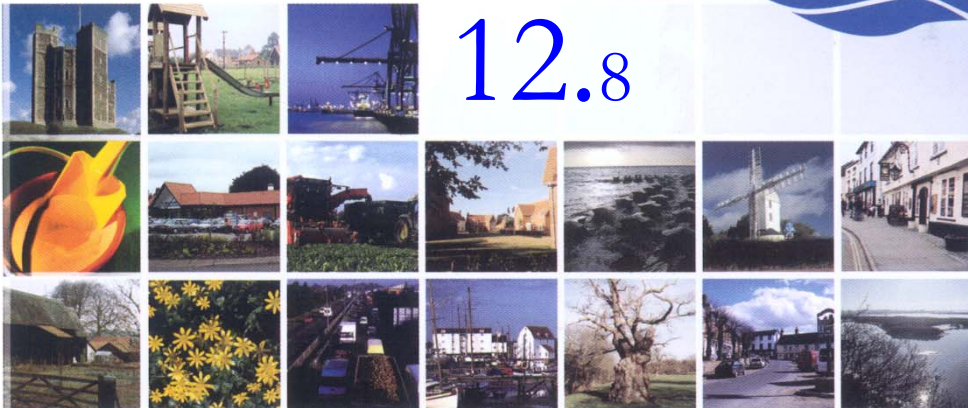


# The Suffolk Coastal Local Plan

Supplementary  
Planning Guidance



12.8



Hi-Tech Cluster: Martlesham Heath  
Area Specific Guidance

June 2001



On 1st April 2019 East Suffolk Council was created, covering the areas of the former Suffolk Coastal District Council and Waveney District Council.

This document will continue to apply to the part of East Suffolk formerly covered by the Waveney local planning authority area, and will be applied by East Suffolk Council.



Following the reforms to the Planning system through the enactment of the Planning and Compulsory Purchase Act 2004 all Supplementary Planning Guidance's can only be kept for a maximum of three years. It is the District Council's intention to review each Supplementary Planning Guidance in this time and reproduce these publications as Supplementary Planning Documents which will support the policies to be found in the Local Development Framework which is to replace the existing Suffolk Coastal Local Plan First Alteration, February 2001.

Some Supplementary Planning Guidance dates back to the early 1990's and may no longer be appropriate as the site or issue may have been resolved so these documents will be phased out of the production and will not support the Local Development Framework. Those to be kept will be reviewed and republished in accordance with new guidelines for public consultation. A list of those to be kept can be found in the Suffolk Coastal Local Development Scheme December 2004.

Please be aware when reading this guidance that some of the Government organisations referred to no longer exist or do so under a different name. For example MAFF (Ministry for Agriculture, Fisheries and Food) is no longer in operation but all responsibilities and duties are now dealt with by DEFRA (Department for the Environment, Food and Rural Affairs). Another example may be the DETR (Department of Environment, Transport and Regions) whose responsibilities are now dealt with in part by the DCLG (Department of Communities & Local Government).

If you have any questions or concerns about the status of this Supplementary Planning Guidance please contact a member of the Local Plan team who will be able to assist you in the first instance.

We thank you for your patience and understanding as we feel it inappropriate to reproduce each document with the up to date Government organisations name as they change.



# 1 INTRODUCTION

- 1.1 This Brief provides the planning framework for the development of a Hi-Tech Cluster focussed about BT at Adastral Park, Martlesham, near Ipswich, and considers its relationship to the surrounding area, including Martlesham Heath Business Park and Martlesham Village.
- 1.2 The Brief constitutes Supplementary Planning Guidance to Policy ECON7 of the recently approved Suffolk County Structure Plan Review. It sets out the planning opportunities and design principles to advise prospective developers.
- 1.3 The objectives of this planning framework are to:
  - Create the circumstances for fostering a cluster of innovative businesses centred around BT's Hi-Tech Research Development facility at Martlesham, enhancing the competitiveness and economic strengths of not only the immediate area but the Eastern Region;
  - Create a high quality environment for knowledge based employment;
  - Have appropriate regard to the environmental constraints, notably the potential impact on the archaeology of the area and the surrounding landscape, and the need to minimise pollution, including light and noise, for surrounding residential areas;
  - Further develop a sustainable, comprehensive network for all modes of transport in both the cluster and the surrounding areas; and
  - Provide the context for a comprehensive and co-ordinated development programme to consolidate this Hi-Tech Cluster.

## **2 LOCATION AND HISTORY**

- 2.1 Martlesham Heath Business Park and Adastral Park lie close to Woodbridge and six miles from the centre of Ipswich. Both lie adjacent to Martlesham Heath village – a twentieth century village, and in close proximity to the remainder of the Ipswich Eastern Fringe residential areas (see Map 1). The A12 marks the western boundary of the business park, separating the employment area from the residential areas to the west, although linked via a pedestrian bridge. The A12, together with the A14 which runs just to the south of Martlesham Heath, provides good access to the rest of the country, including Cambridge, the Midlands and London.
- 2.2 The Martlesham Heath area, once an aerodrome of the RAF, has always had connections with innovations, research and development. In 1917 the War Office moved its experimental flights to Martlesham Heath. In the 1920s the base became known as the Aeroplane and Armament Experiment Establishment, researching and testing military and civil aircraft alike. The Airfield returned to experimental duties after the War.
- 2.3 The flight history of the aerodrome ceased when the last plane flew out in the 1970s. However, innovations continued.
- 2.4 In the latter part of the 1970s Martlesham Heath became the location for a new village, with environmental sustainability at the forefront of thinking.
- 2.5 The General Post Office bought 110 acres of the airfield in 1968 to allow it to move out of its previous premises in Dollis Hill, London, and elsewhere. It was attracted to the site because the surrounding countryside is relatively flat - ideal for testing the radio-based communications systems in vogue at the time. The Main Laboratory Block, incorporating the radio tower, was the first new building to be built on the site during the Post Office occupation of the site.
- 2.6 When the postal and communications activities of the Post Office were separated ownership of the site moved to British Telecommunications and its name was changed to BT Research Laboratories. In 1999 the name BT Laboratories was changed to Adastral Park, providing a link to the Park's former use, deriving its name from the Royal Air Force's motto - Per Ardua Ad Astra, or "through adversity to the stars".
- 2.7 Adastral Park is the centre for development of communications and Information Technology for BT and other leading telecommunications companies, and provides the base for the Martlesham Teleport.

### 3 CONTEXT

- 3.1 Within the East of England knowledge based activity is currently focussed about Cambridge and the M11/A1. The “Cambridge phenomenon” with its accent on rapid economic growth based on strong academic research has overshadowed the region’s other Research and Development (R&D) strengths. These include the life sciences cluster in Norwich, the major corporate pharmaceuticals presence in Stevenage and BT at Adastral Park, Martlesham, the UK’s largest non-pharmaceuticals corporate R&D site.
- 3.2 Adastral Park is a world renowned centre for communications and information technology research currently supporting approximately 3600 jobs and which in the last 20 years has supported up to 5,000 jobs on site. It undoubtedly benefits the local and regional economy, and complements the role of the adjoining Martlesham Heath Business Park. Of the total 79 hectares making up the entire Martlesham Heath Employment Area, over 50 per cent (some 42 hectares) comprises the Adastral Park complex, dominated by the monolithic laboratory building and tower rising above the surroundings.
- 3.3 Within the Business Park approximately 85 different companies currently operate. A number of the original RAF buildings have been used although there has also been significant new build over the years. Research and engineering firms occupy many units, which to an extent reflects the influence of Adastral Park. Further opportunities still remain within this area, through redevelopment and through new build on vacant land. The north-eastern part of the Business Park, adjacent to the northern entrance, has developed a retail profile (Beardmore Park and Tesco’s) whilst about the southern entrance is a recreational/leisure node.
- 3.4 BT at Adastral Park is a significant and growing source of new businesses exploiting technologies developed at the Park. Similarly, through collaborative programmes and joint ventures, it has the potential to attract like-minded businesses to establish a presence close by, as well as sub contractors or other suppliers seeking to improve their competitive edge.
- 3.5 Strategically, Adastral Park provides a rare focus to foster the development of a cluster of knowledge based businesses drawing on the ideas, investment and expertise within BT, as a major attraction for inward investment into the region drawn by the undoubted expertise that already exists at this site.
- 3.6 To recognise, and exploit, this potential, the District Council is proposing, as shown on Map 2, a Hi-Tech Cluster comprising:
- redevelopment and new development within Adastral Park itself, including the development of an Enterprise Village;
  - the allocation of an area of land, approximately 12 hectares (30 acres), to the south of the Adastral Park complex as an Innovation Park, adjacent the A12; and
  - the development of a strategic gateway for the Hi-Tech Cluster.

- 3.7 Furthermore, the District Council proposes the further development of certain parts of the adjacent Martlesham Heath Business Park in a manner that will complement the proposed Hi-Tech Cluster.
- 3.8 The District Council acknowledges that the scale of development proposed within this Brief, and the likely resultant level of employment provision is significant. Local concern regarding the implications of such growth at Martlesham Heath, in terms of housing, education and other social needs, is appreciated. However, it needs to be recognised that the Hi-Tech Cluster is of strategic importance. As such the associated needs arising from its development are to be addressed within the strategic context, and need not, therefore, all be accommodated within the immediate vicinity of the Cluster.
- 3.9 It is important to appreciate likely housing demands arising from the Hi-Tech Cluster, together with other employment generating ventures, have already been planned for, both in terms of numbers and general location. The Structure Plan Review, adopted in May 2001, which rolls forward housing demand to 2016, considers an additional 11400 dwellings to be required in Ipswich and its sub-region. Of this, 7750 dwellings are to be built within Ipswich. Within the Suffolk Coastal part of the sub-region an additional 2170 dwellings will be required. Within the Ipswich Eastern Fringe, of which Martlesham forms part thereof, there are already 2100 committed dwelling units (those which are still to be built but which have outstanding planning consent or are on allocated sites), the majority of which are contained at Grange Farm, Kesgrave.



## **4 GOVERNMENT AND DEVELOPMENT PLAN POLICY**

### **National Guidance**

- 4.1 Maintaining high and stable levels of economic growth and employment is one of the four broad objectives of the Government's commitment to sustainable development.
- 4.2 The Government's White Paper on Competitiveness (DTI, 1998) emphasised the importance of promoting the expansion and creation of clusters or networks of knowledge driven companies.
- 4.3 PPG12 (Dec. 1999) identifies geographic proximity, and the flexible use of space as factors in cluster success. Within clusters, incubator units, where new ideas are developed and tested, are seen as fostering innovation and competition. Large firms are identified as possible hosts for such incubator units. The PPG requires local authorities to take account of the need to revitalise and broaden the local economy, the need to stimulate employment opportunities, and the importance of encouraging industrial and commercial development, particularly in the growing knowledge driven sector. Paragraph 4.10 of the PPG identifies those matters for local planning authority's consideration:

### **Economic considerations that may be relevant to land use policies in development plans include:**

- **the key themes set out in the Competitiveness White Paper, including facilitating the development of knowledge driven clusters;**
- **the economic strategies prepared by Regional Development Agencies (RDAs);**
- **regeneration initiatives, including programmes and projects funded through RDA regeneration programmes, the Single Regeneration Budget and the European Structural Funds;**
- **developments in communications and information technology; and**
- **the contribution of rural businesses, including agriculture and forestry, to the economy of rural areas.**

### **Regional Guidance**

- 4.4 The East of England Development Agency was formed in April 1999 in order to give a new focus to building the prosperity and well-being of the region. The Agency's vision is to make the East of England a world class economy, renowned for its knowledge base, the creativity and enterprise of its people, and the quality of life of all who work in the region. The Development Agency produced a Regional Economic Development Strategy in Autumn 1999 emphasising how vital the promotion of innovation and technology is to

achieving the vision of the East of England developing as the Innovation Capital of Europe, identifying three strategic themes:

- Fostering an innovation culture;
- Exploiting regional knowledge strengths; and
- Improving access to, and the use of, innovation and technology support.

4.5 The strategy identifies the vital role large companies play in the innovation and technology profile of the region and the potential they have in promoting “spin-out” and “spin-in” activities. British Telecom at Adastral Park is identified in the Strategy as a “major company research organisation”- the only one in Suffolk. The development of clusters, of regional significance, about such companies is seen as developing high growth potential and the small company base. Business clusters allow micro-businesses and small and medium sized enterprise to overcome many of the disadvantages of their small-scale by sharing support systems, while providing the stimulus of intense competition and retaining the responsiveness, entrepreneurship and innovation that characterises such companies. Clusters also create opportunities for the region to attract and create high growth businesses.

4.6 The Regional Planning Guidance (RPG) for East Anglia to 2016, published November 2000, is provided by the Secretary of State for the Environment, Transport and the Regions. The primary purpose of this guidance is to set the regional framework for development plans in East Anglia in the period to 2016 and to provide the long-term planning framework for other strategies and programmes.

4.7 The RPG identifies the area focused on Ipswich being part of the Cambridge-Ipswich Hi-Tech Corridor, as being one of the parts of East Anglia with the greatest economic potential. The internationally important port of Felixstowe, mainly good rail and road communications to London, Cambridge and the Midlands, and a broad based economy with strengths in financial services, telecommunications, IT and engineering are identified as some of its particular strengths. The RPG recognises that the existence of world class businesses in leading technologies has led to the emergence of technology based clusters which, with the proposed establishment of a university, will further increase the area's attraction to investment.

### **Suffolk Development Agency**

4.8 The Suffolk Development Agency, bringing together the County Council, district and borough councils, the Suffolk TEC, the private sector and other bodies, has recently been formed and published its draft Economic Development Strategy “Expanding Suffolk’s Horizons” (2000). The vision of this county-wide Development Agency is to establish Suffolk as a top ranking county, with a high quality of life, where GDP per head is on par with Europe’s most prosperous regions. It wishes to achieve a competitive business base, with a skilled workforce and a shared commitment to lifelong learning and skills development.

- 4.9 As part of its strategic priorities to attract new business investment and re-investment the Suffolk Development Agency identifies in its programme and action the development of a strategic site, quoting as the example, Suffolk Innovation Park (the marketing term that has been used for a new cluster of innovative businesses at Martlesham).

#### **Development Plan Policies**

- 4.10 Planning policies for the area are contained in two documents – the Suffolk County Structure Plan, prepared by Suffolk County Council, and the Suffolk Coastal Local Plan, prepared by Suffolk Coastal District Council.
- 4.11 The **Structure Plan** contains the key strategic planning policies for Suffolk and sets out the framework for Local Planning. The approved document is the Suffolk County Structure Plan Review.
- 4.12 The Suffolk County Structure Plan Review, approved June 2001, elaborates further on the development of a cluster of knowledge based businesses within Suffolk. It states:

#### **"High Technology Development**

'High technology' generally refers to companies which use telecommunications or information technology or make or research products that further the spread of technological advance, such as microelectronics or biotechnology. Such companies are frequently found in clusters, where symbiotic relationships can develop in commercial activity, research projects and the interchange of ideas. Government policy stresses the importance of encouraging cluster development.

The telecommunications research facility of British Telecom at Martlesham Heath is the largest high technology development in the county and is of major significance to the local economy. This facility has the potential to act as a focus and catalyst for further high technology development. Research is currently being conducted on the scope to develop a Suffolk Innovation Park in this location. The strong growth of research based industries in the Cambridge area may well offer the opportunity to seek the diversification of the economy of various parts of the County. This applies particularly to those towns close to Cambridge, such as Haverhill and Newmarket, and to Ipswich, where the IP-City cluster and links to Cambridge are being actively promoted. Smaller scale high technology development is likely to be accommodated within the terms of policy ECON4.

In consultation with the Regional Development Agency, local planning authorities should make particular efforts to facilitate the development of business clusters. These are of increasing importance as sources of innovation, competition and growth. Adastral Park at Martlesham Heath is suitable as one such significant focus for a cluster in the high technology and knowledge-driven sector in Suffolk. Opportunities to promote the clustering of other types of activity, such as specialist manufacturing, should also be considered.

**ECON7** The establishment and growth of business clusters is supported, and provision for them will be considered in local plans, taking into account:

- (a) the role such development will play in meeting national, regional and county economic development and competitiveness objectives;
- (b) opportunities for clusters of telecommunications and information technology businesses in the Ipswich Policy area;
- (c) opportunities to attract high technology businesses offered by links to Cambridge;
- (d) special needs of other particular sectors and innovative activities;
- (e) the need for clusters to be well related to centres of population and employment and to respect policies for transport and protection of the environment.

Land allocated for business clusters in accordance with these criteria will be protected from other forms of development.

**Adastral Park at Martlesham Heath is suitable as one significant focus for a business cluster in Suffolk.”**

- 4.13 The **Suffolk Coastal Local Plan** is prepared by Suffolk Coastal District Council and is a district-wide Local Plan which applies the strategic policy framework at the local level. Consequently it contains more detailed policies and proposals, consistent with the overall objectives of the Structure Plan.
- 4.14 The Suffolk Coastal Local Plan (incorporating the First Alteration), adopted February 2001, aims to support the retention and expansion of existing industry and identify suitable land for employment and other service uses, encouraging a variety in size and type of sites and premises, where appropriate.
- 4.15 With regard to Martlesham Heath, the Local Plan contains the following policy (AP 216):

**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.**

## **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.**

- 4.16 In addition, the Suffolk Coastal Local Plan (incorporating the First Alteration) includes Policy AP217 which relates to a safeguarding area for the BT field experimental test facilities. This policy is discussed in Chapter 8.
- 4.17 The Suffolk Coastal Local Plan (incorporating the First Alteration) 2001, has been prepared to conform to the Suffolk County Structure Plan (incorporating Alterations 1,2 and 3). The Local Plan does not address the allocation of a Hi-Tech Cluster at Martlesham Heath.
- 4.18 On the basis of Government policy advice, Regional Planning Guidance and the Structure Plan Review Proposed Modifications, the District Council believes that there is an overriding case for encouraging a cluster of innovative businesses to develop at Martlesham. Therefore, it is intended that this Guidance note will be SPG to the County Structure Plan Review. The District Council accepts that, prior to being addressed in the next Local Plan Review, such a cluster development may not conform in all respects to the Suffolk Coastal Local Plan.

## 5 SUFFOLK INNOVATION PARK CONCEPT

5.1 A feasibility study, commissioned by a consortium of interested organisations, including Suffolk Coastal District Council, was undertaken in January 2000. The objectives of this feasibility study, undertaken by ANGLE Technology Limited, were to:

- Provide a strategic vision of the role for a high-technology Innovation Park in the context of the local and regional competitiveness objectives;
- Establish its economic and commercial feasibility based on an assessment of the potential demand;
- Develop a refined concept for the Park and assess its overall viability including site selection criteria and funding options.

5.2 The Study's conclusions included:

- An Innovation Park has the potential to make a considerable impact on Suffolk's economy, improving the region's competitiveness whilst reducing its dependence on one major employer and maintaining its sectoral focus;
- To maximise its chances of success the technological focus of the Innovation Park should be on the high growth/high added value IT/Telematics sector. BT at Adastral Park is the main focus in the Region for this sector;
- Given the overall strategic objective of making Ipswich the southerly node of the A14 Technology Corridor, it is clear that an Innovation Park has the best chance of focusing demand and creating a success. This means that it should be located at or adjacent to Adastral Park, with later developments taking place in Ipswich once success is assured;
- Existing knowledge-based businesses in Suffolk expressed a clear preference for Martlesham as the best business location in Suffolk. These businesses saw strong benefits in their global market place from the creation of a cluster of like minded businesses by improving Suffolk's customer image, creating a marketing edge and attracting a skilled workforce;
- On a 10 year view, with conservative assumptions, the Innovation Park will meet a potential requirement for approximately 14,600 square metres (157,000 square feet) of lettable units with a further requirement for 17,650 square metres (190,000 square feet) of buildings housing single users on a site totalling 12 hectares (30 acres). The multi-occupied buildings should be built in four phases in step with the development of demand.

5.3 In addition to those conclusions contained within the ANGLE feasibility study it is important to recognise that BT itself has its own desire to further enhance

its role as a global leader in the Communications and Information Technology Sector. It is anticipated such consolidation requires a significant programme of upgrade, intensification and new build within the Adastral Park complex itself. Indeed, the submission of recent planning applications illustrate the pressure for evolution of the BT complex. Such growth pressures did not form part of the ANGLE study and should be seen as additional growth to the conclusions of that study.

- 5.4 It is important that the concept of Hi-Tech Cluster embraces both the conclusions of the ANGLE study in relation to the development of an Innovation Park at Martlesham and the anticipated growth programme of BT.
- 5.5 To meet the requirements for the range of businesses that the consultant's study and BT have identified as key components of a Hi-Tech cluster, it is necessary that the best use is made of suitable development and redevelopment sites within Adastral Park and the adjoining parts of the Martlesham Heath Business Park, and that agricultural land south of Adastral Park is developed.
- 5.6 Studies and discussions have identified the need to plan for an additional 3000-3500 jobs in this location and the Planning Brief has been programmed on that broad basis.

## 6 PRINCIPLES OF DEVELOPMENT: PART ONE

### AREA WIDE DEVELOPMENT CONSIDERATIONS

6.1 The development of the Hi-Tech Cluster involves four linked components:

- Innovation Park - the greenfield site south of Adastral Park;
- Adastral Park - the Adastral Park core;
- Enterprise Village - the northern part of Adastral Park; and
- Gateway Sites - part of the Martlesham Heath Business Park, adjacent to the A12 access to Adastral Park.

6.2 These areas are shown on Map 2, together with a breakdown of areas of Adastral Park to reflect different characteristics. This chapter examines area-wide development considerations, notably:

- Accessibility;
- Design;
- Landscape/design;
- Uses; and
- Floorspace

6.3 Chapter 7 includes detailed considerations relating to the four components of the Hi-Tech Cluster, and discusses elements of the remainder of the Martlesham Heath Business Area.

#### **Accessibility**

6.4 Accessibility, both within and to/from the Hi-Tech Cluster, is a primary consideration. Currently, capacity problems exist at peak times on the main access roundabout on the A12. It is recognised that such congestion is detrimental to the amenity of Martlesham Heath Village residents, as well as road users. It is important that existing congestion problems are tackled and not further exacerbated. The early preparation of an agreed Transport Assessment is vital if the Hi-Tech Cluster concept can progress to fruition, including BT's own programme of intensification. It should be recognised that new developments may only, realistically, offer highway improvement solutions to avoid increased congestion and not necessarily address existing congestion difficulties. It is, however, expected that wider "green" options may help to alleviate existing congestion.

6.5 A Transport Assessment examining all options of Modal transport should be prepared to consider how accessibility to the Hi-Tech Cluster can best be achieved. Such an assessment is necessary if future potential occupiers are to be successfully attracted to the Hi-Tech Cluster. It is important that this Transport Assessment considers its wider context, exploring connections with the wider strategic network serving the Ipswich Fringe, Woodbridge and Felixstowe areas, and considers the objectives and policies of the Suffolk Local Transport Plan. The preparation of the Transport Assessment will require close working with Suffolk County Council. It is also expected that the



Transport Assessment should examine the inter-relationship of the Park and Ride to the development of the Innovation Park.

6.5 Preliminary work has been undertaken on options for consideration in a detailed Transport Assessment. The scope of the Transport Assessment, including an outline of what options need to be considered is included as Appendix 1. Arrangements for access to this area should meet the following objectives:

- Meet the travel needs of this important high tech employment development;
- Minimise the damage to the environment;
- Promote the use of more sustainable modes of transport, such as walking, cycling and public transport;
- Minimise the need to travel, where possible;
- Provide travel choices for people to reach the places they wish to go; and
- Ensure a high standard of safety and security for those using the transport network.

6.7 Actions for consideration include:

- The introduction of a package of measures aimed at promoting greener, cleaner travel choices and reducing reliance on the car for commuter journeys; business travel; visitors; deliveries and contractors; and any fleet vehicles;
- Improvements to the capacity of the existing road network, including the A12, to accommodate a net increase in car journeys;

6.8 Due to the scale of the proposed Hi-Tech Cluster a combination of actions will be required, including improvements to road capacity and greener travel measures;

6.9 Movements within the Hi-Tech Cluster will be as important a consideration as external flows. Whilst it is proposed that there are four components of the Business Hi-Tech Cluster, linkages between these areas will be vital. Priority should be given to facilitating internal journeys by walking and cycle, as opposed to the car. This may be achieved through creating a safe and attractive environment for cyclists and pedestrians, including the development of direct cycle and pedestrian links. To encourage the use of public transport it is important that consideration is also given to providing an internal service with accessible drop off/pick up points about the Hi-Tech Cluster.

## **Design**

6.10 Overall design considerations include:

- The need to achieve a high quality environment throughout, involving innovative, quality buildings with high specifications set in spacious "green" surroundings - this concept should flow through and connect all parts of the Hi-Tech Cluster, including at entrance gateways. The concept of the 'open' character prevalent in the BT core of Adastral Park should be expanded throughout the Innovation Park and Village.

This spaciousness forms a key identity, pertinent to BT at Adastral Park;

- The relationship between groupings of new buildings, and their juxtaposition with existing buildings will be an important consideration, as will the way such development relates to the surrounding landscape. In addition the relationship with Martlesham Heath Village will be an important consideration where such areas are in close proximity;
- The scale and massing of buildings throughout the Hi-Tech Cluster should respect their surroundings and reinforce the particular image being conveyed within that element of the development. The design of such buildings, both individually and collectively, will be an important consideration;
- Innovations should embrace sustainability in building and landscape design, including energy efficient buildings, the use of renewable resource building materials, grey water use, the use of sustainable drainage systems (suds) and the promotion of water efficiency and water saving devices;
- A comprehensive 'image' for the entire Hi-Tech Cluster should be established, including street furniture and signage, for example. The possibility of incorporating image detailing on new build should be considered. This comprehensive image may include adaptations to represent different parts of the Hi-Tech Cluster, for example, distinguishing between the Innovation Village in the north and the Innovation Park;
- Car parking, access and service roads, whilst being very necessary and provided to standard, should not dominate the character of the areas as, unfortunately, currently happens on parts of Adastral Park. This is particularly relevant in those areas which set the Cluster's 'image', including the A12, Barrack Square Lane, and the entry point into the Hi-Tech Cluster. Options for sinking car parks and roads, ground contouring about such areas, and planting and surface and ground modelling detailing within these areas, will be important considerations in order to reduce their overall mass and intrusion;
- Whilst security is acknowledged as an important issue for companies on these sites, the security fencing around Adastral Park is very intrusive and detrimental to the overall image envisaged for the Cluster. Security measures and the current perimeter fencing should be reviewed as new proposals come forward, consistent with security requirements but also taking account of visual and aesthetic issues and the need to promote an open aspect through the entire Cluster and beyond. Security for certain buildings is accepted. If the fencing cannot be removed, consideration should be given as to how its impact can be reduced, for example, through landscape design, contouring and planting. In addition, gateways linking the four components and to areas outside of the Cluster would need to be attractive and inviting;

- Due to the scale of the Hi-Tech Cluster the need to take crime prevention into account is important. Reference has already been made to the provision of security fencing, or provision for security for certain buildings. Other crime prevention considerations are also relevant, including the design and layout of car parking areas, the juxtaposition of buildings and spaces to allow casual policing. Close working with the Police Architectural Officer is advisable.

### **Landscape Design**

- 6.11 The character of the new landscape should reflect the native species found in the area. Its management regime should be sustainable. Whilst the landscape scheme throughout the Hi-Tech Cluster should be unifying, themes may be appropriate in the different areas through the use of detailed landscape design, and species choice.
- 6.12 Any landscape design will be required to be based upon a landscape assessment of its site and surroundings including a full landscape character and tree/habitat survey. The preparation of a Landscape Master Plan will be expected for the Innovation Park and encouraged for all remaining areas of the Hi-Tech Cluster. It will be important that the development is integrated into the wider landscape.
- 6.13 A strategic landscape belt to the east of the Innovation Park is important to avoid undue visual intrusion when viewed from the rural areas to the east, including the AONB. It also creates a backdrop when viewed from the A12. It should include:
- A continuation of the existing strategic woodland belt from Adastral Park to the northern length of the eastern perimeter of the Innovation Park. This need not be the full length of the perimeter, as a full enclosure along the entire eastern perimeter would not be in sympathy with the open character generally found in this area. A partial strategic belt would also not preclude the possible expansion of the Innovation Park eastwards some time in the future, but only if sufficient justification could be made. Gentle ground contouring along lengths of this eastern perimeter may also assist in mitigating impacts;
  - The reinforcement of landscaping along the southern and the south-western boundaries of the Innovation Park.
- 6.14 Off-site landscaping should be undertaken to the north of Sheep-Drift Farm and Sheep-Drift Cottage and along parts of the Waldringfield Road to the junction with the sand and gravel extraction pit.
- 6.15 Water features are alien to the former heath. Water, however, does appear to be an essential element in current high profile status developments. A balance, therefore, may need to be achieved and it may be that water features at the strategic points such as the main entry point into the Innovation Park may be acceptable, or water could form an integral part of the architecture of new buildings or their immediate setting. The provision of water features could also be dependent upon the Environment Agency

granting abstraction licences, although water features should also utilise run-off from buildings on site.

### **Uses**

- 6.16 Class B1 of the Town and Country Planning (Uses Classes Order) 1987, with emphasis on Research and Development/Office rather than light industry, should be the principal use throughout the Business Cluster. The exceptions to this will be where complementary support services are appropriate, notably leisure, conference and hotel uses.
- 6.17 In addition, whilst it is anticipated that the major catering/eating requirements will be met for the majority of the Hi-Tech Cluster through Building B80, additional eating facilities, for example, may also need to be provided at Adastral Park. It is important that all complementary support services are of a fitting image and quality in design terms.

### **Floorspace**

- 6.18 To enable the possible scale of the Hi-Tech Cluster to be clearer the District Council has attributed likely levels of growth for each component part of the Cluster. The floorspace levels have been arrived at by using plot ratios that the District Council believes may be suitable for various parts of the Cluster. The plot ratios used are of the following order:

ELEMENT OF CLUSTER	ENVISAGE PLOT RATIO
Innovation Park	1:4
Adastral Park	1:3.5
Enterprise Village	1:3.5
Gateway Sites	No plot ratios required as individual sites

The floorspace anticipated will provide a basis on which further complimentary studies, particularly the Transport Assessment, can be undertaken. The floorspaces indicated in the following section would enable the objectives of the site to be realised but will need to be subject to further consideration when detailed applications are received.

## **7 PRINCIPLES OF DEVELOPMENT : PART TWO**

### **DETAILED DEVELOPMENT CONSIDERATIONS**

- 7.1 In addition to the broad development considerations outlined in Chapter 6, detailed considerations apply to each area of development, reflecting differing constraints and the intention to create four distinct character areas within the whole Hi-Tech Cluster Park concept.

#### **Innovation Park (Area 1 on Map 2)**

##### **Main characteristics of area**

- Gently undulating land - with few landscape features;
- Agriculture the predominant land use - MAFF land use classification grade 4 quality, having been part of former Brightwell Heath;
- In southern part of allocation lies a small BT field experimental complex totalling 1.5 ha;
- Important cycle route lies along the western boundary, adjacent to A12;
- The area has split vehicular access points. In the south the truncated old road joining Newbourne Road serves BT complex, together with Sheep-Drift Farm complex of properties. In the north the fields are accessed from Barrack Square Lane;
- Public footpath (right of way) runs along northern and eastern boundary of field experimental complex;
- Archaeological presence – Schedule Ancient Monument (Bronze Age barrow with pillbox), surrounded by World War II brick-lined trenches.

##### **Level of Growth Anticipated**

- Size of allocation - approximately 12 ha's (30 acres);
- Proposed floorspace 30351m<sup>2</sup>;
- Car parking requirement 870 parking spaces.

##### **Setting the Scene**

This is the part of the Hi-Tech Cluster identified principally for larger individually occupied buildings, but might include some multi-occupancy buildings. Such buildings will be for high technology businesses that wish to locate close to Adastral Park, but not within it, for example, BT business competitors.

There is considerable scope for buildings of distinction.

## Detailed Considerations

- Within this area there is the need to create the "right" landscape setting that is reflective of the surrounding area. This also needs to coincide with the "right" image of an Innovation Cluster. A natural parkland setting of quality buildings should be sought. The associated landscape must be of a high quality, and influenced by the character of the former heath, for example, swathes of birch trees. Consideration should be given to utilising and enhancing existing tree clumps;
- There is a requirement to avoid the major sump that lies in the north western corner of the site. This Suffolk County Council surface water holding tank and soakaway serves a section of the adjacent A12 roadway drainpipe;
- There is a requirement to protect, conserve and enhance the Scheduled Ancient Monument (SAM) present within this area. Its setting must also be considered. It is also desirable to protect the 2<sup>nd</sup> World War pill box built on top of the burial mound and the brick-lined trenches that surround it. These should be regarded as significant historical monuments, reflecting an important phase of Martlesham's history. All of the remaining area, prior to development commencing, should be evaluated to determine the presence, or otherwise, of archaeological features and deposits, in line with the provisions of Planning Policy Guidance 16;
- The positioning of the sump and the SAM will determine the layout of the northern part of this area, and may offer the opportunity to create a significant green lung in the north-western area. This, in turn, would allow any new build within this area to reflect the juxtaposition of the main laboratory building of Adastral Park;
- Views into the site from Martlesham Heath Village, and vice versa, should be carefully considered with opportunities for the creation of a green lung in the north western part of the site being maximised. The avoidance of pollution, including light spillage and noise generation, from the Park in to the Village should be a significant consideration.
- Scale, massing and height of buildings will be an important consideration. It is suggested that there should be a greater mass and height of buildings towards the northern part of the area with a more dispersed character further south, involving lower buildings. This would allow a gradual transition into the surrounding countryside and be more sympathetic to the Sheep-Drift Farm cluster;
- The proximity to the A12 should be a major consideration for the layout of this site as prime views can be gained. The overall view should be of buildings and their settings, rather than car parking and access ways. Layout and landscape treatment along the whole A12 frontage will require careful consideration, ensuring a prominent and interesting aspect, although this does not necessarily infer an open aspect;
- The south-western part of the Innovation Park will form an important view for northbound traffic on the A12. At this point there is also likely to be a southern gateway, accessing this part of the Hi-Tech Cluster. It is

important that buildings of distinction are accommodated here to reinforce a high quality entrance;

- Cycle and pedestrian links within this area and to the adjacent Adastral Park should be a prime consideration, as should access to other forms of sustainable transport. Car movements should preferably be kept to the periphery;
- Protection should be given to the rights of way that exist in the southern part of this area. In addition, the opportunity for a link from the northern part of the Innovation Park to the surrounding network should be taken;
- Development should not adversely affect the mineral allocation to the east of the Hi-Tech Cluster (sand and gravel site C27 in the adopted Minerals Local Plan). It is unlikely that the continued working of this site will disturb potential users within the Innovation Park;

The site is not allocated for mineral extraction in the Suffolk Minerals Local Plan but does lie within a Minerals Consultation Area. The County Council, as Minerals Planning Authority (MPA), is aware of deposits of workable sand and gravel beneath the site. Policy MP5 of the Structure Plan seeks to protect potential mineral resources as far as is reasonably practicable from development which might preclude their later extraction. Suffolk Minerals Local Plan Policy 7 (attached as Appendix 2) provides for the working of sand and gravel reserves where necessary to avoid sterilisation where this does not conflict with other relevant policies of the Development Plan;

The precise extent and volume of the deposit would need to be subject to detailed study as the Minerals Planning Authority would prefer to avoid the sterilisation of mineral reserves if at all possible. Extraction may have the advantages of being able to provide much of the aggregate needed for the development locally with little or no trip generation and potentially reduce the landscape impact of the development by allowing it to be built at a slightly lower level. Working of the north-western part of the site will be unacceptable due to the presence of the SAM;

- An early consideration of the possible extraction of mineral reserves should be taken by the Minerals Planning Authority in consultation with the District Council. To allow this early consultation a Minerals Evaluation should be submitted as soon as possible. As a result of this evaluation it can be determined whether the working of these deposits could be undertaken without detriment to the Innovation Park and whether the possible changes in ground levels could be used advantageously in detailed design and layout proposals. In the event that there are not significant deposits, or that the working of such deposits would adversely affect the Structure Plan and SPG objectives then a balance would need to be agreed. The potential sterilisation of land immediately east of the Innovation Park will also need to be addressed in the Minerals Evaluation.
- Development within the field experimental complex in the southern part of this site will need to retain certain trees that are of significant quality;

- Consideration should be given to whether provision for a hotel/conference centre is required within this area. This will be subject to whether such a use has been accommodated at the gateway entrance (Area 4 on Map 2). If consent for such a use on the innovation gateway has not been given, prior to the development of this southern area, then a part of the Innovation Park should be set aside for such a use, preferably in the southern part, enjoying a lower density, adjacent to the A12 so as to attract passing custom, in addition to custom arising from the Hi-Tech Cluster.



## **Adastral Park (Area 2 on Map 2)**

### **Main Characteristics of Area**

- Forms the core complex of BT characterised by five areas:

#### **2A West Central Zone**

- contains the main entry point in to Adastral Park;
- dominated by the impressive glass, restaurant (Building B80) occupying a spacious setting;
- on the western perimeter, adjacent to Barrack Square Lane are old war time buildings, generally of poor visual quality;
- in this area planning permission has recently been given for the erection of two two-storey office buildings - currently under construction;
- currently a planning application has been submitted which includes replacement car parking, demolition of the war time buildings; and
- new landscaping, including the formation of a lake.

#### **2B South Western Zone**

- dominance of Main Laboratory Building over entire Adastral Park complex and much of Suffolk Coastal skyline;
- evidence of portacabins – more permanent than temporary; and
- in the south-west a pleasing ecological area, counteracting monolithic style of buildings.
- in this area planning permission has been granted for the erection of a two storey Internet Protocol Management Centre.

#### **2C East Central Zone**

- a mix of office buildings of varied quality and varying masses with car parking;
- includes a significant area of “permanent” portacabins attached together; and
- an open, grassed area in north-east has located upon it the ROMES site - an area for storing temporary mobile exchange units.

#### **2D South Eastern Zone**

- an extremely attractive “green” area – combining open grassed spaces with woodland glades, forming significant woodland belt; and
- car park B, a large expanse of car parking with no internal landscaping.

#### **2E North Eastern Zone**

- the northern part of area forms the Martlesham Teleport, including satellite dishes; and
- the Sports Club with tennis courts lying to the west of a significant earth bund running along the eastern perimeter of Adastral Park.

## **Level of Growth Anticipated**

- Total area of site : 31 hectares (76 acres);
- Existing floorspace : 70750m<sup>2</sup>;
- Proposed additional floorspace range : 21028m<sup>2</sup>;
- Proposed demolition : 3500m<sup>2</sup>.

## **Setting the Scene**

This area provides considerable scope for new development as part of regeneration and enhancement of the site by BT, both to meet its own development needs and third parties who see substantial advantages of being on Adastral Park. A mixture of single company (BT and non-BT) and multi-occupancy buildings is envisaged, of architectural styles that complement key modern buildings on the site such as B80.

## **Detailed Considerations**

- The principal access into Adastral Park should still be via the existing main entry currently used to serve the area, albeit possibly realigned. Areas 2A and 2B represent the BT core – this core “feel” needs to be consolidated further and the attractive environment further enhanced, as a visual asset. Within 2A the cluster of buildings east of Barrack Square Lane should be removed – these occupy an important “image” location for Adastral Park, adjacent to the entry point and Barrack Square Lane – this “image” should be visible outside, as well as within. The setting of B80 should be further enhanced and would function well as the main host/reception building for the entire Hi-Tech Cluster. It is vital that the 'image' and quality reflect BT's international standing;
- The main laboratory building occupies a dominant position and role. Further development immediately adjacent to it - to the north-east and, possibly, south-east - could consolidate this mass without being too overbearing;
- Within 2C further development may be possible, particularly to the east of B83, replacing the ROMES site and utilising part of the open area. This will, however, be very much dependent upon whether the mobile units making up the Romes site can be satisfactorily accommodated elsewhere;
- Within 2D the “green” space should be retained intact as it offers significant benefits both as a strategic woodland belt, but also as a valuable local amenity area for employees;
- Within 2E the recreational facilities should be retained and, if possible, enhanced. These facilities could meet the needs of users throughout the Hi-Tech Cluster;
- Throughout Adastral Park a programme of removal of temporary portacabins, including “permanent portacabins” should be undertaken;

- A programme for the management and rejuvenation of the landscape areas should be developed;
- Cross movements of traffic about the site currently appear confused and not complementary to the “Innovation” image sought. More emphasis should be placed on quality walkways and cycle routes throughout the area. In addition, vehicular movements should be rationalised and kept, preferably, to the periphery, but this should not be to the detriment of the Park's “front” image.

## **Enterprise Village (Area 3 on Map 2)**

### **Main Characteristics of Area**

- A mix of buildings of varying sizes in close proximity to each other;
- Accessed, currently during peak hours, via a northern secondary gate;
- Significant tracts of uninspiring hard surfaces.

### **Level of Growth Anticipated**

- Total area of site :10 hectares (26 acres);
- Existing floorspace : 14250m<sup>2</sup>;
- Proposed additional floorspace range : 13591m<sup>2</sup>;
- Proposed demolition : 8000m<sup>2</sup>.

### **Setting the Scene**

Already within this Area is the BrightStar Centre, Corning, the world leaders in optic fibre technology, and EEDA is also proposing to establish an Incubation Centre. The area should be one in which innovation and incubator units would be largely concentrated, offering serviced accommodation (flexible in nature and scale), and business support to meet the needs of, and foster, new and developing leading edge companies. These could include companies "springing out" of BT.

### **Detailed Considerations**

- Higher plot ratios (density of development) may be appropriate in the Innovation Village compared to the remainder of the Business Cluster. However, it is vital that development style should continue to reflect the image of the Hi-Tech Cluster generally with good build in pleasing 'green' surroundings. A redevelopment programme that exacerbates, and reinforces the harsh, regular plot, industrial estate character needs to be avoided;
- The relationship of the Innovation Village to the area to the north, about Betts Avenue, should be given careful consideration. The creation of two entities which disregard each other should be avoided. The Innovation Village should relate both to Adastral Park, to the south, and the Martlesham Heath Business Park, to the north. This would encourage the flow of benefits from one to the other;
- A programme of creation and management of landscaped areas will be sought. The principles of landscape design will need to be established at an early stage.

## **Gateway Sites (Area 4 on Map 2)**

### **Main Characteristics of Area**

- Plots of land either side of the main access road serving Martlesham Heath Business Park and Adastral Park;
- Southern plot - 1 hectare (2.5 acres) currently part used by a car sales company. This use is the subject of a temporary planning consent;
- Northern plot - 0.8 hectares (2 acres) remains undeveloped;
- Both sites are highly visible, adjacent to the A12, elevated above the road.

### **Setting the Scene**

As Adastral Park is set back from the A12 there is a need for a strong entry, fronting on to the A12, to be created, establishing the principle underlying the whole of the Hi-Tech Cluster; one of innovation.

### **Detailed Considerations**

- It is essential that the two plots, either side of the roundabout, are developed as a gateway, clearly representing the quality of the Hi-Tech Cluster in terms of building/design, layout, construction, materials, detailing and landscaping (both soft and hard);
- The appropriate uses for both plots need to contribute to the primary function of the Cluster and the high profile/image that the Cluster is seeking. Appropriate uses may include a hotel or hotel and conference facility and prestigious office developments. If the hotel and conference uses cannot be accommodated at this gateway then provision should be made for such a facility within the Innovation Park.
- The relationship of the gateway sites to the Martlesham Heath Village will need to be considered, in terms of safeguarding general residential amenity, for example, minimising potential pollution, including noise and light spillage, and minimising overlooking.

### Areas Adjacent to the Hi-Tech Cluster

- 7.2 It is important that the Hi-Tech Cluster relates to the surrounding areas and vice versa, if the economic benefits are to be maximised.
- 7.3 To the **west of Barrack Square Lane**, forming the western edge of Adastral Park lies a ribbon of office developments that occupy the A12 frontage. Within this area there is a mixture of recent build and occupation of former military buildings. The buildings are separated by open spaces. It is proposed that Barrack Square Lane should form the primary vehicular connection between Adastral Park and the Innovation Park. It is important that the character of this area therefore complements that being aspired to in the Business Cluster. Consideration should be given to the following:
- Parking arrangements, particularly the ad-hoc parking along Barrack Square Lane, should be addressed. The wide verges and spaces between buildings offer opportunities for enhancement and additional landscaping which would serve to upgrade the overall character of the area;
  - Upgrading of Barrack Square Lane should minimise the loss of trees, particularly along its southern length where there are a number of quality specimen trees;
  - Glimpses of the Hi-Tech Cluster should be provided, both from the A12, and from Barrack Square Lane; and
  - The appropriateness of landscaping along the A12 should be considered. Currently the landscaping tries to 'naturalise' the bank and verge of the A12. It may be appropriate that planting on the upper reaches of the bank or, if not possible, on open spaces in that part of Martlesham Heath Business Park fronting Barrack Square Lane, reflects more the character of the Hi-Tech Cluster. Advertisements that dominate their surroundings should be avoided.
- 7.4 To the **north of the Innovation Gateway** lies a concentration of existing leisure orientated uses. This leisure node provides an important facility and is well located to benefit Martlesham Heath Business Park, Adastral Park, the Innovation Village and Park, and Martlesham Heath Village. It is proposed that these leisure uses should be retained, unless alternative provision is made elsewhere or that it can be demonstrated that there is no longer a demand. Additional leisure facilities within this node will be supported. It may be appropriate that the leisure role of this area be identified through a sympathetic themed landscaping scheme (soft and hard), including street furniture.
- 7.5 To the north of the Innovation Village lies the **Martlesham Heath Business Park**. Potential benefits arising from the close proximity to the Hi-Tech Cluster and the inter-relationship between both areas should be fostered wherever possible. Further considerations include:
- The need to ensure that development about Betts Avenue, particularly to the south, consists generally of 'good neighbour uses', thereby avoiding any extreme adverse impact on the Hi-Tech Cluster;

- The tree lined avenues of the Martlesham Heath Business Park are a significant feature, and provide a platform for the establishment of a higher quality environment. A programme of enhancement and positive management, arising from the landowner's own estate management functions including additional planting, improved hard landscaping and a co-ordinated approach to street furniture, together with improving the quality of buildings, through upgrading and redevelopment, would significantly benefit this Business Park and develop its own identifiable image, complementing that of the Hi-Tech Cluster;
- It is important that the existing cycleways and pedestrian links throughout Martlesham Heath Business Park are enhanced further as they provide an important link between the Hi-Tech Cluster and surrounding areas, particularly Woodbridge. These linkages should be of a good quality and clearly marked. Such a review should, preferably, be undertaken prior to any Transport Assessment for the Hi-Tech Cluster being prepared to allow conclusions to feed into that Assessment.

## **8 SAFEGUARDING ZONE**

8.1 Policy AP217 of the statutory Suffolk Coastal Local Plan (incorporating the First Alteration) identifies a BT safeguarding zone to the east and south of the main Adastral Park complex. This zone covers areas of surrounding countryside that are utilised for field experimental testing. Where developments proposed would jeopardise testing facilities they would be resisted by the District Council.

8.2 Policy AP217 states:

**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.**

8.3 The District Council is aware that the proposed Innovation Park lies within this Safeguarding Area. The impact on the operational requirements of the testing field is considered to be outweighed by the benefits of allowing the development of the Innovation Park subject, however, to the relocation of the test equipment and the ability to continue radio testing as part of the innovative research development programme at Adastral Park. Any review of the Safeguarding Zone and the implications for the operational requirements at Adastral Park need to be carefully investigated, but this should be done as a priority to allow the overall objectives of this Brief to be achieved. It will be necessary to redefine the safeguarding zone once appropriate locations have been finalised, and prior to the commencement of development of the Innovation Park.



## **9 UTILITIES**

- 9.1 It is important that, wherever possible, mains and other distribution systems should be provided for under footways and roadways rather than under verges. This will allow tree planting and other forms of landscaping to be maximised throughout the Hi-Tech Cluster.

### **Surface Water Drainage**

- 9.2 Approximately 40% of the existing buildings and all of the existing car parking areas and roadways are drained to local soakaways. The remaining areas are drained by means of a piped collection system to remote disposal facilities within Adastral Park.
- 9.3 Future developments within the Innovation Village and Adastral Park should utilise the existing piped systems, where sufficient capacity exists, and either be provided with additional disposal facilities or 'grey water' technology utilised. Within the Innovation Park a complete piped collection system and disposal facility with some attenuation to control peak flow run-off will be required, although the use of grey water technology should be maximised.
- 9.4 With respect to impermeable car parking areas for more than fifty cars surface water drainage should be passed through an oil interceptor compatible with the size of site being drained prior to discharge to any watercourse, surface water sewer or soakaway. Roof water should not pass through the interceptor. Surface water run off from any roads or impermeable parking areas should be drained via trapped gullies. Any culverting or other works carried out on site that affect the flow of a watercourse will require prior consent of the Environment Agency.

### **Foul Drainage**

- 9.5 The existing site has an extensive foul drainage system which collects effluent from the buildings and discharges into the Anglian Water sewerage pumping station which is located off the south-western corner of the existing BT site. Sufficient capacity exists in the system for additional development in the Innovation Village and Adastral Park although re-alignments and extensions to this system may be necessary as development proceeds.
- 9.6 The Innovation Park development will require a complete new drain system which will run south to north through the site to discharge into the Anglian Water sewer. On site sewerage pumping may be required for some new developments, but major pumping of main drain runs can be avoided within the site boundary.

### **Mains Water**

- 9.7 The existing 15 inch Anglian Water main which runs along the western boundary of Adastral Park has sufficient capacity to serve the business cluster proposal. It is envisaged that the present on-site distribution system would be replaced in stages ahead of the Innovation Village and Adastral Park developments and a completely new water supply and distribution system will be provided for the Innovation Park.

- 9.8 Dependent upon the available access and final site arrangements, the actual form of the mains water supply can be either single metered branch mains to each phase of the development or the extension of the public mains into the sites with each building individually metered by the water company.

### **Electrical Services**

- 9.9 Adastral Park and the Innovation Village are supplied via the existing 11KV site network of transformers and cabling.
- 9.10 The Innovation Park development requires the installation of a new primary sub-station with new cables installed from the main transformer in Betts Avenue. Cabling should be run in the footpaths/roadways to adoptable standards.

### **Communication Services**

- 9.11 In the Innovation Village and Adastral Park ducts and cabling are under BT's ownership. These ducts can be readily adapted to serve other buildings, but a further duct network would need to be provided for any 'third party' communication companies.
- 9.12 With regard to the Innovation Park, existing BT ducts will be required to be extended to the site, together with a new network of ducts for any third party communications company.

### **Gas Services**

- 9.13 The Innovation Village and Adastral Park are presently single point metered. That part of the circuit intended to serve 'third party' buildings could be divorced from the site network and reconnected to the external mains.
- 9.14 The Innovation Park would require the extension of the existing gas main from the present BT site entrance to a new gas ring following the proposed roadway.

### **Landfill Gas**

- 9.15 The proposed development area lies within 250 metres of a former waste disposal site, located at the Swale, Brightwell. The site operated between 1980 and 1996 and was licensed to receive inert waste only. The presence of landfill gas is, therefore, unlikely but the responsibility for the safe development and secure occupancy of the Innovation Park development will be the responsibility of the applicant.

## 10. IMPLEMENTATION AND PHASING

- 10.1 This Brief should not be viewed as a series of individual proposals but, rather, as a comprehensive plan in which each proposal is related to all others.
- 10.2 The Brief aims to realise employment opportunities whilst retaining, and enhancing, a high quality environment. New development should contribute to the achievement of this aim.
- 10.3 Therefore, an 'Implementation Package' is required. The Hi-Tech Cluster, together with all associated proposals, benefits from currently being within the ownership and control of three landowners. This concentration of ownership should facilitate the progression of the development of the Cluster. However, a Legal Agreement (Section 106 of the Town and Country Planning Act) would need to be entered into by the landowners setting out the funding and timing of the release or provision of some major elements including:
- Strategic landscaping;
  - Off-site transportation improvements; and
  - On-site transportation improvements.
- 10.4 The phasing of certain major aspects of this 'Implementation Package' is described below.

### **Strategic Landscaping**

This shall be provided as follows:

- Partly along the eastern perimeter of the Innovation Park, including possible bundling, together with off-site planting to the north of Sheep Drift Farm and Sheep Drift Cottages, and along parts of the Waldringfield Road to the junction with the sand and gravel extraction pit. This planting should be agreed and undertaken in advance of work commencing on the development of the Innovation Park and should avoid the bridleway running along the length of Waldringfield Road;
- Along the southern and south-western perimeter of the Innovation Park as part of the development of this area.

### **Off-Site Transportation Improvements**

Appendix A of this Brief clearly establishes a range of options to enhance accessibility to the Hi-Tech Cluster from surrounding areas. The granting of planning permissions for different stages of the Hi-Tech Cluster will be subject to the carrying out of improvements to the highway, particularly the A12, and to the consolidation of the cycle network and public transport system that link to the site.

- Prior to any further planning consents being issued which generate a net increase in traffic, work must commence on the preparation of a detailed Transport Assessment to an agreed timetable, including the preparation of a Green Transport Plan;

- The granting of planning permissions for development that may lead to net increases in traffic movements will be subject to an agreed phasing of highway improvements and improvements to other transportation routes.

### **On-Site Transportation Improvements**

A number of transportation improvements within the Hi-Tech Cluster itself will need to be addressed in addition to any improvements that may only be relevant to certain components of the Cluster. Such 'site-wide' improvements include the improvements of Barrack Square Lane and cycle routes that inter-connect components.

- 10.5 In addition other elements may be considered crucial to the success of the Hi-Tech Cluster, including, the provision of shared leisure facilities, and utility infrastructure. Such elements need to be discussed and determined as to whether they need to be included in any Section 106 Agreement.

## 11 GREENFIELD JUSTIFICATION

11.1 The Government is committed to sustainable development, and has set out its approach in "A better quality of life, a strategy for sustainable development in the UK" (1999). That Strategy is based on four broad objectives:

- maintenance of high and stable levels of economic growth and employment;
- social progress which recognises the needs of everyone;
- effective protection of the environment; and
- prudent use of natural resources.

11.2 Whilst the Business Cluster contains a significant intensification and redevelopment within an existing site, the District Council is very conscious that the Brief also proposes the release of greenfield land. The District Council is aware of the Government's increasing emphasis on the re-use of previously developed land in preference to the development of greenfield sites as restated in the Regional Planning Guidance. However, the District Council has carefully considered the merits of developing to the south of Adastral Park and believes sufficient justification exists for the release of this greenfield site, including the following reasons:

- The ANGLE feasibility study highlighted the importance of the Innovation Park having a close affinity with BT at Adastral Park. Such an affinity offers the best choice of focussing demand and creating a success for joint ventures and spin-offs, securing a level of security for lettable space in the form of multi occupied and single use buildings;
- BT is a significant regional asset offering a focus of international activity. Its physical mass of buildings are synonymous with research and development. It is sensible that its position in the economy and opportunities presented are further nurtured, within and about the Adastral Park complex itself and as a catalyst for a cluster of like minded businesses (offering a marketing edge and attracting and retaining a skilled workforce). Such a development should not only be seen as benefiting and diversifying the local economy, but also having a regional and, potentially, global significance. Whilst opportunities may exist for assembling various land parcels elsewhere within the Ipswich Eastern Fringe for example at Grange Farm, and indeed within Ipswich itself, such sites do not offer the opportunities of close physical proximity to the BT complex, and its high profile;
- The greenfield site, being within the control of only two parties, offers significant opportunities, providing an ease of land assembly and phasing improvements, particularly off-site transportation improvements. The release of the greenfield site should also aid considerably the potential for expansion within Adastral Park and areas of the Martlesham Heath Business Park, and further enhance the basic environment of the whole area and its profile;
- The agricultural quality of the area concerned is low, being of Grade 4 in the Agricultural land use Classification System.

## 12 ENVIRONMENTAL IMPACT ASSESSMENT

- 12.1 Regard is to be given to the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and Circular 02/99 Environmental Impact Assessment. The Regulations require certain development to be subject to an Environmental Impact Assessment (EIA).
- 12.2 Under the Regulations the development of the Suffolk Innovation Park is considered to fall as a 'Schedule 2 development', being an infrastructure project exceeding the threshold of 0.5 hectares.
- 12.3 As a Schedule 2 development the District Council needs to establish whether EIA is to be required - this is known as the screening opinion. Consideration needs to be given as to whether this project is likely to cause significant environmental effects. In order to determine whether significant environmental effects are likely, planning authorities should consult Schedule 3 of the Regulations which sets out selection criteria:
- Characteristics of development - size, the use of natural resources, pollution and waste generation etc;
  - Environmental sensitivity of location; and
  - Characteristics of potential impact - magnitude, duration, and complexity of impact.
- 12.4 The basic question needing to be considered is "Would the development be likely to have significant effects on the environment?"
- 12.5 With regard to the development of the greenfield land, to the south of Adastral Park, this amounts to less than 20 hectares and the only special designation on, or in the vicinity of, the site is a small Scheduled Ancient Monument. In terms of the environmental sensitivity of the site, there is no landscape designation covering the area, nor any ecological designations. In terms of the Scheduled Ancient Monument, the District Council, within this brief, recognises its presence and seeks to protect it from any adverse impact.
- 12.7 Annex A of Circular 02/99, with regard to infrastructure developments, also states potential increases in traffic, emissions and noise require particular consideration. The District Council recognises that the Suffolk Innovation Park, in its totality, does have the potential to significantly increase traffic. However, such traffic generation needs to be seen in the context of:
- Existing traffic levels associated with Martlesham Heath Business Park and Adastral Park;
  - Existing traffic levels using the A12 generally; and
  - The requirement in this Brief to enhance more sustainable modes of transport, both for existing and new developments.

12.8 Given that, at the present time, there are insufficient details on certain aspects of future proposals, for example, traffic implications, then it is not possible for the District Council to offer an opinion as to whether a formal EIA will be required. However certainly, over and above an EIA requirement, a number of assessments will be needed. These assessments which will assist the District Council in determining its formal opinion on EIA, include:

- Transport Assessment, including a Green Transport Plan. This should be prepared and submitted to the District Council for approval accompanying any planning application involving the development of land to the south of Adastral Park or/and any planning application within Areas 2 or 3 which involve a significant net increase in overall floorspace or car park provision;
- Landscape Impact Assessment including the preparation of a full landscape character and tree/habitat survey. This should be prepared and submitted to the District Council for approval, accompanying any planning application;
- Archaeological Evaluation. This should be submitted to the District Council to accompany any planning application involving the development of land to the south of Adastral Park;
- Minerals Evaluation. This should be submitted to both the District Council and Minerals Planning Authority as soon as possible but certainly prior to any planning application involving the development of land to the south of Adastral Park.

12.9 Once a comprehensive plan has been prepared concerning the development of the greenfield site the District Council will be in a position to determine whether an EIA will be required.

## **13 PUBLIC CONSULTATION**

13.1 Prior to the adoption of this Supplementary Planning Guidance an extensive consultation process was undertaken. Outlined below is a list of all those organisations consulted. Appendix 2 summarises the comments received together with the District Council's response to these comments.

### **20 Parish/Town Councils including**

Martlesham  
Woodbridge  
Felixstowe  
Kesgrave  
Rushmere St Andrew

### **Suffolk Coastal District Council Members**

### **7 Suffolk County Council Members**

### **Government Deps/ National Organisations**

MAFF  
FRCA  
GoEast  
Equal Opportunities Commission  
Highways Agency  
HM Inspectorate of Pollution  
EEDA  
CABE  
Countryside Agency  
Ancient Monuments Society  
English Heritage  
English Nature  
The Ramblers Association  
The Country Landowners Association  
House Builders Federation  
National Farmers Union  
Sustrans

### **Facilities and Services**

Environment Agency  
Anglian Water Services Ltd  
East Anglian Water Co  
Essex & Suffolk Water Co  
British Gas Properties  
Eastern Electricity  
National Grid Co Plc  
British Telecom Plc  
Railtrack  
Eastern Counties Omnibus  
County Fire  
County Crime Reduction Co-ordinator  
County Police

### **Employment and Business Organisations**

Aldeburgh Business Association  
Felixstowe Chamber of Trade and Commerce  
Felixstowe Dock and Railway Co  
Felixstowe Port Users Association  
Framlingham Business Association  
Saxmundham Business Association  
Woodbridge Chamber of Trade and Commerce  
The Learning and Skills Council  
Ipswich Job Centre  
Suffolk Chamber of Commerce  
Ipswich & Suffolk Small Business Association  
Federation of Small Businesses  
Leiston Business Association  
CBI Eastern  
Princes Youth Business Trust  
IPSENTA  
English Partnerships  
Business Link Suffolk Ltd  
Suffolk College  
Woodbridge Job Centre  
Europlus Services Ltd  
Suffolk Coastal Business Forum  
Martlesham Aviation Society  
Moon & Sixpence Caravan Park

### **Local Organisations**

Suffolk Wildlife Trust  
Suffolk Preservation Society  
Federation of Suffolk Byways and Bridleways  
Suffolk ACRE  
SALC  
The Felixstowe Society  
Martlesham Consultants Ltd  
Woodbridge Society

### **Martlesham Heath Business Park**

46 different companies

### **Residents Associations**

Martlesham Heath Neighbourhood Assoc



**Parliamentary Representatives**

**Suffolk County Council**

**Adjacent District/Borough Councils**

**Local Authority Initiatives**

SCEALA

Greenways Countryside Project

**Business Cluster Partnership**

British Telecom

EEIA

Project for a University for Suffolk  
Company

Bradford Property Trust Plc

Saville Gordon

Suffolk TEC

## ACCESSIBILITY OPTIONS

The preparation of a Transport Assessment is necessary to consider how accessibility to the Hi-Tech Cluster can best be achieved in the context of a potential increase in the number of trips generated by proposed new development.

Arrangements for access to this should meet the following objectives:

- Meet the travel needs of this important high tech employment development;
- Minimise the damage to the environment;
- Promote the use of more sustainable modes of transport, such as walking, cycling and public transport;
- Minimise the need to travel, where possible;
- Provide travel choices for people to reach the places they wish to go; and
- Ensure a high standard of safety and security for those using the transport network.

The degree to which the Supplementary Planning Guidance is ultimately able to achieve all of these objectives depends on the measures which are put in place. However, these objectives should be the starting point for consideration of the ways in which the accessibility of the site can be achieved.

As well as looking to the various opportunities to provide new or enhanced transport to and from the Business Cluster it is appropriate to try to minimise vehicular trips in the first instance. This can be achieved by ensuring all occupiers of the Business Cluster, including BT, participate in and support a Green Travel Plan. This requires a co-ordinating officer for Adastral Park/Innovation Park/Innovation Village who would ensure all existing and new companies within the Business Cluster work towards the preparation of such a Plan and then progress towards targets set. The Green Travel Plan would be expected to be set at two levels – the Hi-Tech Cluster level and the individual company level.

At the Hi-Tech Cluster level the Travel Plan should meet the objectives for the whole cluster. The Cluster Travel Plan should include all those measures that can be undertaken or used jointly by all companies including:

- Car sharing database with preferential parking spaces, encouraging car sharing in a highly visible manner;
- Public transport discount from local public transport operators, encouraging employees to use public transport to work;
- Public transport information - a simple measure that involves putting timetables, maps and other information in major staff meeting places around the Business Cluster and on companies' intranets;

- Emergency ride home - a back-up to a car sharing scheme so that those without their car at work can get home in an emergency. The scheme can also provide a back-up for those using public transport, for instance when working late;
- Communal on site facilities - leisure or crèche facilities on site could cut down the trips made immediately before and after work, as would the provision of a range of complimentary facilities, such as banking on site;
- Control of on-street parking.

It may be that the Cluster Travel Plan can be extended to encompass Martlesham Heath Business Park, providing a valuable opportunity to share knowledge, experience and resources.

At the Company level, the Company Travel Plan must reflect the company objectives reflecting the different business operations and staff conditions. Each Company Travel Plan should cover issues that are company specific, including:

- Telecommuting and teleworking - working from home or from a satellite office using computers and communication links to the main office. Working from home for just one day a fortnight will reduce an employee's commuting trips by 10%;
- Teleconferencing - means communicating with others using video and/or audio conferencing facilities;
- New terms and conditions for employees:
  - ◆ Altering eligibility for relocation allowances - benefiting those who move to within walking distance of the Business Cluster or to areas which have good public transport or cycling links;
  - ◆ Changing company car policy - offering employees a salary alternative or a flexible benefits package;
  - ◆ Revising any mileage (fuel reimbursement) rates, introducing a flat rate regardless of engine size; and
  - ◆ Compressing the working month into fewer days;
- Providing or subsidising works buses;
- Parking controls/restrictions, changing the eligibility for car parking spaces, or charging for them;
- Paying staff to give up their parking spaces - may be an attractive incentive for employees to give up parking spaces or permits;

Together the two Plans would form the Green Travel Plan, but which would be responsive to the different companies that establish on the Hi-Tech Cluster.

It is apparent that BT already has in place certain features advocated above, for example, teleconferencing, public transport information and work buses. It would be important for any Green Travel Plan to assess measures currently in place and how these measures, together with new ones, can be furthered.

The means of monitoring the success, or otherwise, of the Green Travel Plan need to be agreed, with the establishment of targets. This should be agreed with the local authority. It will be important for any legal agreement to secure the means by which the objectives of the Green Travel Plan can be achieved.

Turning to the different modes of transport and the role which they may play in future access to the Business Cluster, the following broad approach will form the basis upon which a detailed strategy can be developed.

### **Cycling and Walking**

- A hierarchy of convenient, safe and secure cycling and walking routes should be identified and developed within all parts of the Business Cluster. Linkages between the components of the site should be given priority, forming a key strategy of accessibility within the site. Preference should be given to separate cycle routes, as opposed to routes on roads. Where this separation cannot be achieved then facilities to slow car movements should be introduced.
- Secure and dry cycle parking facilities will be required adjacent to all principal buildings, together with appropriate showering, changing and locker facilities.
- Consideration should be given to whether new or improved links need to be made to the surrounding areas and what contributions should be made by future developments. Walking as a mode of transport is particularly relevant to those living within three kilometres of their workplace. Cycling encompasses a much wider area, including the Ipswich Eastern Fringe, Woodbridge and Felixstowe Peninsula. It is important that the Transport Assessment identifies strategic elements of this network, together with where improvements are necessary. The District Council will need to be satisfied that sufficient links in to the strategic network are provided, so as to facilitate ease of cycling and walking.

### **Public Transport**

- The likelihood of public transport being used increases substantially if a good quality service can be provided within 400 metres of a place of work. At present, Adastral Park is served by "Superroute 66" - a high quality bus service linking the site to Ipswich Town Centre and railway station, via Kesgrave and the Martlesham Heath Village. Consideration should be given to how this facility can be extended to provide services throughout the Business Cluster.
- Details of the provision of work buses is required, together with consideration to how this direct service to Ipswich Town can be enhanced further.
- In addition to the requirement to define new routes for public transport within the site, the Transport Assessment should also examine the degree to which the development of the Business Cluster should underwrite the improvement of services to the area, particularly those from the Woodbridge and Felixstowe directions.
- The Transport Assessment should also examine the inter-relationship of the Park and Ride, currently proposed to the north of the A1214 in the Suffolk Coastal Local Plan (incorporating the First Alteration), to the development of the Innovation Park, and the Hi-Tech Cluster generally

## **Road Access**

- At present congestion occurs on the A12 trunk road and around Adastral Park at peak times. It will be important to ensure that users of public transport and those travelling along the A12, not accessing the site, are not further hindered in making their journey.
- Preliminary work has resulted in the identification of options for increasing the capacity of the access and A12. The District Council will expect the Transport Assessment to assess which of these options are the most cost effective and environmentally acceptable, taking into account the transport requirements of the development and the objectives of the Suffolk Local Transport Plan. The options include:

### **Option 1 - Signalisation of A12 Northbound Arm**

Involves the signalisation between northbound traffic entering the roundabout and the opposing circulation arm. This would regulate traffic turning right into the site in a way which allows southbound traffic more opportunities to enter the roundabout;

### **Option 2 - Signalisation of A12 Northbound and Southbound Arms**

Involves signalisation of both the northbound and southbound approaches along with the associated circulating arms;

### **Option 3 - Signalisation of A12 Northbound Arm and Widening**

Similar to Option 1, but with the addition of widening the circulating arms of the roundabout to three lanes, together with the entry arms, from the A12 north and south, being widened for three lanes. Such widening would need to consider implications for the amenity of Martlesham Heath residents;

### **Option 4 - Use of Brightwell Roundabout**

A second access point from the Brightwell roundabout providing access to the southern part of the Park. This would require upgrading and realignment of the Newbourne Road and Sheepdrift Farm Lane. Consideration will need to be given to the amenity of Aerodrome Cottages;

### **Option 5 - Introduction of a New Roundabout on A12**

Located between the existing BT roundabout and the Brightwell roundabout, the introduction of a three arm roundabout would provide access to the Park from the south. The roundabout, to the south-east of Martlesham Heath Village, would provide direct access into the southern part of the proposed greenfield area. Consideration will need to be given to the amenity of Martlesham Heath residents; and

### **Option 6 - Grade Separated Junction**

To provide an access lane for northbound traffic travelling along the A12 together with a southbound slip road. Consideration will need to be given to the amenity of Martlesham Heath residents.

In addition to these options for highway improvements of the A12, further requirements will need to be assessed to ease access into the Park itself, once traffic has left the A12. Options here should include:

- Increasing the capacity of the access road serving Adastral Park including possible junction signalisation;
- Priority given to public transport and car sharing, including possible segregated access arrangements;
- Upgrading of Barrack Square Lane to facilitate the main access route between Adastral Park and the Innovation Park.

The Transport Assessment will need to explore the wider strategic route network serving the Business Cluster, including, for example, the A1214 and Foxhall Road, in order to assess the impact of increased traffic generation on this network.

### **Car Parking**

The Council's car parking standards are currently under review in the light of the Government's revised Planning Policy Guidance Note 13, "Transport". If the standards advised by that guidance are adopted, the requirement for car parking spaces throughout the Business Cluster will be one car space per 30m<sup>2</sup> of gross floorspace.

**PUBLIC CONSULTATION RESPONSES**

**This appendix includes an extract from the Planning Committee report (February 2001) which considered the responses received on the draft SPG12.8 – High Technology Business Cluster. Only the covering report and Appendix 1 of that report are included. Appendix B of that report can be requested from the District Council.**

P:\p\SuffolkInnovationParkAppendix



## **SUPPLEMENTARY PLANNING GUIDANCE: HIGH TECHNOLOGY BUSINESS CLUSTER - MARTLESHAM HEATH**

Report by Director of Planning and Leisure

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### **1. PURPOSE OF REPORT**

- 1.1 To consider representations received in response to the consultation exercise undertaken on the draft Supplementary Planning Guidance (SPG) on the Hi-Tech Cluster at Martlesham Heath.

### **2. BACKGROUND**

- 2.1 The consultation exercise began on 18th December 2000 with a close date of 9th February 2001. It was an extended period of consultation to take account of the Christmas period. Whilst dealing with a site specific proposal the consultation exercise was deliberately extensive, particularly with regard to Town/Parish Councils with parishes throughout the Ipswich Fringe and Felixstowe policy areas being consulted, together with the parishes of Woodbridge and Melton. A total of 33 representations have been received to date, with four being no comments. Any late comments received up to Committee will be reported verbally.
- 2.2 Copies of all letters received will be placed in the Members Room prior to the Committee meeting.

### **3. ANALYSIS OF RESPONSES**

- 3.1 Detailed analysis of the representations received, to date, together with a response to those comments is attached as Appendix A. The layout of this Appendix follows the same sequence as the draft SPG. Within that Appendix it is indicated whether it is thought appropriate to amend the draft SPG to address issues raised. Attached as Appendix B are the proposed changes to the SPG.
- 3.2 A number of issues have been raised within the consultation exercise. It is not intended to repeat here all the issues raised. However, the main concerns appear to be:

(a) **The transport implications of the development**

This concern is very much recognised and the SPG does stress that the Transport Assessment will need to be comprehensive, dealing with all modes of transport and possible improvements to these networks. It will also need to be wide-ranging. In this context the SPG refers to the need for close working with Suffolk County Council Highways Authority. Whilst the Transport Assessment will only be required when there becomes a net increase in traffic generation from the Hi-Tech Cluster it is hoped that existing capacity problems will begin to be addressed by the Highways Agency.

(b) **Justification for the SPG**

The principle for the Hi-Tech Cluster at Martlesham has been established through regional policy guidance and the Suffolk Structure Plan Review. This latter document has been subject to formal consultation locally on two occasions where the principle of a Hi-Tech Cluster at Martlesham Heath was open to public debate. This SPG is supplementary to the Structure Plan

Review when adopted in March 2001 will form part of the Development Plan for this District.

(c) **Extent of the Hi-Tech Cluster**

The commissioning of the Angle Technical Study, together with the evolution and Structure Plan policies, has shown the requirement for a range of sites. The SPG addresses this requirement. It also includes part of Martlesham Heath Business Park, namely the gateway sites, as it is believe these sites are critical to achieving the comprehensive development of the Hi-Tech Cluster.

- 3.3 The draft SPG offers a range of floorspace for each part of the Hi-Tech Cluster. This is no longer considered satisfactory. More certainty is required to enable further studies to be undertaken as the next stage, for example, the Transport Assessment. On the basis of experience elsewhere, and the objectives of the SPG, suitable plot ratios have been attributed to each component part of the cluster and, with the exception of the gateway sites, floorspace established. This figure will form the basis for District Council negotiation in any schemes coming forward for consideration under the SPG.

**4. RECOMMENDATIONS**

- 4.1 It is recommended that the Committee:

- (i) considers the responses made on the draft SPG;
- (ii) agrees to adopt the SPG, as amended, with authority for the Director of Planning and Leisure to make any further minor amendments to the text, if necessary;
- (iii) agree to publish the Guidance for sale and for use in Development Control; and
- (iv) to provide a copy of the Guidance to Town and Parish Councils and to other interested parties.

J G Schofield  
Director of Planning and Leisure

**BACKGROUND PAPERS :**

Planning and Leisure Department file reference number 14.32.1

Reference: SPG-HighTechBusCluster.doc  
15 February 2001

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For further information, please contact Mr J G Schofield, Director of Planning and Leisure, on (01394) 444434.

### SPG – HI-TECH CLUSTER: MARTLESHAM HEATH

#### SUMMARY OF RESPONSES

##### General issues

Subject to certain provisos **Melton Parish Council** supports the draft SPG and welcomes the fact that the Plan looks to protect the area proposed for development in terms of its impact upon the environment, water, building design and general services. **Woodbridge Town Council** believes that the Council will do its best to protect the environment whilst allowing maximum use of the potential of the site. **Brightwell, Foxhall and Purdis Farm Group Parish Council** support this development in principle. **Kesgrave Town Council** generally welcome the proposal to have the cluster at Martlesham with the excellent employment opportunities that it will bring. **The Ramblers' Association** comments that the SPG is comprehensive and support the objectives outlined for such a development. **Suffolk County Council** welcomes the proposed SPG as an important step in the implementation of policy ECON5A and the effective promotion of the area. The draft deals with the issues in a comprehensive way. **East of England Development Agency (EEDA)** very much welcomes the proposals to expand upon the major developments at Martlesham. They clearly have the potential to add considerable weight to the Ipswich area's role as a leading European Centre for innovation and new technology. **Agents for BT** are pleased to see this Guidance emerging. The objective of an enhanced worldclass Hi Tech Innovation Park concentrating on Communications and Information Technology sector and centred at Adastral Park, as recognised in regional and evolving county plans, is an important one for BT and, in particular, for the local and wider regional economy. **Agents for BT** believe that the draft Guidance creates the platform for the following objectives to be realised:

1. that local policies are in place to support a new Suffolk Innovation Park, with Adastral park at the heart of the SIP;
2. that such policy guidance is not prescriptive and allows flexibility over the range of issues that are relevant to future growth within SIP, i.e. in relation to design, landscape, environment and transport issues.
3. that the Guidance creates the right context for the important investment in the area that is going to be necessary to enable SIP to become established and then flourish.

**Saville Gordon Estates plc** fully support the principle of further business use development being focussed on the Martlesham Heath/Adastral Park location. Such a concentration of development generates substantial economic and employment benefits. Support is given to the existing Business Cluster and the pro-active stance of the Council in seeking to build upon this taking account of recent Regional Guidance and Suffolk's emerging Structure Plan review.

##### **DOPL response:**

*The number of general comments of support are noted and welcomed.*

**A Martlesham Heath resident** expresses concern at the lack of time and extent of the public consultation exercise and also to the content of the SPG the drafting of which is considered to be more of timeshare marketing than to reasoned discussion

of planning issues. It appears that reasoned Government policies designed to promote growth in areas that really need growth have been hi-jacked to support this development, with regional agencies, the County Council and District Council hurriedly accepting a private company's conclusion without question and supporting this development.

The County is accused of rushing through an alteration to the Structure Plan with hardly a semblance of public consultation over the Christmas period whilst the District Council is accused of issuing an SPG full of false assertion, incomprehensible language and straight spin, conflicting directly with its own environmental and transport policies. **Suffolk Association of Local Councils** ask that all Parish Councils within the District be consulted prior to any decisions being made.

**DOPL response:**

*Far from being a hurried process the development of the business cluster concept has been evolving for sometime. The Suffolk County Council Structure Plan Review which includes Policy ECON5A and, against which this SPG relates, has followed a statutory process of formal consultation. The extent of this consultation is clearly set out and must be followed by the local authority. The concept of the business cluster at Martlesham first appeared in the Deposit Draft of the Structure Plan Review, April 1999. This was subject to an extensive formal consultation period with individuals, Parish Councils and other organisations, including the District Council, being invited to participate. Paragraph 7.26 of that document stated*

*“The telecommunications research facility of British Telecom at Martlesham Heath is the largest high technology development in the county and is of major significance to the local economy. This facility has the potential to act as a focus and catalyst for further high technology development....”*

*The intent was clear from this document. Representations were made for further clarification of this intent. A new policy ECON5A was developed and was subject to scrutiny by the Examination in Public Panel, appointed by the Secretary of State, in July 2000. Their recommendations, to retain ECON5A in an amended format, took account of evolving government policy and regional planning guidance-emphasising support to sustained economic growth across East Anglia and the particular importance of business clusters. Following the Panel's recommendations, a modification was proposed by the County Council and this, again, was subject of formal consultation. It is as a result of this lengthy and considered debate that this SPG has been produced, supplementing policy ECON5A, thereby ensuring a comprehensive development framework is in place for a cluster development first highlighted in April 1999.*

*With regard to the apparent speed of this SPG consultation exercise, an extended period has been given in recognition of the Christmas period. However, due to the very nature of the Hi-Tech economy and the speed of its development a balance has to be taken between the extent of the consultation exercise and the need to endeavour to get a comprehensive framework in place for future developments about Adastral Park.*

*With regard to the concerns of Suffolk Association of Local Councils, the Council has, through the consultation exercise sought the views of those Parish/Town Councils representing the following parishes: Martlesham, Woodbridge, Felixstowe, Levington, Melton, Rushmere St.Andrew, Kesgrave, Stratton Hall, Falkenham, Bucklesham, Purdis Farm, Foxhall, Nacton, Kirton, Hemley, Waldringfield, Brightwell, Newbourne, Trimley St.Martin and Trimley St.Mary. The Council*

*believes this to be an extensive list, trying to gauge the opinion of those Town/Parish Councils most likely to be affected by the SPG.*

**The Woodbridge Society** notes that the SPG proposes 3000 to 3500 additional jobs. However, no mention is made in the document to the severe residential implications this has. The **Society** would have expected such consideration to be included or questions whether additional residential need has already been taken into account. **A Martlesham Heath resident** expresses grave concern at the lack of attention to educational, social, public services or housing and the significant pressures that this will result for additional housing in the Kesgrave area. **The Woodbridge Society** also questioned whether the jobs would be high technology skills for in-migrants and not for existing residents in the area. **Melton Parish Council** feels that the SPG will result in more domestic housing, which is likely to extend to communities around Woodbridge, including Melton. Extra housing should not erode the “green belts” between Kesgrave and other communities such as Martlesham, Woodbridge, Melton and other villages in the immediate area. Whilst allowing for additional housing to accommodate future requirements the planning authority is requested to ensure housing is also provided on an affordable scale for local people. Affordability is also a concern to **Woodbridge Town Council** who ask that if further housing is to be built to service the new employment then more affordable housing units with the possibility of shared ownership be provided, because not all potential employees will be highly skilled and highly paid professionals. **Brightwell, Foxhall and Purdis Farm Group Parish Council** ask that consideration be given to ensuring that the correct balance of housing and traffic needs are addressed, both now and for the future. **Suffolk Association of Local Councils** raise concerns about the plans to create 3500 new jobs. Whilst it is recognised that this is good news economically there is concern that few of these jobs will go to local people and that there will be an enormous need for new houses for those who are recruited from outside the county.

***DOPL response:***

*With regard to the residential implications of this development the following points are relevant:*

- *The County Structure Plan Review, referred to above, establishes a long term sustainable development framework for all land uses up to 2016. Such a framework includes housing growth for the County, including land already allocated in the Ipswich fringe;*
- *The housing growth figures, which are to be adopted in March this year, have already considered the housing implications arising from economic growth, including the Hi-Tech cluster;*
- *The Hi-Tech Cluster is of county-wide significance and, therefore, is likely to have employees living in not just the Ipswich Fringe but also Felixstowe and Woodbridge, and of course Ipswich where considerable brown-field housing growth is to be accommodated over the coming years;*
- *Recently the local area has seen some employment losses, for example, Jacksons of Kesgrave, and is a local economy very much dependant upon a few employers, for example, BT and the Port of Felixstowe. It is important that diversification of the employment base is secured to strengthen the economy and secure employment for existing residents;*
- *Any future housing growth within the District, irrespective of location, will have regard to the adopted Local plan policies, including those relating to affordable housing and mixture of house types and those that retain the separate identities of the settlements on the Ipswich Fringe.*

**Agents to Saville Gordon Estates plc** raise a number of procedural and other concerns. The main concern is that the planning system can only help to facilitate business clusters not create them. The planning system can identify where such clusters already exist and, by carefully understanding the economic forces at work in and around them, provide a framework to assist their development. Following Regional Guidance and Suffolk Development Agency's work it would have been expected, and desirable, that a more detailed examination of the particular characteristics and needs of the existing business cluster at Martlesham could be provided in the SPG so that the chosen mechanisms to assist in its development can be seen to have a valid basis. The ANGLE study contributes in part to this review but only considered the delivery of the Innovation Park. Better justification and some analysis of alternative solutions could then help in meeting any criticism of the failure to meet the advice at para. 3.17 of PPG12. Notwithstanding this concern the **Agents to Saville Gordon Estates plc** state that they have briefly considered other opportunities to foster the development of this cluster and have been unable to identify other opportunities close enough to Martlesham Heath to provide the range and kind of benefits that are likely to arise from the appropriately controlled release of the site referred to as the Innovation Park.

**DOPL response:**

*The ANGLE study embraced the procedure of firstly undertaking a feasibility study for the Suffolk Innovation Park as a strategic concept, providing a strategic vision of the role of the Park in the context of the local and regional competitiveness objective and establishing its economic and commercial feasibility. As a result of this a location at Martlesham was identified as the optimum of a number of options examined. This enabled a more refined concept for the Park, with detailed assessments of site selection criteria and funding options.*

*With regard to the reference to PPG12, the District Council points out in the SPG that it is supplementary to policy ECON5A of the Suffolk Structure Plan Review, which itself has been subject to rigorous assessment.*

## **COMMENTS RELATING TO SPECIFIC ASPECTS OF THE SPG TEXT**

### **FOREWORD**

**Agents to Saville Gordon Estates plc** state that it should be made clear that the planning system will not create a business cluster; that one already exists here and that the SPG seeks to facilitate its growth and success.

**DOPL response:**

*Noted. Agree to change text*

### **INTRODUCTION**

**Agents for BT** request that reference to Business Cluster should be replaced with the phrase 'Hi Tech' Cluster. In addition a number of minor textual changes are proposed to the draft SPG. Whilst **EEDA** appreciate why the term cluster is used, the SPG, unlike the cluster concept, deals with land-use within a clearly defined boundary.

**DOPL response:**

*Agree to use the term "Hi-Tech Cluster" throughout the SPG as it is considered to more accurately define the Council's aspirations for the cluster. Whilst the Council accepts it is dealing with a specific area of land-use it does believe that the notion of trying to facilitate the development of a cluster of innovative business centred about BT remains an important concept to portray. Alternative wording may fail to highlight this theme. Agree amendment*

**Suffolk Coastal Business Forum** supports the objectives in the guidance and feel that further consideration needs to be given as to how a sustainable transport network to serve this employment area can be further developed and linked to improved transport infrastructure in the Eastern Region. **Martlesham Parish Council** welcome the general objectives of the brief but feel the environmental constraints and transport objective needs strengthening. The importance of the transport objective should be highlighted in the Objectives. **Agents to Saville Gordon Estates plc** request that the phrase "create...incentives" be deleted and that the fourth bullet point state

Having regard to the desirability of achieving development that is more reliant on a sustainable transport network

**DOPL response:**

*Agree that the objectives in the guidance could be further expanded to address the concerns of the Parish Council. With regard to the phrase "create...incentives" it is accepted that this is superfluous and may be misleading. Its deletion is therefore supported. However, the phrase "have regard to" is not considered appropriate as it's achievement is crucial if the Hi-Tech Cluster is to succeed over time. The development of this network is paramount if concerns are to be adequately addressed. Agree certain amendments.*

**Agents to Saville Gordon Estates plc** request that reference is made to Martlesham Heath Business Park since, in many ways, this has a role and function that is distinct from Adastral Park although there are some economic and other linkages.

**DOPL response:**

*Accept that there is some inter-relationship between Adastral Park and the Martlesham Heath Business Park, albeit both possess separate and distinct identities. Agree that reference can be made to the presence of Martlesham Heath Business Park in the introductory paragraphs. Agree amendment.*

**LOCATION AND HISTORY**

**Agents for BT** request minor additions to the text for clarification.

**DOPL response:**

*Agree minor changes in text*

**CONTEXT**

**EEDA** suggest a need to reflect the broader economic nature of the cluster concept. They say a reference to IP-City, of which BT is a founder member, and to Martlesham being part of the eastern cluster of Cambridge-Ipswich High Tech Corridor would help to do this and should be included in the context-setting section.

**DOPL response:**

*It is considered that reference to The Cambridge – Ipswich High Tech Corridor would be the best way of setting the context. Agree to amend text according, although it is considered more appropriate to make such a reference in section 4.*

**Agents for BT** request that the first sentence of para. 3.2 be rewritten as follows:

Adastral Park is a world renowned centre for Communications and Information Technology (CIT) research, currently supporting approximately 3,600 jobs and which in the last 20 years has supported up to 5,000 jobs on site.

**Agents to Saville Gordon Estates plc and A Martlesham Heath resident** question the phrase “focus” in paragraph 3.2 as Martlesham Business Park is a major employment area in its own right.

**DOPL response:**

*Agree to the above amendments including the deletion of the phrase “focus”.*

**Agents to Saville Gordon Estates plc** request minor textual changes to address the complementary role of the Business Park and Adastral Park. In addition they point out that it is an overstatement to describe the area around the southern entrance as a “recreational/leisure node”. Whilst it is accepted there is a leisure element alternative wording is proposed:

“Whilst near the southern entrance there are some leisure uses although these sites are allocated as a general employment area”.



**DOPL response:**

*Reference to the general employment area is superfluous. All of the Martlesham Heath Business Park, including the retail node forms part of this local plan allocation. In terms of the leisure element it is considered reasonable to refer to it as leisure node, albeit a loosely defined node. With regard to the other minor textual changes these can be easily accommodated. Agree to minor text changes.*

**Agents for BT** request that para 3.5 be replaced with the following wording:

Strategically, Adastral Park offers the unique opportunity as a focus for a cluster of knowledge based businesses drawing on the ideas, investment and expertise within BT, and also as a major attraction for inward investment into the region drawn by the undoubted expertise that already exists at this site.

**Agents to Saville Gordon Estates plc** ask that the wording be amended to

“Adastral Park provides a rare focus to foster the development of an existing cluster of...” in recognition that it already acts as a focus.

**DOPL response:**

*Agree that a combination of wording would be acceptable. Amend text accordingly.*

**A Martlesham Heath resident** questions the role that BT has had to date in attracting other companies to locate in close proximity. It has been at Martlesham since 1968 and there is little evidence of this to date. It is considered that nothing has changed to suddenly attract inward investment and therefore the premise of the SPG is false, unless it can be proved otherwise. **Martlesham Parish Council** questions the statement in para. 3.3 regarding the occupation of original RAF buildings, stating the majority of buildings are new build that would not have been influenced in their decision to locate there by Adastral Park. In fact traffic problems may dissuade potential firms.

**DOPL response:**

*In relation to the lack of evidence of inward investment, and evolution, at BT itself, this is very much evident in the number of planning applications that the Council has recently received, including:*

- *Erection of two 2 storey modular buildings to provide offices, laboratory and showroom in connection with project research;*
- *Alterations to conversion of existing cable testing shed to form technology incubator units/innovation centre for young businesses;*
- *Provision of replacement car parking and new landscaping including formation of lake;*
- *Erection of 2 storey modular building to provide Internet Protocol Management centre*

*In relation to the concerns of Martlesham Parish Council minor changes to paragraph 3.3 may be appropriate to address the concerns. Agree minor text changes.*

With regard to para 3.6 **Agents to Saville Gordon Estates plc** state that the term “proposing” is inappropriate and should be replaced with

“defining an area within which guidance relating to the Business Cluster is proposed.”

In addition the term “the allocation of an area” should be replaced with “encourage the development of an area”. **Agents for BT** state that the terminology for the differing elements within SIP be made consistent throughout the SPG and recommend the following terms;

Enterprise village (development within the northern part of Adastral park)  
Adastral Park (could also be referred to as the BT Campus)  
Innovation Park (the Greenfield site)  
Gateway Sites (land either side of the BT approach roundabout)

**DOPL response:**

*In relation to the changing of the terms “proposing” and “allocating” it is felt that such changes would not enhance the SPG further and therefore are not considered useful. With regard to the terminology used to describe the various elements of the Hi-Tech Cluster it is logical that there should be a consistency between all parties. The terms suggested by BT are acceptable and the text should be amended accordingly.*

**A Martlesham Heath resident** questions the integrity of the allocation of the greenfield land, part of which is owned by BT and wonders whether vested interests are involved.

**DOPL response:**

*As referred to earlier the proposed development of the Hi-Tech Cluster, including the possible development of the green field site, has been subject to discussion as part of the County Structure Plan Review process. Land ownership is not a relevant planning consideration.*

**Suffolk Coastal Business Forum** feels that greater emphasis should be given to furthering opportunities to develop the Martlesham Heath Business Park in a manner that will complement the proposed Business Cluster. With regard to para.3.7 **Agents for BT** state that the impact of existing and future developments at Martlesham Heath Business Park needs to be quantified along with proposals as part of the SIP so that the combined transport impacts can be assessed, and reflected in reviewing the need for infrastructure improvements. **Agents to Saville Gordon Estates plc** consider that reference to all “further development...will complement” the cluster is inappropriate. In order that Martlesham Heath Business Park can continue to play its established role it is desirable that it should continue to be able to accommodate the full range of uses that are seen as acceptable by the relevant policies of the adopted local plan. The SPG should not attempt to restrict the range of uses and types of premises being provided in the future. The SPG should make it clear that the Business Park falls outside the defined Business Cluster area. **Martlesham Parish Council** consider that the Business Park must be considered as a part of the Business Cluster, not just there to complement it. It must be a fifth component. In addition the land presently available within the Business Park could have implications for the amount of green field land identified.

**Agents for BT** state that whilst the inclusion of parts of Martlesham Heath Business Park, to the north of Adastral Park within the SIP may create management and security issues, its inclusion could bring added flexibility for the future.

**DOPL response:**

*Martlesham Heath Business Park has distinct characteristics which set it apart from Adastral Park and, indeed, the Hi-Tech Cluster concept. It has developed as a general employment area and has a variety of land uses dispersed about it. It serves a valuable element of the local economy. It is recognised that, as with a number of the general employment areas throughout the district, there remain undeveloped parcels of land together with redevelopment sites. This will allow it to evolve. It is hoped that the Business Park will benefit from its close proximity to the Hi-Tech Cluster but the District Council does not consider that it would be helpful to include it within the Hi-Tech Cluster with the inference that only certain types of land use will be acceptable.*

*The concerns of the Parish Council are assumed to primarily relate to cumulative additional growth within the Business Park with its transport implications. However, impact of additional traffic arising from development here will probably be borne by the more northerly roundabout (Tesco's), rather than the BT roundabout. It is hoped that implementing transport improvements for the Hi-Tech Cluster will alleviate some of the BT traffic that is currently being diverted on to this northerly roundabout. Irrespective of this, however, the Parish Council can be assured that any planning applications received for the Business Park will still need to be considered in terms of their traffic implications.*

### **GOVERNMENT AND DEVELOPMENT PLAN POLICY**

**A Martlesham Heath resident** questions the term "knowledge-based industries" and requests a definition. Whilst it is recognised that it may have a meaning to the DTI it needs defining in the planning context.

#### **DOPL response:**

*The East of England Development Agency in their recent publication "Moving Forward – a strategy for the East of England" defines the term knowledge-based industries as "A manufacturing or service organisation, the development of whose products or services requires continuing high levels of scientific, technological or professional knowledge or innovation."*

With regard to reference to PPG12 **A Martlesham Heath resident** considers that the Government is primarily concerned with revitalising those areas where economies are depressed with high unemployment; not Suffolk Coastal. It is apparent that economic considerations are paramount but this assumption is objected to. The government strategy identifies the role large companies might play but there is nothing to say Suffolk must have a huge potential for innovation growth just because BT is here. Everything is speculation and should either be expanded or deleted.

#### **DOPL response:**

*One of the Government's key objectives is to encourage continued national and regional economic development and growth – irrespective of location. The aim is to create conditions in which business can compete freely, develop and exploit new technologies and generate sustainable jobs. The White Paper on Competitiveness and the 1999 Pre-Budget Report, emphasised the importance of promoting the expansion and creation of clusters or networks of knowledge driven companies. PPG 12 goes on to state that links between businesses and between business and the science and research base need to be encouraged if UK business is to compete successfully in world markets. Such a strategy is very much dependent where large firms, or hosts, are already present, hence the proposal for the Hi-tech Cluster about BT.*

**Suffolk Coastal Business Forum** sees the need to improve the transport infrastructure to keep pace with potential development. The establishment of a University, referred to in para. 4.7 of the SPG would greatly benefit this development. **Agents for BT** states that further consideration of the university should be given if its location or activities may impact on the SIP location, particularly, depending on its potential scale, to transport or other policy or infrastructure considerations.

#### **DOPL response:**

*On information currently available to the District Council it is understood that the university “concept” being considered at the moment can be accommodated within the floorspace identified for Adastral Park. If, after its establishment, it is found that a campus style development is warranted for the future then this will need to be addressed through normal planning process. It is not thought appropriate to speculate at this point within the SPG.*

**Government Office for the East of England (GO-East)** states that the form and content of this section should have regard to recent advice given to Suffolk County Council in respect of

Proposed Structure Plan Modification 23, relating to policy ECON5A. **Suffolk County Council** indicates that the proposed wording of policy ECON5A, together with its supporting text, is being recommended to be slightly changed to address representations arising from the Modifications period into the new Structure Plan, including those from Suffolk Coastal District. Members of the County Council will consider these changes in early March 2001. With reference to ECON5A **Suffolk Coastal Business Forum** state that research into where anticipated workforces will be drawn from, and adequacy of training, housing and public transport, should be carried out before planning applications are determined.

**DOPL response:**

*The proposed recommendation to change the Structure Plan Review policy ECON5A wording, together with the accompanying text, providing a more positive commitment from the County Council, is welcome. Subject to the recommended changes being approved by the County Council the extract within the SPG can be updated. Agree to amend the text accordingly.*

**A Martlesham Heath resident** questions at length some of the assertions made in the Structure Plan Review Proposed Modifications text and questions the basis for ECON5A which is a catch-all policy designed to establish the broad principle that makes any future discussion on planning detail academic. The District Council should question the basis for the policy. A Business Park is merely a property development, usually on a green field site, with modern buildings – it is not a Science Park, and can therefore easily deteriorate to an industrial estate if the right businesses cannot be found.

**DOPL response:**

*As explained earlier, policy ECON5a has developed as part of the Structure Plan Review process. Opportunities existed within that process, on at least two occasions, for formal representations to be made, including challenges to the basis for the policy. Policy ECON5A, together with the SPG, refers to business clusters, rather than Business Parks.*

**A Martlesham Heath resident** states that the SPG is contrary to LP46 of the Local Plan – a policy that has been approved throughout a long process of consultation. It is requested that the final sentence of 4.19 should read

...“It would not conform in respect of environment, transport, land use, housing, roads, access....policies of the Local Plan.”

**Agents for BT** request that the final aspect of paragraph 4.19 be reworded, for clarity, as follows:

....the District Council believes that here is an overriding case for promoting a cluster of innovative businesses at Martlesham, notwithstanding at the present time that it would not conform in all respects to the Suffolk Coastal local plan which this Guidance now seeks to achieve.

**DOPL response:**

*The District Council accepts that the proposal may not conform to every aspect of the Local Plan, in particular the provision for development of the green field site. It is this element of the SPG which lies outside the General Employment Area identified in the Suffolk Coastal Local Plan. However, the Development Plan for the District does not only comprise the Suffolk Coastal Local Plan. It also includes the County Structure Plan and the Minerals Local Plan. The Council must have regard to these Plans, and that includes the evolving Structure Plan. Prior to the preparation of the Suffolk Coastal Local Plan Second Alteration, when all implications arising from the Structure Plan Review can be considered, the Council considers there to be an urgent need to address policy ECON5A. It has done this through the SPG. The Council considers it imperative to have developed a comprehensive framework for the Hi-Tech Cluster rather than allow incremental growth whereby wider issues of transport infrastructure, off site landscaping and the creation of a comprehensive identity may not be achievable.*

*With regard to the specific wording of para. 4.19 the wording proposed by BT, albeit slightly reworded, would be acceptable. Amend text accordingly.*

**Suffolk County Council Minerals section** consider including reference to the adopted Suffolk Minerals Local Plan would provide a context for the later discussions.

**DOPL response:**

*This section is concerned primarily with the establishment of the principle of a Hi-Tech Cluster at Martlesham. It would appear somewhat detailed and out of context if reference was made to a Suffolk Minerals Local Plan policy which deals with only one aspect of the Hi-Tech Cluster. However, it seems reasonable to reproduce the Mineral policy as an Appendix to the SPG and cross refer to it within that part of the SPG that deals specifically with possible development of the green field site. Agree to the inclusion of Appendix 2: Minerals Local Plan policy extracts.*

**SUFFOLK INNOVATION PARK CONCEPT**

**Agents to Saville Gordon Estates plc** state that the SPG ought to provide a fuller justification for the Innovation Park in terms of the land use options studied for fostering cluster growth, the assessment of alternative sites and the anticipated benefits available. The omission of such analysis from the document is in danger of reducing its credibility. **A Martlesham Heath resident** questions the merits of the ANGLE study which was commissioned by “interested parties” stating a number of the statements are possibly prejudiced.

**DOPL response:**

*Note the concerns about a fuller justification but refer to previous comments.*

**Suffolk Coastal Business Forum** state that the potential for hi-tech development at Rendlesham should also be acknowledged.

**DOPL response:**

*It is hoped that the economy of the District, as a whole, will benefit from the development of the Hi-Tech Cluster at Martlesham. However, it is not thought appropriate to single out any one employment area but hope that all will benefit.*

**Agents for BT** request that the last bullet point of 5.2 should make clear those figures come from the Angle report, not any BT report.

**DOPL response:**

*It is clear from 5.2 that all conclusions stated relate to the ANGLE study. BT's request is considered unnecessary.*

**Martlesham Parish Council** questions BT's commitment, particularly with speculation of rationalisation and disposal. This is a core concern of the ANGLE study. No mention is made of the probable necessity for a university nor mention made of the ANGLE statement that Phase 1 of the development would have to be funded with public money. **Agents to Saville Gordon Estates plc** state that an appreciation of the scale of BT's own growth pressures could helpfully be provided in this section. This could be in the form of an analysis of the implementation of recent floorspace change and/or the scale of floorspace sought by the "recent planning applications". This would provide useful justification for the SPG

**DOPL response:**

*It is acknowledged that, for an SPG that tries to facilitate development over potentially a ten year period, circumstances of individual landowners may change. However, it is hoped that on the basis of the Structure Plan Review work and the surge in investment that has recently occurred within Adastral Park that the proposals of the SPG have reasonable certainty of implementation. As to funding with public money this is not a matter for the SPG but rather is for the site owners and the local authorities and the Regional Agency to consider as part of their economic interests.*

*Earlier in this report an indication has been given of recent planning applications submitted within Adastral Park. It is with interest to note that one of the reasons why Martlesham Parish Council welcome this SPG, albeit with certain reservations, is because it forms a planning framework thereby avoiding incremental growth. This is a significant justification for the SPG to ensure comprehensive development is achieved.*

**Agents to Saville Gordon Estates plc** have considerable difficulty with para. 5.5 as it is hard to accept, with the absence of justification, that it might be necessary that the best use is made of suitable development and redevelopment sites in the locations described. Whilst section 7 reviews "best use" and "sustainable sites" it is almost exclusively focussed on environmental factors. There is little justification as to how these environmental changes would facilitate business cluster development. Such justification should be provided or the environmental thrust reviewed.

**DOPL response:**

*Local planning authorities have a responsibility to ensure the best use is made of land, and this is increasingly so. It is on the basis of the ANGLE study and the evolution of the Structure Plan Review that the Authority is satisfied that there is reasonable justification for the amount of development that is envisaged and the need for the mix of land type and tenure provided for. On providing for that level of development it is also important that it is environmentally sustainable, hence the thrust of section 7.*

**Agents for BT** also request that in paragraph 5.6 reference to 3-3500 jobs be replaced with the phrase "an additional 3000 – 3500 jobs". **Agents to Saville**

**Gordon Estates plc** wish to see justification for these figures. It would be more appropriate stating that

“the benefits of fostering the growth of a business cluster in this location are realised with the creation of about 3000 to 3,500 jobs”

The SPG should provide better justification to demonstrate this economic relationship, appraise its consequences or review the impacts arising from other job creation levels. This would then provide a more robust planning framework.

**Martlesham Parish Council** question why the SPG is dealing with a number of jobs being envisaged that is even greater than the ANGLE study.

**DOPL response:**

*Agree to BT’s request for clarity and propose amendments to the text accordingly.  
Contary to the Parish Council’s statement the detailed analysis of the ANGLE study in terms of additional job creation is of the order shown in the SPG*

## **PRINCIPLES OF DEVELOPMENT: PART ONE** **AREA WIDE DEVELOPMENT CONSIDERATIONS**

**The Woodbridge Society** question whether the proposals are based on a B.T desire to hive off/ split up etc and how much are based on an established commercial demand for this type of commercial accommodation.

**DOPL response:**

*The basis of the SPG is the ANGLE study, which showed a distinct growth in this sector of activity. An element of this growth may be spin offs from BT but it also includes joint ventures and major inward investment.*

### **Accessibility**

Accessibility is the matter of particular concern to the **Suffolk Coastal Business Forum, The Felixstowe Society, The Woodbridge Society, Melton Parish Council, Martlesham Parish Council, A Martlesham Heath resident** and a **Melton resident**. Existing capacity problems are identified on the A12 and should be urgently addressed prior to any development proposals being considered. **Melton Parish Council, A Martlesham Heath resident** and a **Melton resident** consider it insufficient to take a position to avoid further exacerbation, as the existing congestion itself needs addressing. A traffic plan is needed to improve the current situation to enable the A12 to flow at all times. This is even more paramount given that the potential increased number of people in the locality due to the Innovation Park will also be travelling to access, for example, recreation and leisure facilities and schools. **Bidwells** consider existing highway conditions are already difficult and any additional development should be prefaced by highway improvements. **Kesgrave Town Council** considers it essential that the impact of additional traffic is thoroughly addressed and that pre-emptive action is taken to resolve the existing severe traffic problems that occur at peak times and avoid increased congestion. **Woodbridge Town Council** are encouraged by the prospect of an increase in local employment opportunities but highlight the importance of having suitable public transport arrangements to lessen the impact of an increase in traffic movements in and around the northern borders of Woodbridge. Active discouragement of through traffic in the Town is emphasised.

**DOPL response:**

*The Council is very much aware of local concern over existing traffic congestion. However Circular 1/97 established the principle that new development cannot be*

*expected to solve existing problems. The SPG can reasonably require new development not to further exacerbate existing problems and to address that element of traffic generation that arises from its development. It cannot expect new development to solve already present difficulties as a precursor to permission. However, it is known that the Highways Authority appreciates local difficulties and it is hoped that these will begin to be tackled sooner rather than later. It is considered that the SPG acknowledges existing problems.*

**Agents for Saville Gordon Estates plc** state that the text should make it clear that the development and redevelopment of land allocated in the adopted local plan for B1, B2 and B8 purposes is seen as generally acceptable in terms of traffic capacity issues, otherwise the First Alteration would have amended policy LP46 of the Local Plan. The text should explain that the additional growth consequent from BT's intensification and the development of the Innovation Park generates the requirement for the transport assessment and thus potential new infrastructure.

**DOPL response:**

*Irrespective of whether land is within or outside of the Hi-Tech Cluster it is evident that transport implications arising from new development will be an issue in future applications. The Highways Agency has requested the preparation of Transport Impact Assessments (TIAs) for all recent applications within the vicinity of the A12 about Martlesham and it would seem reasonable to expect such requests to continue, until such time as the congestion problems have been alleviated. It is not accepted that TIAs will only be required for further intensification within Adastral Park but will be equally an issue for future developments within Martlesham Heath Business Park.*

**Martlesham Parish Council** states that possible housing for this large increase in work force must be identified to enable all forms of transport routes to be constructively developed. Currently accessibility is unplanned, and more than the A12 must be considered. The **Parish Council** believe a Park and Ride at the Innovation Park should be considered. Superoute 66 is not considered direct enough to encourage most commuters. The transport assessment needs to explore the wider strategic route network serving the Cluster – not just roads serving the Ipswich Policy Area. Routes for all modes of transport to the Woodbridge, Felixstowe and Ipswich Policy Areas should be considered and this must include those through the Business park, across the A12, and through the whole parish of Martlesham.

**Suffolk County Council** state that the objectives set out in Appendix 1 should be brought forward in to the main body of the SPG. The document could also usefully underline the link between the objectives for cluster-related transport measures and the wider national objectives for transport – relating to integration, accessibility, economic development, efficiency, environmental sustainability, fairness and safety – set out in the recent Transport White Paper. Some minor amendments to wording of the objectives are suggested.

**DOPL response:**

*It is accepted that the inter-relationship of the Park and Ride to the development of the Innovations Park should form part of any Transport Assessment. It is also important that consideration should be given to the wider network of routes to which this proposal will connect. Such a strategic context will need close working with the County Council. It is also agreed that the objectives, currently in Appendix 1 of the SPG could be usefully brought forward to form part of the main body of the SPG. Agree to make amendments to address these concerns.*



**Agents to Saville Gordon Estates plc** state that a decision on the most appropriate accessibility option with regard to road access is fundamental in terms of progressing the development of the innovation Park and BT's intensification. These options raise related land use planning issues and reinforce the need for further related analysis to be provided in the SPG. Para 6.7 currently reads as two separate options yet the first is most unlikely to accommodate an additional 3,000 to 3,500 employees.

**DOPL response:**

*The phrase "options" in para.6.7 is misleading as it is a combination of packages that will need to be fully researched and considered. Amend text accordingly.*

In relation to public transport **First Eastern Counties** express support in the delivery of a high quality network of public transport services, including the entering into a "risk and benefit" sharing arrangement in order to secure green travel plans and encourage modal shift. The substantial amount of car parking envisaged is noted with a request that planning gain be sought through reducing parking and, instead, pump priming investment in public transport

**DOPL response:**

*The Council welcomes the positive stance of First Eastern Counties. Whilst parking provision will require to meet standards it is anticipated that pump priming of the public transport system will form an element of any transportation package.*

**Martlesham Parish Council** suggests that an area wide plan for greener access to the site needs to be discussed between interested parties and this fact be included in the SPG. Routes to centres of population other than those in the Ipswich Policy Area should also be discussed. **Sustrans** recognises that the proposed development will have a big impact on the environment for cycling and walking in the whole area and could do much to encourage an increase in levels. The development is in a key location between Ipswich, Woodbridge and the Felixstowe peninsula, where provision for cyclists ranges from very good to very poor. It is therefore vital that if the business cluster is going to encourage cycling and walking a lot of work is put into improving facilities in the area. Sustrans has a particular interest as the National Cycle Network is planned to go through the area. Options for improving this network are put forward by **Sustrans**. These can be summarised as the route through Kesgrave being generally very good but much work is needed to link it to the eastern fringes of Ipswich. The route to Martlesham Heath also needs improvement, as does the bridge over the A12 and links to the site. Between Martlesham Heath and Woodbridge it is not possible to avoid busy roads and this is a real deterrent to cycling. There is therefore a need for a high quality, direct off-road cycle route or a need to reduce traffic volumes and speeds. Detailed comments are made on the options in the Appendix.

**DOPL response:**

*Reference to the preparation of the transport assessment is very much intended to include the points raised by both the Parish Council and Sustrans. It is very evident that, as with roads, consideration needs to be given to the wider network to ensure that any local improvements that may arise through the development of the Hi-Tech Cluster can easily connect. It is imperative that such an assessment is done in close working with Suffolk County Council.*

*Amendments to the text should be made.*

**GO-East** acknowledges that the draft SPG recognises a need to promote more sustainable forms of transport to provide a variety of modes of access to this site, in accordance with advice in PPG13. **GO-East** suggest that the timing and phasing of development at Adastral Park is tied more formally to realisation of proposals specific

to this objective, perhaps linked to more precisely defined provisions by section 106 agreements.

**DOPL response:**

*Noted. It is suggested that section 10 of the SPG already addresses these concerns. No further amendments to the text are considered necessary.*

With regard to movements within the Cluster **Agents to Saville Gordon Estates plc** consider reference to “restricting the car to the perimeter of the Cluster” should be deleted as this would raise the need for very substantial parking areas, probably multi-storey, frustrating the growth and attraction of the Cluster.

**DOPL response:**

*The intention of this part of the paragraph had been to try to convey the hope that a pedestrian friendly environment could dominate as opposed to one given over to the car. The literal interpretation of this phrase is not intended, and would be difficult to achieve given the overall size of the Hi-Tech Cluster. This part of para. 6.9 should be rewritten to avoid doubt.*

**Design**

**Suffolk Coastal Business Forum** supports the intention to achieve a high quality environment with innovative, quality buildings. Sustainable building and landscape design is seen as an appropriate image for the development. **The Countryside Agency** consider the section on design considerations could usefully include a section on scale and massing of the proposed buildings. **Suffolk Preservation Society** states that it would be of great benefit to the coastal district if the Martlesham complex could achieve ‘benchmark’ status for good R & D complex design. To achieve this there should be a stronger focus on the quality of design, with the development of a proper master plan for the site, supported by a Landscape Master Plan. Whilst the buildings within this cluster will always be diverse the **Society** believes a strong landscape framework could be very beneficial. **Suffolk County Council** support the criteria for the design of buildings and related spaces. Development of high quality design on the Innovations Park would help soften the rather stark and dominant appearance of the BT tower block from views from the A12. At present the character of the Innovation Village is little different from the feel of the adjacent Martlesham Heath Business Park and enhancement of the appearance of the area would be welcome. Overall the opportunity should be taken to create a design concept for the whole area which incorporates traffic management measures, sets clear landscape guidelines, allows for innovative building design and improves the present “industrial feel” of much of the area.

**DOPL response:**

*An expansion on the design considerations section to address scale and massing, particularly within the Innovation Park, is considered appropriate.*

**Agents to Saville Gordon Estates plc** state that spacious green surrounding with an open character will not be achievable on the gateway sites. Here an intensive form of development is more appropriate to use these key sites efficiently. Reference to the “entrance gateways” in the first bullet point of 6.10 should be deleted. Similarly a standard “image” in the fourth bullet point is not appropriate on the entire Cluster. The gateway area is likely to have a different built character and function and should therefore be distinguished from this standard approach.

**DOPL response:**

*The need to achieve a high quality environment on the gateway sites, involving innovative, quality, buildings with high specifications, is very pertinent for these high*

*profile sites. Opportunities for soft landscaping, albeit potentially on a limited scale, could portray an image reflective of the Cluster. Reference to “image” is again an important element that has to be given due regard in an design as these two sites will, undoubtedly, convey a first impression of the Hi-Tech Cluster that lies beyond.*

Parking is identified by the **Suffolk Preservation Society** as a particular design issue that needs addressing. The physical relationship between different types of transport needs to be considered, as does the movement within the complex given its considerable extent. Integration is identified as the key, but it will need careful planning. **Suffolk Constabulary Architectural Liaison Officer** states any parking facilities should be located and designed to create a safe and secure environment. They should not be large areas, but broken into small units that are not isolated from the buildings they serve. One or two large parking areas will attract the opportunist criminal. The final detail of the design of these areas, such as boundary protection, planting and lighting will also become an important consideration. As the development is to consist of relatively small units, the **Suffolk Constabulary Architectural Liaison Officer** states that they be designed so that they maintain their own private area and identifiable space, allowing individuals to identify with and casually police their own areas with little difficulty

**DOPL response:**

*It is thought appropriate that a new paragraph relating to “Preventing Crime” should be included within this design section. Add an additional paragraph.*

**Suffolk Constabulary Architectural Liaison Officer**, whilst agreeing that the existing fencing is intrusive, point out that a high quality perimeter is necessary to resist unauthorised ingress from the adjacent open land. Many good quality aesthetically pleasing fencing products are available and this should be supplemented by planting of an indigenous hedge and other similar landscaping. **Suffolk County Council** supports the SPG comments relating to the dominance and form of the security fencing. Should the Innovation Park require security fencing, it should be of a higher standard of appearance than that around the current BT complex and set within rather than in front of any landscaping. **Agents for BT** request that the following reference should be made re security:

Security measures and the current perimeter fence will be reviewed as new proposals come forward, consistent with security requirements, also taking account of best practise, visual and aesthetic issues and cost

**DOPL response:**

*It is appreciated that a balance needs to be achieved between the need for security and the need to ensure that any perimeter fencing is assimilated into the surrounding landscape far more effectively than at present. Agree that amendments are made to this paragraph.*

The **Environment Agency** supports the requirement to use renewable resource building materials and to create energy efficient buildings. The use of grey water recycling is fully supported. The **Agency** suggests the promotion of recycling facilities on site, the consideration of Sustainable Drainage Systems (SuDS) (including porous pavements, swales and infiltration basins as part of landscaped areas and the promotion of water efficiency and water saving devices).

**DOPL response:**

*The Agency refers to important sustainable elements in new build that should be referred to in the SPG. Agree that the text should be amended to include these further considerations.*

With respect to car parking details the **Environment Agency** require surface water drainage from impermeable areas for more than fifty cars to be passed through an oil interceptor compatible with the size of the site being drained prior to discharge to any watercourse, surface water sewer or soakaway. Roof water should not pass through the interceptor. Surface water runoff from any roads or impermeable parking areas should be drained via trapped gullies Any culverting or other works carried out on site that affect the flow of a watercourse will require prior written consent of the Agency.

**DOPL response:**

*With regard to surface water drainage agree that appropriate reference should be made in Section 9. Amend the text accordingly.*

**Agents for BT** question the phrase “unfortunate” in the fifth bullet point of 6.10, requesting its deletion and observes that the sinking of car parks and roads may be prohibitively expensive. It is requested that this phrase be deleted relying instead on the current references to “ground contouring, and landscape” whilst also adding reference to “ground modelling”. **Agents to Saville Gordon Estates plc** state that, due to the scale and depth of Barrack Square land and entry or gateway sites it is not feasible to sink car parks and roads. These sites are thought to need a noticeable mass and visibility and thus the design approach ought not to “reduce their overall mass and intrusion” **EEDA** consider the requirement for sinking car parks and roads poses an unnecessary constraint on development.

**DOPL response:**

*Much of the car parking in Adastral Park is currently unattractive and there is concern that this should be addressed particularly in any new parking forming the foreground of views in to the Hi-Tech Cluster. Such areas need to be visually more pleasing and positively contribute to the overall quality of the area. The “sinking of car parks” is only meant to imply small changes in ground level and it is felt that opportunities are present in certain parts of the Hi-Tech Cluster where this may be considered as an option.*

The **Environment Agency** points out that part of the proposed development area lies within 250 metres of a former waste disposal site, located at The Swale, Brightwell. The site operated between 1980 and 1996 and was licensed to receive inert waste only. The presence of landfill gas is, therefore unlikely but any future applicant should be informed that the responsibility for the safe development and secure occupancy of this development rests with them.

**DOPL response:**

*Agree that reference to this consideration should be included within section 9. Amend text accordingly.*

### **Landscape Design**

**Agents for BT** state that rather than “reflecting” native species the first sentence of 6.11 should refer to being “sympathetic” to native species.

**DOPL response:**

*The term “reflect” is considered to describe more appropriately what would be required.*

**Suffolk Coastal Business Forum** agree that water features are alien to this former heathland area and do not see any requirement for a water feature in order to qualify for high profile status. **Woodbridge Town Council**, however, whilst appreciating lakes are not a natural feature of the acid heathland states that they could be natural soak-aways for run off and form decorative or even recreational features. **Agents**

for **BT** request changes to the paragraph, proposing the replacement of the second and third sentences with:

Water, however, fulfils an important role in the creation of stimulating working environments and to create the sort of quality, world-recognised, Innovation Park envisaged here. A balance, therefore, may need to be achieved and it may be that water features at strategic points such as the main entry point into the Innovation Park may be acceptable.

**Agents for BT** also ask that reference to running water be deleted, simply leaving it as “water could also from an integral..” and the replacement of the last sentence with

Consideration should also be given to ground water abstraction and the utilisation of run off from buildings.

With regard to water features on site, the **Environment Agency** state that they would not look favourably on an application for an abstraction licence to create a large-scale water feature in such an area. **Agents to Saville Gordon Estates plc** note the council’s reservations about water features but consider it an unnecessary detail in the context of the subject matter.

**DOPL response:**

*Water features are alien to the former heath but a balance may be required to ensure the type of quality Hi-Tech Cluster envisaged. Minor amendments to the text may be appropriate but it is considered that the general thrust of the District Council’s stance is correct. The views of the Environment Agency are noted. A large-scale water feature in terms of surface area is not envisaged. Minor amendments to text are proposed.*

**Suffolk County Council** notes that the environment of proposed Innovations Park is rather flat and featureless and that the eastern boundary of the proposed area ignores any features that exist on the ground which include a slightly raised bank running west to east across the middle of the site. If this area is to become a major high technology cluster then the **County Council** suggests that guidelines for long term strategic landscaping needs, both on and off site, should be established.

**DOPL response:**

*Off-site landscaping proposals are already included in the SPG.*

**A Martlesham Heath resident** considers that this section ignores the interests of Martlesham Heath residents – no one lives to the east where much of the landscaping is to be concentrated. Concern is also expressed at the implication that it can expand further east (although the comment is made that if this is the case why not begin it further east in the first place).

**DOPL response:**

*Reference to the Martlesham Heath Village is an omission and it is proposed that references should be made to the need to consider the amenity of such areas, both visually and in terms of pollution, including noise and light. Additions should be made to the text to address the safeguarding of residential amenity.*

**Uses**

In view of the fact that reference is included in the Brief to the provision of a hotel **Felixstowe Town Council** would hope that the use of Felixstowe hotel facilities would also be encouraged as part of the Plan. **Suffolk Coastal Business Forum** state that there would appear to be a requirement for hotel and conference facilities to complement further business development.

**DOPL response:**

*The requirement for an “office hotel” type accommodation for project teams and visitors to the Innovation Park is seen as a growing need of the modern IT sector. Its requirement was established within the ANGLE feasibility study. Proximity to the Innovation Park is seen as being beneficial, although the knock-on benefits of the Business Cluster will be experienced by the district economy generally. Specific reference to certain hotel locations outside of the brief area is, however, not seen as of particular relevance to this particular SPG.*

**Agents for BT** point out that the current restaurant building (B80) may not, in full and for all time, provide the main restaurant facility. Therefore the following wording is suggested in paragraph 6.16

Business cluster through on site facilities, recognising that additional eating facilities may also need to be provided at Adastral Park

**DOPL response:**

*The role of Building B80 for the majority of the Hi-Tech Cluster should be recognised in the SPG although rewording may be beneficial. Minor amendments to the text are agreed.*

**Agents to Saville Gordon Estates plc** states that para 6.15 should make it clear that there is no specific requirement for large-scale conference facilities to be attached to a hotel development particularly since some sites (e.g. at the gateway) would be unlikely to be large enough to accommodate them.

**DOPL response:**

*There is no inference from para 6.15 that conference facilities need to be physically attached to hotel uses. It would, however, be beneficial to the Hi-Tech Cluster if both facilities are accommodated within the Cluster area.*

**A Martlesham Heath resident** questions what is meant by research and development/office use and asks that if it can't be defined then it should be omitted. **EEDA** note that B1 uses are being proposed for the new area. Bearing in mind the subdivision of this Use Class into a) offices, b) R and D and c) light industry, **EEDA** assume that the Council has considered the possibility of restricting parts of the area to, say, R and D only in order to minimise the danger of excessive take-up by speculative development unrelated to the High Tec cluster. Bearing in mind that many High Tec uses straddle all three sub-section **EEDA** are happy to leave this to the Council's judgement.

**DOPL response:**

*The term “Research and Development” of products or processes is a term used in the Town and Country Planning (Use Classes) Order 1987. The SPG does indicate an emphasis on Research and Development rather than light industry and feel that this is sufficient at the moment. The Council will, however, need to determine whether there is a need to specifically restrict Use Classes at such time as individual applications are being considered.*

Within Para 6.16 **Agents to Saville Gordon Estates plc** ask that it be noted that a hotel use on the gateway site might also accommodate “eating facilities” and that such facilities are also associated with the existing leisure uses.

**DOPL response:**

*It is unclear from the response received what type of “eating facilities” are being envisaged. It is important that such uses compliment the “image” of the Hi-Tech Cluster, hence the importance of these sites being included, and highlighted, within the SPG, rather than simply being considered against policy LP46 of the Suffolk*

Coastal Local Plan. However, reference to “eating facilities” is considered to be too detailed for the SPG.

## **PRINCIPLES OF DEVELOPMENT: PART TWO** **DETAILED DEVELOPMENT CONSIDERATIONS**

### **Innovation Park**

**A Martlesham Heath resident** questions the term – “devoid of features”, as it deliberately diminishes any positive perception of the land making it appear easier to industrialise. It was once part of Brightwell Heath and if allowed to naturalise could be valuable sandlings heath.

#### **DOPL response:**

*Whilst the intention was not deliberate, it is accepted that the sentence could be less derogatory and should be changed. The second bullet point of the “main characteristics of area” and the detailed considerations applicable to this site do recognise the area having been part of the former Brightwell Heath and propose landscaping that recognises this former character. Minor changes to the text are proposed.*

**GO-East** suggests that the text should include explanation that formal consent will be required for works affecting the scheduled ancient monument. There may be benefit in agreeing with English Heritage and the LPA’s own archaeological adviser appropriate safeguarding arrangements prior to and during construction, showing on a plan any areas to remain undisturbed. **Suffolk County Council** states that the Scheduled Ancient Monument should be protected and conserved, and if possible, enhanced. Its setting must also be considered. English Heritage should be consulted over any proposed changes to the monument or its setting. The numerous Bronze Age burial mounds in the area mean that there is high potential for further archaeology. The whole development area should therefore be evaluated to determine the presence or otherwise of archaeological features and deposits, in line with the provisions of PPG16. The whole development area should be subject to archaeological evaluation, not just land south of Adastral Park. Areas affected by significant landscaping works should also be covered by the evaluation.

#### **DOPL response:**

*Reference is already made in the text to the need to consider the provisions of PPG16. It is agreed that explicit reference to the setting of the ancient monument would be helpful. Agree that the text should be amended accordingly.*

The **County Council** request that careful consideration be given to the retention of structures associated with the former airfield, and recording undertaken of those structures which are to be demolished.

#### **DOPL response:**

*It is not thought that the District Council could require such recording but it is hoped that the landowners would concede to such actions if approached by any interested group.*

**The Ramblers’ Association** express concern about the implications of the development on the Public Rights of Way network. There are two rights of way to the south of the Innovations Park, one of which is a bridleway which forms part of the Waldringfield to Ipswich bridle system, so it must be protected. Other rights of way

also exist in the area. The major problem, at present, facing users of the bridleway is crossing the A12. Any increase in traffic will exacerbate this problem. A solution offered is the installation of a bridge crossing of the A12 which would improve the Right of Way network. Such a bridge would also alleviate pressures on the existing bridge crossing further north, particularly if a shared cycletrack could link into Martlesham Village on the west side of the A12.

**DOPL response:**

*It is not reasonable that new development should resolve existing problems of crossing of the A12. However, as part of the preparation of the Transport Assessment it would be expected that the merits of a second crossing serving the needs of cyclists, as well as walkers, would be addressed. It is not considered that reference to specific details of the Assessment are desirable as such a list may not be exhaustive.*

**GO-East** advise that the Minerals Local Plan be revised at an early date if the Minerals Planning Authority wish to see the mineral reserves worked prior to development. The form of restoration would need to take account of the proposed after-use. If buildings are to be erected on filled land, a period of settlement may be required prior to the commencement of construction, and site preparation works and/or a form of construction appropriate for disturbed ground may be required in the SPG, with implications for the implementation programme and the extent to which planning gain could reasonably be sought.

**Agents to Saville Gordon Estates plc** state that if mineral extraction does proceed prior to built development of this area then alternative access arrangements must be made available to avoid considerable disruption to occupiers on Barrack Square Lane and elsewhere. **Suffolk County Council Minerals section** are concerned that little consideration is given to the possible implications of revised levels over the southern part of the site and that reference be made to the possible implications of mineral extraction such as revised levels for development and the acceptability of water features at the lower level. In addition it is asked that a view be given as to the extent of sterilisation of mineral reserves to the east of the site as image considerations will be important in determining the extent of sterilisation. It may be worthwhile providing an indication of the extent of this area on Map 2. Suggested amendments to the text are made.

**DOPL response:**

*An early consideration of the possible extraction of mineral reserves should be taken by the Minerals Planning Authority in consultation with the District Council. To allow this early consultation it is suggested that a Minerals Evaluation be submitted as soon as possible. As a result of this evaluation it can be determined whether the working of these deposits could be undertaken without detriment to the Innovation Park and whether the possible changes in ground levels could be used advantageously in detailed design and layout proposals. In the event that there are not significant deposits, or that the working of such deposits would adversely affect the Structure Plan and SPG objectives then a balance would need to be agreed.*

*With regard to the concerns of Go-East the Minerals Planning Authority have advised the District Council that they do not concur with the views expressed. The Minerals Planning Authority states*

*“Not only would extraction to avoid sterilisation be in accordance with policy SMLP7, in practice the site would be worked as an extension to an existing quarry. Therefore, extraction would tend to delay the working and restoration of the existing quarry rather than increase yields to the point where this would*



*significantly affect overall supply. I consider the filling of this site is unlikely to be practical in these circumstances.”*

*With regard to the concerns of the Mineral Authority relating to the extent of sterilisation to the east this issue will need to be addressed in any Minerals Evaluation submission.*

**Suffolk Fire Service** are currently investigating the relocation of the existing Colchester Road Fire Station and consider that the area covered in the draft SPG offer an appropriate location that should be pursued.

**DOPL response:**

*Whilst the reasons for relocating the fire station are understood, it is not considered that a relocation on to the Innovation Park can be considered the best use of this land particularly as other potential sites still are to be investigated. The District Council is working with the fire service to try to identify more appropriate sites.”*

**A Martlesham Heath resident** questions the likely impact larger buildings will have on residents of Martlesham Heath – it is offensive that no mention is made to address their concerns. The whole thrust is to maximise the visibility of the “hiTechnoBusPark”, looking a lot worse than the open field. The overall view should be of open fields rather than industrial buildings. **Martlesham Parish Council** consider that mention be given to Martlesham Heath Village and the need to minimise possible pollution of noise, light etc from the development of the Innovation Park towards the west.

**DOPL response:**

*Reference has already been made to the need to address the omission of reference to Martlesham Heath Village within certain sections of the SPG.*

**Adastral Park**

**Agents for BT** advises that the floorspace details given for Adastral Park and the Enterprise Village currently omit non-occupied floor area e.g. plant rooms and statutory services. The revised figures should read:

Adastral Park– Existing floorspace 93,400 m<sup>2</sup> with a proposed demolition of 3,850 m<sup>2</sup>  
Enterprise Village–Existing floorspace 36,000 m<sup>2</sup> with a proposed demolition of 13,200 m<sup>2</sup>

**DOPL response:**

*It is considered that the SPG should not include floorspace figures for the various sub stations about Adastral Park. However, further clarification is being sought as to the gross floorspace of the area to enable an agreed basis to assess future development proposals*

**A Martlesham Heath resident** states no objection to anything BT may wish to do within the present industrial area provided that it does not exacerbate the traffic access problem. Adaptation to a changing business is needed. However there is plenty of scope for expansion and image updating within the existing industrial area as a whole, without touching the green field.

**DOPL response:**

*The reasons for the additional land allocation are set out in the draft SPG.*

**Agents for BT** refers to the characterisation of Adastral Park into five areas with the concern being expressed that the naming of the “areas” does not accurately reflect their functions. Rather, to avoid such character identification, where “labels” may

stick, **BT** urges the Council to consider simple geographical zones, for example, 2A: West Central Zone

**DOPL response:**

*Whilst labelling of areas makes it easier to conjure up the different parts comprising BT's core, the concern of BT is accepted. A more simple, geographical zoning would be acceptable. Agree amendments to the "labelling" of these zones.*

With regard to the first bullet point under detailed considerations for Adastral Park (page 20) **Agents for BT** request the reference to "cluster of buildings...should be removed" as many of the old war time buildings have now been removed, the others are due to be in the near future.

**DOPL response:**

*The removal of this cluster of buildings has yet to be fully implemented and, therefore, the statement remains pertinent.*

With regard to the ROMES facility **Agents for BT** point out that no alternative site has yet been identified, although they request that the last two lines of the relevant bullet point be deleted; such a facility could be relocated to a site not currently in BT's ownership or control.

**DOPL response:**

*Agree that land ownership is not relevant and therefore agree to the deletion of this reference. Agree to change the text accordingly.*

With regard to the woodland character of the South Eastern Zone **Agents for BT** confirm the intention to retain this character but point out that there may be a need to create with minimal impact a roadway or some parking in this area.

**DOPL response:**

*Whilst the need for a peripheral road may need to be considered, the District Council would not wish to see the gradual erosion of this very pleasing woodland character. Parking provision is unlikely to be favoured, particularly given the stark nature of the car park already provided in this area that shows little regard to its surroundings.*

With regard to the north eastern zone **Agents for BT** state there is a need to evaluate the location of the leisure facilities after consideration of the requirements of the local community.

**DOPL response:**

*The leisure facilities, namely the tennis courts, form a valuable asset for employees, the provision of which has recently been identified in the Council's outdoor playing space SPG. Such recreational facilities form an important social facility for employees.*

**Agents for BT** request that the bullet point referring to portacabins (top of page 21) be replaced with the following:

A number of portacabins are located on site, some of which have taken on a semi permanent appearance. These have been brought in to serve a range of needs within Adastral Park. As new proposals come forward, the opportunity to replace the portacabin accommodation will be reviewed, commensurate with the long term building strategy, operational need and cost.

**DOPL response:**

*The portacabins are not considered to be suitable for the image of a Hi-Tech Cluster and the wording in the SPG is considered to express a desirable position. The alternative wording is not supported.*

**Enterprise Village**

Within the section “Setting the scene” **Agents for BT** ask that reference be made to the presence of Corning, the world leaders in optic fibre technology, who as a key new occupier serve to demonstrate the variety of leading occupiers and areas of activity within Adastral Park.

**DOPL response:**

Agree to make appropriate referencing.

**Gateway Sites**

**Agents to Saville Gordon Estates plc** express concern at the title “Innovation Gateway” used to describe this area and the designation of the gateway sites within the cluster boundary. The concept of creating a strategic gateway is understood in terms of physical function and the SPG rightly recognises the need for high quality design. However, the SPG should not unreasonably raise expectations that suitable development schemes should meet the principle underlying the whole of the Business Cluster. These sites do not have to be directly related in business functions to the hi-tech cluster. Indeed if included in the defined cluster ECON5A would limit the ability to provide an effective range of uses that might best satisfy the primary design function, including those noted as being desirable in the SPG. The aspirations of appropriate uses may not be met here. The first “detailed consideration” should read

It is desirable that the two plots on either side of the roundabout are developed in a way that reflects the quality sought for the Business Cluster as a whole in terms of building design, layout, use of materials and landscaping whilst recognising their specific limitations”

It is also important to note that the gateway sites may be being developed in the short term and may need to proceed in advance of the SPG’s transport accessibility options. Certainly as already allocated in the local plan such developments should not be delayed by the Implementation Package. **Agents to Saville Gordon Estates plc** request that these gateway sites be excluded from the defined business cluster to avoid otherwise appropriate development here being in conflict with the soon to be adopted Structure Plan Review. Consequential changes to the SPG are requested and reference to Gateway Sites being incorporated in a new paragraph following 7.3. The SPG can then still provide guidance about the use and development of these sites without their being unreasonably constrained by policy ECON5A.

**DOPL response:**

*The future development of the gateway sites is fundamental to the Hi-Tech Cluster. As explained earlier these sites occupy primary frontage on the main access point in to Adastral Park and the Hi Tech Cluster. Development here will, and should, form first impressions of the Hi-Tech Cluster as a whole. It is accepted that both sites are constrained physically, but this will form a relevant consideration when any application is made, and should not diminish the overall quality of any scheme here. The alternative wording is not supported. Irrespective of whether the gateway sites should be within or excluded from the Hi-Tech Cluster traffic generation will have to be addressed in any proposal. It is important that such an assessment should form*

*part of the overall Hi-Tech Cluster Transport Assessment. This will ensure a comprehensive appraisal of solutions, as opposed to incremental solutions.*

Due to the limited size of the gateway sites **Agents to Saville Gordon Estates plc** state that the text should be amended to refer to “hotel or hotel and conference facility” and “prestigious” being replaced with “high quality offices” as the former term is difficult to interpret.

**DOPL response:**

*Agree to the clarity regarding hotel and conference facilities but would not like to begin reducing aspirations with regard to office developments when the SPG is trying to portray what should be sought for these primary sites. Amend text accordingly.*

**Martlesham Parish Council** consider thought should be given to the residents of the Village in any development on the gateway sites. **A Martlesham Heath resident** observes that the village is adjacent, but once again conspicuous by its absence from consideration.

**DOPL response:**

*It has been agreed that reference to Martlesham Heath Village should be made at appropriate locations throughout the SPG*

**Areas adjacent to the Business Cluster**

**Suffolk Coastal Business Forum** state that the landscaping of the A12 should reflect the area in which it is sited rather than creating an artificial character which reflects the Business Park, such as sculptures. Adequate glimpses of the Park will be seen to create an impression of its high quality environment.

**DOPL response:**

*Noted the concerns. It is agreed that this consideration be deleted from the SPG. Delete reference in text.*

Concern is expressed by **Agents to Saville Gordon Estates plc** over the landscape and design framework being set for this area. Significant car dependency is necessary. Environmental initiatives that risk reducing parking provision should be resisted unless the economic consequences have been first fully assessed and debated. The text should be amended to include such a reference.

**DOPL response:**

*The SPG is concerned with developing a comprehensive approach to the potential Hi-Tech Cluster. Such an approach is considered still to be sound.*

**Agents to Saville Gordon Estates plc** identify that advert signage is a necessary part of labelling buildings. Such signage cannot be avoided but higher quality provision can be made.

**DOPL response:**

*Noted. It is accepted that advert signage may not be avoided but the text should make clear that dominant advert signage will not be accepted. Amend text accordingly.*

Reference to leisure node in 7.4 overstates what is currently only a small group of leisure uses and **Agents to Saville Gordon Estates plc** requests rewording. It is not appropriate for the SPG to suggest that this leisure area is “reinforced”. It is under intense competition from elsewhere. Without clear needs having been identified and assessed against other requirements to use land allocated or B1, B2 and B8

purposes, it is inappropriate to suggest that leisure uses ought to have priority over the local plan designation.

**DOPL response:**

*It is considered that the provision of leisure facilities within, or adjacent to, the Hi-Tech Cluster is important for the success of the overall scheme. Such facilities will form an additional incentive in attracting companies. However, it is accepted that the precise location and type of leisure facilities will be dependent upon the market. It is agreed that changes to the text are appropriate.*

**Agents to Saville Gordon Estates plc** points out that the co-location of the Business Park with Adastral Park will continue to ensure that there is synergy between them. However, the SPG overstates matters by suggesting that “opportunities need to be taken” in order that this area benefits from the cluster. The text of 7.5 should be amended. Development along Betts Avenue fronts that road and it is not practical to have dual frontages when not on a corner site. This consideration should be deleted. With regard to the second consideration these aspirations are shared by Saville Gordon Estates plc. The reference in the SPG to “a programme of enhancement and positive management” should either be deleted or explained that this arises from the landowner’s own estate management functions. With regard to the third consideration Saville Gordon estates plc would welcome the opportunity to work with the Council on such an initiative. Reference to such a review could helpfully be made in the text.

**DOPL response:**

*The close proximity of the Business Park to the Hi-Tech Cluster is thought likely to offer opportunities for further development within the Business Park. Such opportunities are for the landowners to realise. However, the District Council considers the SPG could still promote this potential. Concerns regarding the bullet point of 7.5 are appreciated. Whilst perhaps the SPG should not expect a visual relationship there may be merit in indicating that uses about Betts Avenue should, wherever possible, be sympathetic, in terms of uses, to their proximity to the Hi-Tech Cluster. With regard to the comments on the second and third bullet points these are welcomed. Agree that the text should be amended accordingly.*

## **SAFEGUARDING ZONE**

**Agents for BT** request that after “relocation of the test equipment” in para. 8.3 the following should also be stated “..and the ability to continue radio testing as part of the innovative research development programme at Adastral Park”. Additionally a new sentence should be added “any review of the Safeguarding Zone and the implications for the operational requirements at Adastral Park need to be carefully investigated”. **Agents for BT** state that the reason for additional clarification is that the safeguarding issue is not simply one of relocation of technical equipment, but has specific technical, operational and cost implications for a historic and future core part of BT’s operations at Adastral Park. **BPT** considers that the concept of an High Technology Business Cluster will ultimately succeed only if the four linked components (6.1 of the current draft) have the opportunity to proceed in parallel, as far as that is practicable. Therefore, the redefinition of the Safeguarding Zone should be addressed both earlier and in a more positive way than para. 8.3 describes at present. In BPT’s view, the redefinition of the safeguarding Zone needs to be afforded a greater priority, the same as in the proposed “Implementation package”

for- say – the preparation of a comprehensive plan or the detailed transport assessment. **BPT** hope that **BT** would be able to give a public commitment to make the review of the Zone one of its first priorities. If such a commitment can be given, **BT** will bring forward the prospect for all the stakeholders in the Cluster to promote one of the prime attractions of the concept, namely the facility for new enterprises to develop alongside **BT** and to establish individual identities in their own right without the close identification with **BT** that a siting on Adastral Park or the Innovation Village would imply. **A Martlesham Heath resident** considers it unnecessary to create an especially safeguarded zone to benefit **BT**. If at some time in the future it is deemed to be commercially advantageous, the company will choose to give up the safeguard.

**DOPL response:**

*The District Council acknowledges that, as a priority, further investigation into the relocation of the test equipment and the redefining of the Safeguarding Zone should be undertaken so that the implications arising are fully appreciated and that the overall objectives of the SPG can be realised. The wording requested by the agents for **BT** is accepted. Agree to amend text accordingly.*

## **UTILITIES**

**Anglian Water** confirms that currently there is adequate drainage capacity and water available locally for further development. However, capacity problems on the downstream sewerage system and at the receiving treatment works may arise in the future. To ensure the necessary upgrading schemes are in place a request is made that they be kept fully informed of the rate and timescale of development in the future, should the allocation and proposals be approved. **Suffolk Fire Service** state that there needs to be adequate water supplies for fire fighting. Detailed guidance regarding the provision of fire fighting water supplies will be supplied on receipt of detailed planning information. Regard should also be had to access for fire appliances to the proposed development. Access should conform to the current Building Regulations. Again more detailed guidance will be supplied on receipt of detailed planning information.

**DOPL response:**

*Noted. All utilities will be consulted on any applications made concerning future developments within this cluster*

**EEDA** question whether the planning system could require any other advance communication infrastructure provision that would give an additional competitive advantage to Martlesham.

**DOPL response:**

*The local authority can seek to ensure that the proper planning of the area can be achieved but the broader provision of utilities could not be required.*

## **IMPLEMENTATION AND PHASING**

**Bidwells** perceive the danger of selected developments proceeding within Adastral Park and at the Innovation Village without at the same time any commitment to development of the Innovation Park, which will undoubtedly be the element of the planned cluster most burdensome in terms of infrastructure and other costs. This

should be avoided. One of the prime attractions of the cluster is considered to be the ability of individual new businesses to grow up alongside BT and in the process develop their own corporate identities without the intimate and close association with BT that a location within BT's security fence would imply

**DOPL response:**

*Paragraph 10.3 clearly acknowledges the need for a package of measures to be agreed by all landowners to ensure that all parts of the Hi-Tech Cluster can proceed, dependent upon demand.*

The Ramblers' Association welcome this section, although request that any bund or tree planting along parts of the Waldringfield Road should not interfere with the bridleway that abuts the road. It is also unclear why a bund along this route was thought necessary.

**DOPL response:**

*The text can be expanded to refer to the bridleway in question. Possible bunding is only proposed along the eastern perimeter but not along the Waldringfield Road. Amend text accordingly.*

**Martlesham Parish Council** considers a comprehensive SPG to be invaluable as a guide for commenting on planning applications, which has proved problematic over recent months. However, the **Parish Council** state that an area wide transport plan for all modes of transport is essential for any further developments and should be the priority. **A Martlesham Heath resident** states that it is essential that no development should commence unless the road has been altered to provide adequate underpass access. The phrase "Work must commence on the preparation of.." is insufficient. If the scheme is to go ahead then the system must be installed and working. The **Suffolk Coastal Business Forum** considers the preparation of a Transport Assessment a priority before planning consent is given for any development. Highway improvements should be implemented in advance of commencing work on the development of the Innovation Park phase.

**DOPL response:**

*As stated within the SPG it will be expected that, prior to any consents being granted that will substantially increase the net floorspace of that respective individual component of the Cluster, a phasing of highway improvements and other transport improvements will need to have been agreed.*

**Agents to Saville Gordon Estates plc** point out that it should be made explicit that the development of the gateway sites, already allocated in the local plan, should not be required to be the subject of a S106 agreement involving landowning parties other than Saville Gordon Estates. Subject to that amendment (which would occur with redrafting of the cluster designation) it is indicated that Saville Gordon Estates are happy to play a constructive role in working with the other landowners inappropriate partnerships. However, it would be inappropriate for Saville Gordon estates plc for them to be burdened with off-site costs, including landscaping, arising from the development of the Innovation Park or BT's intensification of activity on Adastral Park.

**DOPL response:**

*It is acknowledged that there are certain off site costs that are not relevant to the development of the gateway sites and, therefore, it would not be reasonable to seek contributions towards, for example, off site landscaping. However, there are other off-site works that will be required, notably transport improvements, where contributions will be sought.*

**Agents to Saville Gordon Estates plc** state that the SPG should explain the tests set out in Circular 1/97. With regard to promoting improvements in the wider public transport system any involvement should be consistent with advice in Circular 1/97 – be relevant to any development that is permitted and appropriate in scale and kind. Reference should be made to this Circular and how it limits the involvement that can be offered by Saville Gordon Estates. The two requirements relating to off site transportation improvements which provide that a detailed Transport assessment and Phasing arrangement will apply to any development within the Business Cluster that requires planning permission and generates a net increase in traffic should be clarified to the extent that the gateway sites are excluded.

**DOPL response:**

*As explained earlier, it is not accepted that the gateway sites can be reasonably excluded from the Hi-Tech Cluster and should not be burdened with needing to address transportation improvements.*

**Agents to Saville Gordon Estates plc** notes that reference is made to area-wide transportation improvements but no details are provided. It is concluded that it is inappropriate for the SPG to refer to them or details should be given.

**DOPL response:**

*It is accepted that this sentence within Section 10 is unclear and would benefit from rewriting. Agree to clarification of this section.*

**Suffolk County Council Minerals section** state that it would be useful to suggest the possible acceptable timing of the various phases of development. In particular, whether the Greenfield element of the proposals is seen as providing the impetus for the entire development or whether it will be acceptable only after the development opportunities within the existing site have been taken up.

**DOPL response:**

*The SPG identifies the requirement for different types of build within the Hi-Tech Cluster. It is these various requirements that will determine the bringing forward of the different components of the Cluster.*

## **GREENFIELD JUSTIFICATION**

**A Martlesham Heath resident** considers this section to be totally biased, full of false statements and requests for the deletion of a number of phrases. Such a development is seen as possibly benefiting the region and even the global economy but is not considered to justify putting aside local concerns. **Agents to Saville Gordon Estates plc** reiterate concerns about the limited assessment and justification that appears in the draft SPG. There is no clear appraisal of the advantages and disadvantages that other locations may have.

**DOPL response:**

*These concerns have already been addressed elsewhere within this report.*

Having considered the SPG proposal in the light of Government policy for the protection of agricultural land as set out in Planning Policy guidance 7 *The Countryside – Environmental quality and Economic and Social development* the **Ministry of Agriculture, Fisheries and Food** does not wish to object to this proposal because

1. It would not involve the loss of any best and most versatile land.



2. The loss of this area is not regarded as significant in terms of the national agricultural interest.

**DOPL response:**

*Comments noted*

**Agents for BT** request that retention of staff is as much a key issue facing BT as attracting staff, in the light of the Cambridge phenomenon.

**DOPL response:**

*Agree. Reference to retention should be made in the text.*

### **ENVIRONMENTAL IMPACT ASSESSMENT**

**GO - East** consider section 12 of the SPG to be unacceptable. A House of Lords' decision (*Berkeley v Secretary of State*) makes it clear that information made available through another procedure does not fulfil the requirement of the EIA regulations for an Environmental Statement to be produced by the developer and made available to the public. The EIA Regulations need to be strictly complied with in every case. At this stage **GO – East** state that the SPG does not contain sufficiently detailed information for a screening opinion to be given and suggests that the section of the SPG be amended to accord with the EIA regulations.

**Suffolk Preservation Society** believes that for such a regionally significant site it is important that proper assessments should be seen to be done. There is strong reference in RPG6 East Anglia to the need for policies for sustainable development to be taken into account, especially for site selection and for transport issues. There should be an environmental impact assessment, green travel plans and reference to capacity studies that indicate the most sustainable location for housing. Given the status of this business cluster and its potential for growth, the SPG must consider the long term impacts of growth centres on Martlesham. The failure to require EIA is extraordinary and should be reconsidered. **The Woodbridge Society, Martlesham Parish Council** and **A Martlesham Heath resident** consider that a full Environmental Assessment would be appropriate for this development. **Martlesham Parish Council** point out that it is the potential growth of the Cluster as a whole, including Martlesham Heath Business Park, that should be considered and bearing in mind both the size of the overall development and the effect of traffic on the environment an EIA is needed.

**Suffolk County Council Minerals section** points out that a full EIA will be required for any planning application for mineral extraction. In this context it seems strange that development without prior extraction would not require a full EIA.

**DOPL response:**

*The purpose of the Directive is to ensure that any planning decision which may affect the environment is made on the basis of full information. On the basis of case law interpretation, referred to by Go-East, the District Council accepts that, at the present time, there is insufficient detailed information to allow it to form an opinion.*

*However, the District Council is aware that a screening opinion can be sought prior to the submission of a planning application. To enable the District Council to determine such an opinion it feels that the SPG can give an indication of the areas of detail that would primarily be required. The Council is also aware that having a disparate collection of documents will not necessarily satisfy the requirement of the Directive. Amendments to the text are proposed.*

In addition to the requirement for an EIA **A Martlesham Heath resident** requests for demographic studies to gather evidence of the need for employment on this scale in this area, the source of the skilled workforce that is assumed to be attracted, and an assessment of the impact this influx will have on land required for housing, local services etc.

**DOPL response:**

*This is a request that has been repeated elsewhere and which the District Council considers has already been answered.*

With regard to the Minerals Evaluation **Suffolk County Council Minerals section** request this should be submitted as soon as possible so that a decision can be reached on the acceptability of extraction without unduly delaying the employment development. The MPA would be prepared to consider the release of planning permission for extraction under policy SMLP7 on the basis of an adopted planning brief rather than awaiting a planning consent for the development of the site for employment purposes.

**DOPL response:**

*Agreed. Appropriate wording can be incorporated in the text.*

## **PUBLIC CONSULTATION**

**Agents to Saville Gordon Estates plc** state that the interim status of the SPG should be clarified. It is suggested that the SPG will form the basis of consideration of planning applications on the site although such an approach appears contrary to advice in PPG 12 given that “only the policies in the development plan can have the status that section 54A of the 1990 Act provides in deciding planning applications”. The text should clarify what is meant by “site”. Presumably this is limited to the defined Business Cluster.

**DOPL response:**

*The Suffolk Structure Plan Review forms part of the Development Plan and the SPG is supplementary to that document. It is accepted reference to policy ECON5A, and the associated SPG, will form the planning framework. Amend text accordingly.*

## **APPENDIX 1**

### **ACCESSIBILITY - Detailed Options**

**Felixstowe Town Council** request that provision should be made for a cycle crossing under the A14 from the cycle track on the south-west side of the A14 to the Brightwell Road. **Kesgrave Town Council** also highlights the need for additional and improved cycle and pedestrian routes across the A12.

**The Woodbridge Society** question the following phrases:

- “altering eligibility for relocation allowances”
- “contributions should be made by future developments” in respect of cycling and walking network; and

**Woodbridge Town Council** feel that, in respect of cycling and walking, measures should be taken to make Sandy Lane safer, such as introducing speed humps. In addition a cycle track should be introduced along the bypass and along Felixstowe

Road. The **Town Council** welcome the Transport Co-ordinating Officer and the different shift patterns but feel emphasis should be placed on providing additional crèche facilities. **Kesgrave Town Council**, whilst supporting the many excellent accessibility options in Appendix 1, particularly the “green travel” measures, emphasise the need for further works to Foxhall Road, Playford Road and the cycle route to relieve the A1214 of any additional burden.

**Sustrans** offer a number of comments on detailed aspects of the Appendix. In respect of cycling within the site **Sustrans** is not clear why cycling has to have separate cycle routes. The best solution is likely to be that vehicle speeds within the site should be kept below 20mph, so that cyclists can be safely accommodated on the roads, with cyclists afforded advantages by the provision of short section of dedicated cycle/pedestrian routes and two way cycling on one-way roads. Where reference is made to “Consideration should be given as to whether new or improved links need to be made” **Sustrans** ask that this be replaced with “The developer will be expected to contribute to new and improved links to the surrounding area, including the Ipswich eastern fringe, Woodbridge and the Felixstowe peninsula. This work will include new and improved paths and road crossings as well as measures to reduce traffic volumes and speeds on certain roads.”

Outside of the site there are eleven site specific proposals for improvements to the strategic cycle network, including:

- New path across Rushmere Common
- Improvements to bridge over A12 or a new bridge
- Traffic calming along Felixstowe Road/Main Road, Martlesham or the development of a high quality, direct cycle route off-road
- New path to Moon and Sixpence, offering link to Felixstowe Peninsula
- Traffic calming along Sandy lane
- Signalled crossing Ipswich Road, and
- Traffic calming Old Barrack Road, Woodbridge.

**DOPL response:**

*Improved accessibility by cyclists to the site from all directions is of importance if a Green Travel Plan is to be effective. It is accepted that the Transport Assessment should address all points raised in respect of the requirements for cyclists, both within the site and access from surrounding areas. All responses relating to the potential scope of the Transport Assessment have also been sent to Suffolk County Council for their consideration.*

In forming the planning framework for the business cluster, **The Countryside Agency** considers that the SPG should include a Green Commuter plan for the site, building on BT’s existing dis/incentives, parking policy, public transport provision and safe cycle/pedestrian routes. **Agents for BT** believe that the use of the adjective “Green” in respect of Travel Plans has become outmoded and suggest Workplace/Site Transport or simply Travel Plan instead. **Agents for BT** suggest that Appendix 1 be rewritten to recognise that the Workplace travel Plan needs to be set at two levels – the Business Cluster level and the Company level. At the Business Cluster level, the Travel plan will meet the objectives for the whole Cluster or, better still, the Business Park and the Cluster combined. The Travel Plan should include all those measures that can be undertaken or used jointly by all companies e.g. car-sharing database, communal on-site facilities, public transport improvements, walking and cycling access improvements, control of on-street parking and include off-site works agree with the local authority. A Travelwise Office could be responsible for managing the travel plan. At the Company level the travel plans must reflect the company objectives reflecting the different business operations and staff conditions. The Plans should cover issues that are company specific e.g. company car policy, parking policy, working hours, shower/changing facilities and teleworking.

The Business Park/Business Cluster Travelwise Officer can advise individual companies on how to prepare their travel plans. **Agents for BT** states that it will be important to establish the means of monitoring success and establishing targets. **Agents to Saville Gordon Estates plc** considers that since policy development relating to green travel plans are a district-wide matter the debate should be advanced through a different forum than this site specific SPG.

**DOPL response:**

*Reference is already made in the SPG to the requirement for a “Green Commuter Plan” although it is titled a Green Travel Plan. As regards the titling of the exercise, the comments relating to alternative names are appreciated but it is thought that it should remain as a Green Travel Plan as it is a familiar term that can be readily understood by residents within the District as well as the organisations potentially involved. It is accepted that the breaking down of the requirements of this section into two levels is very sensible. Certainly the means of monitoring and establishing targets will be a significant, but very necessary, area of work. Whilst certain aspects of the transport assessment, within which the Green Travel Plan will sit, will need to be set in a wider context, it is very important that this SPG requires the establishment of both pieces of work. Amend the text as indicated.*

**First Eastern Counties** state that night time shoulder frequencies of Superoute 66 can be enhanced but peak hour journeys are already full. Any increase in capacity at these times will require new vehicles and it is presumed that these could be funded through a section 106 agreement. Any major development of Superoute 66 will be undertaken in tandem with the Ipswich- Woodbridge bus services.

**DOPL response:**

*The comments are noted and will form a valuable input in to the Transport Assessment*

**Suffolk Coastal Business Forum** believe the options in Appendix 1 do not go far enough in offering longer term management of increased traffic. Green Plans, whilst being welcomed, are unlikely to offer significant improvements in the short term nor can they be expected to address existing congestion. Capacity improvements are urgently required. Options 4 and 6 would be appropriate possibilities for a transport assessment. Also suggested is a Northbound flyover access slip road situated between Brightwell roundabout and the BT roundabout. This would not inconvenience road users of the Southbound A12. **The Ramblers’ Association** express concern at Option 4 as this would bisect the Waldringfield to Ipswich bridleway, causing further difficulties for users of the route. **The Woodbridge Society** question the purpose of a new roundabout. **Martlesham Parish Council** state that this option would eradicate some of the traffic problems from the South for the BT roundabout but it would simply transfer problems from one roundabout to another at peak period, as would Option 5. **Martlesham Parish Council** considers a variation on Option 6 to be the best answer, provided it be achieved via a tunnel. This would need careful planning and positioning as far as the amenity of Heath residents are concerned and positioning to the south of the Village would appear to be sensible. The **Parish Council** consider the main problem is traffic crossing the A12 to access or exit the area to the east. Signalisation of the roundabout will just control and slow the increasing chaos, not cure it.

**DOPL response:**

*Again, the identification of modifications to the Options presented will need consideration in any Transport Assessment. All responses relating to the potential scope of the Transport Assessment have also been sent to Suffolk County Council for their consideration.*

**Agents for BT** state that the key to encouraging the minimisation of car travel to the site will be to set appropriate parking standards and to ensure appropriate parking management is in place so that parking only occurs in defined parking areas. It is premature to define parking standards in the Business Cluster until a new PPG13 is issued. **Agents for BT** suggest the rewriting of the Appendix to state “Car parking standards will be set following issue of a new PPG13 Transport”

***DOPL response:***

*The SPG establishes a standard for car parking that will form a starting point for negotiation. It is considered that stating a standard is preferable to simply referring to the issue of a new PPG, although it will obviously be reviewed in the light of any new publication.*

The following consultees had **no comments** to make:

Equal Opportunities Commission  
NFU  
RAILTRACK  
The National Grid Company plc