to reduce the effect of increased road traffic on local communities.
- 10.17 The District Council's aims and objectives for any future development of the former base are:
- (i) to have full regard to the environment, notably the potential impact on the landscape and ecology of the area;
 - (ii) to create a fully integrated and comprehensive development, particularly avoiding an imbalance between residential and commercial elements;
 - (iii) to base this new community on existing buildings where possible, particularly those which provide employment, but offering the scope for the creation of new social and recreational facilities;
 - (iv) to provide employment to contribute to meeting the needs of the Rural Development Area and compensate for the loss of the air bases;
 - (v) to reinstate the landscape, and ameliorate the impact of existing buildings within the AONB;
 - (vi) to create a high quality environment for the community, for employment, and for the area as a whole;
 - (vii) the creation of cycle links to the railway station at Campsea Ashe (Wickham Market);

- (viii) development of both the Domestic and the Technical base should not be such as to necessitate the building of a link road from Rendlesham to the A12.
- 10.18 These largely formed the basis of a planning consent granted to the Ministry of Defence before the sale of the Base in 1997.
- 10.19 The Council supports the Structure Plan policy of a comprehensive development and, in this respect, the following general policy will apply. In terms of objective (ii) above, the Council is seeking to create a community with the appropriate amount of social and community facilities and infrastructure. Reference to 'balance' also reflects the fact that the existing accommodation is not typical of a rural settlement and development of a significantly different character will be required. It also relates to the relationship between housing and levels of employment or commercial activities such as shops. The Council, through its development control powers, will seek to prevent the development of one without commensurate development of the other. This avoids excessive commuting (whether in or out) and assists in the creation of a sustainable settlement.
- 10.20 In terms of aims/objectives (iv) and (vi), the District Council would welcome innovative and imaginative proposals to provide good quality employment to serve the settlement and the local area. Such proposals should respect and, indeed, could enhance this sensitive and attractive location.
- 10.21 In applying policies AP159, AP160 and AP161 to the former Base, the District Council has divided it into distinct areas, as shown on the Proposals Map. These are:

Area 1 (Former Domestic Base) – this is the area where the military personnel lived, along with social, community and recreational facilities. The area includes two adjacent agricultural fields for reasons set out in 10.22 below.

Area 2 (Employment Area) – this is that distinctive part of the Technical Base consisting of workshops, offices, laboratories and storage buildings. It also includes fuel storage facilities and the former operations buildings (eg control tower and terminal) immediately adjacent and not prominent in external views, particularly from the north. The area is reasonably compact, screened from most directions by adjacent woodland, and does not intrude into the exposed parts of the site.

Area 3 (Former Aviation Area) – this consists of the former airfield and associated buildings. It includes:

- (i) the runways, taxiways and aprons;
- (ii) the complex of small hangars, and workshops adjacent and close to Wantisden Church, a grade I listed building;
- (iii) the area south of the runway. In the central part are large, scattered buildings formerly used for aviation purposes, including substantial hardened shelters for the storage of aircraft. Such buildings are prominent in the landscape when viewed from the south east and north west. Immediately adjacent is the former ammunition compound. Wrapped around the south and south western perimeter is an area where aircraft were stored in the open in a dispersed

manner. This retains its former character as forest and heathland. Part (to the south) has been identified as a County Wildlife Site;

- (iv) the area to the north east of the runway comprising scattered buildings, both of an operations (eg fire station) and recreational nature (eg gun club). These buildings are particularly prominent in the landscape when viewed from Tunstall, as is the perimeter fence.

POLICY AP159

Rendlesham/Wantidsen (Former Base): General Principles

The development and re-use of the former Base at Rendlesham/Wantidsen will be restricted to the areas shown on the Proposals Map. Proposals must conform with Structure Plan Policy CS8, be of a high quality in terms of design and construction, respect the rural setting, and make appropriate provision for connections to public transport facilities.

Development proposals must accord with a detailed Master Plan and be accompanied by an Environmental Management Plan, Environmental Statement, Traffic Impact Assessment and a strategic landscaping scheme of the highest quality. They will be assessed against the above factors and Policies AP160 and AP161.

Footnote: Policy CS8 of the Suffolk Structure Plan (Incorporating Alterations 1, 2 and 3) states:

"The re-use of appropriate redundant land and buildings at RAF Bentwaters will be supported through the development of a comprehensive community involving integrated proposals for existing housing, administrative and operational buildings, and community facilities. The new community should be approximately 1200 dwellings including new development. The development is to be the subject of a detailed Master Plan, which will take full account of policies for the Area of Outstanding Natural Beauty and the Countryside and which will set out:-

- a) The proposed uses;
- b) The phasing of proposals;
- c) The intended rationalisation and clearance of existing installations and appropriate restoration of damaged land, particularly within the AONB;
- d) The intended provision of new or improved infrastructure, education and community facilities;
- e) Access arrangements and highway improvements appropriate to the site's countryside setting;
- f) A strategic landscaping scheme.

Proposals for development on hitherto open or undeveloped land will not normally be acceptable unless essential elements of the new community cannot be achieved within the currently developed area."

BENTWATERS - FORMER DOMESTIC BASE

10.22 For the former Domestic Base, there is the opportunity for the creation of a comprehensive new community. In order to minimise the impact on the environment the starting point for this new community is the existing developed area. The exceptional circumstances of allowing some "greenfield" development are considered justified if:

- it enables a comprehensive range of social and community facilities to be provided to meet the needs of the whole settlement;
- it creates an optimum size of settlement to support a school and other facilities. This is considered to be approximately 1,200 dwellings and no more than 1220, as formed part of a planning application granted permission in 1997;
- a range of house sizes and types is achieved;
- a network of foot and cycleways in and around the village is achieved;
- all of the above cannot be achieved within the existing developed area.

10.23 Two "greenfields" have been identified as being the most appropriate were a case to be made for their development. These are included within Area 1 as shown on the Proposals Map and their release will not be approved until the District Council is convinced that one or both is necessary in order to achieve the above. Overall, the following policy will apply:

POLICY AP160

Rendlesham (Former Domestic Base): Creation of a New Community

The development and re-use of the former Domestic Base at Rendlesham, as shown on the Proposals Map, shall include all the following:

- (a) the creation of a community of a maximum 1220 dwellings (including existing dwellings which remain) of varied size and type within the physical limits as shown on the Proposals Map (Area 1);
- (b) the retention of buildings which could provide a local employment base for this new community;
- (c) within or abutting Area 1, the provision of new or improved infrastructure and social/community facilities, including:
 - (i) a full serviced site for a primary school within Area 1;

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- (ii) playing fields (north of the A1152) and play areas to meet the Council's standards (see Policy AP102);
- (iii) a Community Centre;
- (iv) a network of facilities for pedestrians and cyclists, linked to public transport infrastructure;
- (d) the creation of a Village Centre consisting of, at least, shops, recreation and facilities/services;
- (e) all new development to be of the highest quality in terms of such factors as design, layout, materials, landscaping etc;
- (f) the implementation of the general principles contained in Policy AP159.

The exceptional circumstances of permitting, within Area 1, the development of "greenfield" land adjacent to the former Domestic Base are only considered to be justified if the redevelopment or reuse of the existing built up area would not:

- (i) enable essential social/community facilities to be provided to meet the needs of the whole settlement, or
- (ii) achieve a comprehensive community.

Consent will not be granted for residential development on "greenfield" land until the District Council has agreed a phasing plan for the entire development and is satisfied that facilities outlined in c) i) – iv) and d) above have or will be provided. In addition, it will be a requirement that such "greenfield" development should contribute towards school needs.

BENTWATERS – FORMER TECHNICAL BASE

- 10.24 The former Technical Base retains the aviation facilities, including the main runway (2,700 metres long), taxiways, cross runways, control tower, hangars, aircraft shelters, administrative buildings, etc. As stated earlier in para 10.17, the Council's objectives for the development of the former base include the provision of employment. Its location within the AONB, limited access, and the presence of a large number of buildings suitable for conversion mean that new development cannot be justified other than in exceptional circumstances. Reuse and rationalisation of buildings north of the runway could create something in the order of 30,000m² of floorspace having regard to the condition and appearance of the buildings, as well as the appropriate balance between housing and employment on the former Base. This will be restricted to B1 and B2 uses primarily. In order to prevent the significant generation of lorry movements and potentially obtrusive open storage, B8 uses will be restricted to

7000m². Security and other lighting need not be a significant issue within Area 2 if carefully designed, including exploiting the landform and natural features.

- 10.25 High pressure underground oil pipelines run across the area, to which access for maintenance must be afforded at all times. Any works, including landscaping, tipping, or raising or lowering of ground levels, that are proposed within 10 feet of the pipeline (as shown on the G.P.S.S. location maps) will require the consent of the Secretary of State.
- 10.26 Elsewhere on the former Technical Base, there are opportunities for recreational activities. These and other uses will be considered against such factors as the impact on the AONB and in terms of the likely generation of traffic. Overall, a high level of restoration and landscape enhancement will be required, both to achieve the environmental objectives set out in para. 10.17 and to assist in creating the best conditions for attracting the investment and employment needed to meet the economic objectives. The particular problems of demolishing the hardened shelters are recognised, and the requirement to remove them will be considered on its merits in the context of a programme of clearance and restoration to be agreed by the District Council. The following policy will apply:

POLICY AP161

Rendlesham/Wantidsen (Former Technical Base)

In respect of each area, the development and re-use of the former Technical Base at Rendlesham/Wantidsen, as shown on the Proposals Map, will be permitted only in accordance with general policy AP159 and subject to the following criteria:

- (a) within Area 2 (Employment Area), the creation of an Employment Area of high quality design within a high quality setting, based on the re-use of existing land and buildings;
- (b) within Area 2, a restriction of employment floorspace to 30,000 square metres within Use Classes B1, B2 and B8, including a maximum of 7,000 square metres for Class B8 (Storage and Distribution) uses;
- (c) around the perimeter of the Technical Base, the provision of a continuous route for pedestrians, cyclists and horse-riders linked into the existing access network. Other routes shall be provided across the Technical Base, subject to there being no conflict with safety or security considerations for other users of the site;
- (d) within Area 3, the re-use of existing land and buildings for recreational uses or other purposes which are consistent with local and national policy objectives for the Suffolk Coast and Heaths AONB, and with other policies of the Local Plan. In applying such policies, the open and exposed parts of the site are considered to be the runway and area around the former fire station;

- (e) within Areas 2 and 3, as part of a comprehensive package of proposals to re-use some existing buildings and land, the implementation of measures to remove, clear and restore other derelict and disused buildings, structures and land, in accordance with a phased programme of works to be approved by the District Council;
- (f) as a first priority, within the area close to Wantisden Church, the implementation of measures to remove all buildings and structures, and restore the land to unimproved grassland/heathland in accordance with a phased programme of works to be approved by the District Council;
- (g) within the south-western corner of the site, the implementation of measures to protect the County Wildlife Site;
- (h) within the Technical Base in general, floodlighting must not be of an intensity and direction so as to have a material adverse impact on the countryside, particularly the AONB.

SOCIAL AND COMMUNITY FACILITIES

THE FORMER BUTLEY MIDDLE SCHOOL

- 10.27 Development of the former Middle School site, Butley will be considered on its merits against the policies of this Local Plan. In particular, regard will be had to the location within the AONB and close proximity to residential properties. Development for residential purposes would not normally be permitted in accordance with Policy AP30. Affordable housing would be considered against Policy AP37. Given its location it is considered appropriate that Suffolk County Council be encouraged to remove the remaining foundations/hardstanding and return the whole area to its original agricultural use.

CONSERVATION AREAS

- 10.28 Within the Deben Peninsula the following Conservation Areas are currently designated:

Orford
Snape Maltings (Tunstall Parish)
Shottisham

The boundaries of these Conservation Areas are shown on the Proposals Map and the Conservation and other policies of Part One will apply.

POSITIVE SCHEMES OF ENHANCEMENT

- 10.29 Generally, the District Council has, and will continue to support, improvement schemes which are aimed at positively enhancing a locality, particularly the Conservation Areas. Such schemes can be wide-ranging and could include paving, re-surfacing, landscaping, the removal of overhead wires, and the introduction of seating. General work of tidying up and improving the amenity and visual quality of particular sites, which could either be in public or private ownership, will also be encouraged.
- 10.30 Whilst it is difficult to predict at this stage where such schemes might be implemented or what form they will take, particular areas within the Deben Peninsula, which the District Council recognises would benefit from an improvement in the local environment, are described below, although others may arise during the Plan period:

Orford

- 10.31 The Market Square of Orford forms the central focal point of the Conservation Area. It is considered that an improvement scheme of the car parking arrangements on the Square, including for example, different surface treatments between the circulation routes around the Square and that part used for car parking, could only further enhance the attractiveness of this area. The District Council will, therefore, encourage the County Council - the Market Square being part of the highway - to carry out suitable surfacing works.
- 10.32 Congestion occurs at the Castle, due to the inadequacy of the car parking provision there, and visitors tend to use the Market Square to the detriment of local shoppers. The District Council would encourage initiatives to avoid this problem, such as the greater use of the Town Marsh car park.
- 10.33 An improvement scheme aimed at enhancing the Town Marsh car park along Quay Street, including further landscape planting near to the road frontage, could provide the opportunity to increase its general attractiveness as a visitors' car park and its relationship with the traditional qualities of the town. Again, the District Council would support any endeavours by the owners (the Town Trust) to carry out improvements and would consider the possibility of making a contribution as part of the Parish Tree Planting Scheme.

POLICY AP162

Deben Peninsula: Enhancement Schemes

The District Council will seek to enhance the appearance of the following areas, as shown on the Proposals Map, by encouraging the landowners to carry out improvement measures and raising the overall standard of the environment of these areas through the control of development:

- (i) Market Square, Orford
- (ii) Town Marsh car park, Orford.

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Snape Maltings

- 10.34 Improvements here are discussed later under Recreation (see para 10.52).

ARCHAEOLOGY

SUTTON HOO

- 10.35 One of the most important archaeological sites in Britain is at Sutton Hoo, where a group of low, grassy burial mounds, when excavated in 1939, unearthed treasure thought to be that of Raedwald, and now one of the principal attractions at the British Museum.
- 10.36 The fragile nature of the finds at Sutton Hoo suggest that the site is unlikely to become a major visitor attraction, particularly as the access to it is on private land. However, once the current campaign of excavation is complete there may be opportunities to provide additional interpretative facilities, which may more appropriately be located in Woodbridge.
- 10.37 This archaeological site, along with the other numerous sites within the Deben Peninsula, is protected by Policy AP7 in Part One.

THE COUNTRYSIDE

LANDSCAPE

- 10.38 The Deben Peninsula consists of extremely attractive landscape which is almost entirely within the Area of Outstanding Natural Beauty, or a Special Landscape Area, policies for which are contained in Part One of the Plan.

NATURE CONSERVATION

- 10.39 The whole of the coastline from the southern boundary of Aldeburgh to the site of the wartime gun emplacements at East Lane, Bawdsey and extending up the Butley River, has been designated by English Nature as a Site of Special Scientific Interest. This designation recognises the importance of the area, not only for its geological and geomorphological interest, but also because of its enormous botanical and ornithological importance, and for the invertebrates found there. Elsewhere, there are other such designations (see Supplementary Planning Guidance).
- 10.40 Within the area covered by this particular Site of Special Scientific Interest, Havergate Island and the southern tip of the spit which is known as Orford Beach, have been designated as a National Nature Reserve by English Nature and a Special Protection Area by the Secretary of State for the Environment. Havergate Island is owned by the Royal Society for the Protection of Birds and is of outstanding value for migrating birds, wintering waterfowl and for its nesting colony of Avocets. Policy AP15 in Chapter One will apply to these areas.

Orfordness and Havergate Island

- 10.41 Orfordness is ecologically an extremely sensitive area, and although a variety of military uses over the years has had an adverse impact on some parts of the area, the military presence has effectively safeguarded the majority of the site from public access. As the military requirements for the area have diminished this has resulted in an increase in public access and interest, which can cause irreparable damage. Ultimately, it is hoped that the area can be taken over by a conservation body to ensure that it is effectively managed. In the event of this happening, it may be possible to accept some public access, but the primary objective must be to safeguard the unique wildlife attributes of the area.
- 10.42 The review of the Heritage Coast/AONB Management Plan (see para 1.51) will provide the opportunity to co-ordinate the management of this area with the remainder of the AONB, although Havergate Island is already effectively controlled by the RSPB.

POLICY AP163

Deben Peninsula: Orfordness and Havergate Island

The District Council will resist all proposals for development on Orfordness and Havergate Island because of their paramount ecological, geological and landscape importance. Measures to increase public access will only be supported where they are wholly compatible with conservation objectives and increase public awareness of the importance of the area, do not have an adverse impact on landscape, local communities or highways, and are compatible with the objectives of the Heritage Coast/AONB Management Plan.

- 10.43 Elsewhere there are a number of County Wildlife Sites, the appropriate policy being AP15 in Chapter 1. These are listed in Supplementary Planning Guidance.

COASTAL EROSION

- 10.44 The issue of Coastal Erosion is discussed in paragraphs 6.33 to 6.45 of Chapter 6.
- 10.45 Although the Shoreline Management Plan has concluded that the historical erosional trend at Bawdsey Manor may be expected to continue at an accelerated rate, in consequence of predicted sea level rise and reorientation of the coast, the uncertain influences of nearby features at the River Deben entrance and the promontory at East Lane, Bawdsey, are such as to preclude predictions of that rate being made with any accuracy.
- 10.46 In view of this, no recommendation for a shoreline management strategy can be sensibly made until further studies of coastal processes have been undertaken. Meanwhile, a policy of holding the existing coastline until such studies have been carried out, will be implemented and a policy which generally prohibits development within the limits indicated on the Proposals Map adopted.

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- 10.47 However, it is likely that at least some intervention may be possible in order to significantly extend the life of the Manor beyond that which it would otherwise have. It would therefore be appropriate to consider any proposals seen as being of benefit to the Manor, as a listed building of merit, in the light of all information available at the time, and to permit them, if it can be demonstrated that the risk to benefit ratio is acceptable.

POLICY AP164

Deben Peninsula: Coastal Instability, Bawdsey Manor

Within the area of Bawdsey Manor, as shown on the Proposals Map, proposals may come forward which are consistent with other policies of the Local Plan. An appropriate coastal protection strategy has not yet been identified for Bawdsey and, until it has, such proposals will need to be accompanied by an Assessment of the Risk from coastal instability.

In relation to instability, the Assessment will need to consider the predicted life of the development against the benefits to Bawdsey Manor (a listed building) and its setting.

RECREATION

INFORMAL RECREATION

- 10.48 Small scale recreational facilities, including picnic sites and small car parks, nature trails or signposted walks, and unobtrusive information material can often be accommodated in the Countryside without any significant impact on the area. An example of this is the facility at Sutton Heath, or those which the Forestry Commission provide in Rendlesham and Tunstall Forests. However, such uses may not be appropriate in areas already heavily used for recreational purposes. Policy AP106 will apply to such small scale recreational uses in the Countryside:

EAST LANE, BAWDSEY

- 10.49 Where East Lane, Bawdsey meets the sea, and for a short distance along the coastline, there is a unique collection of structures representative of coastal defences in the last two centuries or so. These include Martello Towers, Second World War Pillboxes, Gun Battery, Fire Control Searchlight, and Anti-Aircraft Gun emplacements. They are all in private ownership and are already a visitor attraction, creating some problems associated with vehicles turning and parking.
- 10.50 The collection is, perhaps unique and has the potential to become an historical and educational feature of the Heritage Coast. A properly defined circular walk, with an interpretative centre, would be supported.

POLICY AP165

Deben Peninsula: East Lane, Bawdsey

The District Council will support and encourage initiatives to accommodate at East Lane, Bawdsey, as shown on the Proposals Map, a small-scale interpretative centre based on the unique collection of military defences. Any proposals will need to make adequate provision for a suitably screened and landscaped car park and the creation of appropriate footpaths.

- 10.51 Both Rendlesham and Tunstall Forests, occupying large areas within the Deben Peninsula, provide valuable areas for informal recreation pursuits. Enhanced bridleway provision, for example, currently exists within Rendlesham Forest. Further public access into the forest, after storm clearance, is also being encouraged by the Forestry Commission.

SNAPE MALTINGS

- 10.52 Snape Maltings covers some 23 acres and are considered to be the largest maltings complex in Suffolk. They are within the AONB and the Heritage Coast, have been designated a Conservation Area, and the buildings are included on the Statutory List of Buildings of Architectural or Historic Interest. Overall, the site is of architectural historical and landscape significance.
- 10.53 Part of the complex was converted to a Concert Hall and School of Music. Other uses, primarily related to the tourist attraction of the site, have also developed but there remains an enormous untapped potential. The bulk of the complex is unused. The complex attracts approximately 500,000 visitors a year.
- 10.54 Various attempts have been made over a number of years to agree a comprehensive plan for the future development of the site with the owner. This has never materialised and there must be concern over the condition and appearance of the unused part of the complex.
- 10.55 Access to the site is from the B1069 and traffic circulation through the site detracts from the visitor enjoyment of the buildings, is haphazard and also leads to conflict at the road frontage, where visibility is extremely restricted.
- 10.56 Although the network of buildings offers considerable potential for further development, a prerequisite must, therefore, be the resolution of access and circulation difficulties. The opportunity should also be taken to improve the overall appearance of not only the Maltings complex itself, but also, the whole of the Conservation Area. This would take the form of better floorscaping, seating, picnic areas and landscaping.

POLICY AP166

Deben Peninsula: Snape Maltings

The District Council will support the further use of Snape Maltings, as shown on the Proposals Map, for arts, recreation, and tourism-

related uses with associated retail and craft activities and accommodation. This must follow the preparation of a comprehensive scheme for the future development and enhancement of the Conservation Area, which shall make provision for:

- (i) improved vehicular access to the site, together with measures to reduce car parking and points of vehicular entry/egress on the site frontage;
- (ii) measures to rationalise parking and regulate vehicular movements within the site;
- (iii) the provision of enhanced pedestrian links with the adjoining footpath network.
- (iv) environmental enhancement measures, including surfacing and landscaping.

Proposals for the site shall respect the character of the Listed buildings and the Conservation Area and shall be of a high standard of design.

IMPLEMENTATION

- 10.57 Within this Section on the Deben Peninsula are a number of proposals which are site or area specific. These are listed in the following schedule, together with an indication of the implementing agency and the likely timing. Please note that the timing is only an estimate and will be influenced by a number of factors, notably market forces or the availability of finance.

IMPLEMENTATION: SCHEDULE OF PROPOSALS

DEBEN PENINSULA

POLICY NUMBER	NATURE OF PROPOSAL	AGENCY	TIMING
AP160	Creation of a New Community, former Domestic Base, Rendlesham	L/PS	S/M
AP161	Re-use of former Technical Base, Rendlesham	L/PS	S/M
AP162	Enhancement Schemes, Orford	L/SCDC/SCC	S
AP165	East Lane, Bawdsey	L/SCDC/SCC	M/L
AP166	Snape Maltings	L	M/L

Key

L Landowner
SCC Suffolk County Council
SCDC Suffolk Coastal District Council

S Short Term (1998-2002)
M Medium Term (2002-2005)
L Long Term (2005-2008)
O Ongoing/as resources permit

Chapter Eleven
FELIXSTOWE PENINSULA

INTRODUCTION

- 11.1 The Felixstowe Peninsula, as one would expect, is largely dominated by the Town, Port and Resort of Felixstowe in terms of employment, shopping, housing, traffic generation and even visually - the cranes on the Dock are visible for some distance.
- 11.2 Therefore, the greater part of this chapter of the Plan is concerned with Felixstowe and this follows general policies for the whole Peninsula and, particularly, parts of it outside of Felixstowe - Newbourne and the Trimleys for example.
- 11.3 The following topics are dealt with:

Felixstowe Peninsula : General Policies (paras 11.4 to 11.35)

- * Housing, including the Villages
- * Employment, including former Levington Research Centre
- * Countryside
- * Transport, including new roads
- * Water Recreation

Felixstowe (paras 11.36 to 11.221)

Implementation (para 11.222)

FELIXSTOWE PENINSULA: GENERAL POLICIES

- 11.4 The Peninsula, particularly Felixstowe and the Trimleys, has experienced large scale growth since major allocations of land for housing and employment were made in the 1972 Town Map. This part of East Anglia is still under intense growth pressures, but further large scale development would be inappropriate because of the potential damage to the character of the Peninsula and its settlements. The Orwell and Deben estuaries form part of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and the area in between is of high landscape value. There are also expansive tracts of high quality agricultural land and areas of national importance for wildlife. The Peninsula settlements have still retained their individual character and identity, even though some, like the Trimleys, have absorbed estate-scale housing development.
- 11.5 This Chapter of the Plan has been prepared with a view to striking an appropriate balance between the need for growth and the need to conserve the unique environment of the Peninsula. This Plan determines the scale and location of any new development that may be necessary, which must be of a high standard of design. That scale and location is identified in policies and proposals for Felixstowe and the villages, including the defining of the physical limits boundaries for each. The land outside of these boundaries forms part of the countryside, where existing land uses are intended to remain, for the most part, undisturbed.

HOUSING

HOUSING REQUIREMENTS

- 11.6 The Structure Plan (Incorporating Alterations 1, 2 and 3) does not include specific housing requirement figures for the Felixstowe Area. It is, therefore, not appropriate to identify any specific strategic housing requirements for this Area or for the town of Felixstowe itself (see paragraph 3.9).

NEW HOUSING : SCALE AND LOCATION

Felixstowe

- 11.7 Policies and proposals for Felixstowe are contained later in paras 11.39 to 11.51.

Villages

- 11.8 Proposals for housing development will be considered in relation to the scale and character of the village, the effect on the surrounding countryside, highway safety, the availability of services and facilities, and residential amenity.
- 11.9 Applications for new development within the Villages will be assessed against Policy AP27 and the following:

POLICY AP167

Felixstowe Peninsula: Development in Villages

In order to implement Policy AP27 the following settlements are defined as Villages, the appropriate scale of development being infilling or a group of dwellings well related to their surroundings.

Bucklesham	Newbourne
Falkenham (Church)	Trimley St Martin
Kirton (with part of Falkenham)	Trimley St Mary
Levington	Waldringfield

'Infill' and 'Group' are defined in para 3.5.

- 11.10 As has already been recognised in Policy AP28 in Part One of the Plan, there may be areas within the physical limits of settlements which should be retained in their open, undeveloped form. These have been identified as 'Areas to be Protected from Development' and on the Peninsula these include:

- * Bucklesham - the Old Rectory and grounds
- * Kirton - the Old Rectory and grounds
- * Newbourne - the Old Rectory, Churchyard and land to the north.

Within the Peninsula, particular considerations or policies will apply to specific settlements and these are outlined below.

The Trimleys

11.11 Trimley St Martin and Trimley St Mary have been identified as Villages for a number of reasons:

- (i) to protect and recognise their individual character;
- (ii) to allow a period of assimilation after two decades of rapid growth;
- (iii) to maintain the open character of the land which separates them from each other and from Felixstowe (see para 11.49).

11.12 Estate-scale development, therefore, will be strongly resisted.

Newbourne

11.13 Because of the special circumstances of Newbourne and the former Land Settlement Association holdings, it is important to control changes which may occur through replacement, or enlargement of dwellings. Applications for development will be considered against the following policy:

POLICY AP168

Newbourne: Former Land Settlement Association Holdings

The District Council will encourage the retention in horticultural or agricultural use of those parts of the former Land Settlement Association holdings, shown on the Proposals Map, not used or required in connection with residential curtilages, taking account of any physical features which currently mark garden limits. The erection of new dwellings, or extensions to existing dwellings or ancillary residential development which would result in a major change of character of the former holdings (where they are fundamentally contrary to the design guidelines contained in Supplementary Planning Guidance), will be resisted.

COUNTRYSIDE

11.14 The Countryside is defined as all those areas outside the physical limits boundaries of Felixstowe and the eight Villages. Applications for development in the Countryside will be considered against Policy AP8 and associated policies relating to agricultural workers' dwellings (Policies AP32 and AP33) and development affecting existing dwellings (Policy AP34).

11.15 The conversion of redundant buildings in the Countryside may be acceptable in certain circumstances, as provided for in Policy AP71.

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- 11.16 There are a number of parishes within the Felixstowe Peninsula area which do not contain a settlement which meets the criteria set out in para 3.19. Stratton Hall and Hemley are such. Proposals for new residential development within these parishes will be considered against Policy AP30.

EMPLOYMENT

INTRODUCTION

- 11.17 The major economic activity on the Peninsula takes place within Felixstowe itself and this is discussed later in paras 11.52 to 11.87.
- 11.18 Outside of Felixstowe, there are a number of businesses, usually small in nature, in Villages and the Countryside. A healthy rural economy is certainly desirable. However, it must be set in a proper planning framework in order to prevent undesirable development and the gradual erosion of the open character and appearance of the area.
- 11.19 The only area on the Peninsula, outside of Felixstowe, to which specific policies need apply is Levington Park (the former Levington Research Centre), which is considered below:

LEVINGTON PARK

- 11.20 The District Council is concerned that this, the site of the former agricultural research centre, is not allowed to become an employment area in the Countryside, since there are many potential employment activities which would be wholly unsuitable due to their adverse impact on the area. The site is surrounded by open countryside which forms part of the Suffolk Coast and Heaths AONB, the village of Levington is relatively close, and the road is not suitable for accommodating any significant increase in traffic, particularly HGVs.
- 11.21 The District Council acknowledges that existing users of buildings may wish to expand and considers that this would be acceptable in principle, provided any such expansion is modest, in scale relative to the existing building, and meets the criteria set out in the policy below. Any proposals for new buildings which do not relate to the redevelopment of an existing building or to the modest expansion of an existing on-site use, will be resisted in order to avoid any significant intensification of buildings on this isolated rural site.

POLICY AP169

Felixstowe Peninsula: Levington Park

Although the principle of further development would normally be resisted, the District Council would not object to the modest expansion of existing on-site activities or to the rationalisation and redevelopment of the existing buildings at the former Levington Agricultural Research Centre, as shown on the Proposals Map, if this:

- (i) secured the improved appearance of the site and buildings;
- (ii) was not on a scale which would materially add to the impact of the buildings on the landscape;
- (iii) was accompanied by adequate landscaping and perimeter planting;
- (iv) does not compromise highway safety or the free flow of traffic; and
- (v) does not result in a significant increase in traffic, particularly heavy goods vehicles, to the site.

Any proposals for new building which do not constitute redevelopment or relate to the modest expansion of an existing on-site use, will be resisted in order to avoid any significant intensification of buildings or activities on the site.

THE COUNTRYSIDE

THE LANDSCAPE

- 11.22 Part of the Felixstowe Peninsula lies within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and a small part at the mouth of the River Deben lies within a Heritage Coast. Policies for these areas are contained in Chapter One of the Local Plan.
- 11.23 Similarly, policies for the Mill River Valley Special Landscape Area are also contained in Chapter One.

NATURE CONSERVATION

- 11.24 The Orwell Estuary is of international importance for its wildlife interest and has been identified as both a Special Protection Area and a Wetland of International Importance (see paras 1.68 and 1.69 and in Supplementary Planning Guidance) This reflects the importance of the area's mudflats and saltings for over-wintering waders and wildfowl.
- 11.25 A number of sites within the Felixstowe Peninsula, including the Rivers Orwell and Deben, are also recognised for their ecological or geological importance in national terms, by their designation as Sites of Special Scientific Interest (SSSI). These sites are listed in Supplementary Planning Guidance.
- 11.26 Because of this importance for conservation, Policy AP14 after para 1.74 in Chapter One, will be strictly applied.
- 11.27 The only designated Statutory Local Nature Reserve on the Peninsula is at Landguard. This is owned and designated by the County Council and managed by the Suffolk Wildlife Trust. Non-Statutory Local Nature Reserves include the Trimley Marshes, an

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important area managed by the Wildlife Trust as one of their own reserves, Nacton Meadow (Levington) and Levington Lagoon (Stratton Hall).

- 11.28 In addition, there are a number of sites which have been identified as County Wildlife Sites. These are listed in Supplementary Planning Guidance and the policy which relates to them is AP15 after para 1.74.

TRANSPORT

ROADS

- 11.29 Neither Suffolk County Council, as Highway Authority, nor the Department of Transport currently have any major proposals for improving the road network within the Felixstowe Peninsula.
- 11.30 However, there may be a need for a new road, or road access, to Felixstowe Docks. The Docks are currently served by two access points - Dock Gates 1 and 2 - from the trunk road network. The recent development of the Trinity II Terminal, and the proposed further development of Trinity III within the remainder of the Dock Act area, means that a third access to the Docks may shortly be required. This issue is currently under consideration by the Felixstowe Dock and Railway Company.
- 11.31 The District Council recognises the need for a new access but, because of the high environmental value of the land which fringes Felixstowe, considers that any new access road should not be located within open countryside, especially the Area of Outstanding Natural Beauty. At the present time, no proposal has been made and it is premature to illustrate any route which could be achieved, although a number of options exist. The objective of the District Council will be to resist any route which, in addition to considerably altering the character of the area, would increase pressure to open up new areas which would, in any event, be inappropriate for development. These objectives are met by Policy AP172, which expressly precludes any further development west of the Dock rail spur, other than that already provided for within the 1988 Dock Act.

DRIVER FACILITIES

- 11.32 The large numbers of tourists, passengers to and from the port and lorry drivers, generate a demand for roadside facilities. Along the A14, on or close to the Felixstowe Peninsula, there are a number of existing or proposed facilities which are short distances apart and meet recognised standards (see para 5.10). There is no need, therefore, to further encroach into the countryside for driver facilities.
- 11.33 There may, however, be a need to provide an area for lorry parking and associated driver facilities. This is a direct consequence of the number of container lorries to and from the Port. Ideally, what would be required would be a site within, or adjacent to, the Port where cabs or full loads can be parked, with a comprehensive range of leisure facilities for drivers, including sleeping facilities and basic vehicle maintenance services. The District Council considers that this facility should be provided within, or

in close proximity, to the Port. A requirement to provide for this facility is, therefore, included within policy AP176 relating to the Clickett Hill industrial allocation.

WATER RECREATION

- 11.34 The vulnerability of the coastline and estuaries to water-based recreational activities is considered in paras 7.47 to 7.52. This concluded that new developments providing facilities for sailing and water recreation, such as marinas, yacht harbours, launching facilities and moorings, should not be permitted other than where specific provision is made in the Local Plan.
- 11.35 There is already a marina on the Orwell estuary, **at Levington**. This is within the Area of Outstanding Natural Beauty, adjacent to a Site of Special Scientific Interest, and with restricted access. Further extensions could, therefore, be damaging to the landscape, ecology and highway safety. In addition, further recreational use of the River Orwell could interfere with the commercial use of the channel and be to the detriment of water safety. The western end of the marina, particularly the boat storage area, although subject to a landscaping scheme, is likely because of the landform, to remain a prominent, alien feature in the landscape. Adjoining landowners are, therefore, being encouraged to undertake appropriate tree planting schemes to soften its impact. Policy AP116 regulates the provision of new facilities and extensions to existing ones.

FELIXSTOWE – GENERAL

- 11.36 This Section of the Plan is concerned with Felixstowe and deals with a number of issues and pressures on the Town.
- 11.37 In particular, Felixstowe is assessed in respect of its four main functions:
- as an Employment centre, although this tends to be dominated by the Port, which is a major employer in its own right and also creates pressures for additional facilities, such as offices, warehousing and container services. It is considered desirable to widen the economic base of the Town;
 - as a Shopping Centre to serve the whole Peninsula, but which competes with the nearby regional centre of Ipswich;
 - as a Tourist Resort, where the appearance, vitality and range of facilities, particularly along the seafront, require to be protected and enhanced;
 - as a Residential Area with pressures to extend the town outwards into attractive countryside and the gap which separates it from the Trimleys.
- 11.38 The following subjects are covered:
- * Housing
 - * Employment, including the Port
 - * Retailing

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- * Town Centre
- * Conservation
- * Recreation
- * Health Services
- * Resort Activity and the Seafront.

HOUSING

INTRODUCTION

- 11.39 Felixstowe lies between the estuaries of the Orwell and Deben, both designated as Areas of Outstanding Natural Beauty and, therefore, of national importance in landscape terms. The area immediately outside the town is of significant landscape value as well and also consists of high quality agricultural land, mainly grades 1 and 2. The Orwell estuary is also of national importance for nature conservation.
- 11.40 The Felixstowe Town Map was approved by the Secretary of State for the Environment in July 1972. This made considerable residential allocations in Felixstowe and the Trimleys totalling 508 ha (1255 acres). Largely, as a result of these allocations, Felixstowe and the Trimleys have seen a considerable increase in the number of dwellings built over the last 25 years, as indicated in the following Table.

Table 3: Housing Stock - Felixstowe and the Trimleys, 1971 to 1996

YEAR	FELIXSTOWE	TRIMLEY ST MARTIN	TRIMLEY ST MARY	TOTAL
1971	7203	445	634	8282
1981	8741	510	941	10192
1991	10440	826	1518	12784
1996	10968	838	1520	13326
1971-96	3765	393	886	5044
71-96	52.3%	88.3%	139.7%	60.9%

- 11.41 The above Table shows that, over the 25 year period 1971 to 1996, the housing stock in Felixstowe has increased by 52%, whilst Trimley St Martin and Trimley St Mary have seen increases of 88% and 140% respectively. These rates of growth reflect the ready availability of large land allocations made in the 1970s. They also represent a faster rate of take-up than was necessary to fulfil Structure Plan estimates of annual need in the light of the identified physical constraints on the growth of the built-up area. This high growth rate was also influenced by the fact that the main areas of housing growth in the Ipswich area were on the opposite side of Ipswich, in the Belstead area, and even when the major Ipswich Eastern Fringe sites were allocated, they were very slow to influence the established market trend of house purchase in Felixstowe and the Trimleys by those working in the Ipswich area.

HOUSING STRATEGY

- 11.42 It is against this background of a considerable amount of land allocated for housing, and a consistently high level of growth, that the 1979 County Structure Plan included a policy of constraint for future growth in Felixstowe and the Trimleys. This policy of constraint was retained in Alterations 1 and 2.
- 11.43 Structure Plan Alteration No 2 included specific policies for the Felixstowe Policy Area. These sought to restrain population and housing growth within the area, with development taking place on land already with consent, or on small sites within Felixstowe and the Trimleys. The Policy concludes that there is some development potential on small sites, but current policies of restraint are well justified, especially as provision has been made in the Ipswich Policy Area to accommodate pressures for larger scale development on sites better related to Ipswich. These policies were deleted from Alteration No 3, along with the specific housing requirement figures. Such detail was a matter for Local Plans, rather than the strategic policies of the Structure Plan.
- 11.44 Housing completions in Felixstowe over the 10 year period 1981-1991 averaged about 190 dwellings per year. This has dropped to an average of about 84 per year over the last four years to 1996. With planning consents and Local Plan allocations totalling only 192 units, this completion rate is likely to continue to fall. New sites will, however, still continue to be brought forward for development on non-allocated sites. These sites, referred to in the Local Plan as 'windfall sites', are, by definition, sites which cannot be identified in advance. New windfall sites are being approved in Felixstowe at a rate of about 45 per year, mostly on small sites for 1 to 10 dwellings. Whilst these windfall sites must have a finite limit, there is undoubtedly a considerable potential for further sites to continue being brought forward over the next few years.
- 11.45 Apart from these small windfall sites, Felixstowe is a sufficiently large Town for some large windfall sites to be produced from time to time, including those sites not currently in residential use, which would be acceptable in principle for housing, were the existing uses to terminate.
- 11.46 The restraint policies for Felixstowe, which have been adopted policy for many years, certainly since the original 1979 Structure Plan, have already been described. Until now, however, it has not been possible to implement these constraint policies, due to the continuing unrestrained availability of the allocations made in the 1972 Town Map. Now that these have been brought forward and, in effect, developed ahead of time, a positive decision not to release further land is the only effective way that this policy of constraint can actually be implemented.
- 11.47 The reasons for adopting this restraint policy, namely the need to protect the landscape, particularly the AONB, to conserve high quality agricultural land, the need to retain the separate identities of Felixstowe and the two Trimleys, and the need to allow a period of time for consolidation after 2 decades of rapid growth, are still as valid today as they were when they were first adopted. Furthermore, with the likelihood of further small and some large windfall sites, the continuing development of substantial areas of land for development on the Ipswich Eastern Fringe and the recent availability

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of the former USAF dwellings, there is no justification for breaching the existing policy of restraint at the present time.

11.48 Therefore, in respect of Felixstowe, the following policy will apply:

POLICY AP170

Felixstowe: Restraint

The strategic policy of restraint on new housing development in Felixstowe will continue to be applied through the retention of the physical limits boundary, as defined on the Proposals Map. New housing development will, therefore, consist of infilling, groups or small scale developments, subject to the following:

- a) no material adverse impact on the Conservation Areas or Listed Buildings;
- b) no material adverse impact on the urban fringe or setting of the Town (see also Policy AP208);
- c) the avoidance of the loss of areas which are important components of the street scene, character of the Town, or Townscape, eg open spaces or woodland;
- d) access and highway considerations;
- e) other policies of the Local Plan and related Supplementary Planning Guidance;
- f) the avoidance of locations vulnerable to landslip and coastal erosion.

11.49 A further opportunity to reconsider this policy will arise in the next Review of the Local Plan. This will be in the context of the next Review of the Suffolk Structure Plan, when any change to the strategic policies for development in the County as a whole may make a change to the specific policies for Towns, particularly Felixstowe, desirable.

POLICY AP171

Felixstowe Peninsula: Separation of Felixstowe from the Trimleys

The District Council will protect the open character of the land which separates the physical limits of Felixstowe from those of Trimley St Mary, and the physical limits of Trimley St Mary (including a small part of the parish of Trimley St Martin) from those of Trimley St Martin.

11.50 Therefore, the area of Felixstowe which the District Council considers should be defined as 'Town', to which Policy AP26 will apply, is that part which is included within the physical limits boundary, as shown on the Proposals Map. This draws a clear

distinction between those large areas which may be regarded as predominantly built up, and both the open land beyond, to which the Countryside policies will apply, and those areas which maintain the open character of the land which separates Felixstowe from Trimley St Mary, and Trimley St Mary from Trimley St Martin for the reasons stated above.

- 11.51 The area of Felixstowe identified as Town encompasses a wide range of land use areas, including Dock, industry, recreation, tourism/leisure, town centre and residential. Other sections of this Plan include policies for these various specific areas.

EMPLOYMENT

INTRODUCTION

- 11.52 As stated earlier, the major economic activity on the Peninsula takes place within Felixstowe itself, which is an employment centre providing jobs in the following:

- (i) the Port and associated activities;
- (ii) manufacturing and service industry;
- (iii) Town Centre commerce;
- (iv) tourism.

- 11.53 The Port is, of course, a major employer providing some 2000 jobs directly. In addition it generates jobs for other related businesses - haulage companies, shipping agents, etc, and is a major source of income to the local economy.

- 11.54 However, whilst recognising the importance of the port it may be desirable to stimulate other activity in the Town so that it is not totally dependent on that one source. Other forms of industry and employment are restricted at the moment and activities on the two main industrial estates - Carr Road and Trinity Avenue - tend to be port-related predominantly.

- 11.55 Therefore, although there may be a buoyant local economy, it will still be important to create jobs, particularly through small businesses and where there is scope, provision should be made for new employment-generating development. This concept is in accordance with the Council's adopted Economic Strategy, one of the main objectives being both the diversification and consolidation of the local economy by way of small business development. It is also desirable to reduce the amount of commuting from Felixstowe to the Regional Centre of Ipswich.

- 11.56 The importance of the Town Centre to the local economy is discussed separately. It will be important to ensure that retail/commercial development does not occur which would have an adverse impact on the Town centre by drawing excessive trade away.

- 11.57 Tourism is, of course, of major importance to the Town. It brings in spending power in the form of visitors, and creates employment through hotels, restaurants, transport, amusement parks, etc.

FELIXSTOWE PENINSULA

FELIXSTOWE PORT

- 11.58 The development of Felixstowe Port is provided for by Acts of Parliament. These give powers to the Dock and Railway Company to develop land, within a specified area, for port-related development without, subject to certain clauses and restrictions, the need to obtain planning permission from the local planning authority. The area to which the Acts apply is shown on the Proposals Map.
- 11.59 The most recent Act received the Royal Assent in 1988. That gave powers to the Company to develop land for the construction of quays and related port development, while requiring the prior approval of the Secretaries of State for the Environment and Transport, for any phased implementation on land and mudflats designated as both an Area of Outstanding Natural Beauty and Site of Special Scientific Interest.
- 11.60 While recognising the essential national need to override conservation policy normally precluding such development, a series of safeguards was adopted, including provisions in the Act itself to restrict the height of buildings, to ensure that associated dock-related development on the Trimley Marsh and mudflats proceeded concurrently with the quays, and other provisions for off-site landscaping, peripheral bunds, and the development of a nature reserve.
- 11.61 A further provision secured in the Act, provides for a restriction of any development of Trimley Marshes. This important measure is a direct recognition by Parliament of the sensitivity of the landscape and the degree to which the intrusive nature of the dock expansion needs to be constrained and the remainder of the AONB protected from any further encroachment of whatever kind.
- 11.62 National planning policy provides for the protection of Areas of Outstanding Natural Beauty from major industrial development, and in granting powers to provide for the extension of Felixstowe Dock into the designated area, and for the protection of Trimley Marshes, Parliament clearly recognised the exceptional national need for additional quays in this location and the operational land to serve them. It would be quite inappropriate for the Local Plan to provide for any other form of development not proven to be of overriding national need in such a sensitive location.
- 11.63 In order for these objectives to be achieved, the following policy will apply:

POLICY AP172

Felixstowe: Felixstowe Port - Protection of the AONB

In order to safeguard the landscape of the Orwell Estuary in general, and the Area of Outstanding Natural Beauty in particular, the District Council will oppose any third port access route and any development, other than that which may be permitted to implement the provisions of the Felixstowe Dock and Railway Act, 1988 and its associated legal agreements, in open countryside to the west of the dock spur rail link defined as an area whose

character is to be protected, and as an AONB on the Proposals Map.

- 11.64 With regard to that part of the Port of Felixstowe lying within the limits of the Dock, but excluding those areas referred to in Policy AP172, the District Council recognises the range of employment uses which exist and which could potentially be provided, to complement the role and function of the Port. Such development will be acceptable where it would not create a direct requirement for additional quay construction within the Area of Outstanding Natural Beauty or on the Site of Special Scientific Interest.

POLICY AP173

Felixstowe: Felixstowe Port development

Within the area of the Felixstowe Dock and Railway Act, 1988, as shown on the Proposals Map, but excluding those parts lying within the designated Area of Outstanding Natural Beauty to which Policy AP172 applies, the potential for General Employment Area development for B1, B2 and B8 uses is recognised, provided such development would not create a requirement for additional quays within the Area of Outstanding Natural Beauty. New commercial development on any significant scale will need to be considered on a comprehensive basis, in the context of adjacent development and access to the primary route network.

- 11.65 The possibility of a new access road to the quays is considered earlier in para 11.31. The location of a hazardous installation is referred to in Appendix 2.
- 11.66 The Port attracts a large number of lorries and heavy goods vehicles transporting containers. The drivers often need to stay overnight and what is required is a site where cabs or full loads can be parked, with a range of facilities for drivers, including sleeping quarters and basic vehicular maintenance services.
- 11.67 Such a site would be extremely visible in the landscape, particularly on the Peninsula, which is flat and exposed. Therefore, it is best provided at the Port itself or on an industrial estate, and this is considered later in para 11.84.

OFFICES

- 11.68 There is inevitably a demand for offices (A2 and B1 uses), particularly in Felixstowe, both in relation to the Port (shipping agents etc), and as support services for local firms and businesses. As the Town expands as a Port, and the economic base is widened as a result of other policies of this Plan, there will be an increasing demand for office space. Policy AP53 applies in general terms.
- 11.69 In order to reduce traffic movements, port-related offices should be located at the port itself, and positive provision is made in this Plan on land at Clickett Hill (see para 11.84). Other offices, particularly financial and professional services, are more appropriately located in the town centre and provision is made in this Plan within the town centre itself.

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- 11.70 Provision for small-scale office use is often made by the conversion of existing buildings. The policy in respect of proposals in Felixstowe Town Centre is contained in the Town Centre section (para 11.106). The conversion of redundant buildings in the Countryside is generally acceptable, provided it is in accordance with the criteria set out in Policy AP73.

WAREHOUSING AND STORAGE

- 11.71 The presence of the Port creates pressures for associated land use activities, including warehousing or storage facilities, road haulage depots and container compounds.
- 11.72 As a general rule, the District Council will expect such facilities to be located either:
- (i) at the Dock itself; or
 - (ii) on industrial estates.

The District Council recognises that industrial and other development serving the Port need not necessarily be at, or close to it, and could even be outside the Felixstowe Peninsula Area, such as on the Nacton Heath and Martlesham Heath Industrial sites.

- 11.73 The only acceptable sites within the Felixstowe Peninsula Area for the development of warehouse and storage facilities are the Trinity Avenue, (Policy AP174), Clickett Hill (Policy AP176), and Parker Avenue (Policy AP177) industrial sites and the existing Felixstowe Port area.

TRINITY AVENUE AND CARR ROAD

- 11.74 In the interests of creating jobs and stimulating the local economy, the District Council will seek to make maximum use of existing industrial land.
- 11.75 It is anticipated that most economic activity of a general nature will take place on industrial estates, including any extensions to them. Although there are a number of concentrations of industrial activity, such as at Bridge Road, Felixstowe, there are only two large estates in the Town suitable for a wide variety of uses:
- (i) Carr Road; and
 - (ii) Trinity Avenue area, including the site with planning permission on the north side of Walton Avenue.

POLICY AP174
Felixstowe : Trinity Avenue

The Trinity Avenue Industrial Estate and land off Walton Avenue, as shown on the Proposals Map, are identified as General Employment Areas to which Policy AP51 will apply.

- 11.76 In respect of Carr Road, this estate is not suitable for warehousing, storage or dock-related uses. This is because traffic to the site travels along primarily residential and leisure-orientated roads.

POLICY AP175
Felixstowe: Carr Road

The Carr Road Industrial Estate, as shown on the Proposals Map, shall be restricted to B1 and B2 uses only, in order to minimise heavy lorry movements to and from the estate.

- 11.77 The potential for landscaping of the industrial areas to improve their appearance is considered later in para 11.150.

NEW EMPLOYMENT-RELATED DEVELOPMENT

- 11.78 It will be important to ensure that there does not occur a shortage of readily available land when viewed against current demand. Opportunities for new development on existing industrial estates are extremely limited due to the lack of vacant sites. Further land, suitable for development, needs to be identified. In this respect it is an assumption in this Plan that the expansion of the Dock will actually take place.

Clickett Hill

- 11.79 There is potential land at Clickett Hill, bounded by the dock link road (A14), the dock railway line and the Trinity industrial estate itself. In releasing this land for industrial development, the District Council is mindful that:

- the site slopes considerably and the higher parts are prominent on the Felixstowe skyline;
- there are no other opportunities for industrial development, without compromising the overall objective of protecting the landscape setting of the Town;
- industrial development in the past has taken place parallel with the expansion of the Port, because of the obvious relationship between the two.

- 11.80 For these reasons, it is considered desirable to release part of the site now, to tie in with the current expansion of the Port, with a view to the remainder of the site being released when further expansion, as has been agreed by the most recent Act of Parliament, occurs. This enables phasing of development to be controlled and some

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essential landscaping of the upper parts of the land to be carried out in advance of development.

- 11.81 Because this land offers possibly the only potential for industrial development for Felixstowe in the Plan period, it is essential that it be utilised for a variety of economic uses, and should not be dominated by warehousing or storage uses.
- 11.82 The southern part of the site lends itself to Business (B1) uses of more "prestigious" types. Such uses should be for offices and light industrial purposes. A significant proportion of the light industrial units should take the form of small workshops, unless it can clearly be demonstrated that there is no likely market demand for them. These "prestigious" uses will occupy about 14 acres and help to meet the objective of diversifying the local economy and providing alternative employment opportunities. The remainder of the site is suitable for B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) uses.
- 11.83 An area in the north-west corner of the site shall remain undeveloped and laid out as public open space. This, and the provision of landscaping, shall be included in a Master Plan to be prepared by the developer, and this shall accompany the first application for planning permission so that the District Council can approve the landscaping and infrastructure elements of the development at an early stage.
- 11.84 The need for lorry parking and associated driver facilities within the Port is discussed fully in para 11.33. The site will need to make provision for the development of a lorry park with associated facilities in order to meet the needs of the Port.

POLICY AP176

Felixstowe: Clickett Hill

Land at Clickett Hill, Felixstowe/Trimley St Mary, amounting to approximately 64 acres and shown on the Proposals Map, is identified for employment use. The development will include:

- (i) approximately 14 acres of developable land for Business (B1) use only, which shall be located in the southern part of the site and contain a significant amount of small workshop development, unless it can be clearly demonstrated that there is no likely market demand for such development.
- (ii) The remainder of the site is suitable for Business (B1); General Industrial (B2), and Storage and Distribution (B8) uses only.

Development of the whole site shall take place substantially in accordance with a Master Plan to be approved by the District Council, and not on a piecemeal basis. The Master Plan shall contain details of a landscaping scheme, the provision of infrastructure, and the laying out of public open space, including an

area in the north-western corner of the site, as shown on the Proposals Map.

Unless adequate facilities can be provided elsewhere in accordance with other policies contained in the Local Plan, the Master Plan shall also include provision for the development of lorry parking and associated facilities commensurate with the needs of the Port. The location of this provision within the development shall depend upon the scale of the proposal and its impact on the landscape and residential amenity.

Parker Avenue

- 11.85 There is another area, amounting to about 12 acres, between Parker Avenue and the dock railway. If not to be required for a new access to the quayside (see para 11.41), this land is suitable for industrial development. Because of its concealed location, the land could be used for storage or warehousing activities.

POLICY AP177
Felixstowe: Parker Avenue

If not required for a new road access to the quayside, land to the rear of premises on Parker Avenue, as shown on the Proposals Map, is identified as a General Employment Area to which Policy AP51 will apply.

Bus Station

- 11.86 The Felixstowe bus station in Garrison Lane is no longer required for operational purposes. This means that it could be redeveloped for other purposes, thereby enhancing this part of the town. The bus station comprises a large workshop and forecourt with shelters. Adjacent to it are two shop units and to the rear is the Council's Reporting Centre. Either side are car sales showrooms, and to the south is the Langer Park Industrial Park consisting of seven units. The Council's Garrison Lane Car Park is close by to the north, as is Langer Park to the west.
- 11.87 The site currently provides some employment and future uses should be considered in the context of Policy AP50 of the Local Plan, which seeks to protect such uses. Such a reuse would also assist with the economy of Felixstowe by adding to the diversity of employment, rather than port-orientated uses. However, because of the proximity of residential property, B1 use only is acceptable. Redevelopment would enhance the area and, in order that access can be rationalised and a comprehensive approach taken to the area, the proposed site has been drawn to include the adjacent Reporting Centre, car showrooms and public car park.

POLICY AP178
Felixstowe: Bus Station

Should the bus-station and adjacent land in Garrison Lane, Felixstowe, as shown on the Proposals Map, be vacated then the

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site is suitable for re-use or redevelopment for employment (B1) use only subject to satisfactory access being agreed with the Highway Authority. The existing amount of public car and coach parking should remain.

FELIXSTOWE – TOWN CENTRE STRATEGY

EXTENT OF TOWN CENTRE

- 11.88 The Town Centre is defined on the Proposals Map and the General Policy which will apply to the area is AP56 in Part 1 of the Plan.

TOWN CENTRE PROFILE

- 11.89 Felixstowe is the largest of the six towns in the District, with the shopping centre serving the whole of the Felixstowe Peninsula. There are additional shops on Walton High Street, which has been proposed as a District Centre, and local shopping facilities in surrounding areas. The majority of the shopping provision in Felixstowe Town Centre is located on Hamilton Road, although the greatest concentration of multiple retailers is between Orwell Road and Cobbold Road, which is designated in the Local Plan as the primary shopping frontage of the Town Centre. This also forms part of the Conservation Area where the attractive and distinctive style of the architecture of the late Victorian and Edwardian period is particularly strong.
- 11.90 The town centre's convenience goods provision is slightly below the national average. Food retailing is dominated by two supermarkets, in addition to which the town centre has a relatively comprehensive and balanced provision of independent food retailers. The Great Eastern Square supermarket opened in 1985 and provides a net floorspace area of 1970 square metres (21,205 square feet); it also provides a free car park which is also used by town centre users generally. The Triangle supermarket opened in 1969 and provides a modest net sales area of approximately 475 square metres (5100 square feet); this store is considered to be somewhat dated in its appearance and does not meet modern standards in terms of size and convenience. The only out-of-centre foodstore is located within the Cavendish Park Estate. This incorporates a number of other facilities and is identified as a proposed District Centre (Policy AP59).
- 11.91 Within the comparison goods sector, the town centre is well provided for in terms of household goods, such as furnishing, floor coverings and DIY, uses which are more generally provided in retail warehouses in out of centre locations. Felixstowe has only one retail warehouse unit, located adjoining the Solar car park. In addition, there is an outstanding planning consent for up to 4,180 square metres of non-food retail floorspace at Haven Exchange. A recent study commissioned by the District Council does, however, identify specific deficiencies in certain categories of comparison goods, most particularly in the clothing/footwear sector. The number of national multiples in the town, currently 10, is considered to be limited, in part reflecting the lack of available suitably sized units capable of fulfilling modern retailer requirements and partly due to the town's close proximity to Ipswich.

- 11.92 The town centre is considered to be well presented by financial and professional business services and also miscellaneous services, such as travel agents. There are a number of clearing banks and building societies located within the prime area of Hamilton Road. The District Council considers it important to ensure that no further losses of retail frontages take place. In addition, there is a weekly market on Thursdays and Saturdays at Great Eastern Square comprising approximately 20 stalls. There are three other markets which operate periodically throughout the year, although these are outside the defined town centre.
- 11.93 The level of rents which retailers are prepared to pay for prime retail space in the town centre is considered to be a good indication of its strength. Between 1992 and 1996, rental values in Felixstowe remained unchanged, and remain significantly lower than in competing centres. Discussions with letting agents indicate that retailer interest in the town is relatively limited. Over the same period of time, Felixstowe has performed relatively poorly in terms of prime retail yields compared to the regional and national averages. This suggests that during this period, investors' expectations of rental growth in Felixstowe were relatively low.
- 11.94 Felixstowe Town Centre had 12 vacant units in April 1996, which represents 5.6% of the town centre units. This rate is well below the national average of 12.8%, which suggests a healthy town centre. Concern is expressed, however, that a number of these vacant units are located within the prime shopping area. Similarly, a number of units within this prime shopping area are occupied by charity shops. The presence of vacant shops and charity shops within the prime shopping area serves to dilute the focus of retailing in the town centre.
- 11.95 The opening of the out of town supermarket in 1990 does not appear to have had a severe adverse effect on the town centre. The town centre food retailers are achieving relatively healthy turnover levels but are not overtrading. From this, it is not considered that there is a quantitative need for food retailing in Felixstowe. This is consistent with the view expressed by the Inspector in his appeal decision in which he refused an appeal from a food discounter for a store of about 1,000 square metres on a site at Haven Exchange.
- 11.96 The District Council does consider, however, that the town centre would benefit from a qualitative improvement in its foodstore provision. The store at the Triangle, although an important anchor retailer, is considered to be dated and limited in size. While the difficulty in finding a suitable town centre site is acknowledged a new store in the town centre would materially improve the food offer in the centre.
- 11.97 The study referred to earlier identified a very modest level of comparison retailer interest in Felixstowe. It does not consider that it is appropriate to allocate any site in the town centre for major comparison retailing. However, it recommends that where opportunities arise, a pro-active role is adopted in facilitating smaller scale comparison floorspace development by the amalgamation of some smaller existing retail units and in-fill development.
- 11.98 Having regard to the unimplemented planning consent for 4,180 square metres of non-food retail at Haven Exchange, it is not considered appropriate or desirable to allocate any sites for retail warehousing in the Felixstowe area. The District Council considers
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that should any planning applications for retail warehousing come forward during the Local Plan period, they should be addressed subject to an appropriate criteria-based policy.

- 11.99 Traffic congestion within Felixstowe Town Centre does not appear to be a significant problem. The current off-street car parking provision includes the short stay car parks at Crescent Road (142 spaces) and Highfield Road (126 spaces), and the long stay car park at Ranelagh Road (215 spaces). In addition, there is a free car park to the rear of Great Eastern Square (250 spaces) adjoining the supermarket. Survey results indicate that the two short stay car parks tend to be busy but not congested, whilst the long stay car park is not particularly busy.
- 11.100 The District Council and the County Council are committed to maintenance and environmental improvements in Felixstowe, as evidenced by the £500,000 spent on schemes since 1994, and the Town Centre Management Plan which provides for a rolling programme of further improvements. It is considered that the town centre is a reasonably attractive shopping centre, though some of the shop frontage are of poor quality and in a poor state of repair; particularly outside the primary shopping area. Pedestrian signage is generally considered to be adequate but additional signage identifying car parks is felt to be necessary to assist those unfamiliar with the layout and facilities of the town.
- 11.101 Whilst the location and style of street furniture, such as lighting, seating and litter bins is considered to be adequate, consideration needs to be given to providing more seating and planting in the town centre to help create visual interest for shoppers and visitors.
- 11.102 A key factor in determining how attractive the shopping environment of the town centre is, is the extent of the traffic free zone available to shoppers. If people can cross the street without interference from vehicular traffic, they are more likely to explore the full "retail offer" available. The vehicular/pedestrian conflict along the primary shopping frontage of Hamilton Road is not considered to be severe. Even so, it is considered that further consideration could be given to the complete pedestrianisation of this area or, at least, the implementation of further traffic calming measures. This would assist in improving the shopping environment and would help reduce noise and pollution. It is recognised, however, that earlier attempts have been made to extend the degree of pedestrianisation and that a number of practical problems would need to be overcome if any new scheme were to be promoted.

TOWN CENTRE OBJECTIVES

- 11.103 The Town Centre Strategy for Felixstowe therefore needs to include the following objectives:
- Offer opportunities for new development or redevelopment to take place.
 - Support actively, through the Town Centre Management Plan, targeted initiatives to retain shopper loyalty and, through specific initiatives, to attract shoppers back from competing centres, particularly Ipswich.

- Recognise the need to continue to maintain and enhance the shopping environment, through a phased programme of improvements to street furniture, signage and planting.
- The linking of the town centre with the seafront and its associated facilities, including the reduction of through-traffic on Bent Hill.
- Recognise the importance of removing all non-essential traffic from the town centre and, in particular potential benefits from increased pedestrian priority within the primary shopping area, subject to overcoming any technical problems (eg servicing requirements), and obtaining support from key retailers.
- Recognise the limited opportunities in the town centre to accommodate significant new retail development, but where opportunities arise, to take a proactive role to facilitate small scale comparison goods development through the amalgamation of smaller existing units.
- Continue to monitor the current car park usage and, if necessary, to plan actively for any additional shoppers' car parking which may be required during the Local Plan period.
- Maintain a core frontage policy to continue to defend the loss of retailing within the primary shopping area, while encouraging diversity and mixed use development (eg public houses and restaurants, of which there is a shortage in the town centre) elsewhere within the town centre. Intensive activities targeted specifically at tourists should be located away from the town centre and towards identified areas along the seafront.
- The retention of existing rear servicing facilities, encouragement to provide additional rear servicing facilities and the requirement to provide rear servicing facilities with any new development.

TOWN CENTRE POLICIES AND PROPOSALS

Prime Shopping Area

- 11.104 The prime shopping area consists of **Hamilton Road**, between Cobbold Road and Orwell Road. Within this area there is likely to be pressures for business uses, other than shops, where there is a direct service to the public. However, such uses, if occurring in increasing numbers and on prime shopping sites, can lead to the deterioration of the overall range of shopping provision, and create 'dead' frontages.
- 11.105 In addition, it is essential to identify what is perceived to be the central core of shopping activity in Felixstowe, in order that a concentration of shops within this area can be encouraged to create a compact and convenient shopping area. This would be rigorously protected and positive policies of enhancement implemented.

POLICY AP179

Felixstowe Town Centre: Prime Shopping Area

Hamilton Road, between Orwell Road and Cobbold Road, as shown on the Proposals Map, is identified as the Prime Shopping Area, and at ground floor level changes of use of shops to non-shopping uses will not be permitted.

Footnote: 'Shop' is as defined as Class A1 of the Town and Country Planning (Use Classes) Order, 1987.

Offices

11.106 Office uses are a vital part of the local business economy of town centres. However, in the prime shopping streets, the change of use of ground floor retail floorspace will not be permitted (para 11.105). Such uses should also not be located in residential areas outside the town centre (para 4.32). Therefore, the following areas are acceptable in principle:

- (i) in upper floors within the prime shopping area;
- (ii) in premises within the remainder of the Town Centre;
- (iii) in new development or redevelopment within the Town Centre.

POLICY AP180

Felixstowe Town Centre: Offices

Within the Town Centre, as defined on the Proposals Map, but on upper floors only within the prime shopping area, applications for business, office and service uses and development will be considered against the following:

- (i) the scale of the proposal and its relationship to its surroundings;
- (ii) access and highway safety;
- (iii) the effect on residential amenity;
- (iv) the effect on the Conservation Area and Listed Buildings;
- (v) the provision of adequate off-street car parking.
- (vi) the need to retain satisfactory residential accommodation.

Residential Use of Upper Floors

- 11.107 Living accommodation within town centres can be of benefit in that it adds life to the area outside of shopping hours and helps deter vandalism. However, residential development should not take place on sites which are better retained for shopping or employment use.
- 11.108 Opportunities may exist on the upper floors of shops and businesses. The added benefits of those may be the creation of small units of living accommodation, possibly for rent, and the enhancement and preservation of buildings in the Conservation Area. General Policy AP57 will apply.

Highfield Road

- 11.109 Highfield Road lies immediately adjacent to the prime shopping area in Felixstowe, fulfils a number of functions and contains a variety of land uses:
- (i) a rear service road for properties on Hamilton Road;
 - (ii) an access to a public car park;
 - (iii) a partly-residential street; and
 - (iv) an extension to the commercial centre by virtue of a number of commercial uses.
- 11.110 Its location between public car parks and the main shopping street and its close proximity to the latter, means that it also represents the only likely potential to provide for redevelopment or rear servicing necessary to create a shopping scheme alongside Hamilton Road, which would be to the overall benefit of the town centre.
- 11.111 The general character of Highfield Road is one of a mixed nature and it may be that this could continue, although it will be important to ensure that different land uses can exist side by side.

POLICY AP181

Felixstowe Town Centre: Highfield Road

Within Highfield Road, Felixstowe, as shown on the Proposals Map, applications for new development or changes of use will be judged against the following:

- (i) the effect on residential amenity;
- (ii) Policy AP184 on rear servicing;
- (iii) the effect on the Conservation Area;
- (iv) access and traffic generation;
- (v) the scale of the proposal;
- (vi) the consequences for the viability of the Town Centre as a whole.

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Car Parking

- 11.112 Public car parks are currently available at Crescent Road (142 spaces), Highfield Road (126 spaces) and Ranelagh Road (215 spaces). In addition, there is a large car park to the rear of Great Eastern Square (250 spaces) associated with a supermarket and DIY store. It is important that land be made available to provide for car parking to meet the existing and future needs of Felixstowe town centre.
- 11.113 The assessment of the future need for additional shoppers' car parking in the vicinity of Hamilton Road should take account of both the likely increase in traffic (and hence, off-street parking requirements) and the need to plan for the enhancement and promotion of Hamilton Road as the principal shopping centre of the Felixstowe Peninsula. If the town centre can be enhanced (including its available car parking provision), there is considerable scope for drawing additional trade back from Ipswich for the benefit of the local residents and the general prosperity of the town.
- 11.114 It is acknowledged by all retail surveys that the general trend is for increased customer expenditure, with Felixstowe likely to enjoy the benefits of growth with its low level of unemployment, and its prospects for increased tourism. In addition, the population of the area is increasing and greater pressure will be put on town centre car parks. Additional public car parking is also necessary in order to allow other developments in the interests of the town to take place, where there is inadequate or no on-site provision (see para 5.17).
- 11.115 At the present time, the three public car parks are adequate for the general, average demand, but cannot cope with the principle peaks of trading. In seeking to examine what future usage there might be by the end of the Plan period, it is necessary to base assumptions on recognised growth factors. Those that have been used are the Department of Transport's County 'Traffic Growth Factors', which take account of average increase in Suffolk's traffic, increases in car ownership from Census returns, and planned development growth.
- 11.116 The application of these assumptions to the Felixstowe Town Centre car parks indicates that by 2001 there will be under-provision at certain times on almost every day of the week, and significant under-provision throughout the shopping day on Saturdays.
- 11.117 In addition to this are the extra factors such as the peak usage in the Summer holiday season and Christmas, and the likelihood that on-street parking spaces available to the shopping public may decline. Clearly, additional off-street public parking needs to be planned for, if not yet implemented. There is concern that if the overall capacity is inadequate, or is perceived by shoppers to be inadequate, then this will deter trips to the town centre. It is imperative that this should not occur and the role of Felixstowe as a shopping centre consequently diminish.
- 11.118 Although the extension to Ranelagh Road car park has provided valuable extra spaces, it has not entirely met the projected demand by the end of the Plan period and, in any event, the car park has a different function from those at Highfield Road and

Crescent Road. Its peripheral location on the edge of the town centre reduces its popularity as a shoppers' car park and it acts more as a long stay car park. The Council's charging strategy reflects this. It also serves the Spa Pavilion and, consequently, with extra usage of that facility, the use of Ranelagh Road car park will increase.

11.119 The conclusion is that further additional shoppers' car parking spaces might be required towards the end of the Plan period. The precise nature and location of those spaces will be determined in the light of the District Council's monitoring of car parking, as provided for in Policy AP58. In the meantime, the District Council will :

- (i) manage its public car parks to ensure an adequate turnover of spaces. This will meet the short term demand for spaces, although their availability will be continually monitored;
- (ii) liaise with the County Council on the provision and use of on-street parking facilities, including for the use of town centre residents, perhaps through the Town Centre Management Plan (see paragraph 11.138);
- (iii) liaise with the County Council and operators on the use and availability of public transport;
- (iv) monitor the demand for public car parking in the town centre.

Pedestrian/Vehicle Conflict

11.120 It is an obvious statement of fact that, in the vast majority of cases, shopping is carried out on foot and vehicles are only used to transport shoppers to the Town Centre. Therefore, pedestrians would benefit considerably if they could move around in comfort and safety and their point of arrival in the town, eg, a public car park, is within reasonable walking distance of the central core. Conflicts occur between pedestrians and vehicles when the latter need not necessarily be there.

11.121 In order to enhance the shopping environment it is important that pedestrians be accorded greater priority over vehicles. This can be achieved by a number of means, of which two are summarised below:

- *The removal of all or non-essential traffic.*

11.122 This need not imply complete "pedestrianisation", i.e, the removal of all traffic and subsequent wall to wall paving. A street can simply be closed to allow entry to certain types of vehicles (usually service vehicles) or closed for parts of a day or week only. However, quite clearly, complete "pedestrianisation" represents the optimum solution in order to create the best shopping environment - a street with no traffic, with the free flow of pedestrians, and attractive seating and street furniture.

11.123 However, not all town centres may benefit from complete pedestrianisation and it may not find favour with local traders and shoppers. In addition, adequate consideration needs to be given to servicing arrangements, the needs of people with disabilities,

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taxis etc, not to mention the amenity of adjacent areas into which traffic is displaced. Consultation with all parties is extremely important.

- 11.124 In respect of **Hamilton Road**, between Cobbold Road and Orwell Road, a number of schemes have been tried over recent years. A Working Party, represented by local councils and other interested parties, has discussed the issue and carried out consultation exercises on various options. The general feeling of the Working Party has been that they would wish to see an extension of the present Closure Order, but not at the present time. The existing Order prohibits entry into that section of Hamilton Road between 10 am and 5 pm on Saturdays only.
- 11.125 However, the situation will be monitored and consideration given, as resources permit, to the introduction of additional street furniture such as seating and planting areas.
- 11.126 The District Council supports this conclusion but in the longer term, still considers that the complete closure of Hamilton Road between Cobbold Road and Orwell Road is the optimum and desirable solution.
- 11.127 In addition, the District Council will investigate the closure of Hamilton Road to the west of **the Triangle**, as shown on the Proposals Map, possibly under Section 249 of the Town and Country Planning Act, 1990 and its subsequent enhancement. This could only take place if through-traffic were removed from Hamilton Road to the immediate south.

- **Traffic "calming"**.

- 11.128 This results in the slower and more controlled movement of traffic. It might involve the installation of a number of obstacles - raised crossings, road humps, extended pavements, seating areas etc, which drivers have to avoid or at least take added precautions over. The benefits are not only reductions in noise, pollution and accidents, but also more space for cyclists and pedestrians, pleasanter surroundings (flowers, trees, seats etc), and a better setting for individual buildings. The concept of traffic "calming" should apply to a number of the streets in the Town Centre, rather than just part of the main shopping street, eg, Hamilton Road, Crescent Road, Orwell Road etc.

POLICY AP182

Felixstowe Town Centre: Pedestrian Priority

The District Council will, in full consultation and co-operation with Suffolk County Council as the Highway Authority, seek to ensure that, wherever possible, pedestrians have priority over vehicles in the Town Centre, as shown on the Proposals Map and, in particular, in Hamilton Road between Cobbold Road and Orwell Road and adjacent to the Triangle.

Reducing Through-Traffic

- 11.129 The shopping environment could be significantly enhanced if through traffic is removed from the Town Centre. Traffic "calming" measures as described above, will assist in this in that drivers may find alternative, "easier" routes (although it is essential that the traffic is not diverted onto unsuitable or narrow residential streets). However, the implementation of one way traffic flow systems, possibly combined with road closures, may be effective.
- 11.130 For example, traffic ought not to be encouraged to use Hamilton Road, particularly south of York Road, in order to gain access to the sea front. Consequently, Bent Hill may benefit in aesthetic terms in that traffic would be reduced and an enhancement scheme could be carried out. A further significant reduction in traffic and new, extended paving and street furniture, together with pedestrian signing, may also encourage visitors to venture into the shopping centre from the sea front.

POLICY AP183

Felixstowe Town Centre: Reduction of through-traffic in Hamilton Road

The District Council will co-operate with the Highway Authority in measures to reduce through-traffic in Hamilton Road and Bent Hill through complementary enhancement schemes.

Rear Servicing

- 11.131 On-street servicing creates significant problems for the pedestrian - views are obstructed, pavements and kerbs may be damaged as they are mounted by vehicles, and large vehicles are visually obtrusive. Rear servicing is also essential if full pedestrianisation is to be achieved.
- 11.132 Not all premises have rear servicing facilities and those that exist should be safeguarded and opportunities not lost by development. This will certainly be the case in Hamilton Road.

POLICY AP184

Felixstowe Town Centre : Rear Servicing

The District Council will encourage the provision of rear-servicing facilities in Hamilton Road, Felixstowe, as shown on the Proposals Map, by:

- (i) requiring that existing rear-servicing facilities are retained and ensuring that opportunities are not lost by new development; and
- (ii) requiring the provision of/rear servicing facilities in new development between Cobbold Road and Orwell Road.

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Townscape

- 11.133 The appearance of a shopping centre can be marred by poor quality shop fronts and a proliferation of signs and advertisements. This is particularly important in the southern part of Hamilton Road and parts of Orwell Road which are within the Conservation Area. The policy by which applications for alterations, development and advertisements will be considered is contained in Chapter Two.
- 11.134 It is also important to ensure that street furniture is appropriately designed, in the right locations, and not excessive. This would include litter bins, seating, road signs, wires and cables, kiosks, planting etc.
- 11.135 The provision of such facilities are normally the responsibility of other authorities, eg, the County Council (traffic signs, street lighting and surface materials); statutory undertakers (wires and cables), etc. However, the District Council will seek to ensure that the provision of street furniture is carried out in a co-ordinated manner. General Policy AP24 will apply.
- 11.136 Proposals for enhancement of the Town Centre follow para 11.144.

TOWN CENTRE MANAGEMENT

- 11.137 Quite clearly, a town centre is dynamic in nature. A whole series of individual activities interact and overlap to produce the working 'whole' and a series of individual components combine to produce the appearance and character of the town centre atmosphere.
- 11.138 The provision of these components and control of the various activities are the responsibility of a number of differing agencies and authorities. Quite clearly, there would be considerable benefit to the town if some co-ordination occurred. The framework for that integrated approach could be set out in a *Management Plan*. This could cover the following items:

<u>Traffic Management:</u>	one-way flows, road closures, traffic 'calming', etc;
<u>Pedestrian Safety:</u>	crossings, etc
<u>Traffic Signing:</u>	to/in and around the town centre and to places of interest, car parks etc;
<u>Pedestrian Signing:</u>	
<u>Street Furniture:</u>	location, style and size of street furniture (lighting, seating, planting, litter bins etc);
<u>Design:</u>	guidelines for shop front design, advertisements, etc;
<u>Car Parking:</u>	on and off-street car parking;
<u>Surface Materials</u>	

Street Cleansing: subject to legislative requirements

Promotion

- 11.139 The value and success of such a Management Plan would depend upon on the co-operation of the parties involved and the available resources for implementation. One way forward could be the establishment of a Town Centre Management Group.
- 11.140 Any Management Plan is likely to involve a phased programme of implementation which will, of course, depend on the resources available to the relevant agency. Management will, therefore, be ongoing following the initial agreement of the Plan, its objectives, programme and priorities.
- 11.141 The District Council, in cooperation with the Town Council, County Council and Felixstowe Chamber of Trade and Commerce has formed such a Management Group and prepared such a Management Plan. This was the subject of consultation and adopted by the Group in July 1995. Its contents were subsequently endorsed by the individual Member organisations. The Management Plan contains a plan of action on matters including pedestrian safety, traffic management, enhancement, street furniture and promotion. Positive measures are also included to manage traffic passing between the town centre and the seafront, taking into account all relevant matters and concerns, particularly residential amenity. The Management Plan is monitored and will be reviewed every five years. The implementation and monitoring of the Plan is carried out in consultation with such groups as resident and amenity associations.

CONSERVATION

INTRODUCTION

- 11.142 Although having older parts, and even Roman connections, the main period of development in Felixstowe's history occurred in a very short time-span in the nineteenth century, when the Town developed as a spa and seaside resort. Consequently, there is a general Victorian and Edwardian style of architecture in the central area, and street scenes of quality and interest, which gives Felixstowe an individual character. In order to protect this character and the Victorian and Edwardian heritage, the central area has been designated as a Conservation Area. The District Council has a duty to formulate and publish proposals for the preservation and enhancement of the Conservation Area and this is being done through this Local Plan. Policies for the preservation of the area are contained in Chapter One.

FORMER FELIXSTOWE COLLEGE

- 11.143 The southern part of the grounds of the former Felixstowe College, together with adjacent residential properties fronting Golf Road, form a vital element in the attractive, open character of the eastern part of the Conservation Area. For that reason, they are identified as an Area to be Protected from Development to which Policy AP28 will apply. Development of the remainder of the former College grounds will need to be in accordance with Supplementary Planning Guidance, adopted by the District Council soon after closure of the College. This Guidance covers the whole of the former

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College grounds and not simply that part within the Conservation Area. The principles which development must conform to are set out in the following policy:

POLICY AP185

Felixstowe : Former College Area

Development and re-use of the grounds and buildings of the former Felixstowe College (as shown on the Proposals Map) will take place in accordance with the following principles:

- a) The area of former tennis courts and classrooms south of Foxgrove Lane is suitable for residential development, which:
 - i) is of a low density;
 - ii) is of a scale, character, quality and form which enhances the Conservation Area;
 - iii) secures views southwards through the site to the sea;
 - iv) retains the 'Listed' wall close to Maybush Lane;
- b) The large properties along High Road West may be suitable for residential use, holiday accommodation, educational use, or limited office use if in accordance with Policy AP53;
- c) A small development of up to three dwellings may be suitable to the rear of the westernmost of these properties (Tyndale House) if it respects the setting of the property (a Listing Building), the open character of the area and residential amenity, as well as retaining important trees on the boundary.

Residential development of the former playing fields on Foxgrove Lane will only be acceptable to a low density in order to secure the long-term future of the Sports Hall, hard tennis courts and associated informal play areas, all for public use.

Proposals must accord with the Council's adopted Supplementary Planning Guidance.

POSITIVE SCHEMES OF ENHANCEMENT

11.144 It is likely that a number of schemes will come forward during the Plan period, to be implemented by:

- (i) the District Council, as finances permit;
- (ii) the private sector as part of, or in association with, new development.

11.145 That being the case it is difficult to predict at this stage, in this Plan, where those schemes will take place and what form they will take. However, there are four areas in which the District Council wishes to raise the standard of the environment. These are within Felixstowe, as follows:

Hamilton Road, between Orwell Road and Cobbold Road

11.146 A scheme here could only be implemented if traffic is removed or considerably reduced (see para 11.124). Improvements to this area would have three basic objectives:

- (i) to create a more pleasant and safer environment for shoppers and visitors;
- (ii) to improve the image of the area in order to attract tourists;
- (iii) to encourage shop and business owners to improve the appearance of their premises.

11.147 The types and scale of improvement would depend on the amount of traffic remaining in the street, but could include the installation of seats, planting and other street furniture, the widening of pavements, new surface materials, and improvements to The Triangle.

Bent Hill

11.148 Once again, an improvement scheme would depend on the reduction or removal of traffic, particularly in Hamilton Road. There is the potential to make this steep, narrow, winding road within the Conservation Area more attractive for pedestrians walking between the shopping centre and the Seafront (see para 11.130).

Undercliff Road West and East

11.149 These areas represent those parts of the Conservation Area which are along the Seafront, and are, therefore, extremely important in historic and visual terms. The shift in emphasis of the centre of attraction of Felixstowe to the area around the pier and Sea Road, has resulted in these areas having a generally 'rundown' appearance. Positive enhancement and improvements would, therefore, be of immense benefit.

POLICY AP186

Felixstowe: Enhancement Schemes

As financial resources permit, the District Council will promote schemes of environmental enhancement in the following areas in Felixstowe, as shown on the Proposals Map:

- (i) Hamilton Road, between Cobbold Road and Orwell Road;
- (ii) Bent Hill;
- (iii) Undercliff Road West and East.

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These will be complemented by the Council seeking to raise the overall standard of the environment in these areas through the control of development.

Industrial Areas

- 11.150 The overall appearance of the Town would be considerably enhanced if landscaping took place in the industrial parts. Visitors to the resort normally have to travel through, or adjacent to, these areas in order to reach the Seafront and other places of interest, eg, Landguard and the Dock viewing area.
- 11.151 Landscaping could take the form of screening of specific buildings or a general 'softening' of the area. In addition to seeking adequate landscaping on new developments, a scheme will be prepared by the District Council, as and when financial resources and priorities permit, and possibly implemented by a number of agencies.

POLICY AP187

Felixstowe: Improvements to Industrial Areas

The District Council will seek to enhance the appearance of the industrial areas in Felixstowe, as shown on the Proposals Map, by seeking adequate landscaping provision to be made on new developments and implementing a landscaping scheme as and when resources permit.

RECREATION

FORMAL FACILITIES

- 11.152 As stated earlier, the Local Plan supports the provision of recreation facilities generally but has not attempted to identify all shortfalls in provision.
- 11.153 In Felixstowe, however, the requirements to meet Sports Council standards are more clear-cut, and there is an obvious shortfall in provision. Felixstowe would also serve the villages on the Peninsula in terms of recreation facilities. A town of that size should support, and justifies the development of, at least an indoor sports centre with associated all-weather surface, possibly with squash courts as well. Such a facility should be located with good access not only for the local population but for visitors to the town, in a situation which does not give rise to problems of amenity or highway safety, or has an adverse impact on the landscape.
- 11.54 Potential exists at the South Sea Front, as part of a comprehensive development of the site for leisure and tourism uses. This is discussed in paras 11.203 to 11.207.
- 11.55 In respect of playingfields, Felixstowe at present falls short of the recommended standards. However, most clubs appear to be able to find pitches in or outside the town. The general character and appearance of the town is also very 'green'. This is

due to there being large areas of open space at Golf Road, Landguard and at the Felixstowe Ferry Golf Course, which occupies Common land.

- 11.56 However, this need not imply that the District Council should not encourage further provision. One way could be to encourage Suffolk County Council and school governing boards to allow public use of school playingfields, as these are not taken into account when applying national standards of provision. The District Council will encourage the dual use of school playingfields, wherever possible.
- 11.57 The shortage of provision within the Peninsula also means that it is essential that existing playingfields are retained, so as not to worsen the standard of provision. Within Felixstowe, and the Villages, such 'green' areas also contribute to the character of an area and create 'pockets' of 'countryside' within large expanses of houses. The District Council will seek to retain existing playingfields by the application of Policy AP104. This policy will apply to facilities such as the Town Ground in Felixstowe, other recreation grounds owned by the District Council and school playingfields, whether in private or County Council ownership.

OPEN SPACE

- 11.158 Between Peewit Hill and Langer Park is an important undeveloped area. This creates a green buffer zone between housing and the port/caravan parks and is prominent in views from the south and south west. The majority of the area is in public ownership. The significance of the area is recognised by its identification as an "Area to be Protected from Development to which Policy AP28 will apply. The area also functions as informal open space and this should continue.

HEALTH SERVICES

- 11.159 There are two hospital buildings in Felixstowe, on Constable Road and the Bartlett. The former is located in a primary residential area close to the town centre and functions as a general hospital. The location of the latter is more significant. Because of the character of the building and its imposing location within a Conservation Area, were the existing Bartlett to cease to be used as a hospital, it should be retained as a single building in a landscaped setting. Proposed uses should reflect that character and location, as well as other policies of the Plan.

FELIXSTOWE – RESORT ACTIVITY AND THE SEAFRONT

INTRODUCTION

- 11.160 Felixstowe developed as a fashionable spa Town at the turn of the century. However, it is during the last fifty years that most tourist-related development has taken place to create a modern resort, the attractions of which are:
- the east coast location, with a high sunshine record and low rainfall;
 - the presence of the Port and associated shipping;

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- the immediate, highly attractive hinterland of the Felixstowe Peninsula;
- the close proximity of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (including the Heritage Coast) and the remainder of Suffolk;
- excellent road links from the South-East and Midlands;
- the resort's own attractions, both intensive (amusement parks, leisure complex, pier, etc) and informal (parks, gardens, the beach, etc) of which the Seafront gardens give the resort its 'garden' image.

11.161 About 70% of visitors to Felixstowe are day-trippers only. Although this type of tripper should not be discouraged, it is those that stay, particularly for more than one night, that contribute more to the local economy in terms of utilising shops, restaurants, recreation facilities, coach tours, etc. In order to encourage that kind of visitor, not only does there need to be a variety of attractions but an adequate range and supply of accommodation, including provision for people with disabilities. The appearance and image of the resort is also important.

11.162 Naturally, almost all of the attractions and accommodation are located along the Seafront. Two distinct areas can be identified:

- (i) north of the Spa Pavilion, where the activities are informal and open air in form;
- (ii) south of the Spa Pavilion, where most intensive activity takes place, with concentrations around the pier and leisure complex and at the southern end of Sea Road.

11.163 It will be essential to the wellbeing of the resort that this separation be maintained. In the southern half, where most intensive recreation takes place, it is essential that existing facilities be retained and enhanced.

11.164 The policies and objectives of the Local Plan will need to be considered in conjunction with the District Council's emerging tourism strategy for Felixstowe and its Resort Regeneration Plan, which is currently being prepared. The emerging Resort Regeneration Plan has three principal objectives:

- a) To re-establish a strong and sustainable tourist industry in Felixstowe, which makes a significant contribution to the economy of the town and the area by way of employment and visitor spending;
- b) To develop the resort in a way that respects and contributes to the enhancement of the environment;
- c) To develop the resort in a manner that, as far as practicable, complements and respects the wellbeing of the residents of the area.

11.165 The *aims and objectives* of the Plan are:

- (i) to enhance the appearance of the resort and to encourage tourism in order to generate economic and social benefits for the Town;
- (ii) to identify opportunities for, and promote a range of leisure activities and attractions and protect those that exist already;
- (iii) to ensure that there is an adequate provision and range of accommodation to meet the needs of the visitors to the Town;
- (iv) to enhance the general appearance of the Seafront;
- (v) to enable the District Council's tourism strategy to be developed.

11.166 Because almost all activities are along the Seafront and it can be divided into distinct parts, the approach adopted in this Plan is to implement policies on an area by area basis, with the overall objectives in mind.

11.167 However, there are a number of issues for which general policies, appropriate to the whole of the Town, could apply.

GENERAL POLICIES

Accommodation

11.168 Tourist accommodation in Felixstowe takes a number of forms:

- (a) serviced accommodation (ie, where there is an element of catering and cleaning, such as hotels, guest houses and boarding houses) of varying size, quality and level of service.

11.169 It is important to ensure that an adequate supply of accommodation is provided in order to meet the demand, not only from tourists, but also, from business people and conference visitors, both of which contribute significantly to the local economy.

11.170 There is considerable pressure to convert or redevelop existing hotels and guest houses for permanent residential accommodation, or nursing homes and the like. As there appears to be a strong demand for serviced accommodation it may be important to resist proposals which involve a loss of bedspaces, particularly in the areas of most demand. This is part of the basis of the Area policies later in this section.

11.171 The provision of new facilities will generally be encouraged, although it will be essential that such development does not create problems related to on-street parking, residential amenity, or the Conservation Area. Suitable areas are, therefore, identified in the paragraphs dealing with the Seafront, where policies against which proposals will be considered, are contained.

- (b) self-catering apartments and flats;

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11.172 Although these are scattered throughout the Town, there are concentrations on or adjacent to the Seafront. Whilst the provision is generally encouraged, it must not be at the expense of the serviced accommodation, or lead to permanent residential occupation. In considering proposals, the District Council will have regard to the policies concerning the Seafront and the policies and Supplementary Planning Guidance relating to multiple occupancy units (see para 3.66).

(c) static caravans;

11.173 There are currently two sites in the Town, both providing an important element of self-catering accommodation. Because of the impact of such sites on the landscape, they are generally discouraged within sensitive areas, and specific policies are contained in Chapter Seven, para 7.42. One of the sites is covered by a specific proposal, which is contained in para 11.208.

Beach Huts

11.174 Beach huts still retain some popularity, although if not maintained or in the wrong locations, they can be unsightly.

POLICY AP188

Felixstowe: Beach Huts

In determining planning applications for new beach huts, the District Council will have regard to the following criteria:

- (i) the prominence of the locations, or the degree to which they interrupt views of the sea from public areas;
- (ii) the need to prevent obstruction of the Promenade;
- (iii) the compatibility with other policies of this Plan, particularly those concerning the Seafront.

11.175 This District Council will seek to ensure that beach huts under its own control are well maintained and, as opportunities arise, seek to rationalise existing ones in accordance with the above principles.

Car Parking

11.176 It is important to ensure that there is an adequate supply of car parking spaces on or adjacent to the Seafront, and in this respect, the District Council recognises the major role which on-street parking plays in meeting demand. The District Council will monitor the availability of spaces in the public car parks and ensure that where spaces are to be lost, they are compensated for elsewhere. New development will be expected to provide off-street car parking to the Council's adopted standards (see Policy AP80).

Amusement Arcades and Video Parlours

11.177 Although an important and popular feature of the modern resort, in the wrong locations amusement arcades can spoil the general appearance of an area or the street scene and create problems of amenity. Although applications for new facilities will be treated on their individual merits, they will normally be refused, other than between Convalescent Hill and Sea Road, and Beach Station Road and Arwela Road, in accordance with Policy AP198.

Design and Townscape

11.178 The general appearance and quality of the environment are important factors in the attraction of a holiday resort. This is particularly important in the case of Felixstowe, whose Edwardian architecture still provides the character of much of the Seafront and Conservation Area. A high standard of design is expected along the Seafront and the District Council will apply its Design policies (see Chapter Two).

THE SEAFRONT

11.179 The Seafront is examined in the following paragraphs, starting from the north, at Felixstowe Ferry, and ending at Landguard in the south.

Felixstowe Ferry and the Golf Course

11.180 Felixstowe Ferry developed as a small fishing and boat-building community at the mouth of the River Deben. The community comprises a number of elements:

- (i) a boat-yard with associated chalets and houseboats. There are also tourist facilities, such as a cafe, toilets and foot ferry;
- (ii) the close-knit group of buildings around the Ferry Boat Inn, including important open areas essential to the character of the area;
- (iii) a second loose-knit group of dwellings and buildings around a Martello Tower, a scheduled Ancient Monument, all with access by way of tracks from Ferry Road;
- (iv) the Common, mainly owned by the Golf Club, where some residents and other groups have particular rights, eg, parking or recreation.

11.181 The high quality of the landscape, views of the estuary and sea, wildlife interest, water recreation and the character of the area make it a popular area for tourists and visitors.

11.182 These factors all create pressure for new development, whether for permanent residential occupation, holiday accommodation or recreation. Intensive recreational use of the area brings a degree of conflict with the normal activities of the community. It is important to ensure, therefore, that no further development is permitted in the area, which will increase the pressures on it and be to the detriment of the amenity of the local community.

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POLICY AP189

Felixstowe: New Development at Felixstowe Ferry

The area known as Felixstowe Ferry is defined as Countryside, where existing land uses will remain, for the most part, undisturbed and, except as provided for in this Plan, new development will not normally be permitted.

11.183 The conflicts which currently occur include the following:

- the lack of a turning area at the end of Ferry Road, which is, in essence, a cul-de-sac;
- no public parking area; forcing many visitors to use the private areas, or the edge of the Common;
- erosion of the Common and the 'green' areas;
- chalets in a poor state of repair and decoration;
- houseboats, also in a poor state of repair and decoration.

11.184 It is anticipated that a number of these problems will be resolved through the planning process, as planning permission is granted in exceptional cases for some limited development. In addition, the Heritage Coast/AONB Management Plan (see para 1.51) can also seek to ensure that the area is promoted and managed in a manner which does not exacerbate the problems. In any event, the support of local landowners and residents will be essential.

11.185 A major improvement could occur through the provision of a public car park, which must be suitably located and surfaced. A potential site, currently used on an informal basis, has been identified. The provision of such a facility would need to be complemented by other proposals to remove haphazard parking, particularly on the edges of the Common. In addition, pressure could be taken off the Ferry area by promoting the use of the Clifflands car park (see para 11.188).

POLICY AP190

Felixstowe: Car Parking at Felixstowe Ferry

The District Council, in agreement with the Felixstowe Ferry Golf Club, the Commoners and local residents, will seek to provide a suitably screened, surfaced and landscaped public car park in the area shown on the Proposals Map. Access to this car park shall be from Ferry Road. The District Council will support measures to reduce the visual and physical impact of car parking on the Common, particularly within the vicinity of the Ferry Church, Harbour Villas, and Ferry Boat Inn, as shown on the Proposals Map, by appropriate earth banking and landscaping, to create small greens.

11.186 At Felixstowe Ferry, a number of houseboats are moored within the area controlled by the Felixstowe Ferry Boatyard Company, with one or two outside their ownership. The Boatyard Company propose to extend the area of hardstanding by filling an additional area, and the District Council considers it essential that houseboats are moored only to the newly-created, up-stream edge of the boatyard. Existing houseboats outside that area could remain, subject to them being of an acceptable standard of appearance and sanitation. The general policy on Houseboats is AP35 in Chapter Three, and specifically at Felixstowe Ferry, the following policy will apply:

POLICY AP191

Felixstowe: Houseboats at Felixstowe Ferry

Existing houseboats at Felixstowe Ferry will be restricted to a specific area, as shown on the Proposals Map. New or additional houseboats will be resisted, in accordance with Policy AP35.

Cliff Road and Golf Road

11.187 This largely consists of an open grassed area between the road and the cliff edge, where the activities are open air and informal in nature. Below the cliff edge are beach huts, and some sea defence work has recently been carried out. It will be important to retain open, uninterrupted views of the sea from the road, and the only activity should be informal - kickabout, kite flying, picnics, etc. The car parks at each end are normally sufficient and should not encroach further into the remaining open clifftop.

POLICY AP192

Felixstowe: Cliff Road/Golf Road

That part of the seafront along Cliff Road and Golf Road, as shown on the Proposals Map, is identified as public open space only. It is essential to retain the informal character of the area and open views of the sea. Commercial development will not be acceptable. Non-commercial development will only be acceptable if it is associated with seafront activities, eg beach huts, and is located below the edge of the cliff. Development which does not conform to these principles will not normally be permitted.

11.188 The existing car park at **Clifflands**, south of the golf clubhouse, could form an ideal base for approaching Felixstowe Ferry on foot (see para 11.185), which could be promoted by the creation of circular walks through the Heritage Coast Countryside Project.

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POLICY AP193

Felixstowe: Clifflands Car Park

The District Council will encourage greater use of its Clifflands car park by the provision of appropriate interpretative facilities and encouraging the creation of circular footpath routes towards Felixstowe Ferry, as a means of reducing vehicular conflict at the hamlet.

Cobbolds Point

- 11.189 The area around Cobbold Point consists mainly of residential properties whose curtilages extend down to the sea wall, and the buildings and grounds of Felixstowe College. There is no public access along the high water mark. As such, this area does not contribute to the Seafront activity and no specific policies are required.
- 11.190 The land in this area is at risk from coastal erosion. Sea defences do exist, but these are old and in varying states of effectiveness and disrepair, especially the groynes. Reconstruction is required and defences have been designed and planning permission granted. However, until the scheme is implemented, further development should be resisted.

POLICY AP194

Felixstowe : Cobbolds Point

Proposals for development in the area of Cobbolds Point, Felixstowe, as shown on the Proposals Map, will not be permitted until such time as coastal defences measures are implemented or studies indicate that the threat is not imminent.

Undercliff Road East to Wolsey Gardens

(excluding Cliff Gardens)

- 11.191 This area, which extends inland, consists mainly of large, detached Victorian or Edwardian buildings, many of which are already in holiday use - hotels, guest houses, apartments, etc - or have been converted to nursing homes. This is part of the Conservation Area and one of the most attractive and historically important parts of the town. The Undercliff Road West frontage, however, shows signs of deterioration, and enhancement measures would be supported (see also Policy AP186). This would apply to the buildings themselves, such as the former Grand Hotel, and along the frontage, where care is needed to prevent the introduction of intensive leisure uses and a subsequent change in character. The Town Hall and adjacent site has the potential for more intensive use.
- 11.192 This area offers the most potential for holiday accommodation, both serviced (hotels, guest houses, etc) and self-catering (apartments, flats etc). The buildings tend to be large and detached, with curtilages of sufficient size to provide off-street parking. The area is also well related to the Seafront and Town Centre, where they may be some

benefit to the local economy (restaurants, shops, etc). As it forms part of the Conservation Area, extreme care must be taken over signs, advertisements, extensions, etc (see para 1.24).

POLICY AP195

Felixstowe: Encouragement of Holiday Accommodation

Within the area from Undercliff Road East to Wolsey Gardens, as shown on the Proposals Map, changes of use to holiday accommodation will generally be encouraged, subject to no adverse impact on the Conservation Area, Listed Buildings, the street scene, and residential amenity. Car parking will be expected to be provided on site, where possible, and a high standard of design will be expected. Changes of use to offices will not normally be permitted.

- 11.193 Intensive holiday activity only occurs along a narrow stretch of Undercliff Road East, where beach huts and chalets are located.

Cliff Gardens and Spa Pavilion

- 11.194 The Gardens and Promenade are an attractive, tranquil area and an important component of the Seafront, presenting a 'garden' image of the resort. There is very little commercial activity, other than at the Spa Pavilion, and any further development should be strongly resisted. The appearance is already marred to some extent by some chalets, and particularly by beach huts along the promenade, interrupting the views of the sea.

- 11.195 The District Council intend to improve the facilities and appearance of the Spa Pavilion, and continue to promote it as an all-year-round Conference Centre and Entertainment complex.

POLICY AP196

Felixstowe: Cliff Gardens

No development, including the siting of additional beach huts or chalets, will be permitted in Cliff Gardens, as shown on the Proposals Map, which will be maintained as an area of formal gardens and open space. Consideration will be given to the removal of beach huts, should opportunities arise.

POLICY AP197

Felixstowe: Spa Pavilion

In carrying out improvements to the Spa Pavilion, the District Council will have regard to its location in a prominent and undisturbed area and balance the need for sensitive treatment with the need to create and promote a valuable resort facility.

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Spa Gardens to Sea Road

11.196 This is an area of concentrated activity, namely:

- leisure complex of pools, entertainment hall, bowls, restaurant and bars;
- the pier and associated amusement hall;
- shops, most of which are tourist-related;
- public houses, cafes and takeaway food.

11.197 **Undercliff Road West** is a frontage with a variety of uses - Town Hall, restaurant, bar/disco, consultancy, etc. It is an important area, lying as it does on the seafront between Spa Gardens and the leisure centre. It is also within the Conservation Area.

POLICY AP198

Felixstowe : Undercliff Road West

Undercliff Road West, between South Hill and the Spa Gardens, as shown on the Proposals Map, is suitable for a mixture of uses. The only exception to this will be in respect of intensive leisure activities, such as amusement centres, which should be restricted to that part of the area south of the existing Convalescent Hill Car Park. The critical aspects of any proposals for changes of use or redevelopment will be:

- a) **Design and materials, which should reflect the location within a Conservation Area and the Victorian/Edwardian heritage;**
- b) **Avoidance of material adverse effects on residential amenity;**
- c) **Avoidance of garish and unsuitable frontages and advertisements.**

11.198 One site, at **Convalescent Hill**, owned by the District Council and currently used as a public car park, offers virtually the only potential for similar activity and, at the same time, improve the appearance of an untidy area. The loss of seafront parking could be of concern and, therefore, consideration should be given to the possibility of retaining some off-street public car parking on the site. The site is within the Conservation Area and the nature and design of the development must, therefore, take that into account.

POLICY AP199

Felixstowe: Convalescent Hill

Land to the west of Convalescent Hill, as shown on the Proposals Map, is identified for development, which shall include leisure and

associated uses. Proposals shall substantially accord with the Design Brief prepared for the site, and will also be considered against the following criteria:

- (i) leisure activities shall be at ground floor level only;
- (ii) the development shall front Undercliff Road West;
- (iii) the design, scale, materials of construction and the appearance of the buildings shall preserve or enhance the special character of the Conservation Area;
- (iv) the development shall include car parking spaces in accordance with the District Council's adopted standards set out in Supplementary Planning Guidance, and as much off-street public car parking as the scheme reasonably allows;
- (v) the development shall pay due regard to the amenities of the occupants of nearby residential properties;
- (vi) the tree screen at the rear of the site shall be retained.

Sea Road: Promenade and Gardens

11.199 This area consists of formal gardens and children's activities. The latter are all 'open air' in nature, eg, boating pool, miniature railway, playgrounds, etc. It is important for the appearance of the Seafront, that no development takes place. There are currently some beach huts along the seaward side of the promenade. These detract from the appearance of the area and interrupt views of the sea.

POLICY AP200

Felixstowe: Sea Road Promenade

No further permanent structures will normally be permitted along the Sea Road Promenade, as shown on the Proposals Map, which will be maintained as an area of formal gardens and children's activities. Exceptionally, in order to relocate these from in front of the Spa Pavilion, a limited number of small groups of beach huts on the beach adjoining the Promenade may be acceptable, and proposals will be considered on their individual merits and against Policy AP188.

The Sea Road Frontage

11.200 Sea Road connects the 'magnets' of the pier/leisure centre and Mannings/South Seafront (potentially). It is the longest continuous built-up frontage which is adjacent to the sea. With activities, amusement arcades, pubs, kiosks and hotels, it functions as a tourist area and its character and vitality is important to the health of the resort.

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11.201 There are, however, some under-used properties (notably the former North Sea Hotel) and sites (notably the former Cavendish Hotel). Investment in their use and development needs to be encouraged, but not to the detriment of the character and function of the whole frontage. In this respect:

- a) If the Council's strategy is to be concentrated towards young families and the mature market, there is a need for new investment within existing 'intensive' activities, such as Mannings Amusement Park, which are an important feature of the resorts, but there may not be the need for more facilities such as amusement arcades;
- b) Tourist uses may be able to be expanded to include complementary activities. Examples of this are:
 - i) retail uses; and
 - ii) self-catering, as well as serviced accommodation (there is a particular identified shortage of the former);
- c) Serviced accommodation remains important and its protection from changes to other uses should continue;
- d) Residential uses and offices are not considered to be appropriate.

11.202 The development of the site of the former Cavendish Hotel for wholly residential development would exacerbate the 'dead' frontage emerging between Mannings and the South Seafront. Whilst the rear of the site might be suitable for such a use, the frontage should contribute to the vitality of the resort frontage in some way. In addition to recreation/leisure/tourist activities, self-catering or serviced accommodation might be suitable.

POLICY AP201

Felixstowe: Sea Road Frontages

The frontage of Sea Road, as shown on the Proposals Map, is considered to make an important contribution to the health and vitality of the resort. Therefore, recreation/ leisure/tourist activities, self-catering and serviced accommodation, and retailing are deemed the most appropriate uses and new such activities will be encouraged subject to:

- (a) respect for the Edwardian or Victorian character of existing buildings, and
- (b) compatibility with surrounding uses.

Because of the importance of existing activities, the following will be strongly resisted:-

- (i) the loss of bed spaces in serviced accommodation;
- (ii) the changes of use of existing recreation/leisure/ tourist activities between St Edmund Road and Undercliff Road, or the development of vacant sites at ground floor level to/for anything other than:
 - (a) recreation/leisure/tourist activities;
 - (b) self-catering and serviced accommodation;
 - (c) retail;
- (iii) the loss of recreation/leisure/tourist activities on the land between St Edmund Road and Micklegate Road;
- (iv) The development of the frontage of the land between Micklegate Road and Beach Station Road for uses other than recreation/leisure/tourist activities, self-catering and serviced accommodation, or retail;
- (v) residential use anywhere except on upper floors;
- (vi) new office uses.

Footnote: 'Recreation/leisure/tourist activities' include cafe/restaurant, take-away, public house, video/amusement arcade, museum, children's activities and other uses deemed appropriate by the District Council. Such "other uses" would include night clubs and discotheques, a major consideration being their compatibility with residential and other uses.

South Seafront

11.203 This area is basically that bounded by Orford Road, Langer Road, Manor Road, Manor Terrace and the seawall. The area is low lying and may be liable to shallow flooding. There are development restrictions close to the seawall because of the possibility of damage caused by spray and wave-action overtopping the defence during severe events.

11.204 Nevertheless, this area offers potential for development for the overall benefit of the resort, because:

- a) It is the only vacant site on the seafront which is capable of a significant development in terms of size;
- b) It has a substantial sea frontage, running parallel and close to the promenade;
- c) It is located at the end of Sea Road at the southern end of the promenade, close to existing attractions;

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- d) The existing Martello Tower is of historical interest and could become a focal point;
- e) There is the opportunity to accommodate a Sunday market away from residential property;
- f) The Herman de Stern building has the potential for leisure or resort uses.

11.205 Consequently, the site is allocated for tourism/leisure use, but one which accords with the Council's emerging Resort Strategy. The target market would primarily be families with young children. Activities could be accommodated within an overall 'theme' of continuing the garden resort image which extends along Sea Road. Consequently, the major use would be a seafront park, which could be a significant attraction. A space to accommodate a permanent market could be a complementary use. This ought to be located away from residential properties - perhaps close to the sea wall. These, together with use of the Herman de Stern and Martello Tower, would make a major contribution to increase the number, range and quality of attractions.

11.206 The site would need to be serviced by appropriate infrastructure, notably access and car parking. It is essential that the development of the site is undertaken on a comprehensive basis. If carried out to a high standard, some residential development might be acceptable on the landward side of the site as a last resort, if essential to create the facility and provide the necessary infrastructure.

11.207 The following policy will apply to the site in association with Supplementary Planning Guidance adopted by the District Council:

POLICY AP202

Felixstowe: South Seafront Land

Land bounded by Orford Road, Langer Road, Manor Road and Manor Terrace, as shown on the Proposals Map, is identified for a comprehensive development which shall contain, as its principal components, the following:

- (a) **Recreation/leisure orientated uses along the sea frontage, such as**
 - (i) **a major open-air activity park and associated uses (eg catering and toilets) and**
 - (ii) **a site for a market (if associated with the termination of the current use of the site between Micklegate Road and Beach Station Road);**
- (b) **In association with that existing at the end of Manor Terrace, sufficient car parking to accommodate visitors to the site;**

- (c) The retention of the Martello Tower:
 - (i) as a feature of the site with a use compatible with the building and complementary to the area, eg museum or restaurant;
 - (ii) within an open setting, particularly linking it with the seafront;
- (d) a cycle route and public footpath linking Landguard Peninsula and Sea Road;
- (e) the use of the Herman de Stern building for complementary activities such as of an arts-based nature and/or catering/dining.

The development shall be subject to appropriate modifications and improvements to highway infrastructure at the site and as necessary on routes leading to the site.

Residential development will only be acceptable if it constitutes a minor part of the land uses and it can be demonstrated that only by its inclusion can the principal uses referred to be secured.

The Caravan Park

- 11.208 This contains about 275 static caravans and pitches for about 100 touring caravans. It performs an important function in terms of providing self-catering accommodation.
- 11.209 However, large concentrations of caravans are not particularly attractive and the use of this site, in its present form, is not compatible with the Council's intentions to enhance the area and make it more attractive to visitors, with developments on the South Seafront and Landguard Fort.
- 11.210 Self-catering accommodation could still be provided, but in the form of permanent, purpose-built chalets, perhaps as a 'holiday village'. Some facilities for touring caravans should remain. Static caravans would still be available on Walton Avenue and new sites, perhaps replacing that lost at Manor Terrace, will be judged against Policy AP112 in the Recreation Chapter (para 7.42). The redevelopment and enhancement of the area in this way would be seen as complementing the leisure-led development of the adjacent South Seafront land, including its visitor attractions and facilities.

POLICY AP203

Felixstowe: Caravan Site at Manor Terrace

Whilst recognising the contribution which the site makes to the supply of accommodation in Felixstowe for tourists, the District Council would encourage redevelopment of the land currently used for static and touring caravans at Manor Terrace, as shown

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on the Proposals Map, for chalets, if carried out to a high standard of design and subject to access and infrastructure criteria.

11.211 An exception to this could be the existing gap in the Manor Terrace frontage, which currently has caravans parked on it. This site contributes to the supply of accommodation at present and should not be lost to permanent residential occupation. However, in order to complete the frontage, development of permanent tourist accommodation may be acceptable.

POLICY AP204 **Felixstowe: Manor Terrace**

The western side of Manor Terrace frontage, as shown on the Proposals Map, is identified as being suitable for tourist accommodation in the form of permanent buildings.

Landguard Peninsula

11.212 The Landguard Peninsula basically comprises the following elements:

the Local Nature Reserve:

This occupies the southern end of the peninsula, is owned by Suffolk County Council and managed by the Suffolk Wildlife Trust. It is designated as a Site of Special Scientific Interest.

Marine Aggregate Terminal:

This is used by a mineral operator for the landing and processing of marine-dredged aggregate. A major impact on the area is the number of heavy lorries using the terminal, which pass along the edge of the Local Nature Reserve.

Landguard Public Open Space:

This is owned by the District Council and is popular for informal recreation. It is served by a public car park at the end of Manor Terrace. It forms part of the Local Nature Reserve and is also important for wildlife and designated as a Site of Special Scientific Interest.

Dock Land:

This includes:

- a) a public viewing area, capable of accommodating about 12 cars;
- b) the concrete roadway serving the peninsula and the fort;
- c) some land adjacent to the roadway, including the existing informal parking area;
- d) container compounds.

Landguard Fort:

This is a scheduled Ancient Monument owned and maintained by English Heritage and of immense historic and military importance, though in a generally poor state of repair.

- 11.213 The existence of a number of potentially conflicting land uses and activities in a relatively small area of considerable ecological and historic importance, led to the setting up some years ago of the Landguard Forum, with representatives from all the landowners and organisations with a direct interest in the area. The Forum is now working on the preparation of a Management Plan for the Landguard Peninsula. The Management Plan will seek to reconcile the nature conservation objectives for the open parts of the area and to provide guidance on the future of the other uses. It is being prepared in parallel with, and complementary to, this Plan and will become Supplementary Planning Guidance.
- 11.214 The District Council has confirmed its commitment to the protection of the natural qualities of the area by considering the designation of the Landguard Public Open Space as a Local Nature Reserve.

POLICY AP205

Felixstowe: Landguard Peninsula

The District Council will co-operate with other members of the Landguard Forum in the preparation and implementation of a Management Plan for the whole Landguard Peninsula, to provide for the continued informal recreational use of the area and the protection of its flora and fauna.

- 11.215 The District Council recognises the potential which exists to develop the Fort as a Heritage Centre and major tourist attraction. Initiatives to make more effective use of the Fort would be welcomed, particularly if they provide the opportunity to safeguard and restore the structure. Such initiatives would also be consistent with the Council's aim of promoting and enhancing Felixstowe as a tourist resort.
- 11.216 Refurbishment will require major capital investment and its attraction will largely depend on its accessibility to a large number of visitors. The existing concrete roadway, the limited area available for car parking and possible conflicts with heavy lorries using the aggregate terminal, all clash with the development of such a major attraction. It will also be imperative not to despoil the Ancient Monument, the SSSI or the Local Nature Reserve.
- 11.217 In terms of accessibility, therefore, there are two basic alternatives;
- (i) to provide parking close to the Fort;
 - (ii) to provide parking elsewhere and expect people to walk, or provide a transport facility.

The former is likely to require the active involvement of the Felixstowe Dock and Railway Company and some reorganisation of activities abutting the access road. A more intensive use of Dock land, recognising the relationship between the Dock and the Fort, and providing a 'setting' for the latter, may be acceptable.

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11.218 If parking immediately adjacent to the Fort proves impossible, parking and a visitor reception area at a location remote from the Fort might be feasible. Such remote parking would only be acceptable subject to the provision of a safe means of transporting large numbers of visitors to the Fort. Clearly such a solution would be costly to implement and any developer would need to be satisfied that such a venture could be commercially viable.

11.219 These two options will be considered in more detail in a separate Study and Consultation exercise to be carried out by the Landguard Forum. This Local Plan establishes the planning framework against which the optimum solution will ultimately be considered. This framework is set out in the following policies.

POLICY AP206

Felixstowe: Landguard Fort

The District Council recognises the potential which exists at Landguard Fort and on adjacent land, to provide a major visitor attraction through the restoration of the Ancient Monument and the provision within the fabric of the Fort of additional structures and facilities, provided the following criteria can be met:

- (i) the proposed use, or associated car parking, does not have direct access to the Local Nature Reserve;
- (ii) if car parking provision is to be made in close proximity to the Fort, it is in a location which does not prejudice the Ancient Monument, the Bird Observatory, the Local Nature Reserve or the remainder of the SSSI, and which minimises any conflict with traffic to and from the aggregate terminal;
- (iii) the upgrading of the access road to a standard appropriate to serve the proposed and existing uses;
- (iv) the provision of a Dock Viewing Area;
- (v) a satisfactory landscaping scheme;
- (vi) any new development, alterations, and extensions to the Fort respect its plan form, style, architectural characteristics, historical importance and appearance.

POLICY AP207

Felixstowe: Land around and adjacent to Landguard Fort

The District Council would support initiatives by the Felixstowe Dock and Railway Company to secure a significant environmental improvement and to safeguard the character of Landguard Fort and the adjacent ecologically sensitive areas, through an appropriate new development on the southern edge of the Dock

complex. Any such redevelopment will be subject to the following criteria:

- (i) it shall form part of a comprehensive plan for Landguard;
- (ii) it shall be for uses directly related to the recreational/leisure use of the area, or for office uses;
- (iii) provision shall be made to improve access by upgrading the existing concrete road;
- (iv) provision shall be made for adequate car parking to serve the proposed uses, including the Heritage attraction at Landguard Fort;
- (v) development shall be to a high standard of design;
- (vi) the provision of a dock viewing area for the public.

THE URBAN FRINGE

11.220 As described earlier, Felixstowe lies at the tip of a peninsula between the estuaries of the Orwell and Deben. Both estuaries and adjacent land are within the AONB, the Deben Peninsula also being designated Heritage Coast. Both are also designated as SSSI's. Between the two estuaries is an open plateau (partly AONB) of high agricultural land quality. Buildings within a flat landscape tend to be prominent. Access is also restricted. In addition, it is a major principle of the Plan that the open land that separates Felixstowe from the Trimleys, and the Trimleys from each other, should remain undeveloped.

11.221 These constraints present a unique situation and have been responsible for a strategy of restraint as embodied not only in the Local Plan, but also the Structure Plan, as endorsed by the Secretary of State. Therefore, whilst the Plan seeks to encourage the conversion of redundant agricultural buildings to employment uses, and the diversification of the rural economy through other uses of surplus agricultural land (eg recreation), particular care needs to be exercised on the urban fringes of Felixstowe.

POLICY AP208

Felixstowe: The Urban Fringe

The Urban Fringe of Felixstowe is particularly vulnerable to change and proposals for new development or changes of use of land or buildings will be subject to the closest scrutiny against other policies of the Plan. When assessing individual proposals, special regard will be paid to their possible contribution towards a cumulative impact on the area. In this respect and, indeed, for all proposals, there should be no detrimental impact on the landscape, minimal loss of high quality agricultural land, and suitable access.

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Footnote: Other policies in the Plan include AP12 (AONB), AP14 (Wildlife), AP30 (Housing in the Countryside), AP70 (Farm Diversification), AP71 (Conversions), AP109 (Recreation), AP114 (Golf), AP171 (Separation of Felixstowe/Trimley).

IMPLEMENTATION

11.222 Within this Section on the Felixstowe Peninsula are a number of proposals which are site or area specific. These are listed in the following schedule, together with an indication of the implementing agency and the likely timing. Please note that the timing is only an estimate and will be influenced by a number of factors, notably market forces or the availability of finance.

IMPLEMENTATION: SCHEDULE OF PROPOSALS

FELIXSTOWE PENINSULA

POLICY NUMBER	NATURE OF PROPOSAL	AGENCY	TIMING
FELIXSTOWE TOWN			
AP176	Land at Clickett Hill	PS/L	S/M
AP177	Land at Parker Avenue	PS/L	S
AP178	Bus Station	PS/L	S/M
AP182	Pedestrian Priority	SCDC/SCC	O
AP183	Hamilton Road	SCDC/SCC	O
AP184	Rear Servicing	SCDC/SCC/PS	O
AP185	Former College Area	SCDC/SCC	O
AP186	Enhancement Schemes	L/PS	S
AP187	Industrial Area enhancement	L/SCDC	O
AP190	Felixstowe Ferry Car Park	SCDC/SCC	S/M
AP193	Clifflands Car Park	SCDC	S/M
AP197	Spa Pavilion	SCDC	S/M
AP199	Convalescent Hill	SCDC/PS	M/L
AP202	South Seafront	SCDC/L/PS	S/M
AP203	Manor Terrace Caravan Site	PS/SCDC/L	M
AP204	Manor Terrace Frontage	PS/L	M
AP205	Landguard Peninsular Management Plan	SCDC/V	S
AP206	Landguard Fort	PS/EH/FDRC	S/M
AP207	Land around and adjacent to Landguard Fort	FDRC/SCDC	M

Key

L	Landowner	S	Short Term (1998-2002)
PS	Private Sector	M	Medium Term (2002-2005)
SCC	Suffolk County Council	L	Long Term (2005-2008)
SCDC	Suffolk Coastal District Council	O	Ongoing/as resources permit
V	Various		
EH	English Heritage		
FDRC	Felixstowe Dock & Railway Company		
TC	Town Council		

Chapter Twelve
GRUNDISBURGH AREA

INTRODUCTION

- 12.1 The Grundisburgh Area, being rural in character, typifies the inland Suffolk landscape of rolling countryside and dispersed settlements. Within this landscape the attractive upper reaches of the River Deben valley and the River Fynn valley have retained their traditional grazing meadows and marshes and, as such, have been designated as Special Landscape Areas. The river valleys offer distant views which emphasise the need for conservation, and strict control of development. In addition to the landscape value, the area also consists of high quality agricultural land, generally of Grades 2 and 3a.
- 12.2 In terms of the built environment, the settlements of the Area vary greatly in size, form and character, from the smallest of hamlets set deep in the Countryside, to the larger villages of Grundisburgh and Otley. Despite their proximity to Ipswich, many settlements in the area have still retained their intimate and traditional character, even though some, like Grundisburgh, have absorbed estate-scale housing development.
- 12.3 Employment in the Grundisburgh Area is mainly provided by agriculture, although other small pockets of employment do occur in some of the Villages and in the Countryside, such as at Debach airfield. Much of the newly-built accommodation is occupied by commuters.
- 12.4 The area lies within the Debenham/Grundisburgh Policy Area, as defined in the Suffolk County Structure Plan. In recognition of the rural nature of the area and the location of the settlements away from the main communication routes to Ipswich, a restraint policy applies which provides only for the needs of the existing population, together with a very limited amount of inward migration, well below that experienced in the 1970's.

HOUSING

HOUSING REQUIREMENTS

- 12.5 The Suffolk Structure Plan (Incorporating Alterations 1, 2 and 3) does not include specific housing requirement figures for parts of the Suffolk Coastal District. It is, therefore, not appropriate to identify any strategic specific housing requirements for the Grundisburgh Area (see paragraph 3.9).

NEW HOUSING: SCALE AND LOCATION

- 12.6 Within the Grundisburgh Area, a number of settlements have been identified as Villages. The scale of new development appropriate to each Village will be dependent upon its individual scale and character. Applications for new development within the Villages will be assessed against the following policy:

GRUNDISBURGH AREA

POLICY AP209

Grundisburgh Area: Residential development in the Villages

The following settlements are defined as Villages for the purpose of applying Policy AP27, the appropriate scale of development being:

(i) Infilling only within the Villages of:

Bredfield (The Street)
Bredfield (Corner)
Clopton (Corner)
Cretingham
Great Bealings (Lower Street)
Hasketon
Tuddenham
Westerfield
Witnesham (Bridge)
Witnesham (Chapel)

(ii) Infilling, or a group of dwellings well related to their surroundings within the Villages of:

Charsfield
Grundisburgh
Otley.

'Infilling' and 'Group' are defined earlier in para 3.5 (Part One). Within the physical limits there may be 'Areas to be Protected from Development'. The principle of these is outlined in Part One and the appropriate Policy is AP28.

12.7 The following parishes do not contain a settlement which meets the criteria set out in para 3.19 and Policy AP30 will apply in respect of new residential development:

Boulge	Hoo
Burgh	Letheringham
Culpho	Monewden
Dallinghoo	Swilland
Debach	

EMPLOYMENT

12.8 The main concentration of employment uses is at Debach Airfield, where particular policies will apply to supplement the General policies in Part One of the Local Plan.

Debach Airfield

- 12.9 The airfield buildings at Debach have been used predominantly for light industrial purposes and for activities allied to agriculture. The site has created problems in the past relating to noise, amenity and lorry movements, and the Council is concerned about the level and type of uses which are carried out. It is important to ensure that, bearing in mind the exposed location and surrounding settlements, further intensification or new building does not take place which exacerbates the situation or creates new problems.

POLICY AP210

Grundisburgh Area: Debach Airfield

Proposals for land identified on the Proposals Map will be judged against the following criteria:

- (i) the proposed development shall be within Class B1 or B2 of the Town and Country Planning Use Classes Order, 1987, or in any provision equivalent to these two Classes in any statutory instrument revoking and re-enacting that order, or shall be directly related to agriculture;
- (ii) warehousing, storage (including large-scale agricultural storage development) and haulage uses likely to result in a material increase in traffic will not be permitted;
- (iii) the replacement of an existing building will be accepted where the use will be the same as the existing use or will be in accordance with criterion (i) of this policy, provided that there would be no material increase in the size, or significant change in the shape, of the building;
- (iv) no new buildings, extensions to existing buildings, or other development, will be permitted unless of a minor and ancillary nature.

In applying these criteria to the area shown on the Proposals Map, it is recognised that there may be circumstances in which limited additional parking and vehicle manoeuvring space abutting the physical limits may be justified, and individual proposals will be considered on their merits, including their potential impact on the open landscape.

The descriptions of 'Employment Use, for example B1 and B2, are given in para 4.9 of Part One of the Local Plan.

THE ENVIRONMENT

CONSERVATION AREAS

12.10 Within the Grundisburgh Area the following Conservation Areas are currently designated:

Cretingham
Grundisburgh
Tuddenham

The boundaries of these Conservation Areas are shown on the Proposals Map and the Conservation Area and other policies in Part One will apply. If and when financial resources are available and opportunities arise, the District Council will consider enhancement schemes in these areas.

Chapter Thirteen
IPSWICH EASTERN FRINGE

INTRODUCTION

- 13.1 Ipswich is the largest Town in Suffolk and the hub of an extensive sub-region. It functions as a regional centre in employment, commercial, recreational and cultural terms.
- 13.2 Parts of the built-up area of Ipswich extend into the Suffolk Coastal District and there are substantial housing areas under construction on this urban fringe, such as Grange Farm, Kesgrave and Warren Heath, Purdis Farm. At Martlesham a "new village" has developed adjacent to an industrial area. BT Laboratories (BTL) is now established alongside the industrial estate.
- 13.3 Within the area are a number of settlements like Martlesham, Nacton and Rushmere St Andrew, which still retain their separate identity despite the close proximity of the urban area.
- 13.4 The estuary of the River Orwell is designated an Area of Outstanding Natural Beauty and an important area for wildlife. There are also other attractive parts, such as the Fynn and Mill River valleys. The Countryside generally is under pressure for development and change, and there may be opportunities for recreational activities.

HOUSING

HOUSING REQUIREMENTS

- 13.5 The Ipswich Eastern Fringe comprises nine parishes to the east of Ipswich and is part of the Ipswich Policy Area, as defined in the County Structure Plan. Historically, the area has provided the majority of Ipswich's growth and as there are large commitments being developed, will continue to do so in the Plan period.
- 13.6 The Structure Plan (Incorporating Alterations 1, 2 and 3) sets out housing requirements for the Ipswich Policy Area as a whole, and then provides a breakdown of this requirement to indicate how much of it will be required in each of the four District Council areas which, together, make up the Policy Area.
- 13.7 The actual requirement, and how it is to be achieved in this District Council's part of the Policy Area, is shown in Table 4. In respect of the outstanding planning consents it has been assumed that all of them, including those on large housing estates like Grange Farm, Kesgrave, will be completed by 2006. On the three major housing estates currently under construction, 1600 dwellings remain to be built out of 3,000 at Grange Farm, 640 out of 1200 at Bixley Farm and 190 out of 670 at Warren Heath.
- 13.8 In addition to these existing planning consents, an allowance must be made for 'windfall' sites. These are sites which cannot be specifically identified and which will arise as a result of the infilling of vacant plots, changes of use, redevelopment or the development of other vacant areas of land. The assessment of these is based upon an analysis of completions over recent years. Over the six years mid-1990 - mid 1996, completions on windfall sites have been at an annual average of 27.4. It could be assumed that the past rate of development may continue, but the District Council

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recognises that the availability of sites may well reduce in number. A conservative estimate of the future rate of provision is, therefore, being taken of 75% of the past rate, ie, an average of 21 units per year, or 210 over the ten year period.

- 13.9 Taken together, these various sources of new housing will provide for an estimated 5685 new housing units over the ten year Plan period, some 215 units more than the current Structure Plan requirement. These figures are:

TABLE 4
IPSWICH POLICY AREA (Suffolk Coastal District part)

a)	Housing Stock requirement 2006	11,810
b)	Housing Stock 1988	6,340
c)	Completions 1988 - 1996	2,430
d)	Outstanding consents mid 1996	3,045
e)	Estimated windfall completions (21 pa equals 75% of past rate)	210
g)	Housing Stock provision 2006 (b + c + d + e)	12,025

HOUSING ALLOCATIONS

- 13.10 The conclusion to be drawn from Table 4 is that there is clearly no need to make specific allocations of land for residential development to meet the housing requirements in the Suffolk Coastal part of the Ipswich Policy Area up to 2006

NEW DEVELOPMENT : SCALE AND LOCATION

Town

- 13.11 The District Council considers that the substantially developed or committed residential areas of Purdis Farm and Rushmere/Kesgrave should be defined as '**Town**' areas, as indicated in the Structure Plan. This definition, together with their physical limits boundaries, which are shown on the Proposals Map, is only for the purposes of the Structure Plan Settlement Policy and does not indicate any attempt or intention to alter the existing administrative boundaries. The principal purpose of defining them in this way is to draw a clear distinction on the Proposals Map between those large areas which may be regarded as predominantly built-up, and:
- (i) the open land beyond to which the Countryside and other policies of the Structure Plan will apply, including those which seek to maintain the open character of the land which separates Kesgrave from Martlesham and Martlesham from Woodbridge; or
 - (ii) the settlements, such as Martlesham Heath, which are more appropriately defined as 'Village'.

- 13.12 Within this area, Policy AP26 will apply, as well as other District-wide policies, such as AP28, which deals with areas to be protected from development within the physical limits boundary.

Purdis Farm Lane

- 13.13 The 'Town' area includes the likes of Bucklesham Road and Purdis Farm Lane. These are low density areas categorised by extensive domestic gardens with mature trees. In order to achieve a high standard of design, and layout as well as satisfactory access arrangements, it is essential that any development be to a low density and on a comprehensive, rather than piecemeal, basis. While proposals will be considered on their individual merits, there will be fundamental principles to be followed, along with Policies AP17 (Trees, Hedgerows and Woodlands), AP19 (Design), AP26 (development in Towns), AP39 (Residential Amenity), and AP41 (Housing Density).

Villages

- 13.14 On the basis of the criteria set out in para 3.19 in Chapter Three, a number of settlements have been identified as **Villages**, to which Policy AP27 will apply. In accordance with the strategic policy, and to reflect their individual scale and character, development in excess of a group is not considered appropriate. The only exception to this is in relation to Martlesham, where specific provision has been made on the Proposals Map.
- 13.15 Physical limits boundaries for these six Villages are shown on the Proposals Map. In addition to AP27 applications for development within these Villages will be assessed against the following policy:

POLICY AP211

Ipswich Fringe: Development in the Villages

In order to implement Policy AP27 the following settlements are defined as Villages. Other than where specific provision has been made in this Local Plan, the appropriate scale of development will be infilling or a group of dwellings well related to its surroundings:

**Little Bealings
Martlesham
Martlesham Heath
Nacton
Playford
Rushmere Street.**

'Infill' and 'Group' are defined in para 3.5. Specific provision for development in excess of a group has only been made in Martlesham Heath and Martlesham Village, as shown on the Proposals Map.

- 13.16 In defining the physical limits boundaries, the District Council supports the objective of Structure Plan Policy IP5 to retain the separate identity of the various Villages and

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settlements around the edge of Ipswich and prevent their coalescence with Ipswich, with each other or with Woodbridge. The District Council considers this to be a particularly important objective and will, therefore, also assess any applications for development against the following policy:

POLICY AP212

Ipswich Fringe: Open character of land between Settlements

The District Council will seek to maintain the open character of the land which separates Villages on the Ipswich Eastern Fringe from each other and from Ipswich and Woodbridge, including Rushmere Street from Rushmere; Martlesham Heath from Martlesham; and Martiesham from Woodbridge.

In respect of open land near Rushmere Street, see paras 13.109 and 13.110.

- 13.17 The inclusion of an area within a physical limits boundary does not mean that it will always be appropriate for development. Such an area may make an important contribution to the setting or character of a Village, or the surrounding Countryside, in an undeveloped form. Where such sites have been identified, and there may be others, they are shown on the Proposals Map. Development will not normally be permitted in these areas, and Policy AP28 will apply.
- 13.18 One such area is to the north-east of the Church in Little Bealings, as shown on the Proposals Map. The character of Martlesham Heath is also characterised by areas of open space and these are considered later in para 13.27.

Countryside

- 13.19 Outside of the physical limits of the Town and Villages, as defined on the Proposals Map, the area is defined as **Countryside** to which Policy AP8 will apply. This includes a number of areas for which specific policies will apply. These include Martlesham (Railway Bridge) (paras 13.21 to 13.22), Foxhall Road and Stadium (paras 13.94 to 13.102), Suffolk Showground (paras 13.103 to 13.105) and Rushmere Street open areas (paras 13.106 to 13.108).
- 13.20 Within the area defined as Countryside, there are also a number of hamlets, clusters or groups of housing which are of insufficient size, or possess an insufficient range of facilities to be accorded Village status. Within the parish of Brightwell, for instance, there is no settlement which meets the criteria set out in para 3.19. Proposals for development in these hamlets, clusters and small groups will be assessed against Policy AP30.

Martlesham (Railway Bridge)

- 13.21 This area is within the defined Countryside. It contains a wide variety of land uses, including established industry, intensive agriculture and horticulture, recreation, housing and open heathland. The completion of the Martlesham bypass has resulted in improved access into Woodbridge and a reduction in the volume of traffic using the

former A12 through Martlesham. This is likely to result in continued pressure for some form of development within this part of Martlesham. Some of this area is within the Area of Outstanding Natural Beauty and a Special Landscape Area.

- 13.22 The section ***south of Sandy Lane*** contains intensive agricultural industry, occupying a significant number of large buildings in sensitive locations both within and adjacent to the AONB. These buildings are considered to be sufficiently important to justify the inclusion of the following policy to lay down development guidelines for their re-use, should that circumstance ever arise. This policy is an amplification of Policy AP73 for the industrial use of redundant buildings.

POLICY AP213
Sandy Lane, Martlesham

Proposals for the employment re-use of the site and buildings in Sandy Lane, Martlesham, as shown on the Proposals Map, will be considered against the following criteria:

- i) Proposals will only be considered in the context of a comprehensive scheme for the whole complex, the basic elements of which shall be:
 - a) buildings should be confined to the western part of the site, as identified on the Proposals Map with the remainder being removed and the land restored;
 - b) only the buildings which are of permanent and substantial construction but of a scale and character which are in keeping with the exposed location in the AONB will be permitted to remain;
 - c) the scale of the final complex should reflect the location in the AONB;
 - d) the design of new buildings, conversions and external works (including re-cladding) shall be of a high standard and should not detract from the character of the AONB;
 - e) access will be at the western end and all other accesses (other than where serving residential properties) shall be removed in order to retain and enhance the present rural character of Sandy Lane;
 - f) a comprehensive landscaping scheme;
 - g) proposals for the phased demolition and restoration of the eastern part of the site.

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- ii) Proposals must not lead to unacceptable levels of traffic movements, particularly by lorries;
- iii) Only B1 uses will be permitted, unless otherwise agreed in writing with the District Council. Warehouse and haulage uses will not be permitted;
- iv) A range of size of buildings should be provided in order to provide premises for small businesses preferably providing jobs and/or services for the local community;
- v) The subsequent expansion of the activities on the site will only be permitted if it can be demonstrated that there would be no adverse impact on the surroundings and, under certain circumstances, the District Council will consider seeking the removal of rights under the General Development Order.

13.23 The open land *between the A12 and Sandy Lane* is currently used for horticulture and agriculture, with two small groups of dwellings north of the railway bridge and at The Street, close to its junction with Sandy Lane. The land clearly forms part of the valley of the River Fynn, which is itself an extension to the Area of Outstanding Natural Beauty. The valley to the west has been designated as a Special Landscape Area and, if it were not for the presence of such intrusive features as sodium lighting columns and untidy horticultural and agricultural buildings, this particular area would be of a similar quality and designated as part of the Special Landscape Area. Nevertheless, it is important in visual terms, particularly in views from the adjacent AONB, and creates a significant open space barrier between Woodbridge and Martlesham. With some enhancement it could reach the same standard as the remainder of the Fynn Valley. Such enhancement could include general tree and hedge planting, the removal of lighting columns and the remains of the old A12, and the screening of eyesores.

13.24 More development would not be appropriate as it would spoil the landscape further, be contrary to the general policy seeking to protect the Countryside (AP 8), and the policy which seeks to prevent the coalescence of Woodbridge and Martlesham (AP212).

POLICY AP214

Ipswich Fringe: Ipswich Road/Sandy Lane, Martlesham

The land lying between Sandy Lane and the A12, as shown on the Proposals Map, is considered to be a prominent and essential component of the Fynn Valley, lying between the Special Landscape Area to the west and the Area of Outstanding Natural Beauty. The District Council will encourage enhancement measures which improve the landscape of this area to the same quality as that to the west.

- 13.25 The *Dukes Hill* area forms a logical part of the adjoining Woodbridge physical limits boundary and is, therefore, included within it. It should be emphasised that this does not propose or imply any change in the existing Martlesham Parish boundary, since physical limits boundaries merely indicate areas within which specific planning policies apply. Applications for development will be assessed against Policy AP28 for reasons outlined in the Woodbridge Area Chapter (para 14.65).
- 13.26 The area *between the A12 and Ipswich Road* was formerly used as a tree nursery. The southern part has now been developed as a football ground and the northern part of the site, fronting Seckford Hall Road, has a valid planning consent for residential development. The latter area is included within the adjoining Woodbridge physical limits boundary, as shown on the Proposals Map.

MARTLESHAM HEATH

- 13.27 Martlesham Heath has been progressively developed as a "new village" on part of the former Martlesham airfield in accordance with a Master Plan, and completion is close at hand. Basically, the overall physical and design principle which emanates from the original social concept is one of a series of hamlets separated from each other by wide areas of open space. The District Council has sought, and will continue to uphold the principles of this concept, and, accordingly, once these hamlets have been fully developed there will be no potential for further development other than ancillary to recreation of an outdoor nature. To do otherwise would be regarded as adversely affecting the village and its open setting.
- 13.28 Consequently, the open areas, including an area designated as part of the Ipswich Heaths SSSI, have been defined as Areas to be Protected from Development and these are shown on the Proposals Map.
- 13.29 As stated earlier, the protection of the areas of open space around the residential hamlets and the village centre is essential if the original principles of the village concept of Martlesham Heath are to be retained. This equally applies to the open and wooded areas which surround the village, including the land to the north and north-west of the Police Headquarters. With the development of Grange Farm west of Dobbs Lane, there will be increasing pressure on the open land lying either side of this road, which will emphasise the need for effective management and control.
- 13.30 The area of woodland lying to the west of Dobbs Lane contains two groups of Bronze Age or Anglo-Saxon burial mounds, as well as several other flattened burial mounds. The retention of this area of woodland as an area of informal public open space, linked to the suggested landscaping scheme to be provided on the southern edge of the Grange Farm development, will assist in the preservation of these Ancient Monuments. Although identified as part of the Area to be Protected from Development, this area will also be protected from any form of development, by the application of Policy AP7.
- 13.31 The Martlesham Heath Industrial Estate is considered later in para 13.42.

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EMPLOYMENT

- 13.32 As a regional employment centre, Ipswich serves a wide catchment area which would include, for example, the historic town of Woodbridge.
- 13.33 Consequently, it is difficult to identify a specific land requirement for the Ipswich Eastern Fringe, since it forms only a part of a wider region. This requirement is made even more difficult, since there is a direct correlation between the supply of, and demand for, employment land within the adjoining towns of Felixstowe and Woodbridge within the wider Ipswich Sub-Region.
- 13.34 This inter-relationship between Ipswich, the Eastern Fringe and the nearby Towns was emphasised in an Industrial Land and Property Market Study which was commissioned by the County Council and published in June, 1990. This Study concluded that the amount of identified land, including that with consent or allocation in Local Plans, for industrial development within the wider Ipswich area is sufficient to meet demand over the next ten years.
- 13.35 The Study pointed out, however, that whilst there is adequate land identified for development, it is frequently not readily available. In particular, it identified lack of infrastructure and the disposal policies of landowners as being the key constraints on land availability.
- 13.36 The main sources of this industrial land on the Ipswich Eastern Fringe are the estates at Nacton Heath (Ransomes) and Martlesham Heath. These are outlined below and the overall conclusion is that the constraints on development may not be as relevant now as when the Study referred to earlier was drafted.

NACTON HEATH (RANSOMES EUROPARK)

- 13.37 The existing Ransomes Industrial Park is approximately 1½ miles south-east of Ipswich town centre and fronts the A14, from which access is obtained via the A14 Nacton interchange. The estate, which is wholly within the Ipswich Borough, is being developed progressively eastwards, and it is currently estimated that there are 150 acres still available for development. The surface water constraint on about 75 acres of this area is currently being addressed by the landowners and should be overcome in the near future. The land is also being actively marketed.
- 13.38 The potential exists to extend this area into this District, to absorb a further 41 acres lying between the Borough boundary and the designated Area of Outstanding Natural Beauty boundary.
- 13.39 The District Council has acknowledged the acceptability in principle of this area being used as an extension to the Ransomes Industrial Park for a number of years. It is now estimated that the land will be required to help meet the needs of the Ipswich area towards the end of the Plan period. The site is, therefore, now allocated as a General Employment Area in order to encourage it to be comprehensively planned with the adjacent Ransomes Park, and the following policy will apply.

POLICY AP215

Ipswich Fringe: Nacton Heath

Land at Nacton Heath, between the A14, the railway line and the Area of Outstanding Natural Beauty, as shown on the Proposals Map, is allocated as a General Employment Area, as an extension to, and accessed from, the adjacent Ransomes Park. Before development commences, a major landscaping scheme will be required, to strengthen the eastern boundary to form a firm limit to the employment area.

The policy on General Employment Areas is set out in AP51.

- 13.40 At present there does not appear to be any satisfactory means of access to this land. Access is not acceptable from the Felixstowe Road in the north, due to the need to cross the railway line, neither is it acceptable from the A14 Ipswich bypass to the south. The garage/petrol filling station complex fronting the A14 was granted consent on the basis that it was a facility linked to the use of the of the main road itself. Thus, the only effective means of access to the land is as an extension of the estate roads on the Ransomes' land, and the willingness of the respective landowners to negotiate a satisfactory access route at the appropriate time, will be critical in enabling the land to be brought forward for development. It is likely that foul and surface water drainage will also need to be provided as extensions to the systems within the adjoining industrial estate, and it will be necessary to demonstrate that satisfactory drainage of any development can be provided.
- 13.41 It should be emphasised that the District Council will continue to resist proposals for development of the remaining land between the proposed employment area, the railway line and the A14, which is within the Area of Outstanding Natural Beauty.

MARTLESHAM HEATH

- 13.42 The Martlesham Heath industrial estate is located to the east of Ipswich, some 3 miles from the town centre. Access is off the A12, which forms the western boundary of the estate. The industrial estate is approximately 80 acres in extent of which about 10 acres are currently (mid-1999) undeveloped. The Martlesham Heath industrial estate, including the adjoining British Telecommunications PLC complex, as shown on the Proposals Map, is confirmed as a General Employment Area, within which B1, B2 and B8 categories of development are acceptable. It is recognised that a number of indoor recreational facilities have become established within the industrial estate. The following policy will apply:

POLICY AP216

Ipswich Fringe: Martlesham Heath Industrial Estate

The existing industrial area of approximately 80 acres at Martlesham Heath, together with the adjoining British Telecommunications PLC complex, as shown on the Proposals Map, is identified as a General Employment Area to which Policy AP51 applies.

BRITISH TELECOMMUNICATIONS PLC

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

POLICY AP217

Ipswich Fringe: BT Laboratories, Martlesham

The use of land to the south and east of the BT Laboratories at Martlesham Heath, as shown on the Proposals Map, for Field Experimental Test Facilities associated with the adjacent laboratories is recognised. Although the normal countryside policies will apply, proposals relating to the testing of equipment only may be acceptable if:

- (i) there is no practical alternative location; and
- (ii) the design, size and impact on the countryside are acceptable.

In respect of such proposals, the granting of temporary planning consent may be appropriate.

In determining applications for planning permission in the adjoining safeguarding area, also as shown on the Proposals Map,

a material planning consideration will be the effect of the proposal on field experimental test facilities, as will be the practicality of re-siting existing ones. Where it can be shown that the development proposed would be seriously detrimental to existing and likely future testing facilities, planning permission will be refused.

GRANGE FARM, KESGRAVE

- 13.45 The outline planning consent and associated Section 106 Agreement for Grange Farm, Kesgrave, requires an area of not less than 20 acres and not more than 30 acres to be provided for industrial development. The consent contains a specific condition which restricts uses of this employment area solely to those within Class B1, unless specifically agreed in writing with the District Council. This restriction is in order that the Council may retain control over the development and to ensure that industrial activity will be of such a kind that it will not have any adverse effect on nearby residential areas.
- 13.46 Even though the consent requires the provision of this land for employment purposes, the District Council considers that it is appropriate to formally allocate the area. This area is not, as yet, clearly defined on the ground but is indicated in general terms on the approved Grange Farm Master Plan. It has been indicated on the Proposals Map, but it is accepted that the precise boundaries may need to be clarified as the Grange Farm development proceeds. Perimeter landscaping will need to be provided within the allocated area as indicated on the Grange Farm Master Plan. The following policy will, therefore, apply:

POLICY AP218

Ipswich Fringe: Employment land at Grange Farm, Kesgrave

An area of approximately 28 acres at Grange Farm, Kesgrave, as shown on the Proposals Map, is allocated as an Employment Area. The use of this area will be restricted to those uses considered acceptable within Category B1 of the Town and Country Planning (Use Classes) Order, 1987 unless otherwise agreed in writing with the District Council. Perimeter planting will be carried out within this area on the northern and southern boundaries.

- 13.47 The allocated area incorporates an existing area of commercial development currently accessed from Dobbs Lane. The District Council hopes that it will eventually be possible to integrate this existing development with the new development in such a way as to enable it to be accessed from the new spine road and A1214 roundabout junction, rather than Dobbs Lane. In any event, no additional access from Dobbs Lane to commercial, residential or any other type of development will be permitted.

POLICY AP219

Ipswich Fringe: Kesgrave and Grange Farm

The District Council acknowledge that Kesgrave, owing to its location and proposed eventual level of population, has distinct characteristics. In particular, its Grange Farm development will be

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promoted as a community with a commensurate range of services, facilities and employment opportunities, including those within Classes A1, A2 and A3 of the Town and Country Planning (Use Classes) Order, 1987.

THE NEED FOR ADDITIONAL EMPLOYMENT LAND

- 13.48 The District Council concludes that there is sufficient land available on the Ipswich Eastern Fringe to meet estimated requirements, and that any constraints on such land are likely to be overcome.

WAREHOUSING

- 13.49 With the increase in traffic through the Haven Ports, there are increasing pressures for associated land use activities. These include warehousing/storage facilities for subsequent distribution regionally, nationally and abroad, road haulage depots and container compounds. These uses should be located on established industrial areas close to the primary road network, so as to minimise the environmental problems caused by heavy goods vehicles using unsuitable roads, and to maximise the use of the investment that has been made to improve Suffolk's road network. In this respect an area has been identified in Felixstowe at Clickett Hill (para 11.84).
- 13.50 When considered in the context of the Ipswich Eastern Fringe Plan area, the only industrial areas on which these warehousing uses would be acceptable are Martlesham Heath and Nacton Heath. They will certainly not be acceptable on the Grange Farm allocation nor anywhere else, particularly in the Countryside, and Policy AP54 will apply. The adequate provision of off-road facilities, including parking for lorries in accordance with the Council's normal standards, will be an important issue to take into account when considering planning applications for warehousing/haulage depots.

POLICY AP220

Ipswich Fringe: Warehousing/Haulage Depots on the Ipswich Fringe

Permissions for warehouses and haulage depots, except where required for local distribution purposes, and permissions for container compounds and handling areas, will be restricted to the Martlesham Heath and Nacton Heath General Employment Areas, as identified on the Proposals Map. The locations and use of screening where appropriate, must respect the need to protect the landscape and residential amenity.

Proposals elsewhere will be considered against Policy AP54.

RETAILING

- 13.51 The majority of the Ipswich Eastern Fringe Plan Area falls within the Ipswich shopping catchment area, though parts of Martlesham are sufficiently close to Woodbridge to fall

within the Woodbridge catchment area. These two towns provide for all the main shopping needs of the area, with the more local day-to-day needs being met by small groups of shops or individual shops.

LOCAL RETAIL FACILITIES

- 13.52 The District Council considers that the establishment of additional shopping units would be acceptable within existing settlement areas provided they formed part of existing groups of shops, or were new small shops in Villages designed to meet local need. District Centres within the Grange Farm and Bixley Farm development areas have already been approved as part of the respective Master Plans. The former is also covered by Policy AP221.

LARGE FOOD STORES

- 13.53 Apart from the urban influences of Felixstowe and the Ipswich Fringe, the District is predominantly rural and characterised by small towns and villages. Communications and consequent drive times to major retail outlets are dominated by the A12 and the A14. Some 60% of the District's population is concentrated in 30% of its area located south of a line through Melton. Most growth provided for in the Local Plan is to be similarly concentrated in the south and, in particular, at Grange Farm, Kesgrave. The District's population will continue to have a higher than average car ownership rate.
- 13.54 These and related factors have increased reliance on free-standing superstores and, in particular, the only store in that category in the District is at Warren Heath. Many residents of the District travel outside the District to do bulk shopping elsewhere around the Ipswich Fringe.
- 13.55 The inadequacy of current provision to the north-east of Ipswich, and the requirement for improved retail facilities associated with population growth in Grange Farm, led to approval of a 50,000 sq ft gross food store, together with unit shops and other District Centre community facilities in that location.
- 13.56 However, the turnover on convenience goods is anticipated to rise significantly in the District. Up to 80% of this turnover might be expected to be spent in large food stores.
- 13.57 Predictions indicate a shortfall in provision by 2001 and the store approved at Kesgrave is insufficient to meet the District's future demands for such facilities. Furthermore, it is evident that the bulk of any provisions to meet the shortfall should be located in the south of the District.
- 13.58 Potential exists at the Martlesham Heath General Employment Area for a large food store. The site lies adjacent to the A12 and is, therefore, accessible to many parts of the District and the population on the eastern fringe. The impact on Woodbridge town centre is not likely to be sufficient to threaten its vitality and viability, particularly if the quality of provision in Woodbridge town centre could be enhanced.
- 13.59 The successful development of the major residential neighbourhood, involving some 3,000 dwellings, for which consent has been granted at Grange Farm, Kesgrave, is dependent on the early provision of a comprehensive District Centre. Consent was

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granted to Tesco for a major food store on the District Centre site in the knowledge that it will act as the principal means of providing a range of local shopping requirements. The Council's support for a store at Martlesham turns, therefore, on the ability to secure a District Centre at Grange Farm, Kesgrave if the store were not built there. The absence of a reasonably-sized supermarket could seriously prejudice the prospects of securing a successful centre to serve the new housing area.

- 13.60 The supermarket that is to form part of the District Centre at Grange Farm should be designed and located so as to be capable of forming part of a comprehensive development. Speculative housing is to be resisted.

POLICY AP221

Ipswich Fringe: Food Retailing at Martlesham Heath and Grange Farm

Provided that the Council is satisfied that the outstanding planning consent for a supermarket of 50,000 sq ft gross floor area at Grange Farm, Kesgrave will not be implemented, part of the Martlesham Heath General Employment Area, as shown on the Proposals Map, is considered suitable for the development of a food store of up to approximately 45,000 sq ft sales floor area, provided that:

- (i) it would not compromise highway safety and the free flow of traffic;
- (ii) adequate car parking provision is made;
- (iii) adequate landscaping is provided, including boundary treatment, and significant trees on site retained;
- (iv) a legal agreement is entered into which secures the provision of a District Centre at Grange Farm, Kesgrave.

The Grange Farm District Centre, as shown on the Proposals Map, shall incorporate a supermarket of no less than 15,000 sq ft gross floor area and unit shops totalling 5,000 sq ft gross floor area. Furthermore:

- (a) development of the supermarket shall take place no later than the completion of 1,500 dwellings of the Grange Farm development for which planning consent has been granted;
- (b) the supermarket shall have been completed and shall be operating before the food store at Martlesham Heath commences trading; and

- (c) a legally binding agreement shall guarantee the supermarket operates for at least 5 years from opening.

Footnote: During the later stages of the preparation of the Local Plan development commenced on the construction of two food stores in general accordance with this policy. These two food stores are now trading.

- 13.61 The trading catchment areas of the store at Warren Heath, together with those proposed at Grange Farm and Martlesham Heath in accordance with Policy AP221, will extend into and around Ipswich and also as far afield as Felixstowe, Woodbridge and other locations along the A12 and A14. It is considered that these stores will be sufficient for the needs of the area. Further large scale out-of-town food retailing will be assessed against Policy AP61.

COMMUNICATIONS

PARK AND RIDE

- 13.62 The need for a comprehensive transport strategy to address and deal with potential problems in and around the Ipswich area was identified in the late 1980s. As a result, Suffolk County Council and Ipswich Borough Council agreed to jointly fund a traffic study and consultants were appointed to undertake this task. This work commenced in October 1988.
- 13.63 Following the completion of the Ipswich Traffic Study in May 1991, an extensive public consultation exercise was carried out in the Summer of 1991. The overall response from the public and consultees was generally for, and supportive of, the introduction of Park and Ride facilities in Ipswich. A transport strategy, including Park and Ride, was adopted by the County Council in November 1991. The essence of this approved strategy was the provision of a comprehensive package of proposals with each component contributing to the overall aims and objectives.
- 13.64 In 1994 the County Council reviewed the priorities of the Transport Strategy to encourage alternative measures to new road building and put greater emphasis on improving public transport. A revised strategy was subsequently adopted as Policy IP8 of the Structure Plan (Incorporating Alterations 1, 2 and 3) in June 1995. The provision of Park and Ride was given high priority.
- 13.65 By providing convenient car parks on the edge of the urban area with good public transport links to the centre, motorists can drive to these outlying car parks and continue their journey by bus. In this way, the car will be used for that part of the journey which is least congested and less well served by public transport. Public transport could be used for the most congested section of the journey where it is most efficient. As well as reducing demand for road space in the urban road network, Park and Ride also reduces the demand for central area car parking.
- 13.66 The principle of providing Park and Ride facilities has, therefore, been accepted and is not an issue. As part of the implementation of this policy objective the selection of specific sites becomes the issue.

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

The allocation would also need to be dependent on specific planning policy criteria being met which are designed:

- (i) to minimise the environmental effect;
- (ii) to provide for a degree of woodland restoration; and

- (iii) to ensure that only the development required for the essential operation of a public park and ride facility would be permitted, in view of the need to protect the integrity of the designated area.

POLICY AP222

Ipswich Fringe: A1214 Park and Ride

As part of the strategic implementation of sustainable transport measures for the Ipswich Area, land north of the A1214 at Martlesham, as shown on the Proposals Map, is proposed for a car park for a "park and ride" facility providing it can be demonstrated that:

- (i) no existing transport facilities can be adapted for the purpose;
- (ii) there is proven justification for the facility, proven lack of suitable alternative sites and proven success of that constructed at Copdock Mill Interchange to the west of Ipswich for a period of at least two years of full operation;

In the event of proven need for the development, the following criteria will apply within the area shown on the Proposals Map:

- a) the car park shall be located in the open part of the site adjacent to the A12;
- b) a high standard of layout and design, respecting the landscape quality of the site and its setting;
- c) the minimum loss of trees, retaining those fronting the A1214 (except for those required to create a safe access/egress for buses), and those required to protect the amenity of adjacent residential property;
- d) measures to restore storm damage to existing woodland;
- e) strengthening of existing planting along the A12 boundary of the site;
- f) measures to ensure essential lighting is contained within the site and kept to the minimum commensurate with public safety and security (see also Policy AP97);
- g) the provision of appropriate highway improvement measures to secure safe and convenient direct access/egress from the A12/A1214 (Martlesham) roundabout and a separate bus access/egress to the west; and

- h) provision is made for the archaeological evaluation of the site prior to development taking place.

Only those buildings, structures and uses essential for the operation of the park and ride facility will be permitted within the Special Landscape Area. If the facility ceases to be operational the site will be cleared and returned to its natural state.

EDUCATION

- 13.72 The District Council recognises the need for a Roman Catholic Voluntary Aided Primary School to serve the east of Ipswich and a catchment area extending to Felixstowe and Woodbridge. The Grange Farm development is well located to provide a site for the School.
- 13.73 Such a site has been identified and development of the site for a school would necessitate a change to the Master Plan (and associated legal agreement), including compensatory provision of housing land and open space. This necessitates an extension of the development southwards to accommodate a new area of open space, the precise area of which will be determined following detailed consideration of land requirements. In order to protect this area from development, the Council will require a Section 106 Agreement to be executed before planning permission for the school will be granted. In the meantime, an area has been shown on the Proposals Map but this may be subject to minor variance.

POLICY AP223

Ipswich Fringe: Roman Catholic School at Grange Farm

Part of the Grange Farm development, Kesgrave, as shown on the Proposals Map, is suitable for the development of a Roman Catholic Voluntary Aided Primary School. This would necessitate an amendment to the overall Master Plan to the effect that:

- (i) the loss of residential land could be compensated by the development of part of the areas of open space shown on the Master Plan;**
- (ii) the loss of this open space can itself be compensated by the extension of the development southwards to provide a new area of open space, as shown on the Proposals Map.**

Planning permission for a Roman Catholic Voluntary Aided Primary School will not be granted until a satisfactory Section 106 Agreement has been executed.

- 13.74 It should be noted that the above policy relates to the development of a Roman Catholic Voluntary Aided School. In the event that the site is not required for this use after planning permission for a school has been granted, the Council will expect the original Master Plan to be implemented. Only if it is satisfied that this is not practically

possible, for example, because development has commenced on the open space or land has been acquired, will consideration be given to the development for other uses. These shall be restricted to another institution or those related to community, recreational or charitable purposes.

- 13.75 Suffolk County Council proposes to provide a new primary school at Grange Farm, Kesgrave. The site for this proposed new school has been identified and is shown on the Proposals Map.

POLICY AP224

Ipswich Fringe: Primary School Site, Kesgrave

Land at Grange Farm, Kesgrave, as shown on the Proposals Map, is identified for the purposes of providing a primary school.

COUNTRYSIDE

LANDSCAPE

- 13.76 The District Council endorses the principles which the County Council has defined for the purposes of guiding the location of future development in the Ipswich Policy Area and, in particular, the need to protect and enhance those parts of the landscape setting of the town recognised by their status as an **Area of Outstanding Natural Beauty** and a **Special Landscape Area**, or other areas of attractive landscape made vulnerable by their close proximity to built-up areas, or by previous attempts to secure their release for development.
- 13.77 Two parts of the Ipswich Eastern Fringe are within the Suffolk Coast and Heaths AONB - the River Orwell and its foreshore, extending northwards approximately to the line of the Ipswich bypass, and the Martlesham Creek area of the River Deben at Martlesham.
- 13.78 The District Council will seek to prevent any development from taking place within the AONB which would have a significant impact on it by considering any applications for development against the general policy AP12 and other policies in Part One of the Plan. Specific policies for the Priory area at Nacton are contained in paras 13.116 to 13.118.
- 13.79 Both the Mill River valley and the River Fynn valley are identified as Special Landscape Areas, as shown on the Proposals Map. Any development within these areas must be sensitively designed with high standards of layout, materials and landscaping. Policy AP13 will apply within these areas.

NATURE CONSERVATION

- 13.80 The River Orwell and foreshore, as well as being probably one of the most beautiful areas of landscape in Suffolk, is also an extremely important area for wildlife. Apart from the river itself and its associated mudflats and saltmarshes, the area contains a variety of woodlands, areas of scrub and grass, marshland and quarry, which provide

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- a great diversity of natural habitats for a considerable number of species of animals, birds and plants.
- 13.81 The Orwell is a nationally important estuary for at least 15 species of birds and is internationally important for over-wintering birds. It is also important for the wide range of vegetation supported by the salt marsh and mudflats. It has been designated as a Site of Special Scientific Interest, a Special Protection Area and a Wetland of International Importance (a Ramsar Site) (see paras 1.66 to 1.70). Policy AP15 in Chapter One will apply to these areas.
- 13.82 Martlesham Creek is included within the Deben Estuary Site of Special Specific Interest which is also designated as a Special Protection Area under European Legislation (The European Community Council Directive on the Conservation of Wild Birds - April 1979 - "The Birds Directive" as amended by the Habitats Directive) and as a Ramsar Site (A Wetland of International Importance supporting a range of wetland bird species). Martlesham Creek itself is one of only 14 sites in the United Kingdom supporting a population of an endangered mollusc "vertigo augustior". Policy AP15 of the Suffolk Coastal Local Plan applies.
- 13.83 Elsewhere within the area are a number of other important wildlife sites, some of which are designated as Sites of Special Scientific Interest, or County Wildlife Sites to which Policy AP15 would also apply.

COUNTRYSIDE MANAGEMENT

- 13.84 In respect of the River Orwell, the District Council has always recognised that there needs to be a balance between the competing demands of increased public access to meet the needs of informal recreation in the Countryside and the need to conserve and protect this extremely sensitive and vulnerable area of great beauty and importance as a wildlife habitat.
- 13.85 This balance has now been further recognised by the preparation and adoption of the Suffolk Coast and Heaths Management Plan, which includes a detailed section relating to the Orwell Estuary. The Coast and Heaths Partnership has also undertaken a detailed study of all the issues affecting the management of the Orwell and Stour culminating in a Management Plan to check all the "river users" have signed up. The fact that these users are prepared to discuss sometimes contentious issues goes a long way towards reducing conflicts and to the more sustainable management of and use of the river. The District Council's intention actively to encourage the implementation of this Management Plan is expressed in Policy AP10.
- 13.86 Elsewhere, the eastern fringe of Ipswich will, during the period of the Local Plan, continue to experience major growth. This will take place alongside areas of very high landscape quality, including the AONB, itself already under considerable pressure from recreational and other related development.
- 13.87 Many existing recreational activities are already provided for within the eastern fringe, including events at Foxhall Stadium and the Suffolk Showground, in addition to the Rushmere Heath and Purdis Farm Golf Courses.

- 13.88 The District Council considers that there is a clear need to designate a large part of the countryside lying between the built-up areas and the eastern section of the Ipswich bypass as a major recreation corridor in which to cater for future open air needs of the fast-growing population and to take pressure away from the AONB, the north shores of the Orwell and west bank of the Deben. This objective is encompassed in the Greenways Countryside Project Strategy, as described in Policy LP10A.
- 13.89 The planned development and management of informal recreational activities of a "country park" nature, including nature trails and picnic areas, possibly in association with new woodland, would help to curtail over-use or misuse of the existing fragile woodland and heathland currently experiencing neglect and vandalism. Consideration should be given in the Management Plan to the provision of vehicle and pedestrian access from Grange Farm to the northern end of the Management Plan area. The possible benefits would include more recreational space for residents, reduction of pressures on local roads like Bell Lane and Dobbs Lane and increase in the commercial viability of facilities promoted by the policy.
- 13.90 The Greenways Countryside Project in this policy area covers parishes fringing the eastern side of Ipswich, but extending out as far as Martlesham. The Project, which has no statutory powers, has seven basic aims as set out in a Strategy Report:
- (i) to care for the countryside and open space in and around Ipswich, for the benefit of people and wildlife;
 - (ii) to improve opportunities for all sections of the community to enjoy quiet recreational activities in the countryside around Ipswich;
 - (iii) to involve local people in practical countryside management activities and aid co-operation between local communities, landowners and other agencies;
 - (iv) to protect and improve the quality of the landscape character, wildlife habitats and archaeological sites within the Project area;
 - (v) to increase awareness and appreciation of the area and its value, and potential for conservation and recreation;
 - (vi) to contribute to the implementation of relevant planning policies within the Project Area and encourage planning authorities to help achieve the other aims of the project;
 - (vii) to resolve land use conflicts in the urban fringe, allowing public access to go hand-in-hand with a living, working countryside.

It has been formulated on the basis of consultations with, and the co-operation of, landowners and other relevant interests. In addition to being actively involved in the practical management of a number of public open space areas, the project will also encourage the creation of new ones through the planning process and will assist planning authorities in identifying the best areas.

THE IPSWICH EASTERN FRINGE

- 13.91 Any proposals for additional public open space or informal recreation provision will be considered against Policy AP106. Proposals will be particularly encouraged where they would relieve pressure on the AONB and/or provide small-scale informal facilities, such as picnic sites, nature trails and pedestrian access to the countryside, together with suitable vehicular access, as appropriate, for nearby communities.
- 13.92 In addition to the recreational function of this Management Plan, it will provide an opportunity to co-ordinate the management of a number of sensitive landscape and wildlife habitats, where there is a need to balance the competing demands of public access and nature conservation. In particular, this applies to the wetlands of the Mill River and its tributaries, including the Bucklesham Road springs, the wet meadows and marshes lying in the valley bottom; the decoy ponds on Purdis Golf Course; and the remaining areas of heathland, such as Purdis Heath, Martlesham Heath and Brightwell Heath.
- 13.93 Such policies as those for the protection of the Countryside and the Special Landscape Area will continue to be relevant, and the Management Plan provides the context within which these recreational and conservation objectives in this area can be achieved.

FOXHALL ROAD AND ITS ENVIRONS

- 13.94 In addition to this general concept, specific policies for the Foxhall Road Woodlands, including the Stadium and the Suffolk Showground are required because of their unique circumstances and the pressures which they create.
- 13.95 The *Foxhall Road woodlands* create an extremely attractive area lying beyond the built-up frontages north and south of the Foxhall Road. The whole of the woodland to the north of the road is criss-crossed by a number of public footpaths. This area is extensively used by the general public for informal and unofficial recreational purposes and is likely to come under increasing pressure as Bixley Farm to the west is developed.
- 13.96 Parts of the woodland fronting the Foxhall Road and along the edge of Brookhill stream are already protected by a Tree Preservation Order. Although extensively damaged by the October 1987 storm, these woodland areas still contain sufficient trees to retain their extremely attractive appearance and justify their management and replanting where appropriate.
- 13.97 Within this area there may be potential for informal recreational activities (the Stadium is considered in para 13.101 below), subject to no overriding access, highway, landscape or amenity objections. Residential development within this area is not considered acceptable owing to its high landscape value and its existing recreational importance to those people living in the vicinity.
- 13.98 Brookhill Woods on the south side of Foxhall Road is a dense area of woodland dominated by coppiced birch and sweet chestnut, which is protected by a Tree Preservation Order.

13.99 The District Council wish to preserve the character of both the woodland and heathland to the north and south of Foxhall Road by preventing any extensions to the Foxhall Stadium which would significantly increase the disturbance of the adjacent residential areas (see para 13.101) and by retaining and, where possible, enhancing the woods and heath. The inclusion of the whole of this area within the major recreation corridor and its associated Management Plan will help to achieve these objectives and establish the framework against which recreational proposals can be judged.

13.100 In addition, the following specific policy will be applied to these areas:

POLICY AP225

Ipswich Fringe: Foxhall Road Woodlands

Planning permission will not be granted for development proposals which would neither protect nor enhance the character of the woodland and heathland north and south of Foxhall Road, as defined on the Proposals Map.

13.101 The *Foxhall Stadium* is set in the north-west corner of the woodland. It is a long-established centre for motor sports and speedway events. It is an important regional sporting facility, which attracts large numbers of spectators from a wide area. By its very nature, however, it creates considerable disturbance to local residents at certain times.

13.102 The District Council has sought to maintain a balance between the often conflicting desires of speedway supporters and local residents, and agreements have been made between the stadium owners on the number of events and practice sessions which are considered acceptable. The District Council will continue to exercise control over events taking place at the stadium, but will not seek to terminate or unreasonably restrict the use of the stadium. Any proposals to extend the stadium which would be likely to significantly increase the disturbance to adjacent residential areas, however, would not be acceptable.

POLICY AP226

Ipswich Fringe: Foxhall Stadium

Proposals to enlarge the Foxhall Stadium, as shown on the Proposals Map, which would significantly increase the disturbance of the adjacent residential areas of Kesgrave or Bixley Farm, will be resisted.

RECREATION

SUFFOLK SHOWGROUND

- 13.103 The Suffolk Showground is an important facility both within the Ipswich area and regionally. The District Council supports the concept of the showground being used more intensively, provided access in connection with any event taking place is from the recently completed Felixstowe Road roundabout, with any other accesses, including those from the Bucklesham Road, being used only as emergency accesses or for administrative purposes. This will not only rationalise the access, internal road layout and car parking aspects of the showground, but will also reduce to a minimum the impact of the showground on Bucklesham Road.
- 13.104 The District Council does not propose to specify in this Local Plan a precise list of land uses for the area, since much would depend on their frequency and degree of impact on local residents. However, the Council will seek to agree with the Suffolk Agricultural Association, possibly on an annual basis, a schedule of potential uses and will give sympathetic consideration to any recreational activity, such as livestock shows, exhibitions and rallies, including touring caravans, provided adequate on-site car parking and the amenity of adjoining residential areas is protected. There is considerable scope for the showground to be dramatically visually improved by further tree planting. The holding of a wide range of non-recreational events may also be appropriate on the showground, provided they utilise the newly-constructed Felixstowe Road access and the prior consent of the District Council is obtained.
- 13.105 In order to regulate the use of the showground, the District Council will apply the following policy:

POLICY AP227

Ipswich Fringe: Suffolk Showground, Purdis Farm

The District Council will encourage the more intensive use of the Suffolk Showground, as shown on the Proposals Map, provided:

- (i) access for all events is off the Felixstowe Road by means of the recently constructed roundabout;**
- (ii) adequate on-site car parking is provided, commensurate with the land uses proposed;**
- (iii) appropriate measures are taken, including the strengthening of existing hedgerows to protect the amenity of adjacent residential areas;**
- (iv) any permanent new land use proposals for any part of the site are directly associated with recreation and/or tourism**

and would have no significant adverse effect on local residents.

The use of the Showground for other events will be considered on their merits.

SPORTS GROUNDS

13.106 It is a general policy of this Plan that sports facilities should be protected because of their role and their contribution to the character of an area (Policy AP104).

13.107 The sports grounds near Rushmere Street, together with the adjoining undeveloped land on the north-east side of Humber Doucy Lane, create a very important green space between Ipswich and Rushmere Street, and the developed areas of Kesgrave and Rushmere to the south. The District Council supports local opinion that the contribution this open land makes to the visual amenity of the area is considerable, and believes that it should remain either in recreational use or be returned to agriculture. These areas are, in any event, already identified as Countryside in which it is anticipated that existing land uses shall remain for the most part undisturbed, and the need to prevent the coalescence of the settlements with Ipswich has already been expressed (Policy AP212)

13.108 In addition to the visual importance of these open areas, the sports grounds contribute to meeting the recreational needs of the Ipswich area. The District Council acknowledges that accurate assessment of the demand for sports facilities, or the precise level of provision that ought to be made available, is difficult. Nevertheless, it has no evidence to suggest that these sports grounds no longer play an important role in meeting the recreational needs of the Ipswich area. The District Council will apply the following policy:

POLICY AP228

Ipswich Fringe: Open Spaces near Rushmere Street

The District Council recognises the visual importance of the open spaces in the vicinity of Rushmere Street and Humber Doucy Lane, as shown on the Proposals Map, and will not permit development on them, other than as sports grounds or for associated recreational uses.

PUBLIC FOOTPATHS AND BRIDLEWAYS

13.109 Reference has already been made, in Chapter Seven, to the importance which the District Council attaches to maintaining and expanding where possible the existing network of public rights of way (para 7.32 and Policy AP107).

13.110 Proposals for additional bridleways are included within the Suffolk Coast and Heaths Management Plan. Further opportunities for additional footpaths or bridleways may arise during the preparation of the Management Plan for the Eastern Fringe area, as discussed in paras 13.88 to 13.91.

THE IPSWICH EASTERN FRINGE

WATER RECREATION

River Orwell

- 13.111 During the last few years there has been an increasing pressure for a variety of uses on the River Orwell. These pressures include uses for recreation and tourism, leading to demands for additional moorings, marinas and associated land-based facilities, conflicts between commercial and pleasure craft and associated demands for additional areas for parking and picnicking, and footpaths across private land. These pressures are likely to continue to increase, particularly with the improving road and rail links to Ipswich from London and the Midlands.
- 13.112 This increase has now led the Ipswich Port Authority to conclude that any further significant increase in pleasure craft moorings and marina berths in the Orwell would seriously prejudice river safety, particularly as commercial traffic to the Port of Ipswich continues to increase.
- 13.113 The Ipswich Port Authority and the Ipswich Borough Council (as owners of the river bed) are, therefore, unwilling to grant any further licences for moorings and marina berths between Pond Hall and Levington Creek. Whilst there are no marinas within this section of the river at present, this stance by the Ipswich Borough Council and the Ipswich Port Authority would preclude any becoming established. Bearing in mind this restrictive practice, the high quality of the environment in landscape and wildlife terms, and limited access, such development would be unacceptable and Policy AP116 will be strictly applied. In addition, the District Council would welcome the establishment of a River Orwell Users' Association to seek to regulate and rationalise the number of moorings on the River and avoid potential conflicts.

Martlesham Creek

- 13.114 The Deben estuary and its creeks have seen a slow but steady increase in waterborne activity over the years, and Associations formed to seek ways of controlling growth recognise that if the natural beauty and character of the river is to be conserved, quite apart from questions of safety, there now needs to be action to limit further development, both on land and water.
- 13.115 As well as generally seeking means to protect the natural landscape of the River Deben from any further recreational development, the District Council is also concerned to ensure that the natural appearance of the Martlesham Creek area is preserved and where possible enhanced. The District Council will exercise strict control over development in order to discourage any development within this area which is likely to have an adverse effect on it. Further opportunities may arise for the natural beauty of the area to be safeguarded, or even enhanced through management agreements, and these would be supported by the Council. In addition to those general policies applicable to development in the Countryside and the general AONB policy, the District Council's general Policy AP115 will apply.

THE PRIORY AREA

- 13.116 There is an existing caravan site at Alnesbourn Priory which currently has planning permission for 100 residential caravans, 160 static holiday caravans and 120 touring caravans. A number of leisure facilities have also been provided, including a golf course immediately adjacent to the river. There is a Scout camping site immediately adjacent to the caravan site, which is intensively used during holiday periods. There has recently been pressure for the siting of additional holiday caravans on the adjoining land to the north.
- 13.117 The District Council recognises that part of this area is already used as a residential and holiday caravan site and that there may be potential for some limited expansion of the recreational and holiday caravan use of the area, as defined on the Proposals Map. The additional capacity of the site depends upon the ability to improve the access bridge across the Ipswich bypass and the access road leading from the Nacton Road. Policy AP44 would preclude any increase in the number of residential caravans on the site.
- 13.118 Before approval is given for any additional holiday caravans in this area, a comprehensive Design Brief will be necessary, which is acceptable not only to the District Council and the landowners, but also to the County Council and the Ipswich Borough Council as owners of the Airport, across which the access road runs. This Design Brief will need to show the level of additional accommodation, acceptable locations for the caravans, landscaping, internal access arrangements and any other required facilities. It will also need to demonstrate that the proposals for further recreational use of the area will have no adverse visual impact when viewed from the river or the south bank of the Orwell. The preparation of such a Design Brief will require a degree of co-operation between the landowners; this is considered essential if the unsatisfactory unco-ordinated piecemeal development of the area is to be avoided. The following policy will, therefore, apply in this area, as shown on the Proposals Map:

POLICY AP229

Ipswich Fringe: The Priory Area, Nacton

Further limited recreational use (including holiday caravans and camping) of the Priory Area, as defined on the Proposals Map, may be acceptable, provided it conforms to an agreed Design Brief. Unco-ordinated expansion of holiday caravan or camping facilities, and proposals which conflict with Policy AP111 will not be permitted.

IMPLEMENTATION

- 13.119 Within this Section on the Ipswich Eastern Fringe are a number of proposals which are site or area specific. These are listed in the following schedule, together with an indication of the implementing agency and the likely timing. Please note that the timing is only an estimate and will be influenced by a number of factors, notably market forces or the availability of finance.

IMPLEMENTATION: SCHEDULE OF PROPOSALS

IPSWICH EASTERN FRINGE

POLICY NUMBER	NATURE OF PROPOSAL	AGENCY	TIMING
AP214	Ipswich Road, Sandy Lane, Martlesham	SCDC/L	O
AP215	Extension to Ransomes Europark	PS/L	L
AP218	Employment land at Grange Farm	PS/L	M
AP221	Food Retailing at Martlesham Heath and Grange Farm	L	S
AP222	Park and Ride	SCC	S/M
AP223	Roman Catholic School at Grange Farm	PS/L	M/L
AP224	Primary School, Kesgrave	SCC	S
AP229	The Priory, Nacton	L	O

Key

L	Landowner	S	Short Term (1998-2002)
PS	Private Sector	M	Medium Term (2002-2005)
SCC	Suffolk County Council	L	Long Term (2005-2008)
SCDC	Suffolk Coastal District Council	O	Ongoing/as resources permit

Chapter Fourteen
WOODBIDGE AREA

INTRODUCTION

- 14.1 This chapter of the Local Plan deals with the five parishes of Woodbridge, Melton, Ufford, Pettistree and Wickham Market, which stretch along the A12 beyond Martlesham and the Ipswich Fringe. As one would expect, the greater proportion deals with Woodbridge (and Melton). However, there are issues in the other parts of the area, and the following subjects are covered:
- * The Area Generally (including housing, the villages and the countryside) (para 14.6)
 - * Wickham Market (para 14.15)
 - * St Audry's (para 14.23)
 - * Woodbridge and Melton (para 14.52)
 - * Implementation (para 14.160).
- 14.2 The Woodbridge Area consists of the five parishes of Woodbridge, Melton, Ufford, Pettistree and Wickham Market, which stretch along the A12 beyond Martlesham and the Ipswich Fringe. This location along the Trunk road has, in recent years, created considerable pressure for development as a continuation of previous significant growth, particularly within the historic town of Woodbridge and in the larger Villages of Melton and Wickham Market. Further large-scale development, however, would be inappropriate, because of the potential damage to the character of the settlements and surrounding Countryside. The south-eastern periphery of the Woodbridge Area lies within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty, whilst a significant part of the remainder of the Area, including the upper reaches of the River Deben valley and Byng Brook, are defined as Special Landscape Areas.
- 14.3 The quality of the built environment is reflected in the fact that each settlement in the Plan Area exhibits its own unique historic form and character, and each has accordingly been designated a Conservation Area. There is also the St Audry's Hospital complex, a group of buildings, part of which is listed, set in extensive and attractive parkland, which closed in 1992.
- 14.4 Today, Woodbridge itself exhibits many attractive features. The present mixture of land uses in the town centre, occupying buildings of a great variety and quality of architectural style, gives the central area of the Town its undoubted character and charm. The combination, therefore, of a renowned historic centre, which also has a healthy commercial atmosphere, has inevitably resulted in the Town becoming one of the outstanding tourist centres within Suffolk.
- 14.5 The Woodbridge Area and Deben Peninsula, as defined in this Plan, together form the Woodbridge Policy Area, as defined in the Suffolk Structure Plan. Due to the need to protect the landscape, particularly the AONB, the need to conserve high quality agricultural land, the need to protect the historic character of the settlements, particularly Woodbridge, and the need for restraint after two decades of rapid growth, a strategic policy of constraint is applicable to this Policy Area. This is also necessary to seek to prevent the merging of the settlements in this area with each other and with Martlesham.

THE AREA GENERALLY

HOUSING

HOUSING REQUIREMENTS

- 14.6 The Structure Plan (Incorporating Alterations 1, 2 and 3) does not include specific housing requirement figures for parts of Districts, except the Ipswich Policy Area. It is, therefore, not appropriate nor possible to identify any specific strategic housing requirements for the Woodbridge Area or for the town of Woodbridge itself (see para 3.9).

NEW HOUSING: SCALE AND LOCATION

- 14.7 As clearly outlined in Chapter Three of the Plan, it is in **Towns** where most development, particularly of a large scale, is most appropriately located. In this respect Woodbridge, with parts of the parish of Melton, is defined as a 'Town' in the Suffolk Structure Plan. In addition, a very small part of Martlesham Parish, around Dukes Park, abuts the administrative area of Woodbridge but, to all extents and purposes, is part of the urban fabric of the Town of Woodbridge and is, therefore, included within the physical limits of Woodbridge. This should not be confused with the administrative boundary.
- 14.8 Outside of the Town, there are settlements in each of the remaining parishes which have been identified as **Villages**. The scale of new development appropriate to each Village will be dependent upon its individual scale and character. Applications for new development within the Village will be assessed against the following policy. It should be noted that not only is a part of the Melton parish defined as a 'Town', but part is also a 'Village' for reasons set out later in paras 14.61.

POLICY AP230

Woodbridge Area: Development in Villages

In order to implement Policy AP27, the following settlements are defined as Villages, the appropriate scale of development being:

- (i) infilling only within the Villages of:

Pettistree
Ufford

- (ii) infilling, or a group of dwellings well related to their surroundings, within the Villages of:

Melton (Village)
Wickham Market.

- 14.9 Within the defined physical limits boundaries there may be areas which should remain undeveloped because of their contribution to the street scene or the character of the settlement. Those in Woodbridge and Melton are considered later in para 14.64. Elsewhere, such '*Areas to be Protected from Development*' are covered by Policy AP28 and include:

Pettistree land around the Laurels and to the south-east of Pettistree Lodge

Ufford curtilages south-west of School Lane, adjacent to the old A12, and around the Church

Wickham Market land around the Vicarage.

Outside the defined physical limits the area is defined as '*Countryside*', to which General Policies AP8 and AP30 will apply.

EMPLOYMENT

- 14.10 The close proximity to Ipswich means that the employment needs of the Area are largely met there. This is particularly the case with Woodbridge, for reasons set out later in para 14.84 but is a fundamental aspect of the constraint policies for the area.

COUNTRYSIDE

LANDSCAPE

- 14.11 The Deben estuary is part of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and hence of national importance in landscape terms. Policies in Part One of this Plan will be strictly applied. The Deben and its tributaries beyond Melton are also designated Special Landscape Areas, to which Policy AP13 in Chapter One applies.
- 14.12 Other parts of the Area, although not having any particular recognition are, nonetheless, attractive or important in their own right and warrant careful protection. This is particularly the case in respect of the landscaping setting of Woodbridge itself, and this is referred to later in para 14.77.

NATURE CONSERVATION

- 14.13 The area is also important in nature conservation terms, with a number of Sites of Special Scientific Interest and County Wildlife Sites (see paras 1.65 to 1.72). In particular, the River Deben has recently been designated as an SSSI in recognition of its national importance for wildlife. Policy AP15 in Part One of the Plan will apply.

WOODBIDGE AREA

WATER RECREATION

- 14.14 Water recreation, including the pressure for new developments, is discussed later in relation to Woodbridge (para 14.110). General policies relating to the Deben are also contained in Part One of the Plan.

WICKHAM MARKET

- 14.15 As referred to earlier, Wickham Market is defined as a village, to which Policies AP27 and AP230 will apply. A physical limits boundary is defined on the Proposals Map, as well as an Area to be Protected from Development (see para 14.9).
- 14.16 The only other issues which require consideration in this Local Plan are employment and the Hill.

EMPLOYMENT

- 14.17 In the Villages, the District Council will encourage small-scale developments which conform to Policy AP52 in Chapter Four of the Plan. One particular site has been identified, at **Border Cot Lane, Wickham Market**, part of which has planning permission for employment purposes. This site is still suitable for such a use, which would provide employment for the village and a wider rural area.

POLICY AP231

Wickham Market: Border Cot Lane

Land at Border Cot Lane, Wickham Market, as shown on the Proposals Map, is allocated for Employment (Classes B1 and B2) purposes.

B8 uses would be considered on their merits but the likely traffic generation would be a material consideration.

- 14.18 This allocation includes the depot to the east and enables a comprehensive scheme to take place. This would have access from Riverside View and means the existing substandard access to the depot could be closed off.

CENTRAL AREA

- 14.19 Wickham Market has an obvious central core around the Hill, where the majority of shops and businesses are located. It will be important to ensure that this does not start to 'spread' into adjacent areas, which are primarily residential, to the detriment of amenity or the Conservation Area.

POLICY AP232

Wickham Market: Central Area

In Wickham Market, proposals for shops, offices and businesses will only be permitted within the central core, as defined on the Proposals Map.

THE HILL

- 14.20 The Hill is also the focal point of the village in physical and community terms. However, the centre tends to be dominated by cars, which are intrusive visually and create conflict with pedestrians. This conflict is due to the haphazard nature of the circulatory arrangements within the area, the presence of on-street parking, and the overall volume of traffic.
- 14.21 The District Council recognises how important the Hill is as a centre for the village and a wider rural catchment area, and recognises the fact that many of its users travel there by car. Nevertheless, the Council would support an improvement scheme which created a safer and more pleasant environment for shoppers and visitors whilst, at the same time, retaining parking facilities. Some examples of possible elements of a scheme include:
- (i) the closure of the northern side to all but servicing and emergency vehicles, and its subsequent paving or resurfacing;
 - (ii) the realignment of the central area to create a 'village square' to incorporate the toilets, and to be enhanced by seating areas and landscaping;
 - (iii) removal of on-street parking;
 - (iv) parking on the square limited to short-stay only;
 - (v) consideration given to reducing the bus layby in size.
- 14.22 In order to be effective, a scheme would need to be complemented by the provision of additional parking elsewhere because of the marginal loss of existing spaces. Potential exists adjacent to the Village Hall, to the rear of the garage on the High Street. A footpath link would also need to be considered.

POLICY AP233

Wickham Market: The Hill

As financial resources permit, the District Council will promote a scheme of environmental enhancement at the Hill, Wickham Market, as shown on the Proposals Map. This will be complemented by the Council seeking to raise the overall standard of the environment in this area through the control of development.

ST AUDRY'S HOSPITAL

INTRODUCTION

- 14.23 St Audry's Hospital is a substantial complex of buildings, part of which is Listed, set in an extensive area of attractive countryside and parkland covering 125 acres.

WOODBIDGE AREA

- 14.24 Although once being a major local employer, the complex has, more recently, also served a recreation function for the local community by allowing the use of its facilities.
- 14.25 It closed in 1992 and this Local Plan must address the future potential uses of the buildings and land which comprise a number of components.
- 14.26 The main block in the centre is the oldest part of the complex and is a two-storey structure. Adjoining this is a water tower, clearly visible in distant views. Spreading out from the centre are ancillary blocks and wards (most of which are three-storey). Elsewhere within the grounds are interesting free-standing houses, or rows of houses.
- 14.27 The total area of the existing hospital buildings on the site amounts to about 417,600 sq ft, although not all are reusable. Of this, the main block and ward buildings account for some 230,000 sq ft, or 55% of the total. The existing "footprint" is taken to be in the order of 200,000 sq ft. [The "footprint" in this context means the aggregate ground floor area.]
- 14.28 In front of the main buildings is a parkland which provides an important setting and approach, particularly the main avenue. The parkland, which is currently laid out as a golf course, also serves an important function of separating the settlements of Ufford and Melton, and its presence helps prevent the linear expansion of the latter.
- 14.29 To the north-east is Hospital Grove, an attractive and ecologically important woodland.
- 14.30 To the immediate north of the main buildings are a sportsfield, bowling green and tennis courts, the use of all of which has been allowed to local sports clubs and individuals.
- 14.31 Immediately outside the hospital site is open farmland, except in the north-east, where there is a nursery garden. The farmland to the north is particularly open and lacking in tree cover. It is very exposed when viewed from the A12 and does not relate to the hospital complex.
- 14.32 However, because of the landform, land to the west is less exposed and has a better relationship with the complex.
- 14.33 The main access is from the B1438 to the east, although there is a subsidiary access from Lodge Farm Lane to the south. The B1438 connects to the A12 southbound, immediately to the north of the site. Other connections to the A12 are north of Ufford (northbound) and via Woods Lane, Melton.
- 14.34 The basic *aims and objectives* of the Local Plan in respect of considering proposals for the complex are:
- (i) retain the Listed buildings;
 - (ii) be phased over a period likely to extend beyond 2001;
 - (iii) minimise traffic movements through Ufford, Melton and Woodbridge;

- (iv) retain significant trees on the site, including those in the parkland between the buildings and the B1438 which shall be kept for public use in perpetuity;
- (v) retain existing recreation facilities and/or relocate them elsewhere within the site;
- (vi) accord with a Design Brief to be approved by the District Council;
- (vii) be restricted to the physical limits as defined on the Proposals Map;
- (viii) have minimal impact on the landscape or the character of the land which separates Melton Village from Ufford;

CONSTRAINTS

14.35 In considering the potential uses of the site and buildings, there are a number of fundamental constraints:

- (i) there is no strategic need for the release of land for housing purposes to meet the identified requirements of the Structure Plan;
- (ii) without a direct access to the A12, the scale of development is limited because of the impact of traffic on the adjacent settlements of Ufford and Melton;
- (iii) the 'Listed' buildings are in a good state of repair and must be retained;
- (iv) the parkland is an important feature, which also should be retained, not only for its inherent quality, but also, because of its function in separating Melton and Ufford;
- (v) the surrounding countryside, though not having a particular designation is, nevertheless, attractive in its own right.

14.36 Despite these constraints, the District Council is aware that the future of the buildings must be considered in a positive and practical manner. Another institution (hospital, school, etc), or similar development which could utilise the entire complex (hotel, country club, company headquarters, etc) would be an acceptable, and in many ways, the ideal use of the site. However, it is recognised that the sheer volume of current floorspace may reduce the scope for occupation by a single user, though this should not be ruled out.

14.37 If some fragmentation is necessary, and a number of uses are to be accommodated within the complex, it is essential that it is on the basis of a comprehensive plan for the whole of the site, bearing in mind the landform, landscape and layout of the buildings, and the strategic policy constraints.

14.38 The access is critical to the level of use of the site. A new access to the A12 may be technically possible but would have two fundamental disadvantages. In the first

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instance, it could encourage through-traffic seeking access to Melton and beyond. Secondly, it could create pressures for large-scale development beyond the hospital grounds. Both would be contrary to the general aims of this section of the Plan. Consequently, there would appear to be sound reasons not to pursue a new access to the A12.

- 14.39 The need to retain the Listed Buildings, the need to retain the parkland and landscape setting, the effect on adjacent communities, and strategic policy implications should dictate the scale of development.

THE POTENTIAL FOR RESIDENTIAL USE

- 14.40 As stated earlier, there is no need to allocate land to meet Structure Plan Housing requirements for the period up to 2006. Therefore, any residential development could only be justified as an exception to normal planning policy in order to secure the future of the important buildings on the site by their conversion in the first instance where practical, and achieve the various objectives set out previously.
- 14.41 The amount of residential development, therefore, will be limited in scale and should, where practical, take the form of conversion of existing buildings.
- 14.42 The District Council may permit some demolition of the non-listed buildings and rebuilding for residential purposes if:
- (i) the character and dispersal of the proposed redevelopment is part of an overall design concept which seeks to respect not only the "footprint" but also the institutional appearance and features on the site;
 - (ii) the "Listed" buildings remain the focal point.
- 14.43 Adequate landscaping and screening will be essential and the overall design concept should aim to create a balanced community with the listed building element of the existing complex as the focus. Such matters of detail will be covered in a Master Plan to be approved by the District Council.
- 14.44 Prior to the preparation of the Master Plan, it is impossible to be precise about the actual scale of development which would be appropriate, given the constraints. However, bearing in mind the access limitations and the criteria above, a maximum figure of about 200 units may be acceptable. This scale of development is likely to be less if other uses are to occur. It should also be emphasised that such development will only be acceptable as an alternative to the institutional use for the site and buildings, in order to retain its character, appearance, significant features and Listed Buildings. Residential development will not be acceptable in addition to an alternative use of the site as a whole, for example, for institutional purposes. If residential development on any significant scale is to occur then it will need to consider the provision of other facilities in accordance with other objectives of the Plan, i.e. the provision of open space, local need housing, housing for people with disabilities, community facilities, etc.

THE POTENTIAL FOR EMPLOYMENT USES

- 14.45 There is clearly the possibility that existing buildings could be converted to employment uses. However, in order to minimise the effect on the surrounding road system and Woodbridge Town Centre, this should be for Business (Class B1) Use only.
- 14.46 Unless there is the need for such a large amount of floorspace by one or more employers, it is difficult to envisage all of the available floorspace in such an inaccessible location being taken up. Traffic movements could also be excessive and a direct access to the A12 would be necessary.
- 14.47 The site may be acceptable for other uses, e.g. hotel, country club, or possibly a mix of uses. However, these should form part of a comprehensive plan which recognises the important objectives of not exceeding the footprint and respecting the existing form and dispersal of buildings.

EXISTING RECREATIONAL FACILITIES

- 14.48 The existing facilities are valued by the local population and in the event of new development or redevelopment should, if practicable, be retained, or relocated elsewhere on the site. The existing parkland, now laid out as a golf course, is also valued as a facility and provides an important setting to the institutional buildings. It is this setting which is critical and in this respect the parkland, with public access, should be preserved in perpetuity.

THE NEXT STEPS

- 14.49 Given the constraints on the site, particularly the access and strategic planning framework, the re-use of the complex as a whole for institutional purposes is desirable. However, if, on the closure of the main hospital buildings, it has not been possible to secure such use the Council accepts that conversion to a range of uses is acceptable in principle. This approach should prevent the buildings from standing empty and the site becoming derelict. The following policy will form the basis of any decision which the Council must take on the future of the site.

POLICY AP234

St Audry's Hospital: Future Use

The re-use of the St Audry's complex for institutional use remains the preferred option. In the event that it can be demonstrated that there is no viable alternative institutional use, the conversion of the existing buildings to a range of uses is considered acceptable in principle. Where size, form and layout of existing buildings has been shown to the satisfaction of the District Council to make conversion impractical then redevelopment following demolition may also be acceptable, all subject to Policy AP235. The range of uses can comprise one or a mix of the following:

- (i) business (Class B1);

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- (ii) residential;
- (iii) hotel;
- (iv) countryclub;
- (v) institutional.

14.50 The relative merits of the buildings on the site, the relationship between them, the retention of trees and woodland, and access restrictions will require further investigation and assessment in a Master Plan. This will be prepared by and/or in co-operation with the owners and approved by the District Council. In preparing the Master Plan, an assessment of the capability for conversion will be a primary consideration. Any subsequent redevelopment will not be permitted other than in conformity with this Master Plan. It may not be required in respect of a straightforward change of use from the present residential institution to, for example, a non-residential institution. It would be required, however, before the District Council could adequately consider any changes which the new user contemplated.

14.51 The following policy establishes a framework for the Master Plan, and criteria against which any planning applications will be assessed.

POLICY AP235

St Audry's Hospital: Development Framework

Development proposals for the St Audry's complex shall be contained within the physical limits, as defined on the Proposals Map, shall retain the listed buildings, and will be assessed against the following criteria:

- (i) the need to minimise traffic movements through Ufford, Melton and Woodbridge;
- (ii) the retention of significant trees on the site and the parkland area, as shown on the Proposals Map;
- (iii) impact upon the landscape or the character of the land which separates Melton from Ufford;
- (iv) the need to respect the footprint and form, character and dispersal of existing buildings;
- (v) where there is a residential element;
 - (a) the retention, where reasonably practical, and/or relocation on the site of the existing recreational facilities;

- (b) the need to provide a level of services and community facilities appropriate to meet the needs of residents and other occupiers of the site;
- (c) in the event that it is a wholly residential scheme, the maximum number of dwellings permitted shall be 200.

Planning applications will be considered only in the context of a Master Plan for the whole of the site. This shall address the above criteria, define the footprint, and include a phasing policy as well as appropriate measures for the future management of the parkland.

WOODBIDGE AND MELTON

INTRODUCTION

- 14.52 Woodbridge exhibits many of the attractive features of the classic English country town, having developed gradually over a period of 700 years without any major disturbance. Today, the central area retains a rich heritage from these past centuries, as can be seen in individual buildings, groups of buildings and in the medieval street pattern.
- 14.53 Melton has shared recent growth with adjacent Woodbridge, but has, in its older parts, retained its village identity. Despite the construction of modern estates, there are still areas in the parish, close to Woodbridge, which have a rural character because of the presence of trees and open spaces. Outside of the two settlements is attractive countryside, and expansion is constrained by the River Deben to the east and the A12 Trunk Road to the west. The river frontage is extremely popular and one of the principal features of interest to visitors and residents alike.
- 14.54 Although there are some limited employment opportunities in the settlements, their employment function is not as significant today as it would have been in the past. This is largely because of the constraints on development and their proximity to the rapid expansion of Ipswich.
- 14.55 Woodbridge Town Centre serves a wide, rural catchment area. Many of its food and non-food shops are specialised, catering for both a local demand and for an increasing tourist trade. It is important to maintain and enhance its viability and vitality.

HOUSING STRATEGY

- 14.56 The *aims and objectives* of the Plan in respect of Woodbridge and Melton are:
- (i) to constrain development, in recognition of the high landscape and townscape quality and the overall character of the settlements;

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- (ii) to retain the separate identities of Woodbridge and Melton by preventing their further coalescence;
 - (iii) to preserve and enhance the historic and architectural character of the centre of Woodbridge;
 - (iv) to preserve and enhance the function of Woodbridge as a local shopping centre;
 - (v) to protect and enhance the landscape setting.
- 14.57 As stated earlier in the Plan (para 3.12) there is no strategic requirement to make allocations of land for housing and, therefore, no such allocations are made in Woodbridge and Melton. In any event in the Town of Woodbridge, with part of Melton, strategic policy has consistently applied a restraint policy. This reflects:
- a) the limited employment base;
 - b) the character of the Town;
 - c) the physical constraints of the Deben and the A12;
 - d) the availability of land on the nearby Ipswich Fringe;
 - e) the high priority given to conservation objectives.
- 14.58 In addition, close to the Town, at the former St Audrys Hospital and at the former Bentwaters Airbase, are considerable areas of land available for development. Therefore, a policy of restraint is proposed to continue for the Town:

POLICY AP236 **Woodbridge/Melton: Restraint**

The strategic policy of restraint on new housing development in Woodbridge/Melton will continue to be applied through the retention of the physical limits boundary, as defined on the Proposals Map. New housing development will, therefore, consist of infilling, groups or small-scale developments, subject to the following:

- a) no material adverse impact on the Conservation Areas or Listed Buildings;
- b) no material adverse impact on the urban fringe or setting of the Town (see also Policy AP240);
- c) the avoidance of the loss of areas which are important components of the street scene, character of the Town, or Townscape, eg open spaces or woodland (see also Policy LP237);
- d) access and highway considerations;

e) **other policies of the Local Plan and related Supplementary Planning Guidance.**

- 14.59 As also stated earlier, Woodbridge is classified as a **Town** to which Policy AP26 will apply. The physical limits boundary of the Woodbridge 'Town' area, as shown on the Proposals Map, includes parts of the parish of Melton, as the parish boundary extends almost to the town centre of Woodbridge. This involves existing housing areas off Bredfield Road and Melton Road, housing estates under construction at Melton Grange Road; Leeks Hill, an employment area off Melton Road, and part of the District Council offices.
- 14.60 A small part of Martlesham parish also lies within the physical limits of the Town, as defined. This consists of:
- (i) the former tree nursery land between **Ipswich Road and the A12**, which has planning permission for residential development; and
 - (ii) the low density residential area of **Dukes Hill**.
- 14.61 In respect of Melton, that part of the parish around, but particularly to the north of the A1152/B1438 crossroads, has retained its village characteristics and a separate identity. The high quality of the built and surrounding rural environments, which is designated as a Conservation Area, indicates that large-scale development is undesirable and the classification of that particular part of Melton as a '**Village**' would be more appropriate. In this area, which is shown on the Proposals Map, Policies AP27 and AP230 would apply (see para 14.8).
- 14.62 Regarding the remainder of Martlesham parish, this is dealt with in Chapter Thirteen on the Ipswich Eastern Fringe.
- 14.63 The inclusion of parts of Melton and Martlesham parishes in Woodbridge 'Town', with the remainder being designated either 'Village' or 'Countryside' is solely to define areas within which specific policies are to apply. These areas should not be confused with the parish boundaries.

AREAS TO BE PROTECTED FROM DEVELOPMENT

- 14.64 Within Woodbridge and Melton are a number of open spaces which make a considerable contribution to the character of the settlements and should be retained. They have been designated as 'Areas to be Protected from Development', to which Policy AP28 will apply.
- 14.65 These areas include Fen Meadow, the grounds of Woodbridge School, Abbey Grounds, Castle Street Amenity Area and gardens off Wilderness Lane. They also include **Dukes Hill** where, in order to preserve the character and the woodland setting (covered by a Tree Preservation Order), further infill development would not be permitted.

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- 14.66 The following areas are also important but, because of their particular circumstances and development pressures, further policies are appropriate to supplement the General Policy AP28.

The area between Pytches Road and Woods Lane

- 14.67 This area contains numerous trees and woodlands which, together with the undulating landform, are important components of distant views of the town from the AONB and elsewhere. Overall, the impression is one of an attractive, green backcloth.
- 14.68 Even though quite large-scale development has taken place in this area, there are parts which still retain a significant proportion of trees, or retain their rural character, such as the grounds of Melton Grange and, in particular, the land around Melton Hall. The grounds of Melton Hall and properties adjacent to it, including the recreation ground, form part of the rural quality of the approach to Melton and separate it from the built-up part of Woodbridge. Development here would be detrimental to the overall character and cause further undesirable coalescence of the two communities. Woods Lane is also very rural in character and any new accesses onto it would, with resulting visibility splays and loss of trees, seriously damage the overall appearance.
- 14.69 Elsewhere within the area, it is essential that remaining natural features should be retained and new landscaping carried out. In order to protect existing trees, extensions to the existing Tree Preservation Orders may be necessary. The following policy supplements General Policy AP28.

POLICY AP237

Melton: Protection of Trees and Character

The area bounded by Woods Lane, Melton Road, Pytches Road and Bredfield Road, as shown on the Proposals Map, retains its rural and wooded character, and separates the identified Village of Melton from Woodbridge. Within this area there are parts where no further development will be permitted because of:

- (i) their important contribution to the setting of Woodbridge and Melton, particularly from distant views;
- (ii) the need to preserve their natural features;
- (iii) their wildlife importance;
- (iv) their importance as settings for listed buildings;
- (v) their rural character;
- (vi) the need to prevent the coalescence of Woodbridge and Melton Village;
- (vii) the need to preserve that part of the area within the designated Melton Conservation Area.

These have been identified as those to which Policy AP28 applies and are shown on the Proposals Map in solid green notation. Within the hatched part of the area the District Council will ensure that the design, density, scale and layout of any new development will not prejudice the protection of important trees and open spaces, and they will require additional tree planting and other landscaping where appropriate.

Garden Centre on Ipswich Road

14.70 This is a major open space within Woodbridge Conservation Area which should be retained. The site is certainly one which is vital to the setting and character of this part of the Town, presents an attractive approach to the Town, and offers excellent views across to the church. Basically, the site comprises four elements:

- (i) the sales area, associated buildings, open storage and offices;
- (ii) the woodland to the north of the site, largely gale-damaged, within which is a large open storage area;
- (iii) the woodland at Warren Hill;
- (iv) the open area to the south, with some specimen trees, which can itself be divided into two parts, namely:
 - (a) the triangle fronting Ipswich Road;
 - (b) the triangle to the rear, below Warren Hill Road.

14.71 Were the Garden Centre to re-locate or require redevelopment, then consideration would need to be given to the scale of development or suitable alternative uses.

14.72 In respect of the former, it is essential that areas (iii) and (iv) (a) be retained because of their importance, particularly the triangle fronting Ipswich Road and the specimen trees on it. The other areas offer some potential for development, but only as part of a comprehensive scheme for the whole site and not on a piecemeal basis.

14.73 In respect of area (ii), a limited form of development may be appropriate, within and retaining, the most important trees. In area (iv) (b), development would need to be low level and small-scale in nature, related to ancillary development such as car parking.

14.74 A range of alternative uses would be suitable but not residential development because of:

- (i) the impact of an access across area (iv) (a) above;
- (ii) the need to retain important features, aspects, and the overall character.

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POLICY AP238

Woodbridge: Garden Centre, Ipswich Road

Subject to the provision of a new access which does not detract from the character and appearance of the site, or the risk of loss of significant trees, the suitable alternative uses for the Garden Centre site on Ipswich Road, as shown on the Proposals Map, are:

- (i) an extension to the existing, or redevelopment of a new Garden Centre;**
- (ii) redevelopment for offices to a high standard of design;**
- (iii) redevelopment for a hotel complex;**
- (iv) redevelopment for an institutional-type use, eg, school, hospital, nursing home etc.**
- (v) a combination of the above.**

Any development which does take place must be comprehensive in nature, be to a high standard of design, and of a bulk and form which would harmonise with the residential surroundings, retaining:

- (a) important trees, both individually and in woodland form;**
- (b) the open character of the site;**
- (c) in perpetuity the area which fronts Ipswich Road and the block of woodland to the rear of the site, as shown on the Proposals Map.**

Woodbridge School

- 14.75 The principal buildings and the well-treed areas of the Woodbridge School grounds, together form an integral part of the quality and character of the Conservation Area. Although only the group of buildings around Marryott House are listed, these and other prominent buildings in their parkland setting up to Burkitt Road, combine to provide a particularly attractive open contrast to the compact townscape of Market Hill and its adjacent streets. More recent developments along, or adjacent to the Bredfield Street frontage, do less justice to their setting. A third principal element, the playingfields, are more hidden from public view but are given character by their tree-lined border along their western flank, adjacent to Moorfield Road.
- 14.76 Were the School to seek to concentrate additional educational activity on its existing site, it would be essential to respect these qualities and the lack of potential which exists for significant increases in traffic on Bredfield Street and adjacent streets such as Angel Lane.

POLICY AP239
Woodbridge School

In the event of necessary intensification of educational use of the Woodbridge School site during the Plan period, it will be essential:

- (i) to retain the open character of the setting of the principal buildings, including the Chapel, north of Burkitt Road and of the area at the north end of Bredfield Street, in the vicinity of its junction with Castle Street, in particular when viewed from the east;
- (ii) to limit traffic generation from any redevelopment of buildings with access to Bredfield Street, to levels not greater than are presently generated on to that street from within the site;
- (iii) to ensure that any improved access which may be necessary from Burkitt Road is located so as to minimise impact on existing individual trees and the retention of a walled boundary;
- (iv) to retain all trees which make a significant contribution to the character of the Conservation Area.

Any development which does take place must form part of a comprehensive plan for which a Design Brief will need to be prepared and adopted as Supplementary Planning Guidance. This should reflect the relevant criteria set out in this Policy, be of a high standard of design, and of a bulk, form and appearance which would preserve or enhance the character or appearance of the Conservation Area. In particular, the plan must reflect the limited capacity of adjoining town centre streets to absorb further traffic from within the site.

THE LANDSCAPE SETTING

- 14.77 The physical limits boundary of the 'Town' area, as defined, seeks to draw a clear distinction between those large areas, which may be regarded as predominantly built-up, and the open land beyond, to which the Countryside policies will apply. In particular, it differentiates between the built-up part of Woodbridge to the east of the A12 Trunk Road, and the Countryside and scattered buildings to the west. The A12 clearly provides a firm edge to the town and the land beyond, which is of a different and distinct quality and character. That character should not be eroded by further development, and the District Council will operate a very strong restraint policy in the area to the west of the A12. This has recently been upheld in appeal decisions for employment, residential and catering uses. The following policy supplements the General policy on the Countryside, AP8.

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POLICY AP240

Woodbridge & Melton: Development to the West of the A12 (T)

In order to protect the landscape setting of Woodbridge and Melton no further development will be permitted to the west of the A12 Trunk Road.

- 14.78 To the east of the 'Town' area the landscape setting of Woodbridge, particularly when viewed from the River Deben, is extremely attractive. The open landscape around Kingston Nurseries, together with the area of Broom Heath, with its numerous trees, and Broom Hill heathland, all combine to create a foreground of contrasts, when viewed from the river. Any development on this land would not only be visually intrusive from within the AONB but would destroy an important part of the Town's setting. This area has, therefore, been excluded from the physical limits boundary and the Countryside and landscape conservation policies of the Plan will be strictly applied. Future uses of the Kingston Middle School are also constrained by the same considerations (see para 14.116).

HOUSEBOATS

- 14.79 At Woodbridge and Melton, a number of houseboats are moored alongside the stretch of river wall between Wilford Bridge at Melton and Sun Wharf in Woodbridge, both areas being within the AONB.
- 14.80 A proliferation of houseboats in various states of repair and the associated facilities on the river wall, has an adverse impact on the area, which has been given national recognition for its landscape qualities. These boats do not have the benefit of planning permission and any application for consent would normally be refused, in accordance with long-established policies to resist development in the open countryside.
- 14.81 In addition to its role as Planning Authority, the District Council has a responsibility for public health and is concerned that some of the houseboats lack even the most basic amenities.
- 14.82 Clearly, the presence of houseboats in this sensitive location runs contrary to the Council's policies for the protection of the Countryside. However, in this particular case, there may be other mitigating circumstances to take into account; the fact that a number of houseboats have been established for some years, they are the sole residence of the occupiers, and enforcement may merely move the 'problem' elsewhere. However, these factors should not be used as a precedent to allow further houseboats or very recent arrivals to become established.
- 14.83 The last comprehensive survey took place on 8 August 1989, and it is this date which will be critical in considering the status of individual boats. In addition, the condition and appearance of boats will be important, and those in a poor state of repair and thereby visually intrusive, should be removed. In addition, any boats which remain will need to comply with the Council's adopted Code of Practice, which requires the boats to be in good condition and fit for habitation. In addition, it covers such matters as the appearance of boats, ancillary cables and gangplanks, the provision of services, fire

fighting and the safeguarding of adjoining rights of way. This Code of Practice is set out in Appendix 3.

POLICY AP241
Woodbridge & Melton: Houseboats

Planning permission for the mooring of additional houseboats on the section of the river between Wilford Bridge and Sun Wharf at Woodbridge will not be granted, and where planning permission falls to be considered for existing ones it will not be granted where it would result in, or perpetuate, serious visual intrusion.

All other houseboats will be assessed against General Policy LP33.

EMPLOYMENT

NEW DEVELOPMENT

- 14.84 Although historically a market town with agricultural servicing and a boat building industry, the function of Woodbridge has changed over the years so that it is less of an employment centre and has essentially become part of the economy of the Ipswich Area, with a significant amount of daily commuting out of the town. This is a reflection of the environmental and planning constraints which have precluded major expansion, and the quality of life offered by the town, which is in close proximity to the regional employment centre of Ipswich.
- 14.85 It is anticipated that most economic activity of a general nature will take place on industrial estates, including any extensions to them. Although there are a number of concentrations of industrial activity, there is only one large estate in the Town area, this being at **Wilford Bridge Road** in Melton.
- 14.86 It will be important to resist the loss of the employment potential of this area to other unsuitable uses and to ensure that development does not take place to the detriment of other objectives of the Plan. At the same time, it will be important to seek to make maximum use of the land and buildings. The Wilford Bridge Road Industrial Estate, therefore, is considered suitable as a General Employment Area, to which Policy AP51 will apply (see para 4.24).
- 14.87 The development of the industrial estate took place in the early 1980's, in accordance with allocations in the 1971 Town Map at Melton, and the construction of the Melton Relief Road. This complemented major residential developments totalling 1,750 dwellings, also allocated in the Town Map.
- 14.88 Today, no major employment development is required, given that no residential allocations are made. In addition, the employment needs of Woodbridge and its immediate environs are largely met elsewhere, particularly on the nearby Ipswich Eastern Fringe:

Ipswich Eastern Fringe

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- (i) **Martlesham Heath** - an existing industrial area of approximately 80 acres, with potentially 10 acres of land available at the present time;
- (ii) **Nacton Heath**, also known as the Ransome's Park - approximately 150 acres of industrial land, located within the Ipswich Borough, all of which is undeveloped. An extension of 41 acres into Suffolk Coastal is proposed (see AP215 after para 13.39);
- (iii) **Grange Farm, Kesgrave** - 20-30 acres of land for B1 employment uses have been identified in the Master Plan for the area, which has received outline planning permission;

Elsewhere

- (iv) **Ipswich Town Centre, Ipswich Docks** and other industrial estates and employment areas in the Ipswich Borough, where land is available;
- (v) **Felixstowe**, where the Port is a major employer and the release of 60 acres of land for employment purposes is made in this Local Plan (Policy AP176);

Wilford Bridge

14.89 Because of the availability of this amount of land elsewhere, there is no need for a major allocation of land in Woodbridge, which would prejudice the objectives of protecting the landscape setting of the town. However, the District Council recognises the need to provide a supply of small sites, particularly for local businesses perhaps wishing to establish, expand or re-locate. Potential exists at Wilford Bridge in respect of:

- rationalisation and more intensive use of existing open space and recreational areas;
- more intensive, alternative use of the site currently being used for container storage and repair;
- more intensive use of other sites used for storage or open display;
- use of land around the station, currently partly unused.

POLICY AP242

Melton: Wilford Bridge Employment Area

The Wilford Bridge Road Industrial Estate, as shown on the Proposals Map, is identified as a General Employment Area, to which Policy AP51 will apply. Subject to the provision of adequate access and screening, particularly from the Area of Outstanding Natural Beauty, the District Council will support the more intensive use of the present container site, as identified on the Proposals

Map, for B1 and B2 employment uses only. Additional landscaping and screening will be necessary around that area, particularly the creation of a 'buffer' between it and the railway line.

Melton Road

- 14.90 There is a small group of businesses located off **Melton Road**, between the road and the railway line. These are on the edge of, but outside the AONB, close to an area of undisturbed water-meadows which complement the AONB on the other side of the railway line.
- 14.91 In such a location, the District Council would normally resist further extensions towards the AONB. However, there may be considerable environmental gain were some limited development to take place, if it were complemented by substantial new planting to screen both any new and existing development.

POLICY AP243

Melton: Employment Area off Melton Road

The Employment area off Melton Road, as shown on the Proposals Map, is designated as a General Employment Area and further development will only be acceptable if:

- (i) it is restricted to the area defined;
- (ii) it is to a high standard of design;
- (iii) it is modest in scale and height;
- (iv) it is complemented by the planting of a suitable tree belt on the eastern and southern boundaries.

Deben Mill

- 14.92 One site, to the north of Deben Mill, already has the benefit of planning permission for employment (B1) use and has been included within the physical limits boundary. This permission represents an intensification of the existing employment use of the site, extending it to include the whole curtilage. In order to protect that employment use from other uses, particularly residential, it is identified on the Proposals Map and covered by the following policy:

POLICY AP244

Melton: Deben Mill

WOODBIDGE AREA

Land to the north of the Deben Mill, Melton, as shown on the Proposals Map, is suitable for development for employment (B1) use only.

A high standard of design, materials and landscaping will be required. The north-eastern part of the site, currently grassland, shall be used as an amenity/water-storage area and remain free of structures. The only exceptions would be part use for open space or parking, but not open storage.

RIVERSIDE EMPLOYMENT AREAS

- 14.93 In recent years there has been pressure for the development of sites and premises within the AONB on the river side of the railway line, east of Quayside, Woodbridge. In many cases, these businesses have been orientated towards the river users and their market. In accordance with other policies of this Plan, the Council will seek to protect the employment use of the Lime Kiln Quay and Ferry Quay employment areas shown on the Proposals Map, which form part of their historic character, particularly from proposed changes to residential uses. Priority will be given to the protection and enhancement of boat building, marine engineering and other activities associated with the use of the River within these two areas. Any B1 employment uses will be acceptable within these two areas, but B2 employment uses will only be acceptable where they are river - associated employment uses. There may also be opportunities for water recreation, as set out in paragraph 14.111.

POLICY AP245

Woodbridge : Lime Kiln Quay and Ferry Quay

The area of Lime Kiln Quay and Ferry Quay, Woodbridge, as defined on the Proposals Map, is considered suitable for the establishment of new small-scale business (B1) uses or leisure/recreational uses only. B2 employment uses may be acceptable where the uses proposed relate to boat-building, marine engineering or associated activities related to the use of the river. They must also utilise any existing vacant premises. Proposals which would result in serious injury to the amenity and environment of this part of the designated Area of Outstanding Natural Beauty will be refused.

- 14.94 Any proposal must satisfy the requirements of British Rail in respect of vehicular movement to and from premises, across the East Suffolk Railway line. This will be of major importance in determining whether any proposal on the river side of the railway line is acceptable.

CONSERVATION

- 14.95 As stated earlier, Conservation Areas have been designated in both Woodbridge central area and around The Street, Melton. Policies which apply to these areas are contained in Chapter One.

ENHANCEMENT SCHEMES

- 14.96 Generally, the District Council has supported, and will continue to support, improvement schemes which are aimed at positively enhancing a locality, particularly the Conservation Area. Such schemes can be wide-ranging and could include paving, re-surfacing, landscaping, the removal of overhead wires, and the introduction of seating. General work of tidying up and improving the amenity and visual quality of particular sites, which could either be in public or private ownership, will also be encouraged. The District Council will seek, as a priority, to enhance the appearance of The Street, Melton and The Station Forecourt, Woodbridge. This will be supplemented by planning permission not being granted for proposals which would neither protect nor enhance the character or appearance of these two areas.

- 14.97 It is likely that a number of schemes will come forward during the Plan period to be implemented by:

- (i) the District Council, as finances permit;
- (ii) the private sector as part of, or in association with, new development;
- (iii) other public bodies, such as the County Council.

That being the case, it is difficult to predict at this stage, in this Plan, where those schemes will take place and what form they will take. However, the District Council recognises that the following would particularly benefit from an improvement in the local environment, although other opportunities may arise during the Plan period.

Melton

- 14.98 The enhancement of **The Street** would be of immense benefit to its visual quality and would significantly contribute to its status as a Conservation Area.
- 14.99 The forecourt of Cowies Eastern Tractors and the entrance to Winifred Fison House occupy prominent locations and the District Council would encourage their improvement and support any initiatives from the owners to implement resurfacing/landscaping schemes.

Woodbridge

The Thoroughfare

- 14.100 This is discussed later in para 14.149.

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The Riverside and River Wall

14.101 The riverside is very important to Woodbridge in terms of its setting as a local recreational facility and a tourist attraction. It is currently an objective of the District Council to improve the riverside footpath. This could be complemented by other improvements, for example, to the river frontage and Ferry Quay area in the form of additional seating and improvements to the 'beach' area and sandpit, once the work being carried out to the river wall by the National Rivers Authority is completed. In addition, the station forecourt and the public car park around and in front of the station building, which many visitors use, would benefit from improved landscaping.

POLICY AP246

Woodbridge and Melton: Environmental Enhancement

In their control of development, the Council will not grant planning permission for proposals which would neither protect nor enhance the character or appearance of the following areas:

- (i) - The Street, Melton
- (ii) Station Forecourt, Woodbridge

POLICY AP247

Woodbridge: Environmental Enhancement, Riverside

As financial resources permit, the District Council will promote a scheme of environmental enhancement in the Riverside area, as shown on the Proposals Map. This will be complemented by the Council seeking to raise the overall standard of the environment in this area through the control of development.

RECREATION AND LEISURE

FORMAL RECREATION

14.102 It is important to ensure that an adequate supply of recreational facilities is available or planned. Currently, the provision of an indoor sports hall at Woodbridge is included in the District Council's Capital Programme, although not allocated within the current programme period. One possible location for such a facility is on land to the rear of the Deben Pool, which would further enhance the recreational facilities within this locality. Any proposal will be considered against Policy AP101 as contained in Part One.

INFORMAL RECREATION

14.103 The provision of an adequate amount of public open space is an important objective of the Local Plan and policies are contained in Chapter Seven.

14.104 The provision of an informal games area and a play space in the valley of the Naverne Brook, off Castle Street, not only has provided an invaluable amenity, but also,

considerably enhanced the Conservation Area. The open space in this part of the town forms a very important setting to the town centre and Market Hill and, as such, has been identified as an 'Area to be Protected from Development', to which Policy AP28 applies.

- 14.105 In view of this area's contribution and importance to the setting of the Conservation Area, and its further potential for public open space use, it is desirable to extend the Castle Street open space area and to develop footpath links to adjacent residential areas, and to the Market Hill.

POLICY AP248

Woodbridge: Castle Street Amenity Area

The District Council will extend the Castle Street open space scheme and promote footpath links to adjacent residential areas, as shown on the Proposals Map.

THE RIVERSIDE

- 14.106 The environment of different parts of the riverside varies greatly and activities which would be damaging in one area may be entirely acceptable in another. There are also a number of conflicting demands being exerted within the area which need to be reconciled, including those of water-based recreation and other recreational pursuits - walking, for example; the need to conserve the area's outstanding landscape quality within the AONB and the need to preserve the river's attributes as a natural wetland habitat (recognised by its recent designation as an SSSI).
- 14.107 With the development of the Tide Mill Yacht Harbour and the gradual build-up of craft in the Ferry Quay area, the character of this part of the riverside has changed significantly in recent years. It takes its character not only from the river and riverside buildings, but also, from its setting, including attractive marshland lying between the river wall and the railway line. It will be most important to ensure that the gradual erosion of this traditional setting is stemmed.

POLICY AP249

Woodbridge & Melton: Retention of Riverside Qualities

The District Council will seek to prevent the further expansion of riverside development into the areas shown on the Proposals Map. Overall, the District Council will continue its policy of land acquisition in the area between the railway line and the river to facilitate the objective of protecting the character of the riverside.

- 14.108 To the south of the 'developed' part of the riverside, towards Kyson Point, the riverside and marshlands create a sense of isolation and peace. The principal objective for this area, therefore, should be to retain and possibly enhance these qualities, which have made this area so popular for walkers and bird-watchers.

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POLICY AP250

Woodbridge: Riverside recreational area

The Riverside area to be used for recreational purposes is shown on the Proposals Map. The District Council intends that the stretch of Riverside south of this area, and between the railway line and the river wall, should remain undisturbed and its present character be retained.

- 14.109 In terms of traffic movement, the river bank is essentially a pedestrian area. Free public access to the riverside has always been encouraged and its natural qualities are likely to attract more and more visitors, especially during the Summer months. Recent improvements to the river wall, as part of the Woodbridge flood defence works, south of the Ferry Quay, have provided an all-weather surface with numerous access points being available along its length. To the north of Ferry Quay, the route of the footpath and the absence of directional signs at key points tend to conceal its existence and to diminish its potential. However, the construction of the new flood defence scheme from Ferry Quay to Wilford Bridge will provide an opportunity to develop the footpath linking into other recreational facilities, such as the picnic site at Wilford Bridge.

POLICY AP251

Woodbridge & Melton: Riverside Footpath

The District Council will seek to improve as a Riverside Walk the existing footpath from the Ferry Quay in a northerly direction towards the picnic site at Wilford Bridge, as shown on the Proposals Map.

WATER RECREATION

- 14.110 Over recent years there has been increasing pressure for new developments within the Deben Estuary to provide facilities for sailing, eg, marina berths and water recreation, for example, jet skis and water-skiing. However, as the ecology and landscape of the river is extremely sensitive, the ability of the estuary to continue to accommodate these pressures needs the most careful consideration.
- 14.111 It is considered that an additional facility in Woodbridge itself is preferable to further development in the more sensitive parts of the estuary, and indeed, may relieve pressure on them. Therefore, subject to the provision of an adequate access and appropriate scale, design and use of materials, such a proposal may be acceptable if:
- (i) any new buildings, roads and parking areas are located within the physical limits, as defined on the Proposals Map;
 - (ii) it retains the open character of the riverside, including uninterrupted views of the river from the town centre.
- 14.112 Potential may exist in the Lime Kiln Quay area. However, in addition to the above criteria, a proposal must be associated with improvements to the appearance of

buildings and surfaces around Lime Kiln Quay, a prominent and historically important part of the Woodbridge Conservation Area and AONB.

14.113 As such a facility would, by necessity, be located within/abutting the Ferry Quay and Lime Kiln Quay Employment Area, Policy AP245 and the following apply:

POLICY AP252

Woodbridge: New Yacht Harbours and Marinas

The development of a further yacht harbour at Lime Kiln Quay, Woodbridge, as defined on the Proposals Map will be permitted if:

- (i) residential use is restricted to holiday accommodation only;
- (ii) adequate car parking is provided on site;
- (iii) the scale and level of activity is appropriate to the restricted site, which is located in an AONB and adjoins a Conservation Area;
- (iv) it is to a high standard of design;
- (v) measures are taken to prevent damage to the SSSI and disturbance to birds;
- (vi) the level of activity is not likely to result in excessive traffic generation or significant loss of residential amenity;
- (vii) commercial activities are limited to small-scale business (B1) or leisure and recreation uses only.

SOCIAL AND COMMUNITY FACILITIES

14.114 Within Woodbridge it is anticipated that two schools will become vacant in the future:

NEW STREET PRIMARY SCHOOL

14.115 The County Council propose to relocate this school to a site on Pytches Road, although there is no provision made in the current Capital Programme. The future use of the existing school is discussed later in para 14.136. It is considered important to protect the proposed site for a school use.

POLICY AP253

Woodbridge & Melton: New Primary School

A site is safeguarded on Pytches Road, Melton, as shown on the Proposals Map, for a new primary school. Because of the

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contribution which the site currently makes to the character of the area, only the development of such an essential facility as a school will override the need to retain the site in its open, undeveloped form.

KINGSTON MIDDLE SCHOOL

- 14.116 This is already redundant as a Middle School and is used as an ancillary block to Farlingaye High School. The site has very poor access, is outside the physical limits boundary of Woodbridge and on the edge of, but outside and prominent from, the AONB (see para 14.78). Residential or employment uses are both unsuitable. A community-type use, perhaps involving health care or a clinic, would be the preferred and acceptable alternative use.

POLICY AP254

Woodbridge: Kingston Middle School

The former Kingston Middle School, off Cherry Tree Lane, Woodbridge, as shown on the Proposals Map, is considered suitable for conversion to an institutional use only.

WOODBIDGE - TOWN CENTRE STRATEGY

EXTENT OF TOWN CENTRE

- 14.117 The Town Centre is defined on the Proposals Map and the General Policy which will apply to the area is AP56 in Part 1 of the Plan.

TOWN CENTRE PROFILE

- 14.118 In terms of its profile, Woodbridge is a typical traditional market town with an attractive shopping environment characterised by a number of historic listed buildings. It serves both the convenience, and to a lesser extent, the comparison goods shopping needs of its catchment area.
- 14.119 The town centre is based largely upon its historic street pattern comprising The Thoroughfare, Church Street and Market Hill. The primary shopping frontage is located on the Thoroughfare between Church Street and Elmhurst Walk. The town includes two small shopping centres; these are the Turban Shopping Centre and Gobbitts Yard, both of which are on the south side of The Thoroughfare.
- 14.120 The principal competing centre to Woodbridge is Ipswich which is some ten miles to the south-west. In addition, the retail warehouses at the Martlesham Heath Industrial Estate, some four miles to the south-west of Woodbridge, provide a relatively comprehensive range of retail warehouse facilities which serve to constrain the catchment of Woodbridge. Martlesham Heath Village Centre has a limited range of retail and service facilities, principally serving the local needs of the surrounding residential areas.

- 14.121 Woodbridge has a higher than average proportion of convenience goods shops. This high proportion of food retailers is typical of relatively small market towns which tend to be more reliant on their convenience shopping function than larger shopping centres.
- 14.122 For the majority of goods categories within the comparison sector, Woodbridge has a broadly comparable representation to the national average. The exception to this is in the household goods sector where Woodbridge has a much higher representation. This is explained in part by the high proportion of antique and specialist furniture shops. These types of high quality specialist retailers contribute to Woodbridge's attractive shopping environment and its overall vitality and viability. In addition, there is a weekly market on Thursdays, which is located on Market Hill and includes approximately ten stalls. Tourism contributes significantly to the town's vitality and prosperity.
- 14.123 In addition to its retail uses, Woodbridge has a strong representation of professional uses, including solicitors and estate agents. It is less well provided for in terms of restaurants, public houses and fast food outlets.
- 14.124 A recent study commissioned by the District Council indicates that Woodbridge has increased its national rank position in terms of its multiple retailer representation over the 11 year period 1984 to 1995. This suggests that the town has been relatively successful in attracting new multiple retailers. However, limited significance should be attached to this statistic, as the total number of multiple retailers is still very limited (ie 5 in Woodbridge compared with 10 in Felixstowe).
- 14.125 The principal supermarket in the town centre is located within the Turban shopping centre, and has a net sales area of about 635 square metres (9,850 square feet). The only other supermarket in the town centre is in the Thoroughfare, which has a net sales area of about 215 square metres (2,315 square feet). In addition to these two supermarkets, the town centre has a strong provision of small independent convenience retailers, which perform an important role in contributing to the town's vitality and viability. In common with small independent foodstores generally, these stores cater mainly for top-up food shopping.
- 14.126 The study shows that the town centre food retailers in Woodbridge are trading relatively well, even though the Martlesham Heath Superstore is drawing significant levels of expenditure from Woodbridge and its natural catchment area. It considers that opportunities to accommodate a new quality foodstore or improve the existing provision in the town centre should be investigated. It is recognised that sites in the town centre are extremely limited to which the District Council would add concerns over traffic circulation and effect on the conservation area, but suggest that consideration be given to the feasibility of extending the Budgens' unit to accommodate a larger foodstore. It is considered that the presence of a quality foodstore would encourage at least some of the Woodbridge residents who currently use the store at Martlesham Heath to use Woodbridge town centre. This is also seen as being likely to benefit complementary retail and service uses in the town centre as a result of increased opportunities for linked trips.
- 14.127 If no suitable town centre site can be identified, the District Council does not consider that there is any merit in encouraging further foodstores outside the town centre, as

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this would exacerbate further the current outflow of expenditure from the town centre and could undermine the current position of the remaining town centre foodstores.

- 14.128 Apart from its five multiple comparison retailers, Woodbridge has a number of comparison retailers which are controlled by independents. A large number of these are geared towards visitors and tourists. Whilst these specialist independent retailers are an important contributory factor in explaining the town's attractive character, there is considered to be a relative paucity of more 'mainstream' comparison retailers, which means that a large proportion of the resident population choose to shop in Ipswich. The fact that Woodbridge has performed relatively poorly in terms of generating retailer and investor confidence in the town is further emphasised by the fact that prime retail rents and retail yields have remained largely unchanged since 1992.
- 14.129 It is not considered necessary to plan for any major new comparison goods scheme in the town centre. However, there is likely to be capacity for a modest amount of additional floorspace during the Local Plan period with the vacant space in the town centre being the immediate focus of attention. In addition, there is the opportunity for a mixed-use development on the site of the Primary School and car park in New Street. Also, given the limited size of many of the units, the Study considers that the District Council should encourage proposals to create some larger units by amalgamating smaller ones.
- 14.130 The Study also shows that vacancy levels are below but close to the national average. However, even though the vacancy level is below the national average, it is sufficiently high to be a matter of concern and vacancy levels need to be carefully monitored on a regular and consistent basis. A more recent survey carried out in July 1997 showed that the vacancy level had fallen to 17 units; two of these units are known to have been subsequently reoccupied. This must be seen as an optimistic sign in terms of the wellbeing of the Woodbridge town centre. In addition to the vacant units in the Thoroughfare, there are also three charity shops, two of which are located on the edge of the primary shopping area.
- 14.131 It is considered that the town centre is generally well provided for in terms of car parking. The two short-term car parks are Hamblin Road (241 spaces) and Oak Lane (73 spaces) which are generally considered to be adequate, though demand is likely to exceed capacity at peak trading periods. The town centre has a number of long stay car parks located outside the town centre boundary. A number of these are under-utilised and it is considered that users of the two short stay car parks should be encouraged to use the more peripheral car parks by means of an appropriate pricing structure. The District Council will continue its monitoring of car park usage and be prepared to make further positive provision should it prove necessary. This monitoring will also assist the Council in achieving an optimum balance between long term and short term facilities.
- 14.132 Environmental improvements have been carried out to The Thoroughfare during the last two years by the District and County Councils. It is emphasised, however, that other shopping frontages in the town centre need to be considered as part of a co-ordinated enhancement strategy, though the principal focus for environmental improvements should still continue to be centred on The Thoroughfare.

14.133 Woodbridge town centre is served by the Woodbridge Town Centre Initiative Working Group. This contains representatives of the District, County and Town Councils as well as the Chamber of Trade and Commerce. This Group has prepared an Action Plan which addresses the health of the town centre and contains a number of projects for implementation by public and private organisations.

TOWN CENTRE OBJECTIVES

14.134 The town centre strategy for Woodbridge, therefore, needs to include the following objectives:

- Identify a town centre site for an improved foodstore having regard to the availability of sites which offer genuine opportunities for linked trips and which resists pressure from out of town foodstores;
- Promoting a mixed-use development on the site of the Primary School in New Street, having regard to planning constraints on the area;
- Recognise the need to continue to maintain and enhance an attractive shopping environment through a phased programme of improvements to street furniture, planting, etc;
- Introduce targeted initiatives through a co-ordinated policy of Town Centre Management to encourage shopper loyalty, and through specific initiatives, attract shoppers back from competing centres, in particular, Ipswich;
- Recognise the limited opportunities in the town centre to accommodate significant new retail development, but to encourage proposals to create larger units, possibly by the amalgamation of smaller ones, which are better suited to retailers' requirements. However, this should not be at the expense of maintaining and enhancing the role that specialist type retailers perform in underpinning the town centre's vitality and viability;
- Continue to monitor car park usage throughout the year, and if necessary, to make active provision for additional car parking during the Local Plan period;
- Maintain a core frontage policy to continue to defend the loss of retailing within the primary shopping area, while encouraging diversity and mixed use developments elsewhere in the centre.

TOWN CENTRE POLICIES AND PROPOSALS

Additional Foodstore Retailing

14.135 As indicated in the Town Centre profile, an extension to the existing supermarket at the Turban Centre offers the opportunity to provide for additional convenience floorspace in the town centre. In the event of such an expansion taking place, this would involve a loss of some of the adjoining public car park, with part of the land fronting Hamblin Road and Quay Side, which is currently being used for car parking, being used to

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compensate for this loss. The District Council considers that this site is well located to serve the town centre as an area for public car parking and that it should be retained for this purpose. Since the expansion of the existing supermarket and the provision of the adjoining car parking are so inter-related, it is proposed to identify the supermarket area, the adjoining car park and the informal car parking area as one allocation on the Proposals Map to which Policy AP255 applies.

POLICY AP255 **Woodbridge Retailing**

In order to encourage the vitality and range of the town centre shopping facilities, the District Council has recognised the benefit of additional, quality, convenience floorspace within the town centre.

One way to provide this is through the expansion of the existing Turban Centre food supermarket, together with public parking. This will be supported within the area shown on the Proposals Map. The development should serve to preserve or enhance the character and appearance of the Conservation Area and its setting, and should be landscaped to a high standard.

Other proposals on previously unidentified sites within the town centre will be considered against the general policies of the Local Plan, particularly those relating to the Conservation Area (eg AP1 and AP3) and Retailing (eg AP56 and AP61), as well as those relating specifically to Woodbridge Town Centre.

New Street/Oak Lane Car Park

14.136 The County Council has announced an intention to seek the redevelopment of the school site on New Street in order to finance the construction on Pytches Road of a modern purpose built school with playing field. While such redevelopment could accommodate additional car parking, it is necessary for it to occur in a comprehensive manner and with regard to a number of planning constraints, notably:

- (i) the location in a conservation area;
- (ii) the need to retain the form and character of the main school building by virtue of its contribution to the Conservation Area generally, and its relationship to adjacent historic dwellings in particular;
- (iii) access and egress issues;
- (iv) residential amenity;
- (v) the impact of any retail floorspace on the town centre.

14.137 The site could facilitate a mixed-use development which recognises the above constraints. Furthermore, it should clearly reflect the difficulties which are foreseen for any significant scale of development on the north side of the Thoroughfare. The whole thrust of planning for the Town Centre over the past 20 years or so, including the construction of the south east link road and its associated traffic management measures for the Thoroughfare, has been to service and access the central area of the

Town from the south in order to relieve Market Hill, New Street and St John's Street of traffic.

POLICY AP256

Woodbridge: New Street/Oak Lane Car Park

Land at New Street/Oak Lane, Woodbridge, as shown on the Proposals Map, is allocated for a mixed-use development which must conform with the following principles:

- (i) the provision of additional public car parking spaces;
- (ii) the retention of the form and character of the main school building;
- (iii) development not being located and laid out so as to prejudice the opportunities for the rear servicing of properties along the Thoroughfare;
- (iv) the preservation and enhancement of the Conservation Area;
- (v) the safeguarding of residential amenity;
- (vi) traffic not being generated so as to attract large numbers of additional vehicles (particularly service vehicles) into the historic core of Woodbridge;
- (vii) any retail development must conform to general policies AP55 to AP61, particularly in respect of the potential impact on the primary shopping core of the town centre.

14.138 In respect of (i), the actual amount of additional car parking will depend upon the general need for additional public spaces in the town centre and the type and amount of floorspace proposed in any redevelopment.

Prime Shopping Area

14.139 It is essential to identify what is perceived to be the central core of shopping activity in Woodbridge, in order that a concentration of shops within this area can be encouraged to create a compact and convenient shopping area. This would be rigorously protected and positive policies of enhancement implemented.

14.140 It is recognised and confirmed by Government advice, that some non-retail uses give a direct service to the public and are often expected to be located within a shopping centre. This would include banks, building societies and professional services. However, such uses, if occurring in increasing numbers and on prime shopping sites, can lead to the deterioration of the overall range of shopping provision and create 'dead' frontages.

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- 14.141 An area has been identified as the '*Prime Shopping Area*' within which such uses will be resisted. This consists of the major part of the **Thoroughfare** itself, where most retail activity currently takes place.

POLICY AP257

Woodbridge Town Centre: Prime Shopping Area

The Thoroughfare, between Church Street and Elmhurst Walk, including Hamblin Walk, as shown on the Proposals Map, is identified as the Prime Shopping Area and, at ground floor level, changes of use of shops to non-shopping uses will not be permitted.

Footnote: 'Shop' is as defined as Class A1 of the Town and Country Planning (Use Classes) Order, 1987.

- 14.142 It is considered that there is significant scope for a range of business uses (shops, food, offices, financial, consultancies, etc) to occur elsewhere within the town centre.

Residential Accommodation

- 14.143 Within the Town Centre there are numerous residential units interspersed with shops, offices and other services. These mixed uses give the town its character, and residential units of accommodation can give the town life at night and help deter vandalism. The District Council will encourage the establishment of residential accommodation in the Town Centre in accordance with Policy AP57.
- 14.144 However, it is important to ensure that the loss of shop or business uses does not occur to the detriment of the function of Woodbridge as a shopping centre. This is particularly important within the Prime Shopping Area (see Policy AP257 above), and also important in **Church Street and Market Hill**. Historically, the latter area has an important function as a commercial area. Today, it still serves as a secondary trading area to the Thoroughfare. Church Street links the two areas and it is important that polarisation does not occur.

POLICY AP258

Woodbridge Town Centre: Church Street and Market Hill

Proposals for changes of use from shops, offices or other service uses to residential accommodation at ground floor level fronting Church Street and Market Hill, Woodbridge, as shown on the Proposals Map, will be refused.

POLICY AP259

Woodbridge Town Centre: Loss of Residential Accommodation

Within the Town Centre, but outside the Prime Shopping Area, Church Street and Market Hill, as shown on the Proposals Map, the loss of residential accommodation to other uses will be

resisted where this is in the interest of residential amenity, the need to retain the character of a particular area or group of buildings, and other policies of this Plan.

Car Parking

14.145 Public car parks are currently available:

- within the town centre at Oak Lane (90 spaces) and Hamblin Road (252 spaces)
- on the edge of the centre at Theatre Street (26 spaces); Lime Kiln quay Road (36 spaces); Woodbridge Station (51 spaces) and at the Swimming Pool on Station Road (140 spaces).

14.146 It is important that sufficient land be made available to provide for car parking to meet the existing and future needs of Woodbridge Town Centre. Additional car parking will also be necessary in order to allow other developments to take place, where there is no, or inadequate on-site provision (see Policy AP80).

14.147 At the present time the two central car parks are adequate for the general, average demand but cannot cope with the principal peaks of trading, such as on a Saturday. At these times, however, some spaces are available in the car parks on the edge of the Town. Car ownership rates are also expected to rise and the demand for spaces is, therefore, likely to increase.

14.148 It is the central car parks where most concern is directed, because if the capacity is inadequate, or is perceived by shoppers to be inadequate, then this may deter trips to the town centre. It is imperative that this does not occur and the role of Woodbridge as a shopping centre consequently diminished.

14.149 During the Plan period, therefore, additional spaces will be required in the central area and this can be achieved in two ways:

- (i) by managing the car parks so that the central area ones are for short-stay use only, and long-stay parking takes place on the edge-of-town, and then monitoring the availability of spaces;
- (ii) providing an additional short-stay car park.

14.150 The only site which could be developed for additional car parking might be an extension to the Oak Lane Car Park and this is considered in para 14.136.

Enhancement

14.151 As the Prime Shopping Area, **The Thoroughfare** serves a wide hinterland as well as constituting the heart of one of the most attractive towns in the District. Reference has already been made in the Town Centre Profile to the environmental improvements carried out to the Thoroughfare by the District Council and the County Council. This

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Profile also emphasises that other shopping frontages in the Town Centre need to be considered as part of a coordinated enhancement strategy, though the principal focus for environmental improvements should still continue to be centred on the Thoroughfare. The Town Centre Strategy recognises the need to continue to maintain and enhance the Town Centre as an attractive shopping environment through a phased programme of improvements to street furniture, planting, etc.

- 14.152 Other areas which might benefit from environmental enhancement include the Station forecourt, a transport interchange familiar to visitors, and Church Street/Quay Street.
- 14.153 Such enhancement schemes would be progressed through the Town Centre Initiative (see paragraph 14.133) and its Action Plan. This would mean the involvement of, and consultation with, business interests in the town as well as District, Town and County Councils.

POLICY AP260

Woodbridge Town Centre : Enhancement

As resources permit, the District Council will continue to carry out environmental improvements in order to maintain and enhance an attractive shopping environment through a phased programme of improvements to street furniture, planting, etc. Areas to be examined include:

- (i) Church Street;**
- (ii) Quay Street; and**
- (iii) Station forecourt and car park.**

In the meantime, the District Council will seek to raise the overall standard of the environment of these areas through the control of development.

Rear Servicing

- 14.154 In addition to restricting vehicular access, the continued reduction in street servicing would also improve the visual and shopping amenity of the Thoroughfare for the pedestrian. It is appreciated that not all premises have rear servicing facilities. However, where rear access already exists this should be safeguarded. Further reductions in street servicing could be achieved without significant demolition of buildings or serious intrusion into residential areas. Achievements of this kind have been made in recent years and it is clear that other improvements could be made that would further reduce the level of traffic in the Thoroughfare and provide better access to some shops.

POLICY AP261

Woodbridge Town Centre: Rear Servicing

The District Council will seek to improve servicing facilities in Woodbridge Town Centre by supporting additional restrictions on non-essential vehicular access in the Thoroughfare and by

pursuing the concept of rear servicing of properties in the Prime Shopping Area, as shown on the Proposals Map, where access exists and can be achieved without undue intrusion or demolition.

14.155 The restriction of other non-essential traffic is by far the least expensive part of the practical implementation of policy. The District Council realises that the provision of rear access to shops in key parts of the Thoroughfare is unlikely to be given a high priority in public spending terms and that such facilities are more likely to be provided through private schemes for redevelopment or alterations to property. Nevertheless, the District Council will seek to retain existing rear servicing facilities and encourage the provision of additional facilities by assessing planning applications in the Town Centre against the following policy:

POLICY AP262

Woodbridge Town Centre: Potential Service Areas

Planning permission will be refused for development which is:

- i) **prejudicial to the operation of existing rear servicing facilities off The Thoroughfare, Woodbridge;**
- ii) **makes inadequate provision for rear servicing where the opportunity is available; or**
- iii) **will be prejudicial to the achievement of Policy AP261.**

Traffic Management

14.156 Previous Local Plans have considered pedestrian priority in the town centre as a basic objective. To an extent this has been achieved in the Thoroughfare through traffic management, although further enhancement may be beneficial.

14.157 Traffic in Cumberland Street has also been 'managed' so that it is for access only, thus reducing the amount.

14.158 There is a need to monitor and review the various effects of these traffic management measures in order to assess the degree of success in reducing pedestrian/vehicular conflict within Woodbridge town centre. The performance of the servicing areas will be particularly important in considering further schemes for the improvement of the Thoroughfare as a street in which the pedestrian has priority.

POLICY AP263

Woodbridge Town Centre: Traffic Management

The impact of traffic management and other measures in Woodbridge Town Centre will be monitored and assessed and consideration given to any additional measures thought necessary to achieve the stated objective of pedestrian priority in the Thoroughfare and Cumberland Street.

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General Town Centre Policies

- 14.159 The Town Centre policies will need to be read in conjunction with Policy AP56, which seeks to locate and promote activities in the Town Centre; Policy AP58 which sets out the Council's intention to continuously monitor car park demand, bearing in mind the need to encourage the use of a range of transport modes in addition to the car; and Policy AP61 which expects development to be in the town centres unless suitable sites are not available.

IMPLEMENTATION

- 14.160 Within this Section on the Woodbridge Area there are a number of proposals which are site or area specific. These are listed in the following schedule, together with an indication of the implementing agency and the likely timing. Please note that the timing is only an estimate and will be influenced by a number of factors, notably market forces or the availability of finance.

IMPLEMENTATION: SCHEDULE OF PROPOSALS

WOODBIDGE AREA

POLICY NUMBER	NATURE OF PROPOSAL	AGENCY	TIMING
WICKHAM MARKET			
AP231	Border Cot Lane the Hill	SCDC/PS/L	S/M
AP233		SCDC	S/M
ST AUDRY'S			
AP235	St Audry's Hospital	L/SCDC	S
WOODBIDGE AND MELTON			
AP238	Garden Centre, Ipswich Road	L	M/L
AP239	Woodbridge School	L	O
AP242	Wilford Bridge Road Industrial Estate	L/PS	S/M
AP243	Employment Area off Melton Road	L/PS	O
AP244	Deben Mill	PS/L	S/M
AP245	Lime Kiln Quay and Ferry Quay	PS/L	O
AP246	Enhancement of The Street, Melton and Station Forecourt, Woodbridge	L/SCDC/SCC	O
AP247	Enhancement of the Riverside area	SCDC	O
AP248	Castle Street Amenity Area	SCDC	M
AP249	Retention of Riverside qualities	SCDC	O
AP251	Riverside Footpath	SCDC	O
AP252	New Yacht Harbour, Lime Kiln Quay	L/PS	M/L
AP253	New Primary School	SCC	S/M
AP254	Kingston Middle School	SCC	S
AP256	New Street/Oak Lane Car Park	SCDC/SCC/PS	M
AP260	Town Centre Enhancement	SCDC/SCC	O
AP261	Rear Servicing	PS/L/SCDC	O

Key

L	Landowner	S	Short Term (1998-2002)
PS	Private Sector	M	Medium Term (2002-2005)
SCC	Suffolk County Council	L	Long Term (2005-2008)
SCDC	Suffolk Coastal District Council	O	Ongoing/as resources permit

NOTE TO APPENDIX 1

Please note that the Structure Plan policies set out in this Appendix 1, are the policies contained in the County Structure Plan, incorporating Alterations 1, 2 and 3, adopted in June 1995. This is the Structure Plan against which the Suffolk Coastal Local Plan, incorporating the First Alteration, was produced.

The Replacement Structure Plan, the Suffolk Structure Plan 2001, is a material consideration when considering planning applications, and will need to be read in association with this Local Plan.

Copies of the Replacement Structure Plan can be obtained from

**Suffolk County Council
Environment and Transport
St Edmunds House
Rope Walk
Ipswich
IP4 1LZ**

Telephone: 01473 583000

APPENDICES
(Not part of Local Plan)

APPENDIX 1

THE COUNTY STRATEGY

CS1 a) HOUSING AND EMPLOYMENT GROWTH WILL BE ACCOMMODATED AT A LEVEL THAT WILL SAFEGUARD THE ENVIRONMENT AND SUSTAIN THE ECONOMIC WELL BEING OF SUFFOLK AND DOES NOT GIVE RISE TO PROBLEMS OF TRANSPORT OR SERVICE PROVISION.

b) THE STRUCTURE PLAN PROVIDES FOR ABOUT 54,690 ADDITIONAL DWELLINGS BETWEEN 1988 AND 2006 GENERALLY LOCATED AS FOLLOWS:

DISTRICTS

BABERGH	7,170
FOREST HEATH	5,330
IPSWICH	4,490
MID SUFFOLK	7,590
ST EDMUNDSBURY	9,780
SUFFOLK COASTAL	11,480
WAVENEY	8,850
TOTAL	54,690

POLICY AREA

IPSWICH	11,750
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CS2 POSITIVE INITIATIVES WILL BE UNDERTAKEN TO STRENGTHEN THE ECONOMY AND ENCOURAGE EMPLOYMENT GROWTH THROUGHOUT THE COUNTY. IN ALLOCATING RESOURCES PRIORITY WILL BE GIVEN TO AREAS MEETING THE FOLLOWING CRITERIA:

- a) CONSISTENTLY HIGH UNEMPLOYMENT RATES;
- b) PARTICULAR PROBLEMS ASSOCIATED WITH THE SCALE AND COMPOSITION OF THE UNEMPLOYED, INCLUDING LONG-TERM UNEMPLOYED, NEW ENTRANTS TO THE WORKFORCE AND ETHNIC MINORITY UNEMPLOYMENT;
- c) LIMITED RANGE OF JOB OPPORTUNITIES;
- d) DEPENDENCE ON A SMALL NUMBER OF INDUSTRIES;
- e) A HIGH PROPORTION OF DECLINING INDUSTRIES.

CS3 a) MOST HOUSING AND EMPLOYMENT DEVELOPMENT WILL BE LOCATED IN OR ADJOINING TOWNS. THE SCALE OF HOUSING AND EMPLOYMENT GROWTH IN EACH TOWN WILL BE CONSISTENT WITH THE PROTECTION OF THE CHARACTER AND LANDSCAPE SETTING OF THE TOWN.

STRUCTURE PLAN POLICIES

- b) MAJOR HOUSING AND EMPLOYMENT GROWTH WILL TAKE PLACE AT:
- i) IPSWICH, BURY ST EDMUNDS AND STOWMARKET;
 - ii) LOWESTOFT;
 - iii) AN EXPANDED SETTLEMENT AT RED LODGE CAPABLE OF ACCOMMODATING APPROXIMATELY 1,500 ADDITIONAL DWELLINGS.
- c) IN THE FOLLOWING TOWNS FEW IF ANY NEW LAND ALLOCATIONS WILL BE APPROPRIATE, AS INDICATED IN THE RELEVANT LOCAL PLAN:

ALDEBURGH	BUNGAY	DEBENHAM
EYE	FELIXSTOWE	FRAMLINGHAM
HADLEIGH	LEISTON	MILDENHALL
NEEDHAM MARKET	NEWMARKET	SAXMUNDHAM
SOUTHWOLD	WOODBIDGE	

- CS4 MEASURES WILL BE TAKEN TO MAINTAIN THE VITALITY OF RURAL COMMUNITIES, PARTICULARLY IN THE RURAL DEVELOPMENT AREA. A RURAL STRATEGY WILL SEEK:
- a) TO REDUCE UNEMPLOYMENT AND DIVERSIFY EMPLOYMENT STRUCTURE;
 - b) TO IMPROVE ACCESSIBILITY TO JOBS, SERVICES AND FACILITIES;
 - c) TO COUNTER POPULATION LOSS IN THOSE AREAS EXPERIENCING DECLINE;
 - d) A BETTER BALANCE BETWEEN THE POPULATION OF WORKING AND RETIREMENT AGE.
- CS5 THE SCALE AND LOCATION OF HOUSING DEVELOPMENT IN VILLAGES WILL BE CONSISTENT WITH THE SIZE AND CHARACTER OF EACH VILLAGE, HIGHWAY SAFETY AND THE AVAILABILITY OF SERVICES, AND SHOULD NOT DETRACT FROM THE CHARACTER OF THE SURROUNDING COUNTRYSIDE. WHERE NEW GENERAL MARKET HOUSING EXTENDING THE BUILT UP AREA OF A VILLAGE WOULD BE ACCEPTABLE APPROPRIATE SITES FOR SUCH DEVELOPMENT SHOULD BE INDICATED IN THE LOCAL PLAN.
- CS6 WHERE A LOCAL NEED FOR AFFORDABLE HOUSING IS IDENTIFIED TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY, THE AUTHORITY WILL:
- a) ON LOCAL PLAN HOUSING ALLOCATIONS, SEEK AN APPROPRIATE PROPORTION OF AFFORDABLE HOUSING;
 - b) GIVE FAVOURABLE CONSIDERATION TO AFFORDABLE HOUSING ON APPROPRIATE SMALL SITES ADJOINING VILLAGES WHICH WOULD NOT BE ALLOCATED FOR GENERAL MARKET HOUSING;
 - c) REQUIRE PRIOR AGREEMENTS ENSURING CONTINUED AVAILABILITY OF HOUSES PROVIDED UNDER a) AND b) TO MEET THE NEEDS OF THOSE REQUIRING AFFORDABLE HOUSING.

STRUCTURE PLAN POLICIES

WITH THE EXCEPTION OF VILLAGE DEVELOPMENT, PROVISION FOR AFFORDABLE HOUSING WILL FORM PART OF THE OVERALL PROVISION FOR HOUSING SPECIFIED IN POLICY CS1.

CS7 NEW RESIDENTIAL DEVELOPMENT TO MEET THE NEEDS OF THE MILITARY AIR BASES AT HONINGTON, WATTISHAM, MILDENHALL AND LAKENHEATH SHALL, AS FAR AS IS REASONABLY PRACTICAL, BE LOCATED WITHIN THE EXISTING AIR BASES, PROVIDED THERE IS NO SIGNIFICANT ADVERSE IMPACT ON:

- a) EXISTING COMMUNITIES;
- b) THE ENVIRONMENT;
- c) SERVICES;
- d) BEST AND MOST VERSATILE AGRICULTURAL LAND;
- e) HIGHWAYS;
- f) NATURAL AND CULTURAL HERITAGE.

SUBJECT TO THE SAME PROVISOS, DEVELOPMENT TO MEET SUCH NEEDS MAY BE INTEGRATED WITH EXISTING DEVELOPMENT IMMEDIATELY ADJOINING THE BASES; ANY APPROVAL FOR DEVELOPMENT PERMITTED IN THESE CIRCUMSTANCES WILL NORMALLY BE CONTROLLED BY LEGAL AGREEMENT TO RESTRICT OCCUPATION OF THE DWELLINGS IN VIEW OF THE SPECIAL PLANNING CONSIDERATIONS INVOLVED.

CS8 THE RE-USE OF APPROPRIATE REDUNDANT LAND AND BUILDINGS AT RAF BENTWATERS WILL BE SUPPORTED THROUGH THE DEVELOPMENT OF A COMPREHENSIVE COMMUNITY INVOLVING INTEGRATED PROPOSALS FOR EXISTING HOUSING, ADMINISTRATIVE AND OPERATIONAL BUILDINGS, AND COMMUNITY FACILITIES. THE NEW COMMUNITY SHOULD BE APPROXIMATELY 1200 DWELLINGS INCLUDING NEW DEVELOPMENT. THE DEVELOPMENT IS TO BE THE SUBJECT OF A DETAILED MASTER PLAN, WHICH WILL TAKE FULL ACCOUNT OF POLICIES FOR THE AREA OF OUTSTANDING NATURAL BEAUTY AND THE COUNTRYSIDE AND WHICH WILL SET OUT:

- a) THE PROPOSED USES;
- b) THE PHASING OF PROPOSALS;
- c) THE INTENDED RATIONALISATION AND CLEARANCE OF EXISTING INSTALLATIONS AND APPROPRIATE RESTORATION OF DAMAGED LAND, PARTICULARLY WITHIN THE AONB;
- d) THE INTENDED PROVISION OF NEW OR IMPROVED INFRASTRUCTURE, EDUCATION AND COMMUNITY FACILITIES;
- e) ACCESS ARRANGEMENTS AND HIGHWAY IMPROVEMENTS APPROPRIATE TO THE SITE'S COUNTRYSIDE SETTING;
- f) A STRATEGIC LANDSCAPING SCHEME.

STRUCTURE PLAN POLICIES

PROPOSALS FOR DEVELOPMENT ON HITHERTO OPEN OR UNDEVELOPED LAND WILL NOT NORMALLY BE ACCEPTABLE UNLESS ESSENTIAL ELEMENTS OF THE NEW COMMUNITY CANNOT BE ACHIEVED WITHIN THE CURRENTLY DEVELOPED AREA.

- CS9 RE-USE OF REDUNDANT LAND AND BUILDINGS AT RAF WOODBRIDGE, PREFERABLY BY A SINGLE USER, WILL ONLY BE ACCEPTABLE PROVIDED:
- a) IT CONFORMS WITH POLICIES FOR HOUSING AND EMPLOYMENT;
 - b) IT DOES NOT SIGNIFICANTLY CONFLICT WITH ENVIRONMENTAL POLICIES AND IN PARTICULAR THOSE RELATING TO THE AONB;
 - c) THE TRAFFIC GENERATED DOES NOT, WHEN CONSIDERED TOGETHER WITH THE IMPLEMENTATION OF POLICY CS8, EXCEED THE LEVELS ON THE LOCAL ROAD NETWORK EXPERIENCED AT THE PEAK LEVEL OF USAF ACTIVITY WITHOUT APPROPRIATE IMPROVEMENTS TO THE NETWORK;
 - d) PROPOSALS ARE MADE FOR CLEARANCE OF REDUNDANT BUILDINGS AND FACILITIES AND RESTORATION WHERE APPROPRIATE.
- CS10 DEVELOPMENT WILL BE LOCATED AND DESIGNED SO AS TO MINIMISE GROWTH IN TRAVEL DEMAND AND TO MAXIMISE USE OF PUBLIC TRANSPORT. MAJOR NEW DEVELOPMENT WILL BE CLOSELY RELATED TO THE HIGHWAY PRIMARY ROUTE NETWORK AND THE RAILWAYS.
- CS11 THE PROTECTION AND ENHANCEMENT OF THE ENVIRONMENT OF SUFFOLK WILL NORMALLY BE GIVEN THE HIGHEST PRIORITY. IN PARTICULAR:
- a) THE HISTORIC, ECOLOGICAL AND SCENIC QUALITY OF THE SUFFOLK LANDSCAPE WILL BE CONSERVED THROUGH THE CONTROL OF DEVELOPMENT AND BY MANAGEMENT MEASURES;
 - b) IN CASES WHERE CONFLICT MAY ARISE BETWEEN PROPOSALS FOR DEVELOPMENT AND CONSERVATION IN OR NEAR THE HERITAGE COAST, AREAS OF OUTSTANDING NATURAL BEAUTY AND THE BROADS, CONSERVATION OBJECTIVES WILL BE GIVEN A HIGH PRIORITY;
 - c) DEVELOPMENT WHICH WOULD HAVE A SIGNIFICANT IMPACT ON HISTORIC BUILDINGS AND PARKLANDS, CONSERVATION AREAS, SPECIAL LANDSCAPE AREAS OR AREAS OF OUTSTANDING ARCHAEOLOGICAL OR ECOLOGICAL IMPORTANCE WILL NOT NORMALLY BE PERMITTED.

THE ENVIRONMENT

- ENV1 THE CHARACTER AND SETTING OF CONSERVATION AREAS AND BUILDINGS LISTED AS BEING OF SPECIAL ARCHITECTURAL AND/OR HISTORIC INTEREST WILL BE PROTECTED AND ENHANCED. THE DEMOLITION OR MAJOR ALTERATION OF BUILDINGS IN THE STATUTORY LIST WILL NOT NORMALLY BE ACCEPTABLE. DEMOLITION OF UNLISTED BUILDINGS IN CONSERVATION AREAS WILL ONLY BE

STRUCTURE PLAN POLICIES

ACCEPTABLE IF IT IS DEMONSTRATED THAT REDEVELOPMENT WOULD PRESERVE OR ENHANCE THE CONSERVATION AREA. NEW DEVELOPMENTS IN CONSERVATION AREAS OR AFFECTING THE SETTING OF LISTED BUILDINGS MUST BE IN HARMONY WITH THEIR SURROUNDINGS.

- ENV2 THE CONVERSION OR RE-USE OF SOUND, TRADITIONAL RURAL BUILDINGS WILL BE SUPPORTED WHERE CONSISTENT WITH OTHER STRUCTURE PLAN POLICIES, PARTICULARLY WHERE EMPLOYMENT CAN BE GENERATED AND WHERE A SIGNIFICANT ENVIRONMENTAL BENEFIT WOULD RESULT FROM THEIR RETENTION. THE CONVERSION OR RE-USE OF OTHER SOUND RURAL BUILDINGS FOR EMPLOYMENT PURPOSES WILL BE ACCEPTABLE WHERE THE BUILDING AND THE PROPOSED NEW USE RESPECT THE RURAL SETTING. PROPOSALS LIKELY TO LEAD TO SIGNIFICANT TRAFFIC GROWTH WILL NOT BE ACCEPTABLE.
- ENV3 TO CONSERVE AND ENHANCE THE SPECIAL CHARACTER OF SUFFOLK, THE LOCAL PLANNING AUTHORITIES WILL REQUIRE HIGH STANDARDS OF SITING, DESIGN AND LANDSCAPING AND SYMPATHETIC LOCATION IN ALL DEVELOPMENT. PROPOSED USES, THEIR DESIGNS AND LAYOUTS MUST RESPECT THE CHARACTERISTICS OF THE SITE AND ITS SURROUNDINGS.
- ENV4 THE LANDSCAPE QUALITY AND CHARACTER OF THE COUNTRYSIDE AND COAST WILL BE PROTECTED FOR THEIR OWN SAKE AND THEIR NON RENEWABLE AND NATURAL RESOURCES WILL BE CONSERVED. DEVELOPMENT WILL NOT NORMALLY BE ACCEPTABLE WHICH IS NOT REQUIRED FOR THE EFFICIENT OPERATION OF AGRICULTURE, FORESTRY AND RECREATION UNLESS THERE IS AN OVERRIDING CASE FOR A RURAL LOCATION. PROPOSALS FOR PROMINENT STRUCTURES WILL ONLY BE ACCEPTABLE IF THE LOCAL PLANNING AUTHORITY IS SATISFIED THAT THEY ARE ESSENTIAL IN THE COUNTRYSIDE, AND THAT THE LOCATION, SITING AND DESIGN MINIMISES ADVERSE IMPACT ON THE ENVIRONMENT.
- ENV5 NEW HOUSING WILL NOT NORMALLY BE PERMITTED IN THE COUNTRYSIDE.
- ENV6 NEW DWELLINGS FOR AGRICULTURAL PERSONNEL WILL GENERALLY BE SITED IN TOWNS AND VILLAGES UNLESS, IN THE CASE OF CERTAIN KEY AGRICULTURAL PERSONNEL, THE NEEDS OF THE FARMING ENTERPRISE CAN BE SHOWN TO JUSTIFY AN EXCEPTION BEING MADE TO THE POLICY AGAINST RESIDENTIAL DEVELOPMENT IN THE COUNTRYSIDE.
- ENV7 DEVELOPMENT WILL NOT BE ACCEPTABLE WHICH WOULD HAVE A MATERIAL ADVERSE IMPACT ON:
- a) THE BROADS;
 - b) AREAS OF OUTSTANDING NATURAL BEAUTY;
 - c) THE HERITAGE COAST.

STRUCTURE PLAN POLICIES

THE ONLY EXCEPTIONS TO THIS POLICY WILL BE WHERE AN OVERRIDING NATIONAL NEED FOR DEVELOPMENT IN THE PARTICULAR LOCATION CAN BE DEMONSTRATED AND THERE IS A LACK OF ACCEPTABLE ALTERNATIVE SITES, OR WHERE DEVELOPMENT CONFORMS WITH POLICIES MP9 OR WD2. WHERE DEVELOPMENT PROCEEDS BECAUSE OF AN OVERRIDING NATIONAL REQUIREMENT, REMOVAL WILL BE REQUIRED IN THE EVENT OF REDUNDANCY AT A LATER DATE.

DEVELOPMENT WHICH WOULD HAVE A MATERIAL ADVERSE IMPACT ON A SPECIAL LANDSCAPE AREA WILL NOT NORMALLY BE ACCEPTABLE.

ENV8 SPECIAL LANDSCAPE AREAS WILL HAVE THE CHARACTERISTICS OF ONE OR MORE OF THE FOLLOWING:

- a) RIVER VALLEYS WHICH STILL POSSESS TRADITIONAL GRAZING MEADOWS WITH THEIR HEDGEROWS, DYKES, AND ASSOCIATED FLORA AND FAUNA;
- b) THE BRECKS, INCLUDING REMAINING HEATHLAND, FORMER HEATH RECENTLY PLOUGHED, OTHER ARABLE AREAS, RIVER VALLEYS AND THE CHARACTERISTIC LINES AND BELTS OF SCOTS PINE;
- c) HISTORIC PARKLANDS AND GARDENS;
- d) OTHER AREAS OF COUNTRYSIDE WHERE TOPOGRAPHY AND NATURAL VEGETATION, PARTICULARLY BROADLEAVED WOODLAND, COMBINE TO PRODUCE AN AREA OF SPECIAL LANDSCAPE QUALITY AND CHARACTER.

ENV9 THE FOLLOWING SPECIAL LANDSCAPE AREAS WILL BE DEFINED IN LOCAL PLANS:

- a) THE WAVENEY AND DOVE VALLEYS AND THE LITTLE OUSE VALLEY EAST OF BRANDON;
- b) THE UPPER DEBEN, ORE AND ALDE VALLEYS, MINSMERE RIVER/YOX VALLEY AND PARTS OF THE BLYTH VALLEYS AND KESSINGLAND HUNDRED;
- c) THE FYNN AND MILL RIVER VALLEYS;
- d) THE LARK VALLEY AND BRECKS FROM FORNHAM ST GENEVIEVE TO HERRINGSWELL, BARTON MILLS AND LAKENHEATH;
- e) THE STOUR VALLEY FROM LONG MELFORD TO THE DEDHAM VALE AONB, AND THE GLEM, BRETT, BOX AND CHAD BROOK VALLEYS;
- f) AREAS EAST OF NEWMARKET AND SOUTH OF BURY ST EDMUNDS;
- g) HISTORIC PARKLANDS AND GARDENS;
- h) OTHER AREAS MEETING THE CRITERIA OF POLICY ENV 8.

ENV10 PROPOSALS FOR ENERGY GENERATION WILL BE CONSIDERED AGAINST POLICY ENV 4 OR ENV 7, DEPENDING ON LOCATION, AND AGAINST OTHER STRUCTURE PLAN POLICIES FOR THE PROTECTION OF THE ENVIRONMENT.

STRUCTURE PLAN POLICIES

ENV11 RENEWABLE ENERGY DEVELOPMENT WILL NOT BE ACCEPTABLE WHICH WOULD HAVE A MATERIALLY ADVERSE IMPACT ON:

- a) THE BROADS;
- b) AREAS OF OUTSTANDING NATURAL BEAUTY;
- c) THE HERITAGE COAST;
- d) SPECIAL LANDSCAPE AREAS.

THE ONLY EXCEPTIONS TO THIS POLICY WILL BE WHERE AN OVERRIDING NATIONAL NEED FOR DEVELOPMENT IN THE PARTICULAR LOCATION CAN BE DEMONSTRATED AND THERE IS A LACK OF ALTERNATIVE SITES.

OTHER RENEWABLE ENERGY DEVELOPMENT WILL BE CONSIDERED ON ITS MERITS AGAINST STRUCTURE PLAN POLICIES FOR PROTECTION OF THE ENVIRONMENT.

PROPOSALS FOR PROMINENT STRUCTURES WILL ONLY BE ACCEPTABLE IF THE LOCAL PLANNING AUTHORITY IS SATISFIED THAT THE LOCATION, SITING AND DESIGN MINIMISES ADVERSE IMPACT ON THE ENVIRONMENT. REMOVAL OF STRUCTURES WILL BE REQUIRED IN THE EVENT OF REDUNDANCY AT A LATER DATE.

ENV12 IN THE PROVISION OF LAND FOR DEVELOPMENT AND IN THE CONSIDERATION OF DEVELOPMENT PROPOSALS FULL RECOGNITION WILL BE GIVEN TO THE NEED TO MINIMISE THE IRREVERSIBLE LOSS OF BEST AND MOST VERSATILE AGRICULTURAL LAND AND WOODLAND, AND TO MINIMISE THE SEVERANCE AND DISRUPTION OF VIABLE FARMS AND COMMERCIAL WOODLAND. BEST AND MOST VERSATILE LAND INCLUDES THAT IN THE MINISTRY OF AGRICULTURE GRADES 1, 2 AND 3A.

ENV13 THE RETENTION AND MANAGEMENT OF EXISTING TREES, HEDGEROWS AND WOODLANDS WILL BE ENCOURAGED FOR THEIR ECONOMIC, LANDSCAPE AND ECOLOGICAL VALUE AND HISTORIC INTEREST. WHERE SERIOUS HARM TO THE LANDSCAPE OR WILDLIFE WOULD RESULT FROM FELLING, DISTRICT COUNCILS WILL, WHERE APPROPRIATE, IMPOSE TREE PRESERVATION ORDERS. THE LOCAL AUTHORITIES WILL CARRY OUT PLANTING THEMSELVES, WILL SUPPORT PLANTING BY OTHERS IN CONJUNCTION WITH THE COUNTRYSIDE COMMISSION, AND PROVIDE ADVICE ON THE CONSERVATION OF THE LANDSCAPE.

ENV14 DEVELOPMENT WILL NOT BE ACCEPTABLE IF IT WOULD HAVE A MATERIAL ADVERSE IMPACT ON THE AVAILABILITY OR QUALITY OF GROUND OR SURFACE WATER.

ENV15 DEVELOPMENT WILL NOT BE ACCEPTABLE IF IT WOULD IMPEDE MATERIALLY THE FLOW OR STORAGE OF FLOODWATER, INCREASE THE RISK OF FLOODING ELSEWHERE OR INCREASE THE NUMBER OF PEOPLE OR PROPERTIES AT RISK OF FLOODING.

STRUCTURE PLAN POLICIES

ENV16 DEVELOPMENT WILL NOT BE ACCEPTABLE WHICH WOULD ADVERSELY AFFECT THE INTEGRITY OF TIDAL OR FLUVIAL DEFENCES, OR WOULD BE LIKELY TO BE AFFECTED BY MARINE EROSION DURING ITS EXPECTED LIFETIME.

ENV17 DEVELOPMENT WILL NOT BE ACCEPTABLE WHICH WOULD HAVE A MATERIAL ADVERSE IMPACT ON:

- a) 'RAMSAR' SITES;
- b) SPECIAL PROTECTION AREAS ESTABLISHED IN ACCORDANCE WITH E.C. DIRECTIVE 79/409;
- c) NATIONAL AND MARINE NATURE RESERVES;
- d) SITES OF SPECIAL SCIENTIFIC INTEREST;
- e) SITES PROPOSED FOR THE ABOVE DESIGNATIONS;
- f) SITES SUPPORTING SPECIES PROTECTED BY SPECIFIC LEGISLATION AND SPECIES LISTED IN RED DATA BOOKS (NATIONALLY RARE SPECIES).

THE ONLY EXCEPTIONS TO THIS POLICY WILL BE WHERE AN OVERRIDING NATIONAL NEED FOR DEVELOPMENT IN THE PARTICULAR LOCATION CAN BE DEMONSTRATED AND THERE IS A LACK OF ACCEPTABLE ALTERNATIVE SITES, OR DEVELOPMENT CONFORMS WITH POLICIES MP12 OR WD2.

DEVELOPMENT WILL NOT NORMALLY BE ACCEPTABLE WHICH IS LIKELY TO RESULT IN THE DESTRUCTION OF OR DAMAGE TO OTHER IMPORTANT HABITATS, IN PARTICULAR COUNTY WILDLIFE SITES AND LOCAL NATURE RESERVES, REGIONALLY IMPORTANT GEOLOGICAL OR GEOMORPHOLOGICAL SITES OR SITES PROPOSED FOR SUCH DESIGNATIONS, EITHER DIRECTLY OR INDIRECTLY.

THE COUNTY COUNCIL WILL DECLARE LOCAL NATURE RESERVES ON ITS OWN LAND OR ACQUIRE LAND FOR THAT PURPOSE, AND WILL BY AGREEMENT WITH LANDOWNERS DECLARE AND PROMOTE LOCAL NATURE RESERVES ON PRIVATE LAND.

ENV18 THE OVERALL STRATEGY FOR THE BROADS IS:

- a) TO CONSERVE AND ENHANCE THE BUILT ENVIRONMENT, THE LANDSCAPE, WATERWAYS, WATER QUALITY AND WILDLIFE OF THE AREA, WITH CONSERVATION TAKING PRIORITY OVER OTHER CONSIDERATIONS IN THE DETERMINATION OF DEVELOPMENT PROPOSALS;
- b) TO ALLOW THE DEVELOPMENT OF NEW FACILITIES FOR INFORMAL RECREATION AND HOLIDAYS, AND BUSINESS DEVELOPMENT SUSTAINING THE ECONOMIC AND SOCIAL WELLBEING OF THE AREA, ONLY IN LOCATIONS AND ON A SCALE WHICH WILL NOT MATERIALLY DAMAGE THE ECOLOGICAL AND LANDSCAPE QUALITIES OF THE AREA AND ITS BUILT ENVIRONMENT.

STRUCTURE PLAN POLICIES

- ENV19 IN THE BROADS, ADDITIONAL PERMANENT MOORINGS FOR PRIVATE CRAFT AND EXPANSION OR NEW DEVELOPMENT LIKELY TO LEAD TO MORE MOTOR BOATS USING THE BROADS WILL NOT NORMALLY BE ACCEPTABLE. PROVISION FOR NEW OVERNIGHT MOORINGS WILL NORMALLY BE MADE ONLY IN OFF-RIVER CUTS OR MOORING BASINS.
- ENV20 DEVELOPMENT WILL NOT NORMALLY BE ACCEPTABLE IF IT WOULD HAVE A MATERIAL ADVERSE EFFECT ON SCHEDULED ANCIENT MONUMENTS OR OTHER SITES OF NATIONAL ARCHAEOLOGICAL IMPORTANCE, OR THEIR SETTINGS. ON OTHER SITES, PROVIDED THERE IS NO OVERRIDING CASE AGAINST DEVELOPMENT, PLANNING PERMISSION WILL NORMALLY BE SUBJECT TO SATISFACTORY PRIOR ARRANGEMENTS BEING AGREED INCLUDING ONE OR MORE OF THE FOLLOWING:
- a) THE PRESERVATION OF REMAINS WITHIN A DEVELOPMENT;
 - b) THE RECORDING OF REMAINS BY ARCHAEOLOGICAL EXCAVATION BEFORE DEVELOPMENT COMMENCES;
 - c) A WATCHING BRIEF DURING DEVELOPMENT.

THE ECONOMY

- ECON1 EXPANSION OF AN EXISTING EMPLOYMENT USE WILL NORMALLY BE ACCEPTABLE PROVIDED THAT THIS WOULD NOT MATERIALLY CONFLICT WITH RESIDENTIAL AMENITY OR WITH POLICIES FOR TRANSPORT OR PROTECTION OF THE ENVIRONMENT.
- ECON2 MOST NEW EMPLOYMENT USES WILL BE LOCATED AT TOWNS ON AREAS ALLOCATED IN LOCAL PLANS, AND WILL NOT NORMALLY BE ACCEPTABLE IN THE COUNTRYSIDE. RETAILING DEVELOPMENT WILL NOT NORMALLY BE ACCEPTABLE ON SITES ALLOCATED FOR OTHER EMPLOYMENT USES.
- ECON3 NEW SMALL SCALE EMPLOYMENT USES WILL NORMALLY BE ACCEPTABLE:
- a) IN EXISTING BUILDINGS;
 - b) ON UNALLOCATED SITES WITHIN TOWNS;
 - c) ON SITES IN OR CLOSELY RELATED TO VILLAGES;
- SUBJECT TO NO MATERIAL CONFLICT WITH RESIDENTIAL AMENITY OR WITH POLICIES FOR TRANSPORT OR PROTECTION OF THE ENVIRONMENT.
- ECON4 PROPOSALS TO EXPAND THE PORT OF FELIXSTOWE IN ACCORDANCE WITH THE PROVISIONS OF THE FELIXSTOWE DOCK ACT 1988 WILL BE SUPPORTED. PROPOSALS TO MAINTAIN OR EXPAND THE PORTS OF IPSWICH AND LOWESTOFT WILL BE SUPPORTED SUBJECT TO NO MATERIAL CONFLICT WITH RESIDENTIAL AMENITY, OR POLICIES FOR TRANSPORT OR PROTECTION OF THE ENVIRONMENT.

STRUCTURE PLAN POLICIES

- ECON5** WAREHOUSING, HAULAGE DEPOTS AND CONTAINER COMPOUNDS FOR NON-LOCAL DISTRIBUTION PURPOSES WILL ONLY BE ACCEPTABLE ON INDUSTRIAL SITES WELL RELATED TO THE PRIMARY ROUTE NETWORK.
- ECON6** PROVISION WILL BE MADE FOR NEW EMPLOYMENT, TAKING INTO ACCOUNT:
- a) THE LOCATIONAL GUIDANCE IN POLICIES CS2, CS3, CS4, CS10, ECON2, ECON4 AND ECON5;
 - b) THE AMOUNT, LOCATION AND AVAILABILITY OF EXISTING COMMITMENTS FOR EMPLOYMENT USES;
 - c) HISTORIC RATES OF TAKE UP OF LAND FOR EMPLOYMENT USES;
 - d) THE NEEDS OF EXISTING AND NEW BUSINESSES, INCLUDING SPECIAL NEEDS SUCH AS PORT-RELATED AND HIGH TECHNOLOGY DEVELOPMENT;
 - e) THE NEED TO SEEK TO ENSURE THE AVAILABILITY OF A RANGE AND VARIETY OF SITES;
 - f) POLICIES FOR TRANSPORT AND PROTECTION OF THE ENVIRONMENT.
- ECON7** THE VITALITY, VIABILITY AND CHARACTER OF TOWN CENTRES WILL BE MAINTAINED AND ENHANCED BY SEEKING:
- a) IMPROVEMENTS TO THE QUALITY AND RANGE OF RETAILING FACILITIES;
 - b) PROVISION FOR SERVICE, BUSINESS, LEISURE AND RESIDENTIAL USES;
 - c) IMPROVEMENTS TO THE ENVIRONMENT, TRAFFIC AND PEDESTRIAN CIRCULATION AND CAR PARKING, THROUGH BOTH PUBLIC AND PRIVATE SECTOR INVESTMENT, WHEREVER POSSIBLE GIVING PRIORITY TO PEDESTRIANS IN SHOPPING STREETS AND THE CIRCULATION OF BUSES AND ESSENTIAL SERVICE VEHICLES OVER OTHER TRAFFIC ELSEWHERE.
- ECON8** PROVISION FOR ADDITIONAL SHOPPING DEVELOPMENT SHALL NORMALLY BE MADE WITHIN TOWN CENTRES AND LOCAL CENTRES. WHERE OPPORTUNITIES FOR SUCH PROVISION ARE NOT AVAILABLE, PROVISION MAY BE MADE IMMEDIATELY ADJACENT TO SUCH CENTRES, NORMALLY ON SITES IDENTIFIED IN LOCAL PLANS.
- ECON9** RETAILING PROPOSALS INCLUDING RETAIL WAREHOUSING WILL NOT BE ACCEPTABLE WHERE THEY WOULD:
- a) HAVE A MATERIAL ADVERSE IMPACT ON THE VITALITY, VIABILITY OR CHARACTER OF A TOWN OR LOCAL CENTRE, THE LOCAL PLAN STRATEGY FOR SUCH A CENTRE, OR FUTURE INVESTMENT NECESSARY TO SAFEGUARD ITS VITALITY AND VIABILITY;
 - b) MATERIALLY CONFLICT WITH POLICIES FOR TRANSPORT OR PROTECTION OF THE ENVIRONMENT.

STRUCTURE PLAN POLICIES

- A12 SAXMUNDHAM BYPASS IMPROVEMENT
- A12 SAXMUNDHAM BYPASS TO LOWESTOFT WIDENING
- A12 LOWESTOFT SECOND HARBOUR CROSSING
- A14 ROOKERY CROSS GRADE SEPARATED JUNCTION
- A14 QUARRIES CROSS IMPROVEMENTS
- A140 BEACON HILL TO SCOLE IMPROVEMENT
- A140 SCOLE BYPASS.

T4 IN ADDITION TO THE ROAD IMPROVEMENTS LISTED IN POLICIES T2 AND T3 OTHER MAJOR ROAD IMPROVEMENTS TO THE NETWORK OF ROADS OF MORE THAN LOCAL IMPORTANCE WILL BE UNDERTAKEN TO:

- a) REDUCE HIGH ACCIDENT RATES;
- b) BYPASS TOWNS AND VILLAGES WHERE THERE IS SERIOUS ENVIRONMENTAL INTRUSION BY THROUGH TRAFFIC;
- c) IMPROVE ACCESS TO LOCATIONS WHERE ECONOMIC PROMOTION IS REQUIRED;
- d) SERVE OTHER MAJOR GROWTH LOCATIONS.

MAJOR ROAD SCHEMES UNDER THIS POLICY WILL INCLUDE:

1993/94	A143	RICKINGHALL/BOTESDALE BYPASS
	A143	SCOLE - STUSTON BYPASS
SHORT TERM	A131	SUDBURY WESTERN BYPASS /SOUTHERN LINK ROAD
	A604	HAVERHILL BYPASS
MEDIUM TERM	A144	BUNGAY BYPASS
	A1065	BRANDON BYPASS
	A1092	CLARE BYPASS
	A1101	MILDENHALL BYPASS
LONG TERM	A134	NEWTON BYPASS
	A134	A1141 JUNCTION TO SICKLESMERE
	A143	GT BARTON BYPASS
	A143	HORRINGER BYPASS
	A1071	HINTLESHAM BYPASS
	A1092	CAVENDISH BYPASS
	A1092	STOKE BY CLARE BYPASS

STRUCTURE PLAN POLICIES

- T5** ALL NEW ROAD SCHEMES AND ALTERATIONS OR IMPROVEMENTS TO EXISTING ROADS WILL BE LOCATED AND DESIGNED TO MINIMISE ADVERSE IMPACT ON THE LANDSCAPE, BUILT ENVIRONMENT, ECOLOGY, ARCHAEOLOGY AND NATURAL RESOURCES OF THE COUNTY.
- T6** THE COUNTY COUNCIL WILL PROMOTE AN EFFECTIVE PUBLIC TRANSPORT NETWORK, THROUGH:
- a) THE INTEGRATION OF VARIOUS TRANSPORT MODES;
 - b) SUPPORT FOR ADDITIONAL FACILITIES TO IMPROVE RAIL SERVICES;
 - c) SUPPORT FOR RURAL BUS SERVICES;
 - d) THE USE OF RAIL AS AN ALTERNATIVE TO ROAD FREIGHT TRAFFIC WHERE APPROPRIATE.
- T7** IN ALL DEVELOPMENT PROPOSALS, EXCEPT AS INDICATED IN POLICY IP8b), ADEQUATE ACCESS AND CAR PARKING PROVISION MUST BE SECURED. DEVELOPERS WILL BE REQUIRED TO FUND THE NECESSARY HIGHWAY AND/OR OTHER TRANSPORT IMPROVEMENTS INCLUDING PUBLIC TRANSPORT IMPROVEMENTS; PROPOSALS GENERATING A SIGNIFICANT VOLUME OF TRAFFIC WILL NOT BE ACCEPTABLE WHERE THE ADVERSE EFFECTS ON SAFETY, TRAFFIC FLOWS OR THE ENVIRONMENT CANNOT BE SATISFACTORILY OVERCOME. DEVELOPMENTS INCLUDING THE MOVEMENT OF SUBSTANTIAL VOLUMES OF BULK MATERIAL WILL NORMALLY BE EXPECTED TO PROVIDE RAIL HANDLING FACILITIES.

RECREATION AND LEISURE

- REC1** PROPOSALS WHICH WOULD INVOLVE THE LOSS OF AN EXISTING PUBLIC RECREATIONAL FACILITY WILL NORMALLY ONLY BE ACCEPTABLE WHERE IT CAN BE SHOWN NOT TO BE REQUIRED IN RELATION TO THE OVERALL NEEDS OF THE COMMUNITY, ADOPTED STANDARDS OF PROVISION AND THE AVAILABILITY OF FACILITIES ELSEWHERE.
- REC2** IN TOWNS AND VILLAGES THE DEVELOPMENT OF FACILITIES FOR BOTH INDOOR AND OUTDOOR RECREATION WILL NORMALLY BE ACCEPTABLE, PROVIDED THAT PROPOSALS ARE COMPATIBLE WITH POLICIES FOR PROTECTION OF THE ENVIRONMENT AND FOR TRANSPORT.
- REC3** IN THE COUNTRYSIDE
- a) LARGE SCALE RECREATION FACILITIES WILL NORMALLY BE ACCEPTABLE IF THEY ARE SITED WHERE GOOD ACCESS IS AVAILABLE FROM TOWNS AND THE PROPOSALS ARE COMPATIBLE WITH THE POLICIES FOR PROTECTION OF THE ENVIRONMENT AND FOR TRANSPORT.

STRUCTURE PLAN POLICIES

ECON10 SUBJECT TO THE ENVIRONMENT POLICIES AND TO THE MORE DETAILED GUIDANCE IN POLICIES ECON11 AND ECON12 AND REC2, REC3 AND REC4 BELOW, DEVELOPMENT OF ACCOMMODATION AND FACILITIES FOR TOURISTS WILL BE ACCEPTABLE, IN PARTICULAR DEVELOPMENT WHICH:

- a) EXTENDS THE TOURIST SEASON AND/OR ENHANCES THE RANGE OF TOURIST ATTRACTIONS, PARTICULARLY AT LOWESTOFT AND FELIXSTOWE;
- b) PROVIDES EMPLOYMENT IN AREAS OF SPECIAL NEED, INCLUDING THE RURAL DEVELOPMENT AREA;
- c) RELIEVES EXISTING CONFLICTS, LEADS TO THE IMPROVEMENT OF DERELICT OR UNDER USED SITES, OR BRINGS ABOUT THE CONSERVATION OR IMPROVEMENT OF SIGNIFICANT ENVIRONMENTAL ASSETS.

ECON11 IN TOWNS AND VILLAGES PROPOSALS FOR TOURIST ACCOMMODATION WILL NORMALLY BE ACCEPTABLE PROVIDED THAT THEY ARE COMPATIBLE WITH POLICIES FOR PROTECTION OF THE ENVIRONMENT, AND FOR TRANSPORT.

ECON12 THE DEVELOPMENT OF TOURIST ACCOMMODATION IN THE COUNTRYSIDE IN CABINS, CHALETs, CARAVANS AND CAMPING SITES IS ACCEPTABLE PROVIDED THAT IT IS COMPATIBLE WITH POLICIES FOR PROTECTION OF THE ENVIRONMENT AND FOR TRANSPORT. IT WILL NOT HOWEVER NORMALLY BE APPROPRIATE:

- a) IN THE BROADS;
- b) IN THE DEDHAM VALE AONB;
- c) ADJOINING THE ESTUARIES OF THE SUFFOLK COAST AND HEATHS AONB;
- d) IN THE HERITAGE COAST.

TRANSPORT

T1 THE COUNTY COUNCIL WILL SECURE IMPROVEMENTS TO TRAVEL AND ENVIRONMENTAL CONDITIONS THROUGH THE MANAGEMENT AND IMPROVEMENT OF THE COUNTY'S TRANSPORT SYSTEM. HIGH PRIORITY WILL BE GIVEN TO SECURE IMPROVEMENTS TO TRAVEL AND ENVIRONMENTAL CONDITIONS IN TOWNS AND IN PARTICULAR IN IPSWICH, BURY ST EDMUNDS AND LOWESTOFT. TRANSPORT PROVISION FOR TOWNS WILL INCLUDE THE FOLLOWING MEASURES WHICH WILL RESPECT AND WHEREVER POSSIBLE ENHANCE THE ENVIRONMENT:

- a) TRAFFIC MANAGEMENT TO MAKE FULL USE OF THE HIGHWAY NETWORK; AND TO EXCLUDE AS FAR AS POSSIBLE THROUGH TRAFFIC FROM SHOPPING AREAS, HOUSING AREAS AND CONSERVATION AREAS;
- b) PRIORITY IN THE USE OF PUBLIC CAR PARKING IN TOWN CENTRES WILL BE GIVEN TO SHORT- TERM PARKING;

STRUCTURE PLAN POLICIES

- c) LONG-TERM PARKING WILL PRIMARILY BE IN CAR PARKS OUTSIDE TOWN CENTRES;
- d) IMPROVEMENTS WILL BE MADE TO THE EFFECTIVENESS OF PUBLIC TRANSPORT TO ENCOURAGE INCREASED USE PARTICULARLY FOR JOURNEYS TO WORK;
- e) IMPROVED ROUTES AND FACILITIES FOR PEDESTRIANS AND CYCLISTS INCLUDING PROVISION IN NEW HOUSING AND INDUSTRIAL DEVELOPMENTS, TRAFFIC MANAGEMENT SCHEMES AND ANY IMPROVEMENTS;
- f) ROAD IMPROVEMENTS, INCLUDING NEW ROADS, PARTICULARLY THOSE WHICH COMPLEMENT THE ABOVE MEASURES;
- g) PROVISION FOR THE PARKING OF HEAVY GOODS VEHICLES.

T2 AT IPSWICH, LOWESTOFT AND BURY ST EDMUNDS THE MAJOR ROAD SCHEMES TO IMPLEMENT POLICY T1 ARE AS FOLLOWS (IN PRIORITY ORDER FOR EACH TOWN):

IPSWICH:

A1214 KESGRAVE BYPASS (1993/94)

LOWESTOFT:

A12 EASTERN RELIEF ROAD (1993/94)
A146 BARNBY-CARLTON COLVILLE BYPASS (SHORT TERM)

BURY ST EDMUNDS:

1ST PHASE (SHORT TERM)	DUALLING OF ROUGHAM ROAD HOLYWATER MEADOWS LINK PARKWAY JUNCTION IMPROVEMENTS CULLUM ROAD WIDENING
2ND PHASE (MEDIUM - LONG TERM)	DUALLING OF PARKWAY (NORTH)/TAYFEN ROAD DUALLING OF COMPIEGNE WAY, A14 TO NORTHGATE STREET TAYFEN MEADOWS LINK

T3 THE FOLLOWING MAJOR TRUNK ROAD SCHEMES IN SUFFOLK ARE PROPOSED IN THE DEPARTMENT OF TRANSPORT'S ROAD PROGRAMME DURING THE PERIOD UP TO 2006:

- A11 FIVEWAYS ROUNDABOUT TO BRIDGHAM HEATH, NORFOLK
- A12 SOUTH OF FOUR SISTERS GRADE SEPARATED JUNCTION
- A12 MARTLESHAM TO WOODBRIDGE IMPROVEMENT
- A12 WOODBRIDGE TO WICKHAM MARKET IMPROVEMENT
- A12 WICKHAM MARKET TO SAXMUNDHAM BYPASS

STRUCTURE PLAN POLICIES

- b) PROPOSALS FOR SMALL-SCALE FACILITIES FOR PUBLIC APPRECIATION AND ENJOYMENT OF THE SUFFOLK COUNTRYSIDE AND HERITAGE WILL NORMALLY BE ENCOURAGED PROVIDED THAT THEY ARE CONSISTENT WITH POLICIES FOR PROTECTION OF THE ENVIRONMENT AND FOR TRANSPORT.
 - c) RECREATION PROPOSALS UNDER a) AND b) WILL NOT BE ACCEPTABLE IF THROUGH THE EFFECT OF STRUCTURES, NOISE, LIGHT EMISSION OR OTHER INTRUSIVE CHARACTERISTICS THE DEVELOPMENT WOULD NOT BE IN HARMONY WITH THE CHARACTER OF THE COUNTRYSIDE.
 - d) IN THE HERITAGE COAST, THE ESTUARIES OF THE SUFFOLK COAST AND HEATHS AONB AND DEDHAM VALE AONB, ONLY SMALL-SCALE RECREATION FACILITIES WILL NORMALLY BE ACCEPTABLE AND ONLY WHERE THEY REPLACE FACILITIES IN UNSATISFACTORY LOCATIONS OR SIGNIFICANTLY LESSEN EXISTING CONFLICTS.
- REC4 THE DEVELOPMENT OF BERTHS AND MOORINGS ON THE ESTUARIES AND COAST WILL NOT BE ACCEPTABLE OUTSIDE TOWNS BUT MAY BE ACCEPTABLE AT IPSWICH AND LOWESTOFT, SUBJECT TO THERE BEING NO MATERIALLY ADVERSE IMPACT ON THE ENVIRONMENT.
- REC5 FOOTPATHS, BRIDLEWAYS AND CYCLE ROUTES WILL BE CREATED AS OPPORTUNITIES AND RESOURCES PERMIT, MAKING USE OF DISUSED RAILWAY LINES AND RIVERSIDE TOWPATHS WHERE APPROPRIATE. THE NETWORK WILL INCLUDE LONG DISTANCE AS WELL AS LOCAL ROUTES, AND NATURE TRAILS. PARTICULAR ATTENTION WILL BE GIVEN TO THE CREATION OF CIRCULAR ROUTES STARTING AND FINISHING AT OR NEAR SUITABLE PARKING AREAS OR PUBLIC TRANSPORT STOPS.

MINERALS

- MP1 THE COUNTY COUNCIL WILL SEEK TO MAINTAIN THE CONTRIBUTION FROM SUFFOLK TOWARDS MEETING THE LOCAL, REGIONAL AND NATIONAL DEMAND FOR SAND AND GRAVEL. IN PARTICULAR A RESERVE OF LAND WITH PLANNING PERMISSION FOR SAND AND GRAVEL EXTRACTION WILL BE MAINTAINED TO MEET THE LEVEL OF 'LAND WON' DEMAND CURRENTLY FORECAST TO BE MET FROM WITHIN THE COUNTY. THE AIM WILL BE FOR SUCH A 'LANDBANK' TO BE MAINTAINED AT A LEVEL SUFFICIENT FOR NOT LESS THAN A 10 YEAR PERIOD.
- MP2 TO HELP MEET OVERALL AGGREGATE DEMAND, THE CONTINUED USE OF MARINE DREDGED SAND AND GRAVEL AT LEVELS ENVISAGED IN NATIONAL GUIDELINES WILL BE ENCOURAGED, SUBJECT TO THE DEPARTMENT OF THE ENVIRONMENT BEING SATISFIED THAT DREDGING DOES NOT GIVE RISE TO ADVERSE IMPACT UPON NATURE CONSERVATION, FISHERY PROTECTION INTERESTS, MARINE ARCHAEOLOGY AND COASTAL DEFENCE. THE LANDING OF

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ALL IMPORTED AGGREGATES WILL BE ENCOURAGED AT LOWESTOFT, FELIXSTOWE AND IPSWICH PROVIDED THAT PROCESSING OPERATIONS DO NOT GIVE RISE TO UNACCEPTABLE ENVIRONMENTAL PROBLEMS AND THE TRANSPORT OF AGGREGATES DOES NOT LEAD TO UNACCEPTABLE HIGHWAY SAFETY AND ENVIRONMENTAL PROBLEMS.

- MP3 THE COUNTY COUNCIL WILL SUPPORT THE PROVISION OF RAIL DEPOTS AND THE USE OF PORT FACILITIES AT LOWESTOFT, FELIXSTOWE AND IPSWICH FOR RECEIVING IMPORTED ROCK AND TRANSFERRING TO ROAD AS MAY PROVE NECESSARY, PROVIDED THAT ANY ENVIRONMENTAL AND HIGHWAY SAFETY PROBLEMS IN THE LOCALITY OF THESE FACILITIES CAN BE OVERCOME.
- MP4 THE COUNTY COUNCIL WILL SEEK TO ENSURE THAT THERE ARE SUFFICIENT PERMITTED RESERVES OF CHALK WITHIN THE COUNTY FOR AT LEAST 10 YEARS EXTRACTION AND WILL PAY REGARD TO THE GEOGRAPHICAL LOCATION OF RESERVES AND THE ABILITY OF THE LIMITED NUMBER OF EXISTING OPERATORS TO MEET DEMAND WHEN CONSIDERING APPLICATIONS FOR PLANNING PERMISSION.
- MP5 IN CONSIDERING PROPOSALS FOR THE CEMENT MANUFACTURING INDUSTRY THE COUNTY COUNCIL WILL HAVE REGARD TO THE CAPITAL INTENSIVE NATURE OF THE INDUSTRY AND THE NEED TO ENSURE A LONG TERM SUPPLY OF CHALK AND CLAY.
- MP6 PERMITTED MINERAL RESERVES AND POTENTIAL RESOURCES WILL BE PROTECTED AS FAR AS REASONABLY PRACTICABLE FROM DEVELOPMENT WHICH MIGHT PRECLUDE THEIR LATER EXTRACTION.
- MP7 PLANNING PERMISSION FOR MINERAL EXTRACTION WILL NOT NORMALLY BE GRANTED IF IT WOULD LEAD OR CONTRIBUTE TO A SIGNIFICANT REDUCTION IN OUTPUT OR THE CESSATION OF OUTPUT AT OTHER OPERATIONAL SITES, THE CONSEQUENCE OF WHICH WOULD BE DETRIMENTAL TO THE ENVIRONMENT.
- MP8 IN CONSIDERING APPLICATIONS FOR MINERAL EXTRACTION THE COUNTY COUNCIL MAY HAVE REGARD TO THE EFFECTIVENESS OF OPERATIONS AT ADJACENT OR SIMILAR SITES IN MINIMISING DISTURBANCE TO THE ENVIRONMENT AND IN ACHIEVING SATISFACTORY RESTORATION.
- MP9 NEW MINERAL WORKINGS OR EXTENSIONS TO EXISTING SITES WILL NOT NORMALLY BE PERMITTED:
- a) IN THE BROADS AUTHORITY AREA AND IN AREAS OF OUTSTANDING NATURAL BEAUTY;
 - b) ON LAND IMMEDIATELY OUTSIDE THESE AREAS BUT WHICH IS NEVERTHELESS IMPORTANT FOR AN APPRECIATION OF THE HIGH VISUAL QUALITY OF THE DESIGNATED AREA.

STRUCTURE PLAN POLICIES

ALL PROPOSALS IN THESE AREAS WILL NORMALLY NEED TO BE ACCOMPANIED BY AN ENVIRONMENTAL STATEMENT PREPARED IN ACCORDANCE WITH THE CURRENT ENVIRONMENTAL EFFECTS REGULATIONS. PROPOSALS WILL BE RIGOROUSLY EXAMINED IN THE LIGHT OF:

- i) AN ANALYSIS OF THE ISSUES IN THE ENVIRONMENTAL STATEMENT;
- ii) WHETHER THERE IS A NEED FOR WORKING TO MEET REGIONAL REQUIREMENTS;
- iii) WHETHER THERE ARE AVAILABLE ALTERNATIVE SOURCES OF SUPPLY TO MEET THE NEEDS IDENTIFIED IN (ii).

PLANNING PERMISSION WILL ONLY BE GRANTED WHERE THE PROPOSED DEVELOPMENT AND ITS CONSEQUENCES ARE CONSIDERED TO BE ACCEPTABLE.

MP10 NEW MINERAL WORKINGS AND EXTENSIONS TO EXISTING SITES IN SPECIAL LANDSCAPE AREAS WILL BE EXAMINED WITH PARTICULAR REGARD TO THE PHYSICAL AND OTHER SPECIAL QUALITIES OF THE APPLICATION SITE AND SURROUNDINGS. NEW WORKINGS AND EXTENSIONS TO EXISTING SITES WILL NOT NORMALLY BE PERMITTED UNLESS IT CAN BE SHOWN THAT THERE IS A PROVEN NEED TO WORK THE MINERAL AND ANY SPECIAL QUALITY OF THE APPLICATION SITE AND/OR SURROUNDINGS WILL NOT BE PERMANENTLY AND ADVERSELY AFFECTED.

MP11 FAVOURABLE CONSIDERATION WILL NORMALLY BE GIVEN TO AN EXTENSION TO AN EXISTING MINERAL SITE NOT LYING WITHIN OR IMMEDIATELY OUTSIDE THE BROADS, AN AREA OF OUTSTANDING NATURAL BEAUTY, OR SPECIAL LANDSCAPE AREA, SUBJECT TO THERE BEING NO UNACCEPTABLE CONFLICT WITH OTHER STRUCTURE PLAN POLICIES.

MP12 NEW MINERAL WORKINGS, EXTENSIONS TO EXISTING SITES AND MINERAL RELATED ACTIVITIES INCLUDING PROCESSING PLANT WILL NOT NORMALLY BE PERMITTED IN THE FOLLOWING CIRCUMSTANCES:

- a) WHERE THEY WOULD RESULT IN THE LOSS OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND UNLESS:
 - i) THE APPLICATION INCLUDES ACCEPTABLE PROPOSALS FOR PROGRESSIVE RESTORATION BACK TO AGRICULTURAL USE; AND
 - ii) IT CAN BE SHOWN THAT THE QUALITY OF THE RESTORED LAND WILL NOT BE MATERIALLY LESS THAN EXISTED PREVIOUSLY AS A RESULT OF WORKING;
- b) WHERE ANY OF THOSE EXISTING OR PROPOSED SITES OR HABITATS LISTED IN POLICY ENV17 WOULD BE ADVERSELY AFFECTED;

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- c) WHERE SATISFACTORY ACCESS TO A HIGHWAY CANNOT BE PROVIDED OR WHERE TRAFFIC GENERATED BY A PROPOSAL CANNOT BE SAFELY ACCOMMODATED ON AVAILABLE APPROACH ROADS, OR WHERE TRAFFIC GENERATED WOULD BE MATERIALLY HARMFUL TO THE ENVIRONMENT;
- d) WHERE A PROPOSAL ADJOINS OR IS NEAR TO HOUSING, UNLESS BY THE USE OF:
 - i) EFFECTIVE SCREENING, PHASING AND SOUND ATTENUATION MEASURES;
 - ii) TRAFFIC ROUTEING;
 - iii) RESTRICTED WORKING HOURS WHICH WILL NORMALLY EXCLUDE WEEKENDS,ANY DISRUPTION TO AMENITY CAN BE KEPT TO AN ACCEPTABLE LEVEL
- e) WHERE AFTER CONSULTATION WITH THE NATIONAL RIVERS AUTHORITY, IT IS CONSIDERED THAT THERE WOULD BE A MATERIAL ADVERSE IMPACT ON THE QUALITY OR AVAILABILITY OF GROUND OR SURFACE WATER;
- f) WHERE THE PROPOSAL WOULD DAMAGE A SCHEDULED ANCIENT MONUMENT OR OTHER ARCHAEOLOGICAL SITE WHICH IS OF NATIONAL IMPORTANCE, OR THE SETTING OF SUCH A MONUMENT OR SITE.

- MP13 BEFORE GRANTING PERMISSION FOR MINERAL EXTRACTION THE COUNTY COUNCIL WILL SECURE TO ITS SATISFACTION:
- a) A PROGRAMME SETTING OUT THE METHOD AND PHASING OF WORKING;
 - b) SUCH PROVISIONS INCLUDING LANDSCAPING AS ARE REQUIRED TO PROTECT THE AMENITY OF THE AREA DURING AND AFTER WORKING;
 - c) PROPOSALS FOR RESTORATION OF THE LAND TO A CONDITION SUITABLE FOR AN APPROPRIATE AFTER-USE, SUCH AS AGRICULTURE, FORESTRY, RECREATION, NATURE CONSERVATION OR AMENITY USE;
 - d) A COMMITMENT TO PREPARE A PROGRAMME FOR THE AFTER-CARE OF LAND TO A STANDARD NECESSARY FOR SUBSEQUENT AGRICULTURAL, FORESTRY OR AMENITY USE;
 - e) AN ARCHAEOLOGICAL EVALUATION OF THE AREA TO PROVIDE THE BASIS OF A CONSERVATION STRATEGY ENSURING PROVISION FOR RECORDING OF ARCHAEOLOGICAL REMAINS AND/OR AVOIDANCE OF AREAS OF PARTICULAR INTEREST;
 - f) ARRANGEMENTS FOR THE ROUTEING OF TRAFFIC TO AND FROM THE SITE TO AVOID PROBLEMS OF RESIDENTIAL AMENITY OR HIGHWAY SAFETY.

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- MP14** FAVOURABLE CONSIDERATION WILL NORMALLY BE GIVEN TO THE EXTRACTION OF MINERALS FROM SITES REQUIRED TO SERVE MAJOR CIVIL ENGINEERING OR ROAD CONSTRUCTION PROJECTS WHERE:
- a) THE PROPOSED SITE LIES CLOSE TO THE CONSTRUCTION LOCATION;
 - b) THE OPERATION WILL BE CONCLUDED AND THE LAND RESTORED NOT LATER THAN THE COMPLETION OF THE PROJECT;
 - c) IT CAN BE DEMONSTRATED THAT THERE ARE ENVIRONMENTAL BENEFITS IN ALLOWING A NEW MINERAL EXTRACTION TO SERVE THE PROJECT RATHER THAN USING AN ESTABLISHED MINERAL SITE; AND
 - d) THERE WOULD BE NO UNACCEPTABLE CONFLICT WITH ANY OTHER STRUCTURE PLAN POLICY INCLUDING MP9 IN RESPECT OF THE ASONB AND BROADS.

- MP15** THE COUNTY COUNCIL WILL ENCOURAGE THE PRODUCTION OF ALTERNATIVE AGGREGATES, SUCH AS CRUSHED CONCRETE, WITHIN ACTIVE MINERAL OR LANDFILL SITES IF:
- a) THE OPERATION DOES NOT UNDULY PROLONG THE RESTORATION OF THAT SITE; AND
 - b) THE OPERATION CAN BE CARRIED OUT WITHOUT LOSS OF RESIDENTIAL OR VISUAL AMENITY THROUGH:
 - i) UNACCEPTABLE LEVELS OF NOISE;
 - ii) UNACCEPTABLE LEVELS OF DUST;
 - iii) AN UNACCEPTABLE INCREASE IN VEHICULAR TRAFFIC TO AND FROM THE SITE; AND
 - c) THE PROPOSAL DOES NOT GIVE RISE TO HIGHWAY SAFETY AND ENVIRONMENTAL PROBLEMS.

THESE PROPOSALS WILL NOT BE ACCEPTABLE IN THE BROADS OR AN AREA OF OUTSTANDING NATURAL BEAUTY AND NOT NORMALLY ON LAND IMMEDIATELY OUTSIDE THESE AREAS.

WASTE DISPOSAL

- WD1** THE DISPOSAL OF WASTE BY THE LANDFILL OF WORKED OUT MINERAL SITES WILL NORMALLY BE PERMITTED WHERE:
- a) THERE WOULD BE NO MATERIAL ADVERSE EFFECT ON THE QUALITY OR AVAILABILITY OF GROUND OR SURFACE WATER;

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- b) LAND CAN BE BROUGHT BACK TO A GOOD STANDARD OF AGRICULTURAL OR OTHER APPROPRIATE USE WITHIN A REASONABLE TIMESCALE;
- c) THERE WOULD BE NO SIGNIFICANT LOSS OF RESIDENTIAL OR RURAL AMENITY;
- d) THERE IS AN IDENTIFIABLE NEED FOR THE FACILITY DURING THE PLAN PERIOD.

WD2 THE DEPOSIT OF WASTE WILL NOT NORMALLY BE PERMITTED:

- a) WHERE ANY OF THOSE EXISTING OR PROPOSED SITES OR HABITATS LISTED IN POLICY ENV17 WOULD BE ADVERSELY AFFECTED;
- b) WHERE THE PROPOSAL WOULD DAMAGE A SCHEDULED ANCIEN MONUMENT OR OTHER ARCHAEOLOGICAL SITE WHICH IS OF NATIONAL IMPORTANCE, OR THE SETTING OF SUCH A SITE;
- c) WHERE THE PROPOSAL WOULD HAVE AN ADVERSE IMPACT ON THE BROADS, AN AREA OF OUTSTANDING NATURAL BEAUTY OR SPECIAL LANDSCAPE AREA;
- d) WHERE BIRDS ATTRACTED BY WASTE WILL ENDANGER AIRCRAFT USING NEARBY AIRFIELDS;
- e) WHERE SATISFACTORY ACCESS TO A HIGHWAY CANNOT BE PROVIDED OR WHERE TRAFFIC GENERATED BY A PROPOSAL CANNOT BE SAFELY ACCOMMODATED ON AVAILABLE APPROACH ROADS OR WHERE TRAFFIC WOULD BE MATERIALLY HARMFUL TO THE ENVIRONMENT;
- f) WHERE A PROPOSED WORKING ADJOINS OR IS NEAR TO HOUSING UNLESS:
 - i) BY EFFECTIVE SCREENING, PHASING, AND SOUND ATTENUATION MEASURES;
 - ii) BY RESTRICTED WORKING HOURS WHICH WILL NORMALLY EXCLUDE WEEKENDS;
 - iii) BY TRAFFIC ROUTEING;
 - iv) BECAUSE THE LANDFILLING OPERATION IS TO BE SHORT-LIVED, AND IT CAN BE SHOWN THAT SUFFICIENT AND APPROPRIATE FILL MATERIAL IS AVAILABLE TO THE OPERATOR FOR THIS PURPOSE, ANY DISRUPTION TO AMENITY CAN BE KEPT TO AN ACCEPTABLE LEVEL;
- g) ON ANY OPEN OR AGRICULTURAL LAND UNLESS THE COUNTY COUNCIL IS SATISFIED THAT:
 - i) SIGNIFICANT AGRICULTURAL OR LAND DRAINAGE IMPROVEMENTS WILL RESULT; AND
 - ii) THERE WILL BE NO LOSS OF LANDSCAPE QUALITY.

MORE SIGNIFICANT PROPOSALS FOR LANDRAISING WILL BE JUDG. AGAINST POLICY WD5.

STRUCTURE PLAN POLICIES

- WD3** IN CONSIDERING APPLICATIONS FOR WASTE DISPOSAL, THE COUNTY COUNCIL MAY HAVE REGARD TO THE EFFECTIVENESS OF OPERATIONS AT ADJACENT OR SIMILAR SITES IN MINIMISING DISTURBANCE TO THE ENVIRONMENT AND IN ACHIEVING SATISFACTORY RESTORATION.
- WD4** BEFORE GRANTING PERMISSION FOR WASTE DISPOSAL THE COUNTY COUNCIL WILL SECURE TO ITS SATISFACTION:
- a) A PROGRAMME SETTING OUT THE METHOD OF LANDFILLING AND PHASING OF OPERATIONS;
 - b) SUCH PROVISIONS INCLUDING LANDSCAPING AS ARE REQUIRED TO PROTECT THE AMENITY OF THE AREA DURING AND AFTER LANDFILLING;
 - c) DETAILS OF PROPOSED GRADIENTS AND LEVELS OVER THE RESTORED SITE;
 - d) PROPOSALS FOR RESTORATION OF THE LAND TO A CONDITION SUITABLE FOR AN APPROPRIATE AFTER-USE SUCH AS AGRICULTURE, FORESTRY, RECREATION, NATURE CONSERVATION OR AMENITY;
 - e) WHERE APPROPRIATE, AN ARCHAEOLOGICAL EVALUATION OF THE AREA TO PROVIDE THE BASIS OF A CONSERVATION STRATEGY ENSURING PROVISION FOR RECORDING OF ARCHAEOLOGICAL REMAINS AND/OR AVOIDANCE OF AREAS OF PARTICULAR INTEREST;
 - f) WHERE APPROPRIATE, THE ROUTING OF TRAFFIC TO AND FROM THE SITE TO AVOID PROBLEMS OF RESIDENTIAL AMENITY OR HIGHWAY SAFETY;
 - g) WHERE APPROPRIATE, SATISFACTORY DETAILS OF ARRANGEMENTS FOR CONTAINING LANDFILL GAS AND LEACHATE WITHIN THE SITE, AND FOR THEIR SUBSEQUENT SAFE REMOVAL.
- WD5** PROPOSALS FOR THE DISPOSAL OF WASTE ABOVE EXISTING GROUND LEVELS WILL ONLY BE PERMITTED WHERE IT CAN BE SHOWN THAT:
- a) THERE IS AN OVERRIDING NEED TO DISPOSE OF WASTE IN THIS WAY;
 - b) PROPOSED GRADIENTS, DOMING, LEVELS AND PROFILES CAN BE ASSIMILATED NATURALLY INTO ADJOINING LAND CONTOURS;
 - c) THE PROPOSAL DOES NOT CONFLICT WITH OTHER STRUCTURE PLAN WASTE DISPOSAL POLICIES.
- WD6** WITHIN ACTIVE LANDFILL SITES THE COUNTY COUNCIL WILL NORMALLY PERMIT THE RECOVERY OF WASTES FOR SUBSEQUENT TRANSFER AND RECYCLING PROVIDING THE ACTIVITY IS TEMPORARY; AND
- a) IS NOT CONTRARY TO POLICY MP15 WHERE IT INVOLVES THE CRUSHING OF CONCRETE AND SIMILAR WASTE;

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- b) IS ANCILLARY TO THE OPERATION OF THE LANDFILL SITE WITHIN WHICH THE ACTIVITY IS TAKING PLACE AND DOES NOT UNDULY PROLONG LANDFILL ACTIVITIES;
 - c) DOES NOT RESULT IN:
 - i) INJURY TO RESIDENTIAL OR RURAL AMENITY;
 - ii) AN INCREASED DANGER TO HIGHWAY SAFETY.
- WD7** PROPOSALS FOR THE TREATMENT, SORTING AND TRANSFER OF WASTES IN BUILDINGS AND NOT RELATED TO TEMPORARY LANDFILL ACTIVITIES SHOULD:
- a) IDENTIFY A REGIONAL AND LOCAL NEED FOR SUCH A FACILITY;
 - b) BE SITUATED CLOSE TO THE PRIMARY ROUTE NETWORK AND NOT GIVE RISE TO UNACCEPTABLE DANGERS TO HIGHWAY SAFETY;
 - c) BE LOCATED IN OR CLOSE TO URBAN AREAS BUT NOT RESULT IN LOSS OF RESIDENTIAL AMENITY; AND
 - d) NOT BE IN CONFLICT WITH OTHER STRUCTURE PLAN POLICIES.
- WD8** FACILITIES FOR THE SEPARATION OF HOUSEHOLD WASTES FOR SUBSEQUENT RECYCLING AND TO WHICH THE PUBLIC HAVE ACCESS FOR DISPOSAL PURPOSES (HOUSEHOLD WASTE SITES) WILL NORMALLY BE PERMITTED AT ACTIVE LANDFILL SITES. THE CONTINUED SITING OF SUCH FACILITIES FOLLOWING THE CLOSURE OF THE LANDFILL SITE WILL BE CONSIDERED WITH REGARD TO:
- a) THE OPPORTUNITY TO PROVIDE ALTERNATIVE FACILITIES AT AN ACTIVE LANDFILL SITE WHICH IS EQUALLY ACCESSIBLE TO THE PUBLIC;
 - b) THE EFFECTS OF THE CONTINUED USE OF THE FACILITY ON:
 - i) RESIDENTIAL AND RURAL AMENITY;
 - ii) HIGHWAY SAFETY; AND
 - iii) THE SATISFACTORY RESTORATION OF THE LANDFILL SITE.
- WD9** WHEN CONSIDERING PROPOSALS FOR THE SITING OF HOUSEHOLD WASTE SITES IN LOCATIONS OTHER THAN THOSE REFERRED TO IN POLICY WD8 REGARD WILL BE PAID TO THE:
- a) ACCESSIBILITY OF THE SITE TO THE PUBLIC;
 - b) IMPACT OF THE PROPOSAL ON RESIDENTIAL AND RURAL AMENITY;
 - c) IMPACT OF THE PROPOSAL ON HIGHWAY SAFETY;
 - d) OPPORTUNITIES FOR SCREENING AND LANDSCAPING THE SITE TO MITIGATE ANY LOSS OF VISUAL AMENITY; AND
 - e) PERIOD FOR WHICH PERMISSION IS REQUIRED.

STRUCTURE PLAN POLICIES

IPSWICH POLICY AREA

- IP1 THE ROLE OF IPSWICH AS A REGIONAL CENTRE AND COUNTY TOWN WILL BE MAINTAINED AND ENHANCED.
- IP2 ENCOURAGEMENT WILL BE GIVEN TO MEASURES TO IMPROVE THE ENVIRONMENT OF IPSWICH AND THE CONSERVATION AREAS AND WET DOCK IN PARTICULAR. THE HISTORIC IMPORTANCE OF THE WET DOCK AREA SHOULD BE ENHANCED THROUGH THE REDEVELOPMENT WHERE PRACTICABLE OF VACANT, DERELICT OR UNDERUSED SITES INCORPORATING A VARIETY OF USES INCLUDING LEISURE AND RECREATION USES, RESIDENTIAL AND COMMERCIAL DEVELOPMENT. THE AMOUNT AND PHASING OF DEVELOPMENT WILL BE CONDITIONED TO THE IMPROVEMENT OF THE HIGHWAY NETWORK.
- IP3 REDEVELOPMENT OF IPSWICH AIRPORT INCORPORATING HOUSING WILL TAKE PLACE AFTER THE PROVISION OF ADEQUATE ACCESS AND THE NECESSARY HIGHWAY INFRASTRUCTURE TO ACCOMMODATE PREDICTED TRAFFIC MOVEMENTS.
- IP4 PROVISION WILL BE MADE FOR NEW HOUSING DEVELOPMENT IN THE IPSWICH POLICY AREA TO MEET FUTURE REQUIREMENTS AS FOLLOWS:
- | | |
|------------------------|--------|
| BABERGH (PART) | 1,350 |
| MID SUFFOLK (PART) | 440 |
| IPSWICH BOROUGH | 4,490 |
| SUFFOLK COASTAL (PART) | 5,470 |
| <hr/> | |
| TOTAL | 11,750 |
- IP5 EXCEPT WHERE PROVIDED FOR BY OTHER POLICIES IN THE PLAN, IN THE AREA OUTSIDE IPSWICH, INCLUDING THE BUILT-UP AREA OF KESGRAVE, RUSHMERE ST ANDREW AND FOXHALL, THE VILLAGE AND COUNTRYSIDE POLICIES WILL APPLY; CARE WILL BE TAKEN TO MAINTAIN THE OPEN CHARACTER OF THE LAND WHICH SEPARATES THE VILLAGES FROM EACH OTHER AND FROM IPSWICH AND WOODBRIDGE.
- IP6 MAJOR NEW EMPLOYMENT AREAS WILL BE LOCATED ON THE PERIPHERY OF IPSWICH WITH GOOD ACCESS TO HOUSING AREAS, THE PRIMARY ROUTE NETWORK AND PUBLIC TRANSPORT. THE EXTENSION OF THE NACTON INDUSTRIAL AREA UP TO THE AONB BOUNDARY AND THE EXTENSION OF THE WHITEHOUSE INDUSTRIAL AREA IS PROPOSED.
- IP7 a) MAJOR OFFICE DEVELOPMENT WITHIN IPSWICH CENTRAL AREA WILL NOT NORMALLY BE ACCEPTABLE, IN ORDER TO SAFEGUARD THE ENVIRONMENT AND PREVENT THE EXACERBATION OF TRAFFIC CONGESTION UNLESS:
- i) THE DEVELOPMENT IS OF SUCH A DESIGN AND SCALE THAT IT IS COMPATIBLE WITH THE EXISTING CHARACTER OF THE CENTRAL AREA;
 - ii) ACCEPTABLE PROPOSALS TO OVERCOME TRAFFIC AND HIGHWAY OBJECTIONS FORM PART OF THE PROPOSALS.

STRUCTURE PLAN POLICIES

- b) PROPOSALS FOR CHANGE OF USE, REDEVELOPMENT OR REFURBISHMENT FOR OFFICES IN IPSWICH CENTRAL AREA THAT CAN PROVIDE SIGNIFICANT TOWNSCAPE BENEFITS WILL BE ACCEPTABLE PROVIDED THAT THEY ARE NOT OF A SCALE WHICH WOULD CAUSE SIGNIFICANT PROBLEMS FOR THE TRANSPORT NETWORK OR THE ENVIRONMENT GENERALLY.
- c) OUTSIDE THE CENTRAL AREA PROPOSALS FOR OFFICE DEVELOPMENT WILL NORMALLY BE APPROPRIATE IN EMPLOYMENT AREAS. PROPOSALS FOR OFFICE DEVELOPMENT ELSEWHERE WILL BE CONSIDERED ON THEIR MERITS AGAINST THE FOLLOWING CRITERIA:
 - i) THE COMPATIBILITY WITH THE USES OF THE SURROUNDING AREA;
 - ii) THE EFFECT ON THE ENVIRONMENT GENERALLY;
 - iii) THE EFFECT ON THE TRANSPORT NETWORK.

IP8 THE TRANSPORT STRATEGY FOR THE IPSWICH POLICY AREA COMPRISES:

- a) THE DEVELOPMENT OF A CAR PARKING POLICY FOR THE CENTRE OF IPSWICH GIVING PRIORITY TO SHORT-STAY USE, MAKING NO ADDITIONAL LONG-STAY PROVISION, AND PROVIDING 2000 NEW SHORT-STAY SPACES;
- b) RESTRICTIONS ON PARKING TO SERVE NEW DEVELOPMENT IN OR ADJACENT TO THE TOWN CENTRE;
- c) MAINTAINING AND WHERE POSSIBLE ENHANCING THE ROLE OF BUS TRAVEL GENERALLY, AND IN PARTICULAR PROVISION OF PARK AND RIDE AND BUS PRIORITY MEASURES;
- d) ENCOURAGEMENT OF RAIL USE, ESPECIALLY FOR THE MOVEMENT OF GOODS TO AND FROM THE PORTS;
- e) IMPROVING IPSWICH TOWN CENTRE FOR THE GREATER CONVENIENCE OF PEDESTRIANS;
- f) THE DEVELOPMENT OF IMPROVED CYCLING AND PEDESTRIAN FACILITIES;
- g) THE DEVELOPMENT OF ENVIRONMENTAL PROTECTION MEASURES, AND TRAFFIC MANAGEMENT SCHEMES.

IP9 IN CONSIDERING PROPOSALS FOR A GENERAL AVIATION AIRPORT WITHIN THE IPSWICH SUB-REGION, PREFERENCE WILL BE GIVEN TO THE USE OF REDUNDANT MILITARY AIRFIELDS. THE AIRPORT MUST:

- a) BE CLOSELY RELATED AND HAVE SUITABLE LINKS TO THE TRUNK ROAD NETWORK;
- b) AVOID CONFLICT WITH THE OPERATIONAL REQUIREMENTS OF EXISTING AIRFIELDS;
- c) MINIMISE THE LOSS OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND;
- d) AVOID AREAS OF OUTSTANDING NATURAL BEAUTY AND AREAS OF SPECIAL LANDSCAPE VALUE;
- e) MINIMISE DISTURBANCE TO RESIDENTIAL AREAS.

APPENDIX 2

**HAZARDOUS INSTALLATIONS
and NUCLEAR SAFEGUARDING**

- (i) The following are considered to be hazardous installations. Proposals within the appropriate consultation distances will be notified to the Health & Safety Executive.
- (ii) The policy which will apply to such proposals is AP91.

	<u>Consultation Distance</u> (metres)
1. NOTIFIABLE SITES	
(a) Liquid Propane Gas Installation: RAF Woodbridge	175
(b) Calor Gas Liquid Propane Gas Installation, Dock Road, Felixstowe	
- refrigeration Tank	700
- seaward end of jetty	500
(c) Felixstowe Tank Developments Ltd., Highly Flammable Liquid Installation, The Dock, Felixstowe	300
2. BRITISH GAS HIGH PRESSURE TRANSMISSION PIPELINES	
(a) Great Bealings	148
(b) Great Bealings to Yelverton	148
(c) Redenhall to Martlesham	42
(d) Martlesham to Trimley	42
(e) Great Bealings to Trimley	42
(f) Great Bealings to Rushmere Common	42
(g) Whitwell to Monks Green	116
(h) Great Bealings to Langham	148

NUCLEAR SAFEGUARDING

Introduction

- (iii) As a result of the construction of the Sizewell 'A' nuclear power station, restrictions were imposed on the amount of new development that could take place in Leiston.
- (iv) Sizewell was chosen as the site for a nuclear power station because the area was sparsely populated. This was in line with the Government's policy, as set out in 1955, which stated that the first nuclear power stations, even though they would be of inherently safe design, would not be constructed in heavily built-up areas. Once the decision had been taken to construct the station, it was necessary to ensure that the area did not become heavily built-up.

HAZARDOUS INSTALLATIONS

- (v) The then Minister of Housing and Local Government pointed out that although the elimination of the risk of accident was one of the overriding factors in the design, construction and operation of the power station, plans must be made to deal with an emergency, however remote the possibility might be. In the unlikely event of a release of radioactivity, the plans would cover evacuation of people living in the immediate vicinity of the power station and it was, therefore, necessary to ensure that the population did not rise to a level which could jeopardise the possibility of evacuation. The nuclear safeguarding restrictions are thus based on the need to maintain the sparsely populated characteristics of the area and to permit smooth evacuation in the unlikely event of an emergency at the nuclear power station.
- (vi) The practical effects of the nuclear safeguarding restrictions are:
- a requirement for the District Council to consult the NII on certain categories of development proposals within a 5-mile radius of the power station;
 - the imposition of a ceiling figure on the number of dwellings which can be built within a defined area, which includes Leiston; and
 - the need for continuous monitoring of the housing land availability position within the safeguarding ceiling area.

Consultation Procedure

- (vii) The 5-mile radius consultation area is divided into a '*pink area*', a '*blue area*' and a '*white area*' (see Map), each of which has its own clearly laid-down consultation thresholds. Proposed developments, in respect of which consultation is required within each of these three areas, are as follows:
- (a) ***Pink Area*** - a development leading to an increase in residential accommodation, or likely to cause an influx of non-residential population;
 - (b) ***Blue Area*** - development providing residential accommodation, permanent or temporary, for more than 50 people or likely to cause an influx of non-residential population exceeding 50 people;
 - (c) ***White Area*** - development likely to lead to an increase of 500 people in the population at any place.

The Safeguarding Ceiling

- (viii) The area to which the safeguarding ceiling relates is that part of the '*pink area*' lying within the parameters of a 30° arc centred on the power station (see Map). This effectively covers most of the built-up area of Leiston and includes the whole of the area within the physical limits boundary. The available units within the ceiling figure are intended to provide for the local needs of Leiston, rather than to encourage any inward migration, including those seeking employment either at Sizewell 'B' or elsewhere in the town.

HAZARDOUS INSTALLATIONS

Monitoring

- (ix) Over the years the Local Planning Authority (formerly East Suffolk County Council, now Suffolk Coastal District Council) has kept a close check on the number of residential approvals given within Leiston, so as not to run the risk of exceeding the total permitted number of dwellings. From time to time, when an adjustment to the ceiling figure was considered necessary, application was made to the NII.
- (x) With the adoption of the Suffolk Coastal Local Plan the NII agreed in principle that residential development will be acceptable on any sites within the defined physical limits boundary. Any planning applications for residential development within the physical limits boundary will still be considered on their merits by the District Council, however, and will only be approved if they satisfy the normal planning criteria. These additional units are likely to arise through infilling, conversions, changes of use and redevelopments, rather than the development of greenfield sites. Nevertheless, the NII reserve the right to object to developments if growth proves to be higher than expected.
- (xi) The NII also agreed to the residential allocations at St Margaret's Crescent and at Leiston Hall Farm. Any further residential allocations in Leiston would require the prior approval of the NII.

Sizewell 'B'

- (xii) The implications for the Sizewell 'B' nuclear power station on the nuclear safeguarding restrictions were considered at the Sizewell 'B' Public Inquiry. Statements on this issue were made by the NII in response to questions raised by the Leiston Town Council. In essence, the Inspectorate have indicated that the development of Sizewell 'B' does not alter the need for the present nuclear safeguarding restrictions to continue for the period to which this Local Plan relates.
- (xiii) The effect of a Sizewell 'C' power station on the nuclear safeguarding restrictions is an issue that will need to be considered if it arises.

APPENDIX 3

HOUSEBOATS

- (i) There are only two locations in the District where houseboats are considered acceptable in accordance with the following policies:
- | | | |
|-----------------------|---|-------|
| Felixstowe Ferry | : | AP191 |
| Woodbridge and Melton | : | AP241 |
- (ii) They must also comply with the following Code of Practice, a number of aspects of which are not land-use issues but relate to the District Council's other function in relation to public health:
- (a) boats should be in good repair and fit for human habitation;
 - (b) a wholesome water supply should be available;
 - (c) suitable sanitation shall be available and waste water shall be disposed of to the satisfaction of the National Rivers Authority;
 - (d) satisfactory provision for refuse;
 - (e) adequate provision of fire-fighting equipment;
 - (f) all gangplanks and mooring apparatus to be in good repair and of satisfactory appearance;
 - (g) there shall be no obstruction of any public rights of way as a result of any mooring;
 - (h) there shall be no ancillary buildings or overhead cables on the river bank, other than with the prior written approval of the Local Authority.
- (iii) Additional houseboats will not be permitted in these areas or elsewhere in the District.