



Committee Report

Planning Committee South - 27 April 2021

Application no DC/20/1036/FUL

Location

Land east and south of The Square
Martlesham Heath
Martlesham
Suffolk

Expiry date 3 June 2020 (extension of time agreed until 30 April 2021)

Application type Full Application

Applicant McCarthy & Stone Retirement Lifestyles Ltd

Parish Martlesham

Proposal Construction of retirement apartments for the elderly, a new public car park, access, landscaping and ancillary development.

Case Officer Rachel Lambert
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1 Summary

1.1 This application seeks approval for the 'construction of retirement apartments for the elderly, a new public car park, access, landscaping and ancillary development' at land east and south of The Square, Martlesham Heath.

Reason for Committee

1.2 In accordance with the scheme of delegation, the Head of Planning and Coastal Management has requested that the decision is to be made by Members at the respective planning committee, due to the significance of public interest in the proposal.

Statement of case

1.3 Overall, it is considered that the proposed development for 41 sheltered housing apartments (C3 residential use class) within the settlement boundary of Martlesham Heath and within close proximity to the village centre, is a sustainable form of development that meets the growing demands of an ageing population. Despite the displacement of the

existing parking area, the proposal seeks to unlock this brownfield site for development, resulting in an improved utilisation of the land to the benefit of the street scene and its immediate setting.

- 1.4 A number of significant concerns previously raised by statutory consultees have since been adequately addressed through subsequent design changes. The lead local flood authority has removed their holding objection and the highways authority confirm that any respective concerns can be mitigated to an acceptable level via amended plans since received and a number of proposed conditions.
- 1.5 The prominence of the proposed design and the reconfiguration of the immediate area will not cause adverse impacts to the character of the area, residential amenity, non-designated heritage assets, or result in subsequent pressure on the local healthcare facility. Such matters relating to highways, flooding, ecology, heritage, landscape and environmental protection can be sufficiently mitigated, methods of which are to be secured by way of condition. Whilst potential impacts upon facilities and public services can be suitably mitigated through Community Infrastructure Levy (CIL) funding.

Recommendation

- 1.6 The scheme complies with the Development Plan and would deliver valuable sheltered housing in a sustainable location on previously developed land (brownfield). There are no barriers to development and whilst the objections are noted and understood, the proposal complies with the development plan and benefits outweigh any harm. Accordingly, the application is recommended for approval subject to conditions and a S106 legal agreement.

2 Site description

- 2.1 The site is located within Martlesham Heath, accessed off Eagle Way via the A12 – and measures approximately 0.74 hectares. Located to the eastern extent of the village centre (The Square), the core of the subject site currently serves as a car park (in part), with an attractive green space to the eastern extent, with an area of hardstanding (a former runway and non-designated heritage asset) to the south west - the southern edge of this aspect fronts onto Martlesham Heath's Green, which forms the heart of the community.
- 2.2 It is located within close proximity to the existing commercial and community services within the village core (including a public house, doctors surgery, dentist and variety of shops).
- 2.3 The surrounding environment is predominately residential in nature, properties within the area are of varying architectural styles, scales and forms, with a mixture of three storey blocks and detached two-storey dwellings - each 'hamlet' having their own distinctive identity. Residential properties along the northern boundary, fronting Eagle Way, comprise detached two-storey dwellings set back from the street – with a three-storey flatted building sited close to the village centre. Adjacent to the southern boundary is a row of three-storey terraced-style dwellings, positioned closely to an existing footpath (with vehicular access to the rear, via Lark Rise).
- 2.4 The subject site is located within Flood Risk 1 zone, which the Environment Agency defines as having a low probability of flooding - due to the associated low risk, no further

assessment is required. Topographically, the site is a relatively level area of land. There are five protected Norway Maple TPO trees located on the open space grassed area to the eastern extent (TPO number: 267/2018).

- 2.5 As the site previously formed part of the RAF Martlesham Heath military airfield and has since been used as a car park, it is deemed as previously developed brownfield land.

3 Proposal

- 3.1 This application seeks approval for an over-55s residential living development comprising 29 one-bedroom and 12 two-bedrooms units, with the wider development including a communal homeowners lounge, guest suite, reception area, refuse store, and mobility scooter storeroom and communal external landscaped areas.

- 3.2 The scheme also provides the following:

- Replacement parking on the former runway, providing a total of 43 car-parking spaces (including two electrical vehicle charging points and two disabled spaces).
- Resident and visitor car parking, providing a total of 25 car-parking spaces (including three electrical vehicle charging points and two disabled spaces).
- Reconfigured access from Eagle Way (including shared surface cycleway priority at junction) and provision of new access to the residential development.
- Provision of a cycleway along the northern boundary (southern extent of Eagle Way) – connecting the footbridge with the village centre and wider cycle network.
- Provision of balconies for 12 of the 29 first and second floor flats (all other units have Juliet windows).
- Private shared outside amenity space (approximately 230 sq. metres).
- Detailed landscaping plans for the core development (including retention of the majority of the protected green space), with indicative plans/visualisations for the former runway area.
- Photovoltaic panels on the eastern, western and southern roof profiles (in part).

- 3.3 The proposed built form extends over three-storeys, with varying roof heights and elevational materials (red brick, white render, red and charcoal grey roof tiles) – the southern linked aspect, which sits adjacent to the properties along Lark Rise, is limited to two-storeys.

- 3.4 External provisions include reconfigured parking both on the immediate site and on land located to the south of the doctors surgery (former runway), landscaped area (with the retention of the TPO trees and protected green space), and a new road configuration with pedestrian access links to the village centre and a designated cycle track along Eagle Way. The proposed units will be a C3 residential use class and will therefore be dwellings though their occupancy may be restricted by a condition.

3.5 The following documentation has been submitted in association with the application:

- Application form
- Site location plan (000 Rev. P00)
- Site layout plan (001 Rev. P09)
- Proposed floor plans (002 Rev. P05; 003 Rev. P03; 004 Rev. P03; 005 Rev. P02)
- Elevations (006 Rev. P03; 007 Rev. P04)
- Archaeology Statement (by RPS Group, dated 17 August 2020)
- Design and Access Statement (by Feilden + Mawson, dated February 2020)
- Detailed UXO Risk Assessment (by 1st Line Defence, dated 28 October 2019)
- Ecology Report (by RammSanderson, dated January 2020)
- Financial Viability Statement (by Alder King Property Consultants, dated 04 September 2020)
- Flood Risk Assessment and Drainage Strategy (by Pinnacle Consulting Engineers, dated 8 February 2021)
- Former runway parking layout visualisation
- Landscape plan (17688 Rev. C)
- Movement plan
- Site Investigation Report (by Crossfield Consulting, dated November 2019)
- Transport Assessment (including updated report on revised layout)
- Tree Survey and Impact Assessment (by Keen Consultants, dated February 2020)
- Visually Verified Montages (by Nicholas Pearson Associates, dated February 2020)

4 Third party representations

4.1 A total of 34 third party representations were received throughout the numerous consultation periods, including from the landowners of The Square (Fordley Land Company Ltd and Suffolk Life Annuities Ltd) - 30 raised objections and four support the scheme.

4.2 Matters of objection are summarised below:

- **Principle of development:** Condition 5 of planning permission E/7763/28 states that the development is limited to 1,000 dwelling; contradicts the vision of the area; inappropriate site location; questionable requirement for house type/mix within Martlesham Heath; and contrary to neighbourhood plan policy.
- **Poor design quality:** Visual impact of overall design; overbearing; dominate and out of keeping with the character of the area; overdevelopment; and lacking aesthetic design.
- **Impact on residential amenity:** Loss of views; overlooking; loss or privacy; and lack of amenity space for future residents.
- **Loss of parking:** In sufficient public parking, which will lead to on-street parking on Eagle Way.
- **Inadequate parking provisions:** Lack of parking for future residents.
- **Environmental quality:** Increase in air and noise pollution.
- **Pressure on key services:** Increased demand for GP services and impact on ability to expand surgery.

- **Highway safety concerns:** Increase in traffic; narrow junctions/entrances; safety concerns regarding key footpath crossing entrance/exit of car park (used by schoolchildren); and use of former runway as a car park would lead to safety issues for vulnerable users.
- **Landscaping impacts:** Impact on landscaping and loss of trees.
- **Access:** Restricted access to village green for visitors, vendors and emergency vehicles (this must be maintained); limited/restricted access for wheelchair users; and impact on established 'right of way' across the former runway.
- **Open space:** Loss of open space and landscaping; and impact on visual amenity from the green.
- **Land ownership:** Land within MHHL ownership.
- **Overdevelopment:** Cumulative impact with Brightwell Lakes development.
- **Heritage impacts:** Loss of former runway (heritage importance).
- **Ecology impacts:** Impact on Martlesham Heath SSSI

4.3 Matters of support are summarised below:

- Much need retirement apartments.
- Former runway in need of repair.
- Enhancement of area and provision of well-located, quality housing for the elderly.
- Improved aesthetics of the area in a sympathetic way.

5 Consultees

5.1 Due to the frequency of consultation throughout processing the application, all comments received are collated within one table – with the respective consultation start dates listed. Where the consultee comments do not alter in response to the most recent revisions the latest 'date reply received' date is noted.

Parish/Town Council

Consultee	Date consulted	Date reply received
Martlesham Parish Council	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	29 March 2021
<p>"Martlesham Parish Council objects to the application unless the following issues are satisfactorily addressed:</p> <p><u>Dominance of the structure and resultant density</u> As proposed the structure is excessively dominating and inappropriate in scale and design given its location on a tightly constrained site between existing houses on the north and south sides.</p> <p>The application mentions that there are precedents set by three storey buildings in the area and argues that therefore the proposed design is in keeping with its environment. However, the existing three storey buildings are distributed around the village centre and none is a single dominant large structure as proposed. The largest current structure is the building on the west</p>		

side of the village centre and this is only 2 1/2 storeys with a mansard roof. The tall maltings style building referred to in the Design & Access statement is a “signposting” feature and is not a relevant precedent.

The proposed design will mean existing residents on the north side of the site will face a dominating building resulting in overlook and loss of privacy. The two gable end sections which extend forwards will be particularly intrusive, the impact of which is made worse by the use of rendering finished in a highlighting colour which will increase their visibility though any existing or proposed trees (which are almost all deciduous).

On the south side, the development will dominate some of the houses which form the northern edge of Lark Rise. In particular the close proximity of the gable ends of the two storey extension (approx. 40ft from existing houses) will be very oppressive and is unacceptable. Landscaping proposals along that side are inadequate, especially the lack of landscaping underneath the 2 storey gable ends to soften their appearance. The separation between Lark Rise and the southernmost part of the development should be increased. Use of hipped gable ends would significantly reduce the dominance of that structure as seen from the homes in Lark Rise.

Examination of many McCarthy & Stone sites shows that what is being proposed is a variation of a typical standard design. However, examples exist of designs which have been more effective in their sensitivity to the surrounding area. An example is Louis Arthur Court in North Walsham.

A reduced number of apartments may be viable; it is noted that 5 of the 8 sites in table 5 of the Transport Assessment have 36 or fewer apartments.

In light of the above, we therefore consider that the development does not sufficiently meet the criteria of Martlesham Neighbourhood Plan (MNP) Policy MAR3: Development within Martlesham Heath:

C. “Development must demonstrate a high quality of built design and layout. It must allow for the retention of tree belts that surround sites as well as generally providing well landscaped edges to development sites in order to provide a buffer between developments.”

Loss of public parking provision and insufficient spaces for residents

The Parish Council has examined the Applicant’s Transport Assessment and the response from SCC Highways and is in agreement with SCC’s findings, having also concluded from its own survey that there is an unacceptable shortage of parking in the proposal.

N.B. there are two differing designs for the car park layout contained within the various documents in the application pack. Both suffer the deficiencies identified below.

The capacity of the proposed car park on the old runway is overstated for two reasons a) there appears to be no provision for pedestrian access in and out of the car park other than via the road into it and b) there is no disabled parking. The effect of providing these is likely to reduce the number of spaces to about 50.

The proposal shows a lack of appreciation as to how the runway area is currently used. The runway forms a criss-cross of routes for adults and children (including wheelchair and walking aid users) coming up the east and west side of the Village Green to access the Square, the surgery and the public path to the footbridge. Failure to recognise and plan for that will result in people taking

risky shortcuts and damaging any landscaping put in place.

The purpose of the 8 bollard-controlled spaces is unclear. If they are additional capacity for residents then visitors and staff will have to use the already depleted public spaces. If they are for visitors and are normally kept locked, then visitors will tend to park in the public spaces if available rather than park on the access road whilst trying to get hold of a key for the bollards.

Whilst it would not address the shortfall as such, making these spaces public and hence part of the total pool of public spaces would statistically result in their more efficient usage. This presupposes that the 16 on site would be sufficient (which seems unlikely). Even allowing for the relative mix of 1 and 2 beds the parking space per bedroom ratio seems low compared to other McCarthy & Stone developments.

The NHS preferred option for providing GP services is by expanding existing neighbouring practices for new developments under 3500 dwellings. The agent for the owners of Village Square has confirmed that there are options within their boundary to expand the Practice premises to meet growing demand. Failure to have sufficient parking could jeopardise the long-term viability of the surgery - which is a key service which would attract buyers to the proposed development in the first place. The requirements of policy MAR3 must be met:

F. "Any development proposals must demonstrate that they have engaged with the Clinical Commissioning Group in respect of the existing primary healthcare facility. Proposals shall not prejudice the potential for expansion of the existing healthcare facility unless it is clearly demonstrated that this is not necessary to support the growth proposed in the Neighbourhood Plan area and at the strategic site at Adastral Park during the plan period."

Any proposed design for the car park must clearly demonstrate access arrangements for vehicles onto the Village Green, e.g. for Fetes, maintenance etc. Such access should be securable so as to prevent illegal access of any sort.

The proposals are therefore contrary to MNP policies:

MNP Policy MAR3: Development within Martlesham Heath

B. "development must take into account the requirement for an appropriate level of parking (Policy MAR15)";

E. "Development specifically within the village centre, as identified on the Policies Map, must also address the following criteria:

2. It should contain car parking for village centre users and should not result in the loss of existing public off-street car parking in the immediate local area; and

3. It should not result in additional car parking along Eagle Way, particularly close to the village centre."

Point 7.29, p49 of the MNP, says "It is also considered that there should be no reduction of existing parking provision, either off-street or on-street, unless it can be appropriately re-provided." Policy MAR15: Parking Provision states "Proposals that would reduce the existing level of off-street parking provision will be resisted unless it can be satisfactorily demonstrated that the amount of overall provision is adequate".

Visual Impact on the Village Green

As a “Modern Village” one of Martlesham Heath’s special features is the almost total lack of vehicles being visible from the Green. Hence the policy in MAR3:

Development specifically within the village centre.....must retain and enhance the visual quality of the village green setting, its accessibility by all users and the common activities carried out on the green.

Assuming that the car park design is as shown on Page 14 of the Design & Access statement it fails to show any meaningful details as to how the above would be achieved in terms of bunding and planting schemes. The Landscaping Proposals are also very sketchy with respect to the runway car park as compared to the details shown for the main part of the site.

The final paragraph on Page 14 of the Design & Access statement mentions a report by TCL group which seems to refer to the car park. This report does not appear to be available on the ESC website. Is this available?

The Parish Council contacted McCarthy & Stone about a month ago and emphasised the above policy, and were told they would look into the possibility of producing a Visually Verified Montage looking north from the Village Green. However, since then the lock down has come into force and it may not have been possible to carry out that work - we have not seen this montage.

The Parish Council regards meeting the above policy as being essential to maintain the character of the Green and its pattern of usage, and make its change of use acceptable to the local community.

A height barrier should be provided to prevent the car park being used by commercial vehicles.

Area Protected from Development (APD)

The Parish Council welcomes the retention of the triangular APD between the proposed building’s eastern edge and the footpath leading to the footbridge. This APD was established in 2001 when Bradford Property Trust appealed against Suffolk Coastal District Council’s (SCDC) classification of that land as an APD in the 2001 local plan. The appeal Inspector found in favour of the District Council remarking that *“The land in question forms part of the attractive landscaped approach to the District Centre and merits its status as an APD”*.

Its status has since been carried forward through updates of the Local Plan and then into the Neighbourhood Plan.

This is still the case and it would form important mitigation of the impact of the proposed development, and an important amenity to the occupants of the development.

Any proposals to develop in that area (other than the outdoor seating area with landscaping as show in the application) would be contrary to the Neighbourhood Plan, and hence strongly opposed by the Parish Council, and to the local community judging by the volume of objections to a proposed development on the APD in 2017.

When District Cllr Blundell arranged a tour of Martlesham Heath for members of the SCDC Planning Committee a few years ago several members remarked on the attractiveness of the approach to the Village Centre.

Impact during construction

If approval is given, measures should be stipulated to minimise the impact on adjacent properties with reasonable limits on operational hours. No work should be carried out on Saturday and Sunday.

It is essential that before the current car park is closed alternative parking is provided for both visitors to the surgery and to maintain the footfall to the Square so that the retail businesses and office users are not affected during the build.

To conclude, in principle the Parish Council welcomes the proposal to provide retirement accommodation as it would help meet the need set out in MNP Policy MAR5 Section A for older people looking to downsize. However, as it stands, this planning application fails to meet the necessary criteria for development set out in the Neighbourhood Plan and it should therefore be refused.”

Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Council - Highways Department	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	13 April 2021
Summary of comments: No objection subject to conditions.		

Consultee	Date consulted	Date reply received
Suffolk County Council Flooding Authority	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	16 March 2021
Summary of comments: No objection subject to conditions.		

Consultee	Date consulted	Date reply received
East Suffolk Drainage Board	15 March 2021 03 February 2021	12 November 2020
Summary of comments: No objection.		

Consultee	Date consulted	Date reply received
Anglian Water	19 March 2021	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Essex And Suffolk Water PLC	19 March 2021	24 March 2021
Summary of comments: No objection - records show, that no apparatus located in the proposed work, as this area is not covered by Essex & Suffolk Water.		

Non statutory consultees

Consultee	Date consulted	Date reply received
National Amenity Societies	15 March 2021 03 February 2021 01 October 2020 18 September 2020 11 March 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Suffolk Fire and Rescue Service	15 March 2021 03 February 2021 01 October 2020 18 September 2020 11 March 2020	02 October 2020
Summary of comments: No objection subject to conditions/informatives.		

Consultee	Date consulted	Date reply received
Suffolk County Council Archaeological Unit	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	12 March 2020
Summary of comments: No objection.		

Consultee	Date consulted	Date reply received
Landscape Team (Internal)	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	01 April 2021
Summary of comments: No objection subject to conditions.		

Consultee	Date consulted	Date reply received
Suffolk Police Designing Out Crime Officer	15 March 2021 03 February 2021 01 October 2020 18 September 2020	5 May 2020
Summary of comments: No objection, although a number of concerns raised - these are addressed within the reporting.		

Consultee	Date consulted	Date reply received
Ecology (Internal)	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	1 April 2020
Summary of comments: No objection subject to conditions.		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Design and Conservation (Internal)	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	22 March 2021
Summary of comments: No objection – comments incorporated within reporting.		

Consultee	Date consulted	Date reply received
Disability Forum	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	26 March 2021
Summary of comments: Comments addressed within reporting.		

Consultee	Date consulted	Date reply received
Martlesham Heath Householders Ltd	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	24 February 2021
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Police - Alan Keely Crime Reduction Beccles Police Station	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Suffolk County Council Section 106 Officer	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	12 October 2020
Summary of comments: No objection - comments included within reporting.		

Consultee	Date consulted	Date reply received
Sustrans (East of England)	15 March 2021 03 February 2021 01 October 2020 18 September 2020 06 March 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Head of Housing	15 March 2021 03 February 2021 02 December 2020	11 December 2020
Summary of comments: Comments raised re. affordable housing not applicable due to type of development.		

Consultee	Date consulted	Date reply received
Ipswich & East Suffolk CCG & West Suffolk CCG	15 March 2021 03 February 2021 01 October 2020 18 September 2020	13 October 2020
Summary of comments: No objection subject to CIL contribution.		

Consultee	Date consulted	Date reply received
CIL (Internal)	19 March 2021	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Head of Environmental Services and Port Health	19 March 2021	1 April 2021
Summary of comments: No objection subject to conditions.		

6 Publicity

6.1 The application has been the subject of the following press advertisement:

Category	Published	Expiry	Publication
Major Application	12 March 2020	2 April 2020	East Anglian Daily Times

7 Site notices

General Site Notice	Reason for site notice: Major Application Date posted: 19 March 2020 Expiry date: 9 April 2020
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8 Planning policy

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) sets out that “if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.” This is reflected in paragraph 12 of the NPPF, which affirms the statutory status of the development plan as the starting point for decision-making.
- 8.2 The development plan comprises the East Suffolk Council – Suffolk Coastal Local Plan (“local plan”) and any adopted neighbourhood plans. The relevant policies of the local plan and Martlesham Neighbourhood Plan are listed in the section below and will be considered in the assessment to follow.
- 8.3 It is important to also note that NPPF paragraph 11 requires that planning decisions apply a presumption in favour of sustainable development and that means, for decision-taking, approving development proposals that accord with an up-to-date development plan without delay.
- 8.4 National Planning Policy Framework (NPPF) (2019).
- 8.5 National Planning Policy Guidance (NPPG).
- 8.6 The East Suffolk Council – Suffolk Coastal Local Plan (adopted on 23 September 2020):
 - SCLP3.1 - Strategy for Growth
 - SCLP3.3 - Settlement Boundaries
 - SCLP5.8 - Housing Mix
 - SCLP5.10 - Affordable Housing on Residential Developments
 - SCLP7.1 - Sustainable Transport
 - SCLP7.2 - Parking Proposals and Standards
 - SCLP8.2 - Open Space
 - SCLP9.2 - Sustainable Construction
 - SCLP9.5 - Flood Risk
 - SCLP9.6 - Sustainable Drainage Systems
 - SCLP9.7 - Holistic Water Management
 - SCLP10.1 - Biodiversity and Geodiversity
 - SCLP10.2 - Visitor Management of European Sites
 - SCLP10.3 - Environmental Quality
 - SCLP11.1 - Design Quality
 - SCLP11.2 - Residential Amenity

- SCLP11.6 - Non-Designated Heritage Assets
- SCLP11.7 – Archaeology

8.7 Martlesham Neighbourhood Plan 2016-2031 (made July 2018):

- MAR1 - Martlesham Physical Limits Boundaries
- MAR2 - Areas to be Protected from Development
- MAR3 - Development within Martlesham Heath
- MAR4 - Residential Design and Amenity
- MAR5 - Residential Mix
- MAR12 - Non-Designated Heritage Assets
- MAR13 - Cycling, Walking and Disability Access Routes
- MAR15 - Parking Provision
- MAR20 - High Speed Broadband)

9 Planning considerations

Principle of development

- 9.1 The subject site is located within the physical limits of Martlesham Heath (located within the major centre of 'East of Ipswich'), where new development within defined settlement boundaries is acceptable in principle, subject to consideration of other relevant policies of the development plan (Policy SCLP3.3 - Settlement Boundaries). This notion is further supported by Policy MAR1 (Martlesham Physical Limits Boundaries) of Martlesham Neighbourhood Plan (made July 2018), subject to proposals being appropriately designed without being detrimental to the setting and character of the area.
- 9.2 It is acknowledged that a high-quality design approach is highly relevant to Martlesham Heath due to its articulated vision as a model of town planning, with thematic 'hamlets' separated by wide areas of open spaces - which has ultimately resulted in a place that is well integrated in social and community terms. Although, it is noted that subsequent development outside of the original hamlets has occurred in close proximity to the village core - as shown on Figure 4.1 within the neighbourhood plan.
- 9.3 Reference has been made by a number of consultees with regard to the original application (C7763/287) and overall strategic vision for the area. The premise that the subject site is conditioned to serve as a car parking facility does not result in its definitive use as such. Such design impacts on the wider original masterplan of Martlesham Heath are taken into account when assessing the proposal against the respective current planning policies that ensure such vision remains intact, whilst the highways authority addresses the impact of the loss of car parking provision. Furthermore, the area is identified within Martlesham Neighbourhood Plan as a site that could come forward for development (along with the expansion of the GP Surgery – see Figure 1) (Policy MAR3).

Areas to be protected from development

- 9.4 The eastern extent of the site is designated as an 'area to be protected from development' in the Martlesham Neighbourhood Plan (Policy MAR2). It is acknowledged that this open space is important both individually and collectively for a variety of reasons, including visual amenity, formal/informal outdoor recreation, non-vehicular linkage between hamlets, habitat and historic association. Such a designation should not be viewed as an outright ban on development, but it shows that the neighbourhood plan has identified qualities and value in the space which inform a need to retain its openness. Any development proposal should be subject to additional scrutiny in respect of its effects on that designation.
- 9.5 The built envelope of the development marginally encroaches the defined boundary, along with a portion of the proposed outside amenity space (approximately 180 sq. metres) and a proposed cycle lane along the northern boundary. Despite this encroachment, the majority of the protected area, as well as all associated protected trees, are retained. The proposed landscaping plan allows for the retention of a pleasing landscaped approach when viewed from Eagle Way. In respect of the impact on the designated 'area to be protected from development' this would not be substantial, and the openness of the space and its surroundings would not be significantly affected.

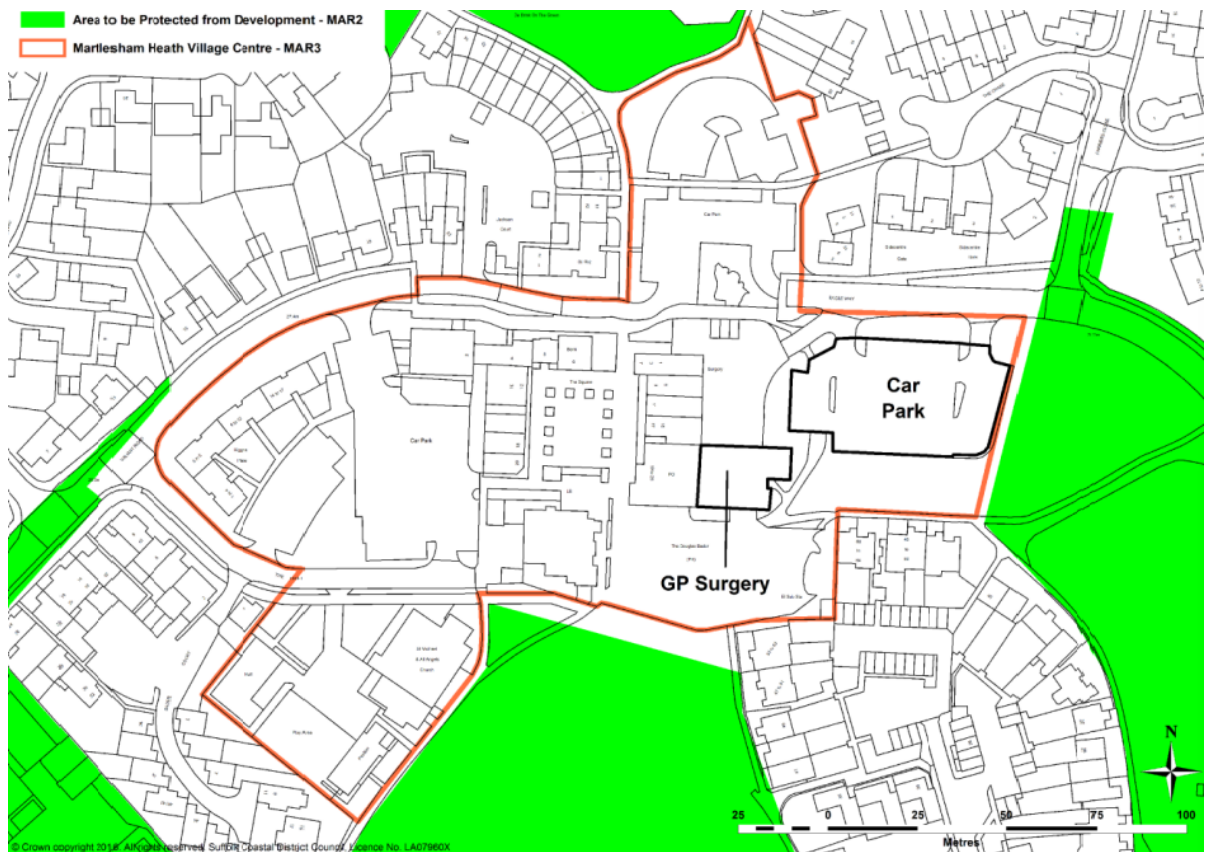


Figure 1 – Policy MAR3 Martlesham Neighbourhood Plan

Development within Martlesham Heath

- 9.6 The policies map within the neighbourhood plan shows that the subject site falls within the extent of Martlesham Heath village centre (Policy MAR3: Development within Martlesham Heath). As stated within the neighbourhood plan, there are some small areas within the area close to the centre that have the potential for further development - however, such proposals are required to be well designed and enhances the area rather than detracts from the 'village green' setting of the village centre, whilst avoiding the likelihood of people

parking along the Eagle Way - the existing amount of parking provision should be retained as it is important to the viability of the business located there.

9.7 The site-specific policy sets out a number of parameters, as noted below:

- a. Within the physical limits boundary of Martlesham Heath, but outside the areas to be protected from development (Policy MAR2), proposed new development should be in keeping with the character of the individual hamlet in which the site is located or is adjacent to.
- b. In particular, development should be at broadly the same density as the existing density of the hamlet. It must also take into account the requirement for an appropriate level of parking (Policy MAR15).
- c. Development must demonstrate a high quality of built design and layout. It must allow for the retention of tree belts that surround sites as well as generally providing well landscaped edges to development sites in order to provide a buffer between developments.
- d. Any existing leisure uses on sites accessible to the public should be retained or re-provided in line with Policy MAR8.
- e. Development specifically within the village centre, as identified on the Policies Map, must also address the following criteria:
 - It must retain and enhance the visual quality of the village green setting, its accessibility by all users and the common activities carried out on the green; and
 - It should contain car parking for village centre users and should not result in the loss of existing public off-street car parking in the immediate local area; and
 - It should not result in additional car parking along Eagle Way, particularly close to the village centre.
- f. Any development proposals must demonstrate that they have engaged with the Clinical Commissioning Group in respect of the existing primary healthcare facility. Proposals shall not prejudice the potential for expansion of the existing healthcare facility unless it is clearly demonstrated that this is not necessary to support the growth proposed in the Neighbourhood Plan area and at the strategic site at Adastral Park during the plan period.

9.8 The relevant aspects of this criteria will be addressed under each respective report section - as set out below.

Housing mix

9.9 Policy SCLP5.8 (Housing Mix) seeks to increase the stock of housing to provide for the full range of size, type and tenure of accommodation to meet the needs of the existing and future population. This includes providing housing that will address the needs of an ageing population. Such provision is to be made in a manner that addresses both the immediate needs of the local resident population and the longer-term, future needs of the population, in accordance with the principles of sustainable development and sustainable communities.

- 9.10 In this instance, Policy MAR5 (Residential Mix) of the neighbourhood plan specifically identifies that there is a significant need for sheltered housing (i.e. independent living with some support), allowing for a mix that provides properties to meet the needs of older people looking to downsize and local people looking to remain in the area. This is further supported by national planning policy guidance 'Housing for older and disabled people' (published 2019), which highlights the importance to plan for the housing needs of older people and defines such need as 'critical'.
- 9.11 The Suffolk Healthy Ageing Needs Assessment (2018) identifies tackling social isolation and loneliness as one of its recommendations, and there is a particular need for older and vulnerable people to have opportunities to access sustainable transport and modes of travel other than the car. Opportunities should be taken to integrate older persons housing into the community, in order to address potential issues of isolation and to promote inclusivity. For example, older persons housing on sites that are well related to schools, community centres or other focal points can help to create integrated communities.
- 9.12 With this in mind, the provision of sheltered housing for the elderly - is deemed an optimum use for this location, given its very close proximity to the village centre and all its associated facilities (surgery, shops, public house, church, green open space); its integration into the mixed-use character and population of the area; and the desirability to provide this facility as part of the residential mix at Martlesham Heath, where all age demographics will be provided for.
- 9.13 With regard to the proposed use, sheltered housing based on self-contained accommodation with simply a warden or scheme manager and no direct provision of care is deemed as housing and would therefore fall under use Class C3 (Dwellinghouses). The development is therefore a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations 2010 (as amended).
- 9.14 As the proposal comprises a solely flatted scheme on a brownfield site, the requirement for a proportion of affordable housing does not apply (Policy SCLP5.10 Affordable Housing on Residential Developments).
- 9.15 All levels of the building are fully accessible in accordance with Building Regulations via an eight-person lift supplemented with ambulant disabled staircases. All apartments conform to Approved Document Part M4(2) – the Lifetimes Homes equivalent. The building benefits from a mobility scooter store which is discreetly contained within the building envelope for the benefit of its residents; this is accessed both internally and externally to ensure a safe and dry transition to/from the scooter. Furthermore, in accordance with Part M of the Building Regulations, a ground floor disabled WC features off the reception area and unimpeded access is provided straight through into the homeowner's lounge with level threshold access beyond to the external terrace overlooking the protected open space.

Design quality and residential amenity

- 9.16 With reference to Policy MAR4 (residential design and amenity) of the neighbourhood plan, local residents wish to see *"new infill housing...particularly for larger developments, this should not stifle good design and that a wider range of styles could be appropriate, provided*

they were not out of keeping with the overall feel of Martlesham."

- 9.17 Related to this, it is considered that the character meant relatively low-density development, even if this meant using more land to accommodate development - with a height no greater than three storeys. Nonetheless, it is accepted that in larger development plots such as this, design can be *"more flexible, particularly where this enables development to address the needs of the community in terms of the mix of housing, e.g. smaller mixed tenure properties, with an element of 'sheltered' housing for the elderly."*
- 9.18 The proposal provides the site with the designed opportunity to create a local landmark by virtue of scale, architectural presence, massing and appearance. The location is deemed appropriate for such a building type, due to its siting within the village centre, where buildings that are of a relatively large scale would be expected to cluster - for example the Douglas Bader PH, church and the retail square with apartments over. These larger buildings signify 'centre' in the sense of urban legibility, as well as mixed use. The proposed building will, therefore, relate well in terms of scale to those in its village centre surroundings. It will also have the dual benefit of signifying the centre on approach along Eagle Way, which the current spatial arrangement singularly fails to do.
- 9.19 The site offers good scope for design possibilities, with three positive edges that can address - the green open space to the east; the tree-lined edge to the south-east; and Eagle Way with the houses opposite to the north. Such configuration allows for a fourth edge to be utilised for necessary parking, access and service arrangements. These are optimum conditions for development and producing a viable scheme.
- 9.20 The L-shaped form of the building permits the longest extent of elevation to face outwards, which positively addresses and engages with the street and the green open space adjacent. This form also allows for the creation of an 'internal' courtyard that is more private in character, which both private outdoor amenity space and accommodates the parking provision and principal entrance. In this way, there is a demarcated difference between public-facing spaces and private ones and is a simple and effective manner in which to organise the site.
- 9.21 The semi-private space is demarcated by the use of boundaries along the frontages and parking/service area - this approach is correct in identifying space and to whom it belongs and is intended to be used by, whilst providing a secure setting. Good connectivity into and through the site layout validates the benefits of utilising this site for development.
- 9.22 The frontage to Eagle Way is designed to include double doors providing access to small terraces and shared garden space. Although not quite the same as front doors that engage directly with the street, this arrangement will, at least, provide for some degree of active frontage - this is appropriate and welcomed. The east elevation is particularly successful in addressing and engaging the open space, having, somehow a more domestic scale through the iteration of parts.
- 9.23 Concerns have been raised that the frontage to Eagle Way provides for single-aspect north-facing apartments. It was encouraged that this arrangement was designed out early in the scheme design, either through the provision of dual aspect units or the reorientation of the built form. However, it is appreciated that the site is constrained by the need to appropriately address all aspects whilst apartment layouts tend to be single-aspect due to

their access gained from internal corridor arrangements. McCarthy and Stone have advised that residents often prefer north facing apartments so as not to have overheated apartments during the summer months, primarily due to health concerns. It is unfortunate that the design revisions did not include the provision of balconies along the northern aspect – nonetheless, the scheme does provide a reasonable amount on communal amenity space for residents to enjoy.

- 9.24 Most apartments will have an interesting and/or attractive outlook - onto a street, an open space, a car park with green space beyond. In the case of this building type, it should not be underestimated that aspect onto a car park can provide visual interest and stimulation to residents who can observe and enjoy comings and goings.
- 9.25 The stepped gabled form of the building adjacent to the dwellings of Lark Rise has been designed without fenestration (except for window within the second-floor roof line) as a means of further limiting overlooking. Although this may comprise the design quality of this aspect to a slight degree, it is considered to be an appropriate means of alleviating residential amenity impacts on the neighbouring properties. Climbing plants along this elevation will help to reduce the blank façade and create some interest, resulting in a green wall type effect.
- 9.26 The form and mass of the building are broken down through the articulation of varied forms, stepped building lines, stepped eaves lines, stepped ridges and materials, with differing elements expressed through varied choices of roofing and cladding materials. This variable and interesting design successfully reduces the scale effect of the massing that often arises from building of this typology (large mass of repetitive units).

Architecturally, the overall presentation is conventional. However, the unpretentious and quiet treatment along with the application of traditional architectural details, reflects the general design ethos of Martlesham Heath reasonably well. An adventurous and contemporary design here would have appeared quite alien to its context. It is important for this scheme to be contextual, to acknowledge its neighbours and take its place. On that basis, the scheme is judged to be reasonably successful in achieving a somewhat landmark status by virtue of its siting, scale and massing.

Former runway

- 9.27 The former runway (area to the south of the surgery and east of the Douglas Bader PH) has been identified as a Non-Designated Heritage Asset within Martlesham Neighbourhood Plan and has been defined as having both social and communal value. It is the last remaining section of the main runway, which formed part of RAF Martlesham Heath.
- 9.28 Martlesham Heath has a significant heritage as a military aviation testing site - with RAF Martlesham Heath having been one of the most important aviation sites in the UK, conducting Aircraft testing (Civilian and Military), Weapons Testing, Parachute Experimentation and Ballooning, an active Support Station for Fighters involved in the Battle of Britain, an important USAAF base providing fighter escort to bombers flying into Europe, an Air Sea Rescue operation and Blind Landing and Bombing Ballistic (Nuclear) testing post war. The first Battle of Britain memorial flight over London was made from Martlesham Heath. In March 1979 aircraft flew from the Heath for the last time - this signalled the closure of RAF Martlesham Heath but not in the minds of those who served there.

9.29 Development proposals affecting non-designated heritage assets either directly or indirectly, should respect the significance of and context of the asset and demonstrate how they will contribute to the conservation and enhancement of the heritage asset. As noted by paragraph 197 of the NPPF - the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application and a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Therefore, it must be demonstrated how understanding the significance and setting has informed the development of the proposals - reflecting and enhancing local character and distinctiveness is identified as a means of conserving/enhancing heritage assets. The design and use of the former runway should reflect the importance of its former use whilst providing public benefits through enhancing the public realm.

9.30 Subsequent discussions with the applicant have led to an indicative design that allows for the retention of the runway surface material and the incorporation/prominence of design features (e.g. demarcations, lights, minimal/directional landscaping etc.) that reflect the nature of the heritage asset. It is clear that this approach more appropriately addresses the historic context of the asset whilst allowing for the prioritisation of cycle/pedestrian movements.

9.31 Given the local importance of the asset and the requirement for its enhancement to be of public benefit, further detail would need to be presented via a subsequent detailed Design, Heritage & Landscaping Strategy, to ensure a high-quality design is achieved to the betterment of multi-functional public space, along with a Public Heritage Scheme (secured by condition). Innovative design approaches that increase public awareness of the conservation of historical heritage are welcomed - the details of any interpretation provision should include public participation in its formation.

Connectivity and accessibility

9.32 The proposed site layout has been subject to extensive design changes following feedback from both the local community and the highways authority. Such revisions were an important requirement in ensuring that the proposed use allows for the continuation of its public use and to accommodate the known desire lines for both pedestrian and cycle connections, providing a supportive scheme.

9.33 The proposed layout incorporates the existing footpath, which passes through the middle portion of the site, and leads west/east - linking the village centre to the Martlesham business/retail park to the west via a footbridge over the A12. It is understood that this is a well-used route by many users, including school children, and their continued safety is of great concern by residents. This has been addressed on the site layout plan with the indication of a raised demarcated crossing – however, specific landscaping details relating to surface treatments, signage, surface materials, lighting etc. are to be agreed via condition. Such details will ensure that safe and reasonable access is provided for all users and result in improvements to the existing crossing point at Eagle Way.

9.34 Boundary treatments relating to the residential development are adequately set back from the footpath, allowing for users to easily pass one another.

- 9.35 Cycling improvement opportunities in this area have been identified within the recent East Suffolk Cycling and Walking Strategy consultation. The Council is currently reviewing what cycle infrastructure might be required to better link the communities east of Ipswich. The gap between the existing pedestrian and cycle bridge and Martlesham Heath Square has been noted as an area which is currently not served by a dedicated cycle lane and it is an obvious missing link in the network. This development provides an opportunity to deliver that connection in developing adjacent land and it is the applicant's land which is required to achieve that link. The dedicated cycle lane now proposed on the southern edge of Eagle Way is therefore a proportionate and necessary provision as part of the application and to be delivered by condition and a Section 278 agreement with the Highway Authority. This is a significant benefit arising from the proposals and it will serve the wider community in its benefits to sustainable transport and health and wellbeing as is strongly supported by Policy MAR13.
- 9.36 Successful design changes to the former runway car park have been achieved through the rearrangement of car-parking spaces to a circulatory formation, allowing for larger areas of 'free space', and the provision of sufficiently sized footpaths along the northern, western and southern perimeters. The footpaths along the northern and western perimeters are approximately three metres wide, allowing for all users to pass with ease – and gaps within the proposed landscaping provides the continuation of movement across the area from the south western and south eastern access points, with direct access to the green retained.
- 9.37 Parking spaces along the western edge of the car park have been sufficiently set back and a good width of footpath and landscape edge has been provided to ensure a continual visual linkage is retained through to the green further to the south, allowing for the line-of sight looking south from the village centre towards the green is uninterrupted by views of parked cars.
- 9.38 The most recent design changes accommodate active travel users from the green travelling across the southern car park area in a north easterly direction, with minimal landscaping and the removal of landscaping bunds to avoid obstruction to active travel users accessing the former runway area. Introduction of routes (with a bound and sealed surface) for users to access the car parking area from the peripheral footpaths and The Square – providing a connecting route in the north western corner to allow access to/from The Square, and two routes along the southern boundary to allow access to/from the green.
- 9.39 Whilst the subsequent design iterations alleviate the concerns the highway authority to an acceptable level, conflicting views regarding landscaping still remain – specifically, the provision of a landscape bund to the southern extent (which is a requirement by the parish council to ensure cars are suitably screened from the green) is resisted by highways as it unnecessarily interferes with the permeability of access for active travel users crossing from the green on to the former runway.
- 9.40 As a result, the proposed layout relating to the former runway is marked as indicative and is to be resolved via the submission of a Design, Heritage and Landscape Strategy (via condition). This will include 'detailed design elements' (layout; quantity of car parking spaces; surface materials; landscaping, lighting; cycle parking; street furniture and signage; and appearance of all car parking features), whilst addressing all pertinent matters associated with the overall vision and character of the area and its setting; the design

approach to the public realm; measures to reflect and enhance the historic importance; and the principles of car park/public space hierarchy to address, movement and permeability.

9.41 The manner in which the former runway area is used flexibly as a public space is somewhat reliant on its future management. It is the applicant's intention that the former runway car park is transferred to Martlesham Parish Council to manage in perpetuity, at no charge. This matter (along with the open space area to the east of the site) has been previously discussed with the parish council, and they seem interested in this as an acceptable proposition. The mechanisms of this transfer are to be set out under a S106 legal agreement. Ownership by the parish council will ensure that the former runway, in particular, is utilised as a community asset and used multifunctionally for free-of-charge overflow parking, events, markets etc.

Parking provision for development

9.42 As identified within the Suffolk Guidance for Parking Technical Guidance 2019, the minimum parking requirements for retirement developments (e.g. warden assisted independent living accommodation) is one space per dwelling, including 0.25 visitor spaces per dwelling (unallocated), two cycle parking spaces per eight units (visitors); two powered-two-wheel vehicle spaces; and one space per two dwellings for mobility scooters. On the premise that there are 41 dwellings, the calculated parking provision is as follows:

- Car parking spaces: 41 (25 provided)
- Visitor spaces: 10 (public car parking available)
- Cycle spaces: 10 (subject to condition)
- PTW spaces: 2
- Mobility scooter spaces: 20 (scooter store area measuring 34 sq. metres provided)
- Disabled parking: As visitor/unallocated.

9.43 This advisory residential parking guidance is the minimum required; however, a range of factors are taken into account including location and use. Despite the shortfall in the car parking provisions, the highways authority is satisfied by the justification put forward by the applicant that the level of spaces is appropriately calculated based on other schemes within similar locations.

9.44 A Residential Car Park Management Plan is to be secured by condition to help ensure that the car parking spaces allocated for the residential units are used to their maximum effectiveness and reduce the likelihood that service vehicles and motorist visitors, to the residential element of the development, might choose to, or need to, park elsewhere locally offsite.

Loss of car parking

9.45 The loss of car parking is a matter of concern raised by the highway authority, the parish council and numerous objectors, which is thought to result in additional on-street parking, particularly along Eagle Way. This issue is upheld by Policy MAR3 and Policy MAR15 of the neighbourhood plan, whereby proposals that would reduce the existing level of off-street parking provision will be resisted unless it can be satisfactorily demonstrated that the amount of overall provision is adequate.

- 9.46 As stated within the submitted Transport Assessment (by Dr Allan Burns, dated February 2020), the existing car park comprises a total of 69 spaces. This is the largest of the three existing car parks, with the northern car park comprising 56 spaces and the western car park comprising 59 spaces. The proposal includes the provision of 68 spaces (25 spaces associated with the residential development and 43 indicative spaces within the former runway area). As the spaces associated with the residential component are accounted for separately, the overall net loss is 25 public car parking spaces.
- 9.47 However, due to the site's sustainable location within the village centre it is plausible to suggest that a higher density development would lead to reduced reliance on the use of cars, increased social cohesion and safety, and greater accessibility to the village amenities. Such sustainable ambitions have been addressed, in part, by a pedestrian/cycle led design approach, where such modes of transport take priority over vehicular movements. Furthermore, the retirement living model proposed for the site is unlikely to place additional parking demands beyond the on-site parking provision. This is a location where retirement car free living would be very possible with all services and facilities within walking distance or available via public transport.
- 9.48 The reliance on cars and the subsequent barrier of parking requirements often disrupts fundamental placemaking principles – creating liveable places/spaces where people want to spend time. In this case, the greater concern is not the loss of parking but the displacement onto the former runway (an informal plaza). Unfortunately, this concept is not wholly supported by the parish council, who are resistant to the further loss of car parking spaces proposed despite there being alternative car parks within the vicinity – with the northern car park often appearing underutilised, perhaps due to the current ease of access the eastern car park provides.
- 9.49 Without a good estimate of the current parking demand in the village centre it is difficult to objectively ascertain as to whether the proposed overall provision is adequate. The applicant does not appear to have supplied such an estimate beyond two days of car parking surveys. However, with a combination of separate suitable management plans for the private and public car parks, and possible Traffic Regulation Order (TRO) control of parking on the adjacent public highway, it is possible that the car parking arrangements could prove successful - better management of the car parks use could offset the decrease in number of spaces. To prove successful the management of the private car parking spaces within the site's security railings may need to be unallocated, and the 'private' spaces currently proposed to be protected by rising bollards may need to be a kind of hybrid public/private car parking area.
- 9.50 The Highway Authority confirms that the provision of the former runway site as an area of 'accessible community parking for business needs and vitality of the local centre' would be acceptable as one of the provisions to mitigate the negative highways and transportation impact. Along with the provision of a frontage cycle track linking USRN38680534 (Cycle Track: Eagle Way to Valiant Road) and USRN38606516 (Cycle track Eagle Way to Gloster Road), and speed control features including a raised footway/cycleway crossing where the cycle and footpath routes cross Eagle Way.
- 9.51 Overall, although there will inevitably be a degree of impact resulting from the loss of parking and the nature of the former runway, such concerns can be minimised down to an acceptable level if accompanied by suitable mitigation measures, including the promotion of

efficient use of both private car park and public car park spaces (via approved car park management plans). The use of a planning obligation to provide improved cycle infrastructure to help mitigate the negative impacts of a development would help compensate for the negative impacts on the active travel use of the previously car free former runway area, and a returnable £15k bond to monitor local parking issues and progress any necessary TRO to prevent adjacent on-street parking (including on Eagle Way) would help address the harm risk from any localised on-street parking that might potentially arise out of the development.

Flood risk, sustainable urban drainage and holistic water management

- 9.52 Following review of the Flood Risk Assessment & Drainage Strategy (Version 3, dated 02 March 2021) and the Site Investigation Report (ref. CCL03241.CK21, dated November 2019), the lead local flood authority (Suffolk County Council) recommend approval subject to conditions. Broadly, the conditions will ensure that principles of sustainable drainage are incorporated, clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage, and that the development does not cause increased flood risk, or pollution of watercourses or groundwater.
- 9.53 Indicative locations of the proposed rain gardens are outlined in the Flood Risk Assessment & Drainage Strategy, the details of which shall be submitted and included within the drainage strategy as part of detailed design.
- 9.54 The implementation of such conditions will ensure that the development is in accordance with Policy SCLP5.9 (Flood Risk), Policy SCLP9.6 (Sustainable Drainage Systems), and Policy SCLP9.7 (Holistic Water Management).

Landscaping

- 9.55 The proposed layout ensures that the area to the east comprising an 'area to be protected from development' is retained in its majority along with the associated protected trees. A substantive landscaping plan has been submitted which ensures there is no 'hard' boundary treatments that would detract from the openness of the existing space when viewed from the Eagle Way, with the exception of suitably placed railings/hedging alongside the highway that provides a form of screening for future residents. The planting proposals will provide a diverse and interesting range of new planting that will also make a useful contribution to the amenity of the neighbourhood and will be beneficial to observers outside of the proposed development.
- 9.56 A Tree Preservation Order was served on a number of trees on the open space to the east of this development site, it was noted at the time that these trees were not necessarily of prime quality, but the benefit of legal protection was considered appropriate. These trees are included in the submitted tree survey and the assessment of their condition is considered accurate and appropriate.
- 9.57 As stated within the submitted Tree Survey and Impact Assessment (by Keen Consultants, dated February 2020), the application necessitates the removal of 14 trees, one of which is covered by the TPO (T10) – a Category C Norway Maple. Of the remaining trees, five are Category B Silver Birch, and the rest at Category C trees being Birch, Sycamore, Pine and False Acacia. The Category C trees thus graded largely on account of their poor form through lack of management and formative pruning. Overall, Category C trees

(BS5837:2012) are not considered to be a block to development, and the Category B trees, being Birch are not considered to be long lived trees. In order to mitigate these losses, the proposed landscape planting plan includes 19 new trees, of which 13 are considered to be usefully long-lived species (Hornbeam and Field Maple). On this basis, the proposed tree losses will be suitably mitigated by the described new tree planting, and the planting is considered to be a useful long-term contribution to local landscape amenity.

- 9.58 Although the proposed side planting area to the west of the site will intrude into the root protection areas of the adjacent trees, this can be mitigated by the use of appropriate construction methods (no-dig), which will be secured by condition.
- 9.59 Overall, there are no objections to the proposal from a landscaping or arboricultural perspective. Subject to the provision and implementation of appropriate tree protection measures, which can be confirmed by way of condition.

Biodiversity and geodiversity

- 9.60 An East Suffolk Council ecologist has reviewed the Low Impact Ecological Impact Assessment Report (by Ramm Sanderson, dated January 2020) and is satisfied with its conclusions. Overall, there is no objection to the proposal with regard biodiversity and geodiversity subject to the implementation of conditions, which collectively ensure ecological receptors are adequately protected and enhanced as part of the development, nesting birds are protected, impacts on ecological receptors from external lighting are prevented, and that the development delivers ecological enhancements.
- 9.61 As stipulated under Policy SCLP10.2, the Council has a duty to ensure that development proposals will not result in an increase in activity likely to have a significant effect upon sites designated as being of international importance for their nature conservation interest. The application site is located within 13km of a designated European Site. The Suffolk Recreation Avoidance Mitigation Strategy ("Suffolk Coast RAMS") identifies that new housing development within a 13km zone of influence ("ZOI") of any designated European site in Suffolk will have a likely significant effect on the interest features of those sites through increased recreational pressure, both alone and in-combination with other housing in the ZOI. To mitigate this, a per-dwelling financial contribution is required to fund the Suffolk RAMS (upon submission of an application) to ensure the scheme is in accordance with the objectives of Policy SCLP10.1 (Biodiversity and Geodiversity), which seeks to protect designated sites in accordance with The Conservation of Habitats and Species Regulations (2017). The financial contribution is to be secured by a planning obligation - this provision will be delivered via an agreed Section 106 (S106) legal agreement.

Environmental quality

- 9.62 The proposal has been reviewed by the East Suffolk Council Environmental Protection team, who confirm that based on the conclusions of the combined Phase 1 and Phase 2 contaminated land assessments, conditions requiring a Construction Management Plan and further reporting should unexpected confirmation be identified must apply. This is to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property, and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors – in accordance with Policy SCLP10.3 (Environmental Quality).

- 9.63 Is it important to note that the recommendations of the aforementioned report state that the separate UXO report must be taken into consideration during construction; and that there is likely to be a requirement for a multi-layer pipe for potable water depending on the water company requirements.
- 9.64 The inclusion of electric vehicle charging points are highlighted as a positive element of the proposal.

Sustainable construction

- 9.65 The proposed development should achieve higher energy efficiency standards that result in a 20% reduction in CO2 emissions below the Target CO2 Emission Rate (TER) set out in the Building Regulations. Exceptions should only apply where they are expressed in the Building Regulations or where applicants can demonstrate, to the satisfaction of the Council, that it is not viable or feasible to meet the standards. Optional technical standard in terms of water efficiency of 110 litres/person/day should also be achieved.
- 9.66 The use of locally sourced, reused and recycled materials, along with on-site renewable energy generation are encouraged in order to achieve environmental net gain in new build or conversion developments – with measures set out for minimising waste arising from the construction process.
- 9.67 Detail is to be submitted by way of a Sustainability Statement to address the requirements outlined under Policy SCLP9.2 (Sustainable Construction), which is to be secured by a pre-commencement condition.

Archaeology

- 9.68 Suffolk County Council archaeological service confirms that there would be no significant impact on known archaeological sites or areas with archaeological potential. As such, they have no objection to the development and do not believe any archaeological mitigation is required.

Unexploded ordnance

- 9.69 The Detailed Unexploded Ordnance (UXO) Risk Assessment (by 1st Line Defence Ltd, dated 28 October 2019) has assessed that there is a 'medium risk' from both Allied and German UXO across the site. A condition of consent is required to ensure the recommendations and measures as set out in the report shall be undertaken in full along with the implementation of other necessary mitigation required under Government guidance.

Secured by design

- 9.70 The Suffolk Constabulary's Designing Out Crime Officer raises a number of points with a design elements of the proposal, particularly the loss of car parking spaces and the subsequent increase in anti-social behaviour and the preference for a flush elevations, with no recesses. Considering the building is a securely gated retirement development it would seem reasonable to assume access to/around the site would be limited - the perimeter of this building is protected to reduce the risk of casual entry.
- 9.71 The applicant is advised to consider the recommendations outlined in the consultee's

response to ensure the development is safe and secure without detriment to the design and aesthetic of the scheme. Matters noted in relation to car park security can be addressed within the required management strategy.

Key facility - GP surgery

- 9.72 Any future planning decisions made in the village centre should take account the need for future expansion of the healthcare facility and must demonstrate that the proposal will not prejudice the viability or potential for expansion of the existing healthcare facility, unless it is clearly evidenced that this is not necessary to support the growth proposed.
- 9.73 In accordance with criteria 'f' of Policy MAR4, the application has been reviewed by the Ipswich and East Suffolk Clinical Commissioning Group (CCG), who confirm that the proposal is likely to have an impact of the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. The CCG expect these impacts to be fully assessed and mitigated by way of a developer contribution secured through the Community Infrastructure Levy (CIL).
- 9.74 Although, due to the unknown quantities associated with CIL, it is difficult to identify an exact allocation of funding, it is anticipated that any funds received as a result of this development will be utilised to expand surgery provision in the area. This would be combined with significant Section 106 funding for this purpose, which is secured as part of the 2000 home Brightwell Lakes development.
- 9.75 East Suffolk are currently working with the CCG to identify the long-term primary healthcare expansion opportunities for this area.

Infrastructure provision

- 9.76 Infrastructure requirements needed to support and service the proposed development must be considered in the proposed development, with the expectation that the scheme contributes towards infrastructure provision to meet the needs generated. Off-site infrastructure will generally be funded by the Community Infrastructure Levy (CIL), and on-site infrastructure will generally be secured and funded through Section 106 planning obligations. The CIL contribution will include a 25% proportion transferred to Martlesham Parish Council to spend on their identified local infrastructure needs within five years of receipt.
- 9.77 The development is expected to contribute to the delivery and enhancement of infrastructure that encourages active lifestyles and healthy communities. This has been achieved in part by the proposed cycleway that further establishes the strategic cycle network that runs along Eagle Way, linking Ipswich and Woodbridge (it forms part of the National Cycle Network Route 1 - a long-distance route in sections from Dover to the north of Scotland).
- 9.78 Fire hydrant requirement will be covered by appropriate planning conditions. Suffolk County Council strongly recommends the installation of automatic fire sprinklers and The Suffolk Fire and Rescue Service requests that early consideration is given during the design stage of the development for both access for fire vehicles and the provisions of water for firefighting.

- 9.79 As stated by Policy MAR20, all new residential development should be served by a superfast broadband (fibre-optic) connection. The only exception will be where it can be demonstrated, through consultation with Next Generation Access (NGA) Network providers, that this would not be either possible, practical or economically viable. In such circumstances sufficient and suitable ducting should be provided within the site and to the premises to facilitate ease of installation at a future date on an open access basis. A condition of consent will apply to ensure such requirement is allowed for within the development.
- 9.80 The proposed development referred to in this planning permission is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act (2008) and the CIL Regulations (2010) (as amended).
- 9.81 Infrastructure requirements to be secured by CIL for this development include the following:
- Libraries improvement and stock (approx. £8,640);
 - Waste infrastructure (approx. £4,400);
 - Healthcare (tba).

Section 106

- 9.82 A Section 106 legal agreement is to be formally agreed between interested parties. The draft Heads of Terms include the following:
- Provision to secure in perpetuity the former runway site as an area of 'accessible community parking for business needs and vitality of the local centre'.
 - Inclusion of a 'returnable £15k bond to monitor local parking issues and progress any necessary TRO to prevent adjacent on-street parking (including on Eagle Way)'.
 - Suffolk Recreation Avoidance Mitigation Strategy (RAMS) financial contribution.

10 Conclusion

- 10.1 Overall, the proposed development for sheltered housing within the physical limits boundary of Martlesham Heath and within close proximity to the village centre, is a sustainable form of development that meets the growing demands of an ageing population. It provides for beneficial use of previously developed brownfield land and enhancement of its surroundings via a building of reasonable design quality that outweighs the loss of the parking facility and includes the provision of a required cycle lane link on Eagle way, which is a significant benefit of the development.
- 10.2 The overall character of the proposed building in terms of varying scale and architectural materials is considered to be in keeping with the character of the individual hamlet in which the site is located and reflects the visual language within the area, whilst remaining proportionate to the wider street and from key vantage points, including Eagle Way and the village green.
- 10.3 Despite acknowledged concerns regarding the subsequent loss of parking, a high-quality design led approach that allows for the continuation of cycle/pedestrian movement whilst

enhancing the former runway takes precedent in this instance. This is a fundamental placemaking requirement that is supported by paragraph 110 of the NPPF, whereby proposals should “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas”. The proposal also delivers a beneficial improvement to the cycle route network, addressing a current ‘missing link’ on Eagle Way between the village centre and the pedestrian and cycle bridge.

- 10.4 Displacing a level car parking onto the former runway area has been designed to appropriately reflect the historical significance of the non-designated heritage asset, whilst achieving a sympathetic design and allowing for the area to remain as a public and transient space. Detailed design elements, the overall aesthetic of the space, and future management is to be agreed via condition to ensure high a quality and coordinated development in accordance with Policy MAR3 (Development within Martlesham Heath); Policy MAR12 (Non-Designated Heritage Assets); Policy MAR13 (Cycling, Walking and Disability Access Routes; and Policy MAR15 (Parking Provision) of the Martlesham Neighbourhood Plan.
- 10.5 Subject to the imposition of the conditions set out below and the signing of a S106 legal agreement, the development is considered sustainable and in compliance with the local plan and national planning policy.

11 Recommendation

- 11.1 Recommended for authority to approve subject to final Highways comments of no objection and conditions and S106 legal agreement to secure the TRO parking bond and RAMS contribution.

Conditions:

1. The development hereby permitted shall begin no later than three years from the date of this permission.

Reason: This condition is imposed in accordance with Section 91 of the Town and Country Planning Act (1990) (as amended).

2. The development hereby permitted shall not be carried out other than in complete accordance with the following drawings:

- Site location plan (000 Rev. P00) [received 03 March 2020]
- Proposed site layout (001 Rev. P09) [received 06 April 2021]
- Landscape proposals (17688 Rev. C) [received 01 April 2021]
- Proposed ground floor plan (002 Rev. P05) [received 15 March 2021]
- Proposed first floor plan (003 Rev. P03) [received 21 September 2020]
- Proposed second floor plan (004 Rev. P03) [received 21 September 2020]
- Proposed roof plan (005 Rev. P02) [received 21 September 2020]
- Elevations (north and east) (006 Rev. P03) [received 08 April 2021]
- Elevations (south and west) (007 Rev. P04) [received 15 March 2021]

Reason: For avoidance of doubt as to what has been considered and approved.

3. The materials and finishes shall be as indicated within the submitted application (Elevations (north and east) (006 Rev. P03) [received 08 April 2021] and Elevations (south and west) (007 Rev. P04) [received 15 March 2021]) and thereafter retained as such, unless otherwise agreed by the local planning authority.

Reason: To ensure the satisfactory appearance of the development in the interests of visual amenity.

4. The occupants of the development hereby permitted shall be over 55 years of age.

Reason: The development is specifically designed for the elderly and does not have the necessary parking or amenity space that would be required for a residential development occupied by people of pre-retirement age.

5. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Low Impact Ecological Impact Assessment report (by Ramm Sanderson, dated January 2020).

Reason: To ensure that ecological receptors are adequately protected and enhanced as part of the development.

6. No removal of hedgerows, trees or shrubs shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason: To ensure that nesting birds are protected.

7. Prior to occupation, a "lighting design strategy for biodiversity" for the development shall be submitted to and approved in writing by the local planning authority. The strategy shall:
 - a. identify those areas/features on site that are particularly sensitive for biodiversity likely to be impacted by lighting and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
 - b. show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To ensure that impacts on ecological receptors from external lighting are prevented.

8. No development shall take place (including any demolition, ground works, site clearance) until a method statement for clearance of vegetation and hardstanding from the site has been submitted to and approved in writing by the local planning authority. The content of the method statement shall include the:

- purpose and objectives for the proposed works;
- detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);
- extent and location of proposed works shown on appropriate scale maps and plans;
- timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
- persons responsible for implementing the works;
- initial aftercare and long-term maintenance (where relevant); and
- disposal of any wastes arising from works.

The works shall be carried out strictly in accordance with the approved details.

Reason: To ensure that ecological receptors are adequately protected as part of the development.

9. Prior to commencement an Ecological Enhancement Strategy, addressing how ecological enhancements will be achieved on site, will be submitted to and approved in writing by the local planning authority.

Reason: To ensure that the development delivers ecological enhancements.

10. Development must be undertaken in accordance with the measures identified within Tree Survey and Impact Assessment (by Keen Consultants, dated February 2020) and the Tree Protection Plan (by).

Reason: To ensure that ecological receptors are adequately protected and enhanced as part of the development.

11. The approved landscaping scheme (excluding the former runway area) [17688 Rev. C] shall be implemented not later than the first planting season following commencement of the development (or within such extended period as the local planning authority may allow) and shall thereafter be retained and maintained for a period of five years. Any plant material removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season and shall be retained and maintained.

Reason: To ensure the submission and implementation of a well-laid out scheme of landscaping in the interest of visual amenity.

12. No operations shall commence on site in connection with the development hereby approved until a detailed Arboricultural Method Statement (AMS) in accordance with

'BS5837:2012 Trees in relation to design, demolition and construction – Recommendations' has been submitted to and approved in writing by the local planning authority and the protective fencing is erected as required by the AMS.

Reason: To ensure the continued well-being of the trees in the interests of the amenity and environmental quality of the locality.

13. At no time during or after the construction of the hereby approved development, shall there be any materials, plant or equipment stored, or excavation works beneath the canopies of the trees which overhang the application site.

Reason: To protect the trees during the course of development in the interest of visual amenity.

14. None of the trees or hedges shown to be retained on the approved plan shall be lopped, topped, pruned, uprooted, felled, wilfully damaged or in any other way destroyed or removed without the prior written consent of the local planning authority. Any trees or hedges removed, dying, being severely damaged or becoming seriously diseased within five years of the completion of the development shall be replaced during the first available planting season, with trees or hedges of a size and species, which shall previously have been agreed in writing by the local planning authority.

Reason: To safeguard the contribution to the character of the locality provided by the trees and hedgerow.

15. No development shall commence until there has been a Landscape Management Plan for maintenance of the access drive/parking areas, the associated landscaped areas, and the open space submitted to and approved in writing by the local planning authority. The maintenance plan should include, long term design objectives, management responsibilities and a scheme of maintenance for both the hard and soft landscaped areas for a period of 20 years. The schedule should include details of the arrangements for its implementation. The development shall be carried out in accordance with the approved management plan.

Reason: To ensure the access drive and landscaping areas are properly maintained in the interest of visual amenity.

16. In the event that contamination which has not already been identified to the local planning authority is found or suspected on the site it must be reported in writing immediately to the local planning authority. No further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety. An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the local planning authority. The investigation and risk assessment must be undertaken by competent persons and conform with prevailing guidance (including BS10175:2011+A2:2017 and the Land Contamination Risk Management (LCRM)) and a written report of the findings must be produced. The written report is subject to the approval in writing of the local planning authority. Where remediation is necessary a detailed remediation method statement (RMS) must be prepared and is subject to the approval in writing of the local planning authority. The RMS must include detailed methodologies for all works to be undertaken, site management procedures, proposed remediation objectives and

remediation criteria. The approved RMS must be carried out in its entirety and the local planning authority must be given two weeks written notification prior to the commencement of the remedial works. Following completion of the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation must be submitted to and approved in writing by the local planning authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property, and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

17. Recommendations and measures as set out in the Detailed Unexploded Ordnance Risk Assessment (by 1st Line Defence Ltd, dated 28 October 2019), shall be undertaken in full along with the implementation of other necessary mitigation required under Government guidance. If, at any time during development, high risk UXO not previously identified in the aforementioned report is encountered / found to be present on the site, no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with and is approved in writing by the local planning authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the local planning authority for approval confirming that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

Reason: To ensure that the risks from site wide unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers, residents and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of the use associated use of the site.

18. No development shall commence until details of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained.

19. No development shall commence until details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

20. Within 28 days of practical completion of the building, surface water drainage verification report shall be submitted to the local planning authority, detailing and verifying that the surface water drainage system has been inspected and has been built and functions in

accordance with the approved designs and drawings. The report shall include details of all sustainable drainage system components and piped networks, in an agreed form, for inclusion on the Lead Local Flood Authority's (LLFA) Flood Risk Asset Register.

Reason: To ensure that the surface water drainage system has been built in accordance with the approved drawings and is fit to be put into operation and to ensure that the sustainable drainage system has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as required under s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk.

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-risk-asset-register/>

21. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP shall include:

Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:

- Temporary drainage systems.
- Measures for managing pollution / water quality and protecting controlled waters and watercourses.
- Measures for managing any on or offsite flood risk associated with construction.

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater.

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/guidance-on-development-and-flood-risk/construction-surface-water-management-plan/>

22. Prior to the commencement of development, a scheme for the provision of fire hydrants shall be submitted to and approved by the local planning authority. The approved scheme shall be implemented in its entirety prior to the occupation of the building. It shall thereafter be retained and maintained in its improved form.

Reason: In the interests of the safety of the future occupants of the hereby approved development.

23. No development shall commence until a Design, Heritage and Landscape Strategy for the former runway area has been submitted to and agreed by the local planning authority. The strategy shall include 'detailed design elements' (layout; quantity of car parking spaces; surface materials; landscaping, lighting; cycle parking; street furniture and signage; and appearance of all car parking features). It shall also address all pertinent matters associated with the overall vision and character of the area and its setting; the design approach to the

public realm; measures to reflect and enhance the historic importance; and the principles of car park/public space hierarchy to address, movement and permeability.

Thereafter, all work must be carried out using the approved materials and in accordance with the approved details.

Reason: To ensure the development will not harm the historic character of the non-designated heritage asset, to ensure the satisfactory appearance of the development in the interest of visual amenity, and to allow for a safely designed layout for the benefit of public use.

24. The approved Design, Heritage and Landscape Strategy under Condition 23 shall be implemented prior to occupation of the residential units and shall thereafter be retained and maintained.

Reason: To ensure the implementation of a well-laid out scheme in the interest of visual amenity, historic character and highway safety.

25. The landscaping scheme approved under Condition 23 shall be implemented not later than the first planting season following commencement of the development (or within such extended period as the local planning authority may allow) and shall thereafter be retained and maintained for a period of five years. Any plant material removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season and shall be retained and maintained.

Reason: To ensure the submission and implementation of a well-laid out scheme of landscaping in the interest of visual amenity.

26. Prior to the use of the former runway car park, a Public Heritage Scheme shall be submitted to and agreed by the local planning authority. It shall set out a strategy of engagement and delivery of a heritage installation on the site. It shall include details of how the management body and community will influence the delivery of the installation and how, if possible, other on site and adjacent organisations could contribute to that delivery. This may include Martlesham Aviation Society and other occupiers of Martlesham Heath. The heritage installation shall be agreed and delivered within a timeframe set out in that document.

Reason: To ensure that the proposed heritage installation makes the appropriate provision of community led involvement whilst ensuring the feature suitably represents the historical importance of the non-designated heritage asset.

27. Prior to commencement of development, a sustainability statement shall be submitted to and approved in writing by the local planning authority. The statement shall detail how the dwellings hereby permitted achieve best practice sustainability standards with regard to water, materials, energy, ecology and adaptation to climate change. The statement must demonstrate how the optional technical standard in terms of water efficiency of 110 litres/person/day unless it can be demonstrated that it is not viable or feasible to do so. Development shall be undertaken in accordance with the approved statement, unless otherwise approved in writing by the local planning authority.

Reason: To ensure a sustainable standard of design interest of addressing climate change to secure sustainable development.

28. Confirmation shall be provided to the local planning authority prior to occupation of the proposed residential development that the residential premises should be served by a superfast broadband (fibre-optic) connection.

Reason: To ensure that all new housing, community and commercial development in the neighbourhood area is connected to superfast broadband, in accordance with Policy MAR20.

29. No part of the development shall be commenced until details of the proposed Eagle Way access junction shown indicatively on 'SITE PLAN – PROPOSED Drawing No 9158-001-REV-P09' (including the position of any gates to be erected and visibility splays provided) have been submitted to and approved in writing by the local planning authority. The approved access shall be laid out and constructed in its entirety prior to the first occupation of any residential unit. Thereafter the access shall be retained in its approved form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

30. No part of the development shall be commenced until details of the new Eagle Way frontage shared use cycle track linking USRN: 38680534 to USRN Detail: 38606516, including details of how the cycle track will safely cross Eagle Way to the A12 bridge link, have been submitted to and approved in writing by the local planning authority. The approved scheme shall be laid out and constructed in its entirety prior to the first occupation of any residential unit.

Reason: In the interests of highway safety and to encourage the sustainable transport benefits of active travel, as per National and Local Planning Policies and to allow for residents' mobility scooter access to the attractor services and amenities north of the A12.

Comment: The provision of the cycle track would help compensate for the negative impacts of the development (including negative impact on pedestrians and cyclists using the currently car free former runway area; the reduction in quantity and quality of public car parking; landscaping loss of green open space and mature vegetation) as outlined in LTN 1/20 14.3.

31. The highway element of the development shall not commence until the Road Safety Audit (Stages 1 and 2) process has been carried out in accordance with current Road Safety Audit Practice and Guidance and any necessary amendments or changes undertaken. The development shall not be [occupied / open for public access] until any requirements under Stage 3 of the Road Safety Audit have been completed or a programme of remedial works has been agreed.

Reason: In the interests of highway safety to ensure the approved layout is properly designed.

32. No part of the development shall be commenced until the initial Residential Car Park Management Plan (RCPMP) and timescales for later ongoing reviews of the RCPMP, have been submitted to and approved in writing by the local planning authority.

Reason: A Residential Car Park Management Plan (RCPMP) is to be employed to help ensure that the 25 spaces (for the 41 residential units) are used to their maximum effectiveness and reduce the likelihood that service vehicles and motorist visitors, to the residential element of the development, might choose to, or need to, park elsewhere locally offsite.

Comment: A pre-commencement condition is required to ensure any changes to layout, identified during the preparation of the RCPMP, would not require expensive remedial action making such layout changes unviable.

33. No part of the development shall be commenced until the initial Public Car Park Management Plan (PCPMP) and timescales for later ongoing reviews of the PCPMP, have been submitted to and approved in writing by the local planning authority.

Reason: A Public Car Park Management Plan is to be employed to help ensure that the public spaces are used to their maximum effectiveness and reduce the likelihood that motorist visitors to the Village Centre services and amenities, might choose to, or need to, park elsewhere locally outside of the public car parks. A pre-commencement condition is required to ensure any changes to layout, identified during the preparation of the PCPMP, would not require expensive remedial action making such layout changes unviable.

34. Before the development is commenced details of the areas and infrastructure to be provided for the [loading, unloading,] manoeuvring and parking of vehicles including electric vehicle charging points, and secure covered lit cycle storage shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: In the interests of highway safety and sustainable travel, to ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring could be detrimental to highway safety. This needs to be a pre-commencement condition to avoid expensive remedial action which adversely impacts on the viability of the development if, given the limitations on areas available, a suitable scheme cannot be retrospectively designed and built.

35. Before the development is commenced details of the areas to be provided for storage of Refuse/Recycling bins shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

36. Before the development is commenced details shall be submitted to and approved in writing by the local planning authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be

carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway.

37. Before the development hereby permitted is commenced a Construction Management Plan shall have been submitted to and approved in writing by the local planning authority. Thereafter, the approved construction statement shall be adhered to throughout the construction of the development. The Construction Management Plan shall include the following matters:

- parking and turning for vehicles of site personnel, operatives and visitors
- loading and unloading of plant and materials
- piling technique
- storage of plant and materials
- provision and use of wheel washing facilities
- programme of site and all associated works such as utilities including details of traffic management necessary to undertake these works
- site working and delivery times
- a communications plan to inform local residents of the program of works
- provision of boundary hoarding and lighting
- details of proposed means of dust suppression
- details of measures to prevent mud from vehicles leaving the site during construction
- haul routes for construction traffic on the highway network and
- monitoring and review mechanisms.
- details of deliveries times to the site during construction phase.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway, to ensure minimal adverse impact on the public highway during the construction phase, and to reduce the potential impacts of noise pollution and additional vehicular movements in this area during the construction phase of the development

Informatives:

1. The local planning authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework (2019) and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.
2. A number of trees within the boundary of the application site are protected by Tree Preservation Order 267/2018. It is an offense to undertake works to the trees without prior written consent from the local planning authority. Consent is required prior to the trees being lopped, topped, pruned, uprooted, felled, wilfully damaged or in any other way destroyed, damaged or removed.
3. It is recommended that a check of the buildings and vegetation for nesting birds is undertaken prior to work commencing. Nesting birds are protected by the Wildlife and Countryside Act

(1981). It is therefore recommended that any works take place outside the nesting season. If birds are encountered advice should be sought from a suitably qualified ecologist on how best to proceed.

4. The applicant is advised that the proposed development will require approval under the Building Regulations. Any amendments to the hereby permitted scheme that may be necessary to comply with the Building Regulations must also be approved by the local planning authority in order that any planning implications arising from those amendments may be properly considered.
5. The applicant is advised that the granting of planning permission for the hereby approved development does not override any other legislation, private access rights or land ownership issues which may exist. The onus rests with the owner of the property to ensure they comply with all the necessary legislation (e.g. building regulations and acts relating to environmental protection) and it is the applicants/developers responsibility to ensure that comply with all the necessary legislative requirements, and obtain all the necessary consents/permits.
6. The applicant is advised that the proposed development is likely to require the naming of new street(s) and numbering of new properties/businesses within those streets and/or the numbering of new properties/businesses within an existing street. Contact the Property Information Team (01394 444261), which is responsible on behalf of the Council for the statutory street naming and numbering function.
7. This consent is also the subject of a Section 106 legal agreement which must be adhered to.
8. It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the highway authority. Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the county council or its agents at the applicant's expense. A fee is payable to the highway authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.
9. The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing. For further information please visit: www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence
10. The works within the public highway will be required to be designed and constructed in accordance with Suffolk County Council's specification. The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, Traffic Management Act notice (3 months), safety audit procedures, construction and supervision and inspection of the contract, bonding arrangements, indemnity of Suffolk County Council

regarding noise insulation and land compensation claims, commuted sums regarding the provision of new electrical equipment and energy, and changes to the existing street lighting and signing.

11. This planning permission contains condition precedent matters that must be discharged before the development approved is commenced, or any activities that are directly associated with it. If development commences without compliance with the relevant condition(s) you will not be able to implement the planning permission & your development will be deemed unauthorised. An application under Section 73 of the Town & Country Planning Act 1990 will be required to amend the relevant condition(s) before development continues. You are strongly recommended to comply with all conditions that require action before the commencement of development.
12. The proposed development referred to in this planning permission is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act (2008) and the CIL Regulations (2010) (as amended).

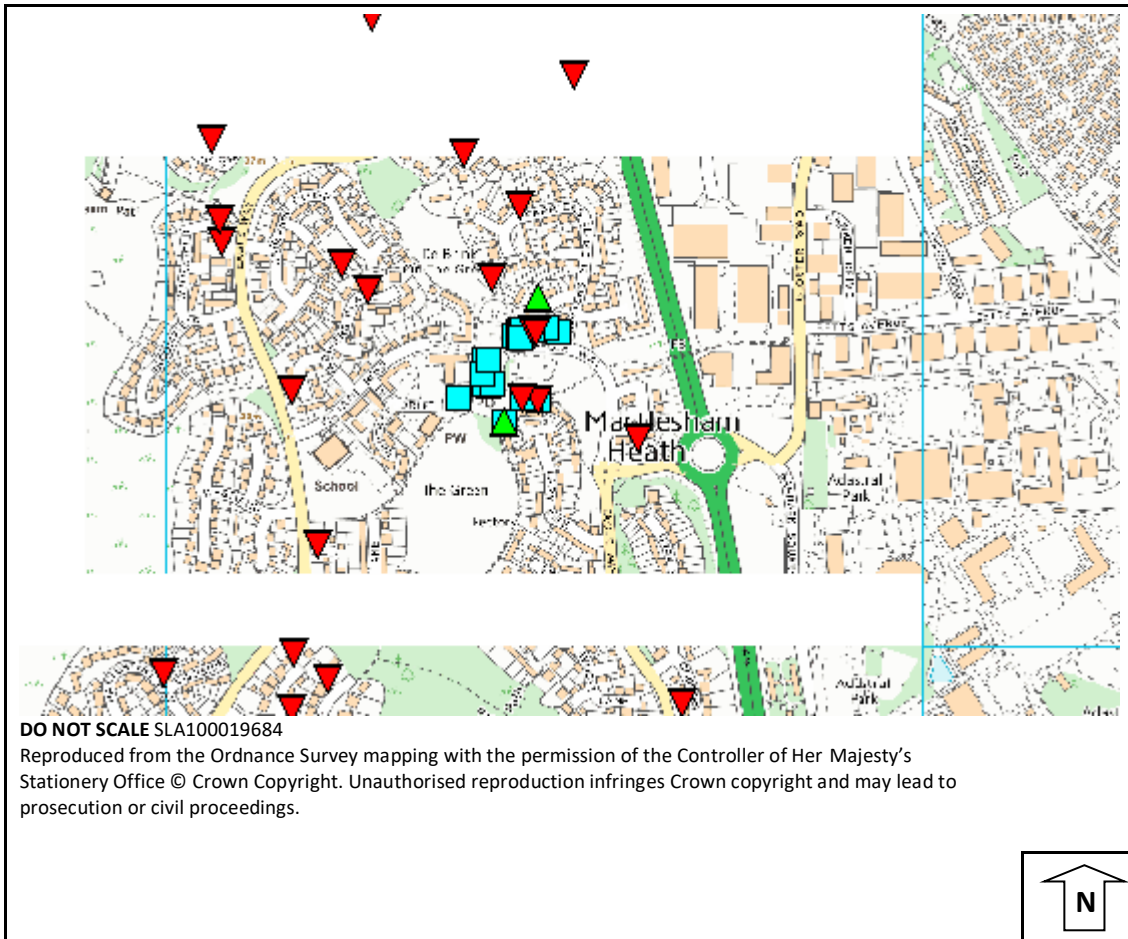
Please note: the Council will issue a Liability Notice for the development once liability has been assumed. Liability must be assumed prior to the commencement of development. Failure to comply with the correct process as detailed in the regulations may result in surcharges and enforcement action and the liable party will lose the right to pay by instalments. Full details of the process for the payment of CIL can be found at <http://www.eastsuffolk.gov.uk/planning/community-infrastructure-levy/>

13. Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations Approved Document B, (Fire Safety), 2006 Edition, incorporating 2010 and 2013 amendments Volume 1 - Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of buildings other than dwelling houses. These requirements may be satisfied with other equivalent standards relating to access for firefighting, in which case those standards should be quoted in correspondence. Suffolk Fire and Rescue Service also requires a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Approved Document B, 2006 Edition, incorporating 2010 and 2013 amendments.
14. Suffolk Fire and Rescue Service recommends that fire hydrants be installed within this development on a suitable route for laying hose, i.e. avoiding obstructions. However, it is not possible, at this time, to determine the number of fire hydrants required for firefighting purposes. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies.
15. Suffolk Fire and Rescue Service recommends that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system. (Please see sprinkler information enclosed with this letter).
16. Consultation should be made with the Water Authorities to determine flow rates in all cases.





Background information

See application reference DC/20/1036/FUL on [Public Access](#)

Map



Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support