



Martlesham Parish Council

MARTLESHAM

NEIGHBOURHOOD PLAN

Pre-Submission Consultation Version
November 2016

Contents

1	INTRODUCTION	1
	Purpose of a Neighbourhood Plan	1
	Why we decided to produce a Neighbourhood Plan	2
	The Neighbourhood Plan area.....	2
	National and local policy	4
2	ABOUT MARTLESHAM	6
	History of Martlesham	6
	Martlesham today	8
	Population	9
	Housing	10
	Retail and commercial leisure.....	11
	Industrial Areas	12
	Open Spaces and Footpaths	13
	Community facilities	15
	Commercially provided facilities	16
	Other issues.....	17
3	VISION	18
4	APPROACH TO DEVELOPMENT	23
	Physical limits boundaries.....	23
	Policy justification	23
	Development at Martlesham Heath.....	25
5	HOUSING.....	30
	Local Plan context	30

	Residential design and amenity	33
	Housing needs	36
	Residential boats	39
6	RECREATION, LEISURE, SERVICES AND ENVIRONMENT	41
	Open character of Martlesham Heath and Martlesham Village	41
	Special Landscape Areas	43
	Community buildings	43
	Play areas	46
	Allotments and community growing spaces	47
	Non-designated heritage assets	49
	Access to health facilities	50
7	GETTING AROUND	51
	Cycling, walking and disabled access	55
	Vehicle and cycle parking	63
8	COMMERCIAL AND RETAIL	67
	General Employment Areas	68
	Sandy Lane, Martlesham	70
	Broadband	72
9	NON-POLICY ACTIONS	75
	GLOSSARY	85
10	PROPOSALS MAP	86
	APPENDIX 1 NON-DESIGNATED HERITAGE ASSETS	I
	RAF Martlesham Heath	i
	Bowl barrows	ii



1 Introduction

- 1.1 This document represents the Neighbourhood Plan for Martlesham. It represents one part of the development plan for the parish over the period 2016 to 2031, the other part being the 2013 Suffolk Coastal District Local Plan - Core Strategy and Development Management Policies (hereafter referred to as the 'Core Strategy'). For clarity, the development plan consists of any planning policies currently adopted by the local planning authority, Suffolk Coastal District Council (SCDC), and this Neighbourhood Plan.

Purpose of a Neighbourhood Plan

- 1.2 Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. They are able to choose where they want new homes, shops and offices to be built and have their say on what those new buildings should look like and what infrastructure should be provided.
- 1.3 The purpose of the Neighbourhood Plan is ultimately to guide development within the parish and provide guidance to any interested parties wishing to submit planning applications for development within the designated Neighbourhood Area. The process of producing a plan has sought to involve the community as widely as possible and the different topic areas are reflective of matters that are of considerable importance to Martlesham, its residents, businesses and community groups. It has therefore given the community the opportunity to guide development within their neighbourhood.



Why we decided to produce a Neighbourhood Plan

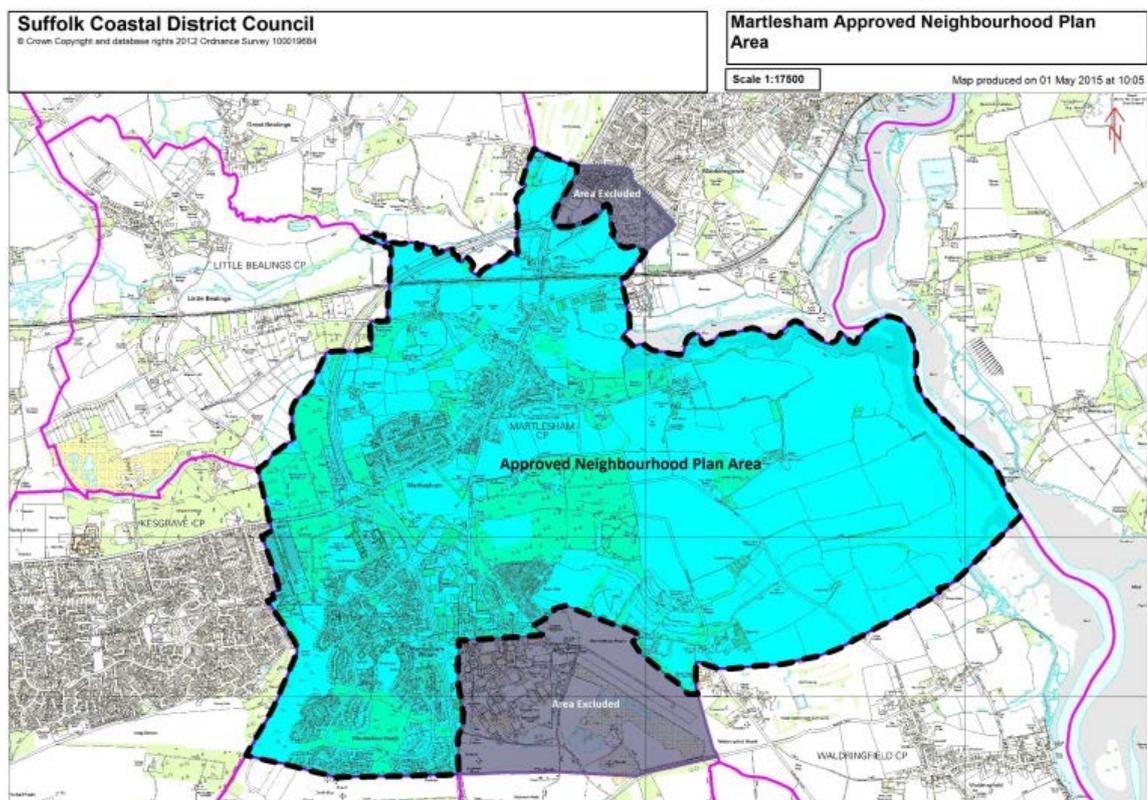
- 1.4 Martlesham Parish already is home to BT Adastral Park (its global research and development headquarters), a sizeable industrial area, a retail area and Suffolk Constabulary HQ. There are about 2,300 homes mostly located within Martlesham Heath Village and 'old' Martlesham (which stretches east from the A12 down to the valley of the river Fynn).
- 1.5 Part of the Parish (plus two small parts of adjacent parishes) will be a strategic growth location for employment development and approximately 2,000 homes on land to the south and east of BT Adastral Park.
- 1.6 Against this backdrop it was felt that a Neighbourhood Plan could help shape the new developments and integrate them with the existing settlements, and at the same time help to preserve the separate characteristics and amenities that already exist. The vision statement reflects this.
- 1.7 Local opinion was tested and there was support for going ahead with a Neighbourhood Plan.

The Neighbourhood Plan area

- 1.8 The Plan has been prepared by the community through the Martlesham Neighbourhood Plan Group (MNPG).
- 1.9 When the idea of a Neighbourhood Plan was first considered the MNPG felt that it should cover the whole Parish including the BT Adastral Park site and adjacent major housing allocation site, and a boundary application was submitted to SCDC in July 2013.
- 1.10 Much of 2014 was spent discussing and negotiating the implications of this - how the local community could have a say about that site and how the Neighbourhood Plan and the Area Action Plan for Adastral Park could be complementary and achieve the goals we had originally set ourselves, whilst at the same time contributing to our vision that as Martlesham evolves and grows it will preserve the best of what already exists and harmoniously incorporate the new with the result that the whole will be better than the sum of its parts.

- 1.11 The subsequent decision by SCDC to exclude Adastral Park and the strategic location to the south and east of it from the Neighbourhood Plan boundary therefore necessitated a change of approach to how the goal of integrating that new community with the existing one could be achieved.
- 1.12 In July 2015 the MNPG met with British Telecom, Telereal (BT's property partners) and BT's planning consultants and agreed in principle that we would work together once the BT development started to move forwards.
- 1.13 SCDC designated the Neighbourhood Area in May 2015 to enable Martlesham Parish Council to prepare the Neighbourhood Plan. As shown in **Figure 1.1** this covers the extent of the Martlesham parish area with two exceptions:
- A small area on the northern boundary of the parish which was considered more appropriate by local residents to be designated as part of the Woodbridge Neighbourhood Area.
 - An area in the south of the parish covered by the Adastral Park strategic allocation (Core Strategy Policy SP20).

Figure 1.1: Martlesham Neighbourhood Plan boundary





- 1.14 The Neighbourhood Plan is being prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2012 (as amended). The MNPG has prepared the plan to establish a vision for the future of the parish and to set out how that vision will be realised through planning and controlling land use and development change over the plan period 2016 to 2031.

National and local policy

- 1.15 The National Planning Policy Framework (NPPF) states:

"Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes ... can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications (para.183).

Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area.

Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies (para.184).

Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation (para.185)".

- 1.16 The Suffolk Coastal District Local Plan Core Strategy was adopted in 2013 and, under the guidance provided by the NPPF, is up to date. It provides the strategic context for the Neighbourhood Plan, particularly in respect of the spatial strategy for the major centres (including Martlesham Heath as part of the larger 'Area East of Ipswich'), Key Service



Centres (including Martlesham village), housing requirements, employment and the environment.

1.17

The Local Plan also currently consists of a number of saved policies from the earlier Suffolk Coastal Local Plan (incorporating 1st and 2nd Alterations 2006) that are relevant to Martlesham. It is the intention that these saved policies, where applicable, will be superseded by the Martlesham Neighbourhood Plan once it is made. Clear reference is made in the Neighbourhood Plan to where this is the intention.

How to read this document

Each section of the plan covers a different topic. Under each heading there is the justification for the policies presented which provides the necessary understanding of the policy and what it is seeking to achieve. There is also a summary of how each policy contributes towards the objectives of the plan. The policies themselves are presented in the coloured boxes from section 4 onwards. It is these policies against which planning applications will be assessed. It is advisable that, in order to understand the full context for any individual policy, it is read in conjunction with the supporting text.



2 About Martlesham

History of Martlesham

- 2.1 Martlesham has been on the map since 1066 when a manor was recorded on a site held by Edwold. It is believed that there was Roman settlement at Martlesham and in the parish there have been some 26 finds dating from the Roman occupation.
- 2.2 For the majority of its history Martlesham has been sparsely populated, 29 people were recorded in the parish in 1086 and 83 adults recorded in 1603. By 1901 this had risen to 106 houses with 459 inhabitants. New housing developments have continued since this time including the 'Black Tiles' area, Deben Avenue, Falcon Park, Viking Heights, Seckford Heights, Crown Close, Mill Heath and infilling following the building of the bypass. These are shown in **Figure 2.1**.



- 2.3 In 1917, the Experimental Aircraft Flight of the Central Flying School was transferred from Upavon, Wiltshire to a site on the heathland at Martlesham and in January 1917, Martlesham Heath Airfield was officially opened, as an experimental airfield. At the



the Post Office and the privatisation of British Telecommunications. In the 1980s, the facility was renamed as BT Labs and was subsequently developed into a high tech business park called Adastral Park in the 1990s.

2.5 In 1972 a proposal was presented by Bradford Property Trust to the Planning Department of the local council to develop a 'New Village' of Martlesham Heath, with houses for 3,000 people, with associated shops, schools and recreational facilities. This was accepted and has resulted in the development of the present community of Martlesham Heath. The vision of this development was to create a completely new community, but based on a traditional pattern. Hence, the village is centred on a village green, with a pub, church and village hall.

2.6 Martlesham Heath Village is an internationally admired model of town planning. Compared to the publicly financed New Towns which grew up in the 1950's and 1960's, it has a theme of individuality which runs through each hamlet, through its streets and groups of houses. It is a clear demonstration of the sensitivity and variety which can be created by enlightened private enterprise. It is well integrated in social and community terms with the old parts of Martlesham.

2.7 As a Parish, Martlesham is a community which has over many centuries grown substantially and has successfully integrated new developments and residents, whilst at the same time retaining the differing character of the various elements ranging on time from Domesday to the present day. This has resulted in a built environment with a rich heritage of buildings and artefacts which need protection.

Martlesham today

2.8 Perhaps the single most important feature of Martlesham today is that all parts are well integrated. Community groups and societies are organised on a parish-wide basis and facilities are used by all residents regardless of which part of the area they live in.

- 2.9 Strengths and weaknesses have been noted throughout this assessment. These are based upon the evidence which is used to justify the policies shown later in the plan. They are included here as a link between the current situation and the vision for the future (see also the background to the vision statement, Appendix 3).



Population

- 2.10 For the parish of Martlesham, 2011 Census figures show that the population stood at 5,478. Compared to the district and East of England region, it has a low proportion of young people (under-16s represent 16% of the population) but a very high proportion of 45-64-year-olds (33%) and, to a lesser degree, a high proportion of retirees (24%).
- 2.11 Shortly after the height of the recession in 2011, only 1.9% (72 individuals) in the Neighbourhood Plan area reported themselves as unemployed, while 54.3% were in full- or part-time employment. The population is well educated, with 54% having qualifications to at least the equivalent of A-level and 33.5% having degree level or equivalent qualifications. As regards, health 82.9% reported themselves to be in good or very good health, while 2.5% are long term sick or disabled.

Housing

- 2.12 The 2011 Census shows a high level of owner occupation in the Neighbourhood Plan area (51.1% owned outright plus 30.3% mortgaged) and a predominance of detached (52.2%) and semi-detached properties (18.2%). In the parish of Martlesham, 65.6% of properties have three or more bedrooms. The corollary of this is that majority of properties are under-occupied in the parish, 84.3% have more bedrooms than the family size requires.

Housing



Strengths to be protected:

1. Modern village aspects of Martlesham Heath
2. Attractive low density housing areas

Weaknesses to be addressed:

1. Lack of smaller starter properties
2. Lack of properties suitable for downsizing
3. When sold bungalows are frequently converted to family houses thus depleting the stock of housing suitable for older residents
4. Lack of properties with tenures other than 100% owner occupation
5. Lack of sheltered accommodation



Retail and commercial leisure

2.13

There are two main retail areas in Martlesham, the village centre (or 'Square' within the Martlesham Heath area and the out-of-town shopping area (Martlesham Retail Park) which has developed adjacent to the industrial area. The Square is a much valued district retail centre (as defined in the Local Plan) of small units which has managed to survive and prosper in the face of competition from the out of town shops, which include a major supermarket. A recent development has been the provision of services normally associated with a district centre within the industrial estate to cater for employees there. Martlesham Retail Park and the units in the industrial park, Sandy Lane and Bridge Farm, are not local facilities as they cater for customers from a wide geographical region. The nature of the mix of retail and leisure facilities makes Martlesham a distinctive destination in its own right.

Retail and commercial leisure



Strengths to be protected:

1. Vibrant and successful district retail centre at the Square
2. Provision of major retail units on Martlesham Retail Park
3. Success of post office and other facilities within the parish providing for a localised market

Weaknesses to be addressed:

1. New provision may threaten the survival of existing provision, particularly at 'The Square' in Martlesham Heath
2. Congestion and dangers to pedestrians (including those with disabilities and children) and cyclists caused by shoppers in the retail park using private cars.
3. Divided ownership of the Retail Park prevents coordinated measures being taken to address weaknesses such as customers using cars to move within the retail park and safe routes for pedestrians, wheelchair users, etc



Industrial Areas

- 2.14 An industrial survey was carried out in December 2014 to establish basic features of the businesses in Martlesham; this was followed up by a consultation in September 2015. Additionally meetings have been held with major employers and landowners, or their agents. The main employment area is to the east of the A12 which comprises Martlesham Retail Park, light industry, office and workshop accommodation, commercially-provided leisure facilities and Adastral Park, BT's headquarters for research and development.
- 2.15 To the west of this area and of the A12, the parish also houses the HQ of Suffolk Constabulary. Other business areas are Bridge Farm Industrial Park and at Sandy Lane. There are other scattered businesses and those operated from private houses.
- 2.16 The survey found details of 148 businesses of 20 different types. In total 3,227 employees were counted in businesses ranging from employers of more than 500 people (two firms) to 55 undertakings employing 5 or fewer people.
- 2.17 Taken together with the estimated 3,500 employees with the BT complex, the Parish contains employment for around 7,000 people.

Industrial Areas



Strengths to be protected:

1. Facilities for a wide range of business types, sizes and for all stages in their life cycle
2. Generally clean, non-polluting, and 'good neighbour' business types

Weaknesses to be addressed:

1. Inadequate car parking
2. Inadequate signage



Open Spaces and Footpaths

- 2.18 The area has a network of well used footpaths and use is encouraged by the existence of a parish-wide circular walk. Long distance footpaths and cycleways pass through the parish. An annual survey of the condition of footpaths carried out by the Parish Council confirms the heavy usage.
- 2.19 There are areas to which the public have access, which are again well used and popular. These include the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSI) and RAMSAR sites¹. It should also be noted that 'Right to Roam' land is almost totally absent from the parish. The areas in question and their importance are shown in responses to the residential survey.
- 2.20 These paths and spaces show signs of overuse and conflicts developing between different categories of users and landowners. For example a minority of dog owners come into conflict with other users, wildlife and landowners, and it has been observed that some cyclists do ignore restrictions.
- 2.21 There is also a village green and a north green at the heart of Martlesham Heath.
- 2.22 To provide adequate access to open spaces for the existing population, a country park was proposed for the site of the 'Tip' on Foxhall Road when it ceased to be operational. Modern incineration methods and diminution of landfill means that this facility has been mothballed and for the foreseeable future the park will not be provided. The pressure on local spaces has increased as the population within the parish and adjacent parishes has increased.
- 2.23 Strategic Policy SP20 of the Suffolk Coastal Local Plan specifically requires that, on land to the south and east of Adastral Park, a country park or similar high quality open space provision be provided to mitigate the impact of development at the Adastral Park site and the wider cumulative impact of residential development on the relevant designated European nature conservation sites.

¹ These designations are shown on the Proposals Map

Open Spaces and Footpaths



Strengths to be protected:

1. Green spaces within and between built up areas
2. Access to footpath network and open areas for informal recreation

Weaknesses to be addressed:

1. Population pressures placing excessive strain on these facilities
2. Population pressures on natural flora and fauna
3. Population pressure on agricultural activities
4. Increased pressure on Western Corridor SSSI from growth of Grange Farm and potential further development to the south of Grange farm



Community facilities

- 2.24 The residential survey showed that Martlesham has a range of well-used village hall-type facilities. These are located in Martlesham Heath and Old Martlesham, with the community centre sited between the two. The village hall in Old Martlesham was considered to be the least satisfactory due to its age, decoration and lack of adequate parking and catering facilities. Community groups have longer term plans for redevelopment of this facility.
- 2.25 There are also four play spaces, a BMX dirt trails track and a recreation ground maintained by the Parish Council.
- 2.26 Additional community facilities in Martlesham include:
- A doctors' and a dentists' surgery at the Square
 - An ancient parish church, and a modern church in Martlesham Heath, which has rooms available for public use. This also incorporates a community cafe.
 - A Scout Hall
 - Three primary schools, one with a multi-use games area (MUGA)
 - Football pitches
 - An aviation museum
 - A bowls club
 - A visiting library
- 2.27 Facilities for sports, including indoor sports and tennis are lacking in the parish. Furthermore 18.4% of respondents (156 individuals) said they would use a sports hall, while 34.4% (296 individuals) said they might possibly use such a facility.

Community Facilities



Strengths to be protected:

1. Wide range of popular well managed facilities
2. Geographical dispersion of facilities

Weaknesses to be addressed:

1. Pressure on health services and a small GP surgery
2. Lack of sports facilities for all age groups
3. Lack of facilities for younger people
4. Lack of indoor facilities

Commercially provided facilities

2.28 These include the following:

- Leisure club, which is open to members and non-members facilities comprise gym, swimming pool fitness activities and restaurant
- Gym
- Ten pin bowling alley
- Indoor childrens' play facility
- Indoor skate park
- Three pubs/licensed restaurants

2.29 It could be argued that some of these facilities are more targeted at older children and younger adults and therefore plug gaps in community provision for these age groups. They also represent employment opportunities and are part of the tourism sector's contribution to the economy. These have a much wider catchment than Martlesham, with the possible exception of one of the pubs.

2.30 More generally there is a wide range of everyday services (hairdressers, vets, dentists, etc) to serve the needs of the community.

Commercially provided facilities



Strengths to be protected:

1. Variety and quality of existing provision

Weaknesses to be addressed:

1. The same problems of car use and divided ownership structures identified for the retail provision

2.31 The findings of the youth survey support the above and can be summarised as follows:

- Activities organised in the community halls do not generally attract young people.
- The majority of young people are not using the play areas – this is as expected because they are generally designed for younger children.
- There is a multi-use games area (MUGA) at Gorseland Primary School and also in Kesgrave, although the latter is little used by Martlesham residents.



- With the exception of cycling, exercise/keep fit, swimming and football the majority of young people left the parish to pursue leisure activities.

Other issues

2.32 The community raised the issue of noise and pollution from traffic travelling along the A12 as an issue for those living close to it. The Neighbourhood Plan survey identified that 14% of people were 'frequently' affected by road noise and a further 29% were 'occasionally' affected. Extrapolating from the number of survey returns would suggest that potentially as many as 250 households are frequently affected by noise from the A12, with a further 500 households occasionally affected.



3 Vision

- 3.1 Having reviewed the history and present condition of the Martlesham Neighbourhood Plan area and its key strengths and weaknesses, it is necessary to articulate the vision for its future. It is important to emphasise that our vision is a positive one to embrace and manage change and not a negative attempt to stifle development.
- 3.2 The vision for Martlesham Parish is as follows with the neighbourhood plan playing a key role in achieving this vision:

'As Martlesham evolves and grows it will preserve the best of what already exists and harmoniously incorporate the new with the result that the whole will be better than the sum of its parts.

It will be a community which will:

- 1. Contain a variety of well-designed housing types for sale or rent to meet the needs of residents of all ages, whether employed or retired, and suiting varied domestic circumstances*
- 2. Provide a modern infrastructure and diverse, adaptable accommodation to encourage the creation and success of businesses of all sizes including high tech and skilled jobs, with low rental starter units available to encourage local people to start businesses here*
- 3. Respect and protect the natural environment and the open spaces between the built up areas*



4. Contain a diverse range of residential, community, leisure, employment and retail areas, linked by safe walking, cycling and public transport links, with these links extending to the nearby open countryside and beyond

5. Build on its strengths as a welcoming, safe and peaceful place to live with a strong sense of community with a thriving society of neighbours, groups and organisations providing support and facilities for all residents.'

- 3.3 The future for Martlesham though will most significantly be influenced not by developments within the Neighbourhood Plan area, but those immediately outside it. Martlesham has been identified as a Major Centre in the SCDC Core Strategy and there will be very significant population growth related to the building of 2,000 homes on land currently owned by BT at Adastral Park. There will also be a high-tech business park as part of these proposals. So some aspects of our vision, e.g. the provision of a wider range of housing, will be dependent on developments there. It is hoped that this will be achieved by the community's input into the masterplan for the development (as agreed by SCDC) and by commenting on individual planning applications for the area.
- 3.4 Although outside the Neighbourhood Plan area, the Adastral Park development will have a significant effect on the community and therefore cannot be ignored by the Neighbourhood Plan.
- 3.5 Implications to be considered include the following:
- New users for existing community, commercial and retail facilities
 - New and complementary facilities developed within the Adastral Park development
 - Migration of existing facilities to the Adastral Park development
 - Need for easy and safe walking and cycling routes between the existing and new residential areas
 - New users of recreational footpaths and open spaces
 - The associated need to provide new open spaces
 - New users of public transport moving through and beyond the existing developed areas
 - New cyclists and pedestrians moving through and beyond the existing developed areas
 - New users of private vehicles moving through and beyond the existing developed areas



- New businesses adding movements to, from and within their areas, with the potential to cause congestion, parking and safety problems
- Integration of residents of newly developed areas into social and community groups

3.6

It must also be recognised that the Neighbourhood Plan alone cannot fully deliver the full vision. There will be a series of remedial actions needed to deal with existing shortcomings. For that to happen, individuals and groups in the community as well as the Parish Council must continue their work of building and maintaining a strong community and in working with developers, landowners, businesses and other agencies, provide the facilities best targeted to meet community needs. The issues that have arisen in the course of our consultations are briefly noted here. Inclusion in this list is not meant to signify approval or prioritisation of these issues:

- **Traffic**

- Noise, light and air pollution linked to the A12, which evidence gathered suggests could affect at least 250 households in the parish on a frequent basis and a further 500 households occasionally.
- Road inadequacies in the retail park and roundabout near Police HQ
- Safe pedestrian and cycling routes to and within the Retail Park
- Traffic calming and pedestrian crossings where appropriate
- Crossing safety near entrances to Eagle Way
- Rat running in Old Felixstowe Road
- Conflicts between Pedestrians and cyclists

- **Car parking**

- Within Retail Park
- Disputes between neighbours
- Problems with street parking
- Conversion of gardens to impermeable driveways

- **Public transport**

- Route 66 bus service to Retail Park in both directions needed
- Better links needed to Woodbridge and Felixstowe

- **Business**

- Improve coordination between fragmented interests at retail park and industrial area



- Encourage local facilities for skills training
- Improved broadband and communications needed
- **Play equipment**
 - Improve to highest defined standards
 - Suitable for all ages and abilities
 - Adjacent seating, shelters and picnic facilities
- **Sports provision**
 - Provide 3G football pitches and MUGA
 - Upgrading bowls green and facilities
 - Upgrading BMX trails
 - Obtaining access to currently restricted facilities, particularly inside the BT HQ, Police HQ, schools etc
- **Healthy lifestyle**
 - Implement Cycle and Pedestrian Strategy
 - Provide leisure and sensory trails
 - Upgrading footpaths for wheelchair and buggy use
 - Provide exercise stations
 - Provide connected walks to Woodbridge and Waldringfield
 - Provide allotments
- **Replacement village hall needed**
- **Larger surgery and more comprehensive health facilities needed**
- **Provide more dog dirt and litter bins**
- **Provide enclosed exercise areas for dogs**
- **Integration of residents of newly developed areas into social and community groups**

3.7

It is now possible to pull together the vision for Martlesham and demonstrate how the Neighbourhood Plan will help realise that vision. This is shown in **Table 3.1** below:



Table 3.1: How can the Neighbourhood Plan vision be addressed?

VISION	By building on the strengths and overcoming the weaknesses identified in:						By community input to the BT masterplan	By community & Parish Council activities
	Housing	Retail	Industrial areas	Open spaces and footpaths	Community facilities	Commercially provided facilities		
1. Contain a variety of well designed housing types for sale or rent to meet the needs of residents of all ages, whether employed or retired, and suiting varied domestic circumstances	Y						Y	Y
2. Provide a modern infrastructure and diverse, adaptable accommodation to encourage the creation and success of businesses of all sizes including high tech and skilled jobs, with low rental starter units available to encourage local people to start businesses here		Y		Y		Y	Y	Y
3. Respect and protect the natural environment and the open spaces between the built up areas				Y			Y	Y
4. Contain a diverse range of residential, community, leisure, employment and retail areas, linked by safe walking, cycling and public transport links, with these links extending to the nearby open countryside and beyond	Y	Y	Y	Y	Y	Y	Y	Y
5. Build on its strengths as a welcoming, safe and peaceful place to live with a strong sense of community with a thriving society of neighbours, groups, and organisations providing support and facilities for all residents					Y		Y	Y



4 Approach to development

Physical limits boundaries

- 4.1 In a parish such as Martlesham where there are both heavily built-up and very rural areas, it is important that development is directed to appropriate locations - principally in an around the built-up areas - so that sprawl is avoided. The purpose of a physical limits boundary is to help to provide that direction.

Policy justification

- 4.2 The Suffolk Coastal Core Strategy refers to the fact that 'physical limits boundaries' will be defined for Major Centres down to Local Service Centres. This includes Martlesham - specifically Martlesham Heath and Martlesham Village - and it is the role of the Neighbourhood Plan to define this.
- 4.3 The main bulk of growth will be delivered as infill development within the physical limits boundaries on small windfall sites.
- 4.4 Outside of the physical limits boundaries in the open countryside, development is more restricted. However, certain uses are considered to be appropriate in the countryside and these are identified in the Suffolk Coastal Core Strategy 'Development Management' policies. These most commonly relate to housing, employment, retail, agricultural uses, tourism and community uses and include:



- Policy DM3 (Housing in the Countryside)
- Policy DM13 (Conversion and Re-Use of Redundant Buildings in the Countryside)
- Policy DM14 (Farm Diversification)
- Policy DM15 (Agricultural Buildings and Structures)
- Policy DM16 (Farm Shops)
- Policy DM17 (Touring Caravan, Camper Vans and Camping Sites)
- Policy DM18 (Static Holiday Caravans, Cabins and Chalets)
- Policy DM30 (Key Facilities)
- Policy DM31 (Public Buildings)
- Policy DM32 (Sport and Play)
- Policy DM33 (Allotments)

POLICY MAR1: MARTLESHAM PHYSICAL LIMITS BOUNDARIES

Within the Neighbourhood Plan area, the development of Martlesham Heath and Martlesham Village shall be focused within the physical limits boundary.

Development proposals will be supported within the physical limits boundary subject to compliance with other policies in the development plan.

Development proposals outside the physical limits boundary will not be permitted unless:

- **they are in accordance with Suffolk Coastal Local Plan policies in respect of appropriate uses in the countryside; or**
- **they relate to necessary utilities infrastructure and where no reasonable alternative location is available.**

Development at Martlesham Heath

- 4.5 The inclusion of an area within a physical limits boundary does not mean that it will always be appropriate for development. Such an area may make an important contribution to the setting or character of a town, village or the surrounding countryside in an undeveloped form. It may also be necessary to resist any infilling or development because it would be detrimental to the character, spacing or density of a particular area.
- 4.6 This is highly relevant to Martlesham Heath. The vision for Martlesham Heath Village which was articulated in the development we see today is an internationally admired model of town planning. What sets it apart from the New Towns which were developed around the same time is the theme of individuality which runs through each 'hamlet' within the larger village, through its streets and groups of houses. This has resulted in a place which is well integrated in social and community terms.



- 4.7 Martlesham Heath Village is seen as a rare example of a successful 'new' village. The 2002 Local Plan said of it:

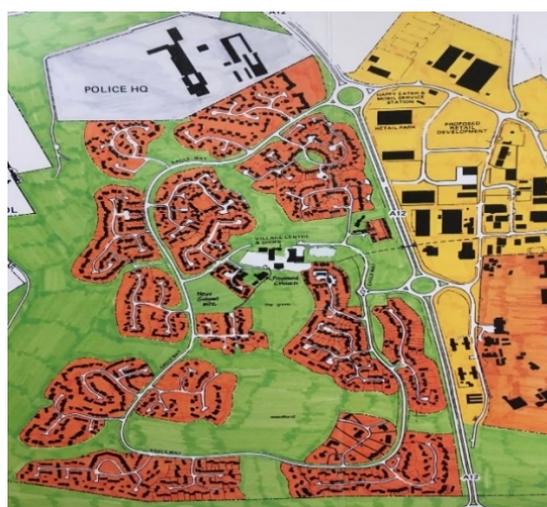
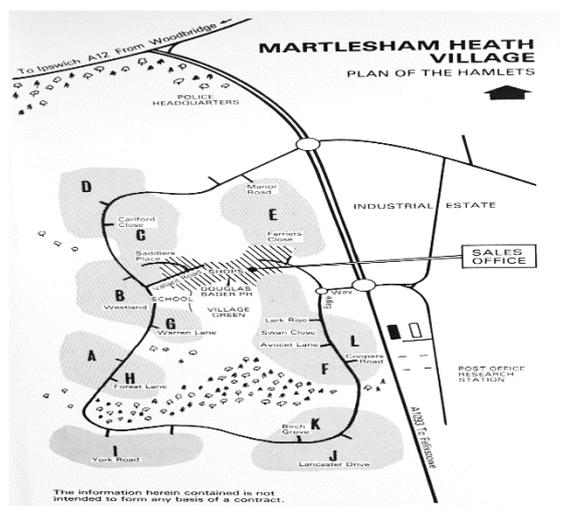
'Basically, the overall physical and design principle which emanates from the original social concept is one of a series of hamlets separated from each other by wide areas of open space. The District Council has sought, and will continue to uphold the principles of this concept, and, accordingly, once these hamlets have been fully developed there will be no potential for further development other than ancillary to recreation of an outdoor nature. To do otherwise would be regarded as adversely affecting the village and its open setting.'

- 4.8 The 2015 Local Plan says of the proposed development on land to the south and east of Adastral Park that it should, *'deliver a high quality exemplar development built to the highest*

environmental standards. It offers the opportunity to create a high quality legacy development in very much the same way as the Martlesham Heath village has become.

4.9 The physical design philosophy of the village was based on a series of hamlets differing in character as a result of the developer (Bradford Property Trust - BPT) employing various architects and builders. Many of the hamlets are comprised of a range of dwellings of mixed types and sizes, including bungalows and in some cases flats. This approach resulted in most hamlets being occupied by a range of household sizes and ages, rather than the homogeneous approach found at that time in many other large-scale developments. Along with the physical design of the village as a whole, this interspersed housing types, household sizes and ages further contributed to the village-like feel.

Plans of the original hamlets



Source: Bradford Property Trust Sales folder and a promotional booklet entitled 'Martlesham Heath - Twentieth Century Village'

4.10 House extensions have mostly been done to a high standard; the general approach has been that 'extensions should match existing' and Grainger PLC (the successor to BPT) apply a policy of no flat roofs. The houses have a covenant which requires Grainger PLC permission for extensions, conservatories, etc, and the original planning consent for the village also removed permitted development rights.

4.11 Overall these policies have meant that the village has evolved in a relatively sensitive manner and matured well. It could be said that these approaches have led to a rather conservative approach to designs, and arguably high quality contemporary

complementary designs could be encouraged where appropriate and acceptable to neighbours.

- 4.12 One other factor which has played a big part in the success of the village's evolution and in creating community cohesion, has been the role that residents have played in maintaining the open spaces. A management company (Martlesham Heath Householders Ltd), principally run by volunteers, owns or leases from Grainger PLC almost all the open spaces and woodland which are such a feature of the village's setting, and is responsible for managing its upkeep.



- 4.13 The areas to be protected from development are shown on the Proposals Map and development will not normally be permitted in these areas. In implementing this policy, consideration will be given to a number of factors, notably the scale and location of the proposed development and whether there is likely to be any materially detrimental effect on the character and appearance of Martlesham Heath. In this respect, modest extensions or other minor works may be acceptable, so long as they do not violate the overall policy objective.

- 4.14 There are still some areas within Martlesham Heath that could come forward for development including land close to the centre of the village (as shown and denoted as 'Car Park' in **Figure 4.1**). This could create opportunities to strengthen the retail offer or provide further community facilities. However it is particularly important that any such development is well designed and does not detract from the 'village green' setting of the village centre. In addition, any development should demonstrate how it would address the likelihood of additional parking along Eagle Way, which would create considerable problems with congestion and pedestrian and cycle safety. The provision of parking on

any development would help to alleviate this as it would provide more off-road parking for users of the shops and services in the village.

Figure 4.1: Potential area for development in Martlesham Heath (the area marked 'Car Park')



Source: © Crown copyright and database right. All rights reserved (100051849) 2016; © Environment Agency 2016



POLICY MAR2: AREAS TO BE PROTECTED FROM DEVELOPMENT

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

- those areas in Martlesham Heath identified on the Proposals Map to be protected from development or further development; and
- other sites, gaps, gardens and spaces which make an important contribution in their undeveloped form to a settlement within the physical limits boundaries identified on the Proposals Map, its setting, character, or the surrounding landscape or townscape.

POLICY MAR3: DEVELOPMENT WITHIN MARTLESHAM HEATH

Within the physical limits boundary of Martlesham Heath, but outside the areas to be protected from development (Policy MAR2), proposed development will be expected to be in keeping with the character of the individual hamlet in which the site is located.

In particular, development is expected to 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).

Any development in the village centre, as identified on the Proposals Map, must address all of the following criteria:

- It must demonstrate a high quality of built design and layout; and
- It must not detract from 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 preferably contain car parking for village centre users; and
- It should not result in additional car parking along Eagle Way, particularly close to the village centre.



5 Housing

Local Plan context

- 5.1 It is particularly important that Neighbourhood Plan policies addressing housing are set within the context of parts of the Neighbourhood Plan area being classified as a 'Major Centre' and a 'Key Service Centre', as defined in the Suffolk Coastal Core Strategy. The Core Strategy specifically allocates the land at Adastral Park for a mixed use development including housing (Core Strategy Policy SP20).
- 5.2 In addition there is expected to be a significant level of residential development within and immediately adjacent to the Neighbourhood Plan area. This includes the development of Woodbridge, being one of the market towns within Suffolk Coastal district where growth is expected to be focused. The implications of this growth are shown in **Table 5.1**:



SCDC SPATIAL STRATEGY, HOUSING	Other relevant considerations	Implications for Martlesham Neighbourhood Plan
<p>Settlement Type: Major Centre (Martlesham Heath) as part of a wider Eastern Ipswich Plan Area.</p> <p>Allocations of large scale development to meet strategic needs.</p> <p>General location of such allocations identified in the Core Strategy.</p> <p>Within the defined physical limits, development to be permitted in the form of:</p> <ul style="list-style-type: none">a) Estates, where consistent with local character;b) Groups;c) Infill. <p>Affordable housing provision will be 1 in every 3 dwellings on sites of 6 dwellings or more.</p>	<p>(From Section 4.14 of Suffolk Coastal District Local Plan):</p> <p>“Through the plan period however a single allocation of 2,000 new homes is identified east of the A12 at Martlesham to the south and east of Adastral Park”</p> <p>The local community has been promised an input into the masterplan which will guide this development</p>	<p>No further land required to be allocated for housing</p> <p>Limited infill can be the principle form of development which is in accordance with the Neighbourhood Plan policies and is not in the areas to be protected by development shown in the proposals map</p> <p>Information gathered during the course of the preparation of the Neighbourhood Plan will be used to inform the community input into the masterplan</p>



SCDC SPATIAL STRATEGY, HOUSING	Other relevant considerations	Implications for Martlesham Neighbourhood Plan
<p>Settlement Type: Key Service Centre (Martlesham Village)</p> <p>Allocations in the form of minor extensions to some villages to meet local needs.</p> <p>Within the defined physical limits, development in the form of:</p> <ul style="list-style-type: none">a) Modest estate-scale development where consistent with scale and character;b) Groups;c) Infill. <p>Small scale developments within or abutting existing villages in accordance with the Community Right to Build or in line with Village Plans or other clearly locally defined needs with local support.</p> <p>Affordable housing provision will be 1 in every 3 dwellings on sites of 3 dwellings or more.</p> <p>Affordable housing can also be on exception sites on the edges of the physical limit boundaries.</p>	<p>A significant development of 180 homes known as Mill Heath which extended the built-up area is in progress within the Neighbourhood Plan area</p> <p>Within the adjacent Woodbridge Neighbourhood Plan area, further land may be allocated to housing to address Woodbridge's role as a market town required to support development</p>	<p>The focus of housing growth should be infill development within the settlement boundary, which is encouraged by the Neighbourhood Plan policies</p>

Residential design and amenity

- 5.3 As part of the community engagement in preparing the Neighbourhood Plan, the community was asked what housing styles would be most appropriate to be brought forward in Martlesham over the plan period. What came through was that people wished to see new infill housing, i.e. small developments, built in a similar style to existing developments. However, a significant proportion of people felt that, 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.



- 5.4 One of the issues that the community was particularly clear on was the height of development. The overwhelming majority of people felt that development should be 2-3 storeys in height and that anything significantly higher would be out of character with the existing built form in Martlesham. Related to this, the majority of people considered that this character meant relatively low density development, even if this meant using more land to accommodate development. Martlesham Heath was developed at a relatively low density compared to modern standards, with more communal spaces and green routes; the community would like to see the same principles apply to new development over the plan period



5.5

Given that the majority of development over the plan period will be on small infill plots (most likely up to 5-6 dwellings), new buildings should seek to follow the pattern of design and layout of existing buildings in traditional styles and densities. However, if larger development plots do come forward, then design should seek to 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 'supported' housing for the elderly.



POLICY MAR4: RESIDENTIAL DESIGN AND AMENITY



Proposals for residential development must demonstrate good quality design and specifically will be expected to:

- respond to and integrate with local surroundings and the local landscape context as well as the existing built environment; and
- respect the scale and character of existing and surrounding buildings;
- retain the established building line and be in keeping with the existing arrangements of front gardens, walls, railings and hedges; and
- relate to the established plot widths within streets, particularly where this has established a rhythm to the architecture in a street; and
- provide suitable and safe access;
- ensure that new buildings, including balconies, do not adversely affect the residential amenity of neighbouring properties by virtue of overshadowing or impinging on privacy; and
- promote high quality interior spaces and light; and
- use good quality materials that complement the existing palette of materials of surrounding properties; and
- use hedges and/or trees for boundaries that are in keeping with the existing streetscape; and
- provide sufficient refuse/recycling storage and car, bicycle and mobility scooter parking/storage to ensure a high quality and well managed streetscape; and
- observe the requirements of 'Secured by Design' to minimise the likelihood and fear of crime; and
- innovate to achieve low carbon sustainable design construction and operation.

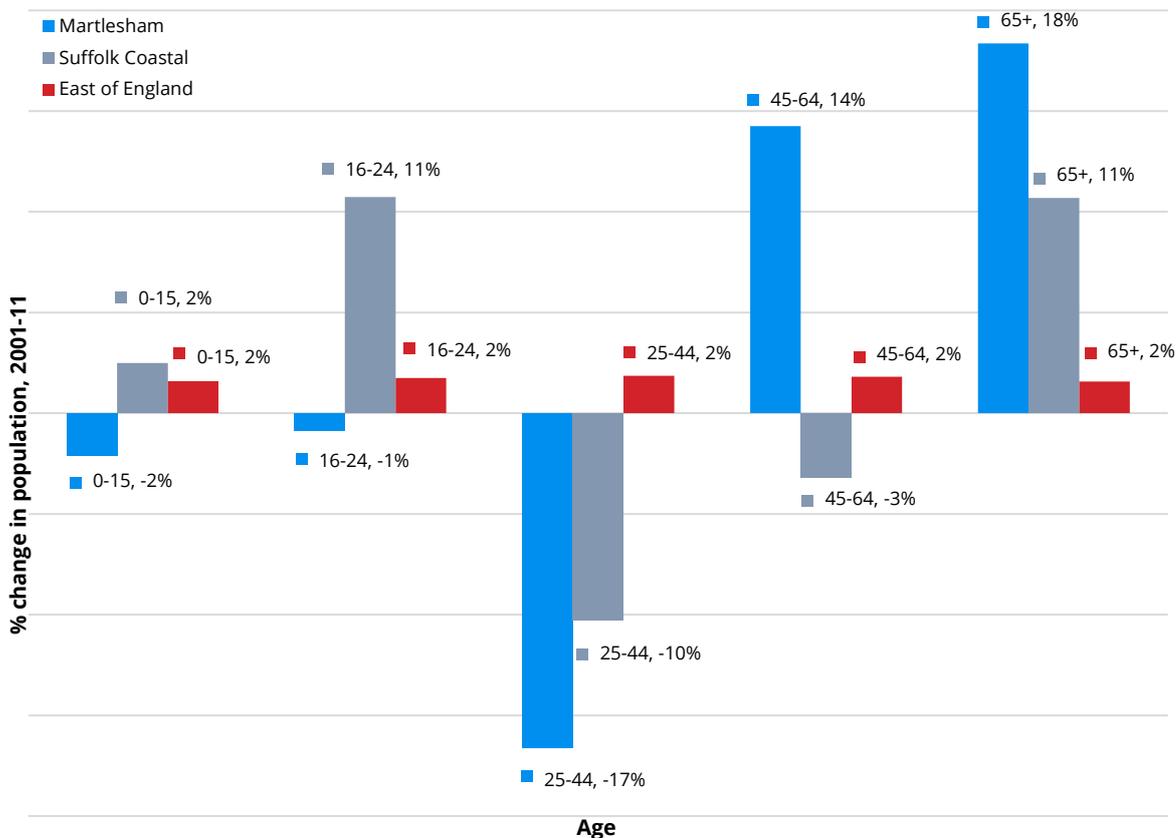


Housing needs

- 5.6 It is anticipated that the majority of the community's housing needs will be met by provision at the Adastral Park site. However, there will be further infill development within the existing built-up areas of Martlesham Heath and Martlesham and many local people, as their housing needs change, would like to stay living in their existing areas. It is important therefore that larger infill plots provide for the needs of these people as well as contributing towards wider housing needs.
- 5.7 The community survey undertaken to inform the development of the Neighbourhood Plan identified that approximately 33% of respondents were thinking that they may move away from Martlesham over the plan period. Importantly, over 40% of responses cited the need to downsize as one likely reason for moving. This is a clear signal that the stock of properties suitable for the needs of older people is limited in Martlesham, reinforced by the fact that one-third of respondees to the survey stated that they considered this to be the case.
- 5.8 The change in population over the period 2001 to 2011 supports this. **Figure 5.1** shows that there has been a decline in the population of children and younger adults over this period. This has been offset however by very significant growth in the population either approaching or already in retirement. The need for housing suitable for older people is significant, particularly when many of these older people are living in larger family homes in the area which means these homes are not available for new young families to occupy. In fact, over 83% of households in the Martlesham Neighbourhood Plan area have at least one 'spare' bedroom.



Figure 5.1: Change in population, 2001-2011



Source: Census

The community also stated what type of housing was required to address the needs of older people. There was a significant need identified for a residential care home, for accessible housing for people with disabilities and, in particular, for sheltered housing (i.e. independent living with some support) and bungalows.

- 5.9 Strategic Policy SP3 of the Suffolk Coastal Local Plan reflects a policy requirement for developments to provide for needs as they change over time. At present, it is seeking the following split of dwelling sizes on developments of five or more units:

Table 5.2: Target proportions of house sizes in Suffolk Coastal Local Plan

Bedrooms	1	2	3	4+
Open market housing	6%	32%	39%	22%
Affordable housing	43%	31%	16%	11%
All sectors	13%	32%	35%	20%

Source: Suffolk Coastal Local Plan, Table 3.6

- 5.10 Based on the engagement with the local community as part of the preparation of the Neighbourhood Plan, it is considered that this split is broadly appropriate for Martlesham. Policy MAR5 seeks to ensure that the mix not only provides the right number of bedrooms, but that it provides the type of housing that is sought to address the needs of older people, i.e. sheltered housing and bungalows.
- 5.11 Given that most developments will be delivered as small windfalls and therefore will not individually provide a significant number of dwellings, it is considered appropriate and necessary to require a significant majority of the two- and three-bed properties to be provided as sheltered housing, bungalows and flats.

POLICY MAR5: RESIDENTIAL MIX



To address the identified need for smaller properties in Martlesham, residential developments should provide a mix of dwelling sizes (market and affordable) that meet the requirements of Suffolk Coastal Core Strategy Strategic Policy SP3.

This housing mix should also seek to provide the significant majority of the two- and three-bed properties to address the following needs:

- 2-bed bungalows
- 3 bed bungalows
- 2 bed flats
- Sheltered accommodation

Residential boats

5.12 As noted in the Deben Estuary Plan²:

"The term "residential boats" is widely used, particularly by British Waterways to denote all manner of craft used as a "primary or temporary residence". It is a more appropriate term than the more familiar "houseboat" on the River Deben, since it acknowledges the high proportion of craft that are navigable and, in order to comply with their licence agreements with landowners, must remain so. However, just as houseboats, these are "floating decked structures without a permanent foundation that have been designed or adapted for use as a primary or secondary residence" and vary in dimension, type and seaworthiness." (Appendix 3)



² Deben Estuary Partnership (2015) Deben Estuary Plan, in association with the Environment Agency and the Suffolk Coast & Heaths AONB Unit

5.13 It is important that, as noted in the Deben Estuary Plan:

“Residential boats should not have a negative impact upon the natural environment and should respect the unique habitat within which they are situated.

Areas of mixed moorings which include residential boats should still retain the open feel of the river, maintaining wide views across the estuary for, not only residential boat owners, but other residents and visitors to the river.

The riverside should be kept clear of waste materials. Any storage facilities ancillary to residential boats and overland service cables and water pipes should be managed in a way that is sympathetic to the surrounding environment.”

5.14 Whilst the main residential boat activity is further along the River Deben in Melton, Woodbridge and Felixstowe Ferry, Policy MAR6 seeks to ensure that any increase in residential boat activity along the River Deben in Martlesham does not have a detrimental impact on the high quality environment. The location of the moorings is shown in **Figure 2.1**.

POLICY MAR6: RESIDENTIAL BOATS



Planning permission for the following activities will be required:

- A residential boat moored to a new site on land that has not previously been used as a berth for a residential boat;
- Alterations to a residential boat that may materially change its external appearance;
- A replacement residential boat on an existing mooring which is substantially different in size and form from the original;
- Construction of jetties, platforms and sheds (including alterations materially changing the size of such structures).

Such proposals will be expected to demonstrate the following:

- That they will not have a detrimental impact on the natural environment; and
- Areas of mixed moorings will retain their open feel and maintain wide views across the Deben Estuary.
- The provision of suitable waste disposal facilities



6 Recreation, Leisure, Services and Environment

Open character of Martlesham Heath and Martlesham Village

- 6.1 The proximity of Martlesham Heath and Martlesham Village to the Ipswich Fringe means that there are strong growth pressures being exerted on its boundary. The physical limits boundary of Martlesham Heath extends up to the built up area of Kesgrave and Ipswich beyond. Despite this, there is green open space that provides a clear separation of Martlesham Heath from Kesgrave. There is also green open space separating Martlesham Village from Martlesham Heath and Martlesham Village from Woodbridge.



- 6.2 Many comments in the household survey reinforcing the desire to maintain open spaces between the conurbations of Martlesham and surrounding villages and towns.

- 6.3 This is important because the settlements of Martlesham Village and Martlesham Heath each have their own identity. If they were to be merged into one another or into the Kesgrave or Woodbridge built-up areas then they would lose that identity. In particular,



the unique and distinctive character of Martlesham Heath which was established through its design and development needs to be preserved.

- 6.4 It is vital therefore that development proposals do not significantly reduce or entirely eliminate any of these gaps.

POLICY MAR7: LOCAL GAPS



In respect of the gaps between Martlesham Heath or Martlesham Village and any neighbouring settlement, development proposals are expected to demonstrate that:

- they maintain the open character of the land; and
- do not significantly reduce the gap either individually or cumulatively.

The particular gaps of relevance are:

- Between Martlesham Heath and Kesgrave
- Between Martlesham Heath and Martlesham Village
- Between Martlesham Village and Woodbridge

Special Landscape Areas

- 6.5 Suffolk Coastal Local Plan Saved Policy AP13 (Special Landscape Areas) protects areas within Suffolk with special landscape attributes, which are particularly vulnerable to change. They include some river valleys which still possess traditional grazing meadows and marshes, with their hedgerows, dykes and associated flora and fauna and Historic Parklands.
- 6.6 The River Deben is one such Special Landscape Area which requires protection. This includes the Fynn Valley which is a landscape asset that is highly valued by the community. The Neighbourhood Plan therefore retains this policy.

POLICY MAR8: SPECIAL LANDSCAPE AREAS



The valleys and tributaries of the River Deben, as shown on the Proposals Map, are designated as a Special Landscape Area. Development proposals must ensure that no development will take place which would intrude upon or be to the detriment of, or detract from, the special landscape quality.

Community buildings

- 6.7 There are a limited number of community facilities that are available for hire in Martlesham. A large proportion of respondents to the household survey said that they





used these facilities, with the Martlesham Heath Pavilion and the Martlesham Community Hall being used the most. This is supported by the evidence of the number of bookings that each facility has every week. In addition, St Michael and All Angels Church, which was largely funded by money raising efforts by the local community and dedicated in 1991, is used by many groups holding meetings and events throughout the week. It has also opened a coffee shop called The Runway. This is a valuable asset to the community.

- 6.8 One issue raised by the community was that the village hall in Top Street is in a poor state of repair and ideally needs replacement to provide suitable facilities for the residents of Old Martlesham.
- 6.9 One of the particular issues identified was that these community halls provided relatively limited facilities, with very little scope for sporting activities. The SCDC Built Facilities Assessment³ identified that many local people considered the private sports facilities at Martlesham Leisure Club to be too expensive.
- 6.10 Other than for cycling and exercise classes, the majority of respondents went outside Martlesham to participate in indoor sports and leisure.
- 6.11 There were a large number of comments in the household survey regarding the need for a community centre/sports hall to provide a greater range of facilities and social opportunities but no clear consensus as to where it could be situated. It is expected that the development at Adastral Park will provide such facilities therefore it is important that these are physically accessible to the existing population in the Neighbourhood Plan area.

³ Ploszajski Lynch Consulting (2014) Suffolk Coastal District Council: Built Facilities Assessment, for Suffolk Coastal District Council

POLICY MAR9: EXISTING COMMUNITY AND LEISURE USES



Proposals that would result in the loss of community and leisure facilities will only be permitted if alternative and equivalent facilities are provided.

Alternative provision will be required to meet the following criteria:

- the scale of the alternative provision must be at least of an equivalent scale to the existing provision; and
- the alternative site must be at least of equivalent standard in terms of layout to the existing provision; and
- the location of the alternative provision must be generally accessible by foot and within or adjacent to the relevant built-up area boundary where the replacement facility is required.

Outside the built-up area boundaries, Policy MAR1 will apply.

POLICY MAR10: PROVISION OF ADDITIONAL LEISURE USES



Proposals to provide new leisure facilities to serve the communities of Martlesham Heath and Martlesham Village will be strongly supported. These proposals must be of a scale commensurate with the site and its surroundings, particularly in terms of the built form, traffic generation and parking.

The location of the new facilities must be generally accessible by foot and within or adjacent to the relevant built-up area boundary where the facility is to be provided.

If such provision is made as part of the strategic development at Adastral Park, then the provision of walking and cycling linkages to such facilities will be strongly supported.

Outside the built-up area boundaries, Policy MAR1 will apply.

Play areas

6.12 The SCDC Parish Schedule of play facilities identified that Martlesham has a significant shortage of play areas totalling over two hectares.

6.13 Within Martlesham Heath, the Centenary Play Area has been refurbished to Neighbourhood Equipped Area for Play (NEAP) standard and has a kickabout area as well. On the Heath there is the Village Centre play area which is to Local Equipped Area for Play (LEAP) standard and in reasonable condition. The Parish Schedule recommends that:

- there is a deficiency in accessible equipped play areas in the southern part of Martlesham Heath; and
- play provision for teenagers would benefit Martlesham Heath

6.14 In addition, access to a multi-use games area (MUGA) was established by the community as being beneficial. This could potentially be as part of the Adastral Park development, subject to access being reasonably easy for the existing community.



6.15 In Martlesham Village there are two play areas – Jubilee play space is below LEAP standard and Kronji's Piece which has been improved to LEAP standard. A recommendation outstanding from The Parish Schedule is that the Jubilee play space is upgraded to LEAP standard.

6.16 In addition, the part of Martlesham parish adjacent to Woodbridge (outside the neighbourhood plan area) is totally lacking in play space and provision of a LEAP is recommended.



- 6.17 The Kesgrave and Martlesham Youth Forum has identified the need for facilities targeted at teenagers, including skateboard facilities and kickabout areas. A skateboard facility would serve the needs of both Martlesham and Kesgrave.
- 6.18 This was supported by the household survey which identified that many people considered the existing facilities to be of a poor standard. Many people stated that they drove their children to other facilities outside the Neighbourhood Plan area.

POLICY MAR11: PROVISION OF CHILDREN'S PLAY AND YOUTH FACILITIES



The provision of new or improved play and youth facilities, including local and neighbourhood equipped areas for play, multi-use games areas, skateboard facilities and kickabout areas to serve the communities of Martlesham Heath and Martlesham Village will be strongly supported.

Such facilities should be designed to be capable of being used by disabled users.

Allotments and community growing spaces

- 6.19 It is important that communities have well-managed access to green space within settlements, including allotments. The Martlesham Allotment Group (MALGA) has stated that it would like a new site for further allotment provision. However, it has not been possible to find a suitable site. Allotments need to be accessible to the main residential

areas which why it is often difficult to find land that is not already being used for competing activities.

Example of a community growing space



- 6.20 Whilst allotments are an important source of space for growing – which increases self-sufficiency, thereby reducing reliance on importing food and the associated higher energy costs of doing so – they are often not in the most convenient location for all users and plots are often too large for users’ needs. An alternative solution is community growing spaces which can be designed into new developments, meaning they are close to residents’ homes and involve collective growing by residents that helps to ensure that what is grown is of the right quantity for those residents.
- 6.21 The provision of allotments and community growing spaces will therefore be encouraged.

POLICY MAR12: ALLOTMENTS AND COMMUNITY GROWING SPACES



The provision of allotments and community growing spaces will be strongly supported.

In the case of community growing spaces, these will be required to support residential development unless there are material reasons why this would make development of the expected quantum of housing unfeasible or unviable.

Non-designated heritage assets

- 6.22 There are 16 listed buildings within the parish of Martlesham. These are relatively dispersed, although the majority are located in and around the settlements of Martlesham Village and Martlesham Heath.
- 6.23 It is particularly important that development does not have an unacceptable impact on the setting of any listed building.

Former Control Tower, built 1943



Ex-RAF workshops, now refurbished as shops



- 6.24 In addition, Martlesham Heath has a significant heritage as a military aviation testing site. During the life of RAF Martlesham Heath it was 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. Blind Landing and Bombing Ballistic (Nuclear) testing post war. The last 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.
- 6.25 Martlesham Heath Aviation Society was set up by local people in 1982. In 1999 Martlesham Heath Housing Limited allowed the Society to established Museum Headquarters in the 1943 Control Tower. The Committee raised funds and display areas for artefacts were created in the Control Tower. The museum was officially opened in 2000 and the displays continue to grow.



- 6.26 Some of the historic buildings of the old aerodrome have been demolished to make way for the development of Adastral Park and the Industrial Estate. A hangar from WW1 was demolished to provide car parking space for the Tesco superstore. However, the remains that are still visible have been locally listed and registered with SCDC. This includes not only the Control Tower and Barrack Square (home of the three War Memorials) but revetments – sections of the runway – bunkers and an oil tank, all evidence of a historic past. The full list of these buildings and structures is included in Appendix 1.
- 6.27 Martlesham is also noteworthy for its bowl barrows. These are the most numerous form of round barrow and are funerary monuments dating from the Late Neolithic period. They are listed in Appendix 1.
- 6.28 The Neighbourhood Plan seeks to preserve what still remains as part of this heritage so that it may be shared with future generations. There will be a strong presumption against the loss of these non-designated heritage assets. Developments which would result in this will be refused.

POLICY MAR13: NON-DESIGNATED HERITAGE ASSETS



Planning permission will not be granted for development that would result in the loss of either listed buildings, or the non-designated heritage assets set out in Appendix 1 of the Plan.

Access to health facilities

- 6.29 The existing GP surgery in Martlesham Heath provides a vital service to the community. However, it is currently a small surgery with limited potential to expand. Whilst provision of a larger surgery at Adastral Park is welcomed, there is a substantial concern that this will result in the closure of the surgery in Martlesham Heath. The new surgery would not be as accessible as the existing surgery, particularly for the old and infirm. Currently a large number of users of the Martlesham Heath surgery come on foot or by bicycle.
- 6.30 It is therefore an important action to ensure that any new surgery provision to serve the community has good access for all users and particularly those who walk, cycle or use mobility scooters.

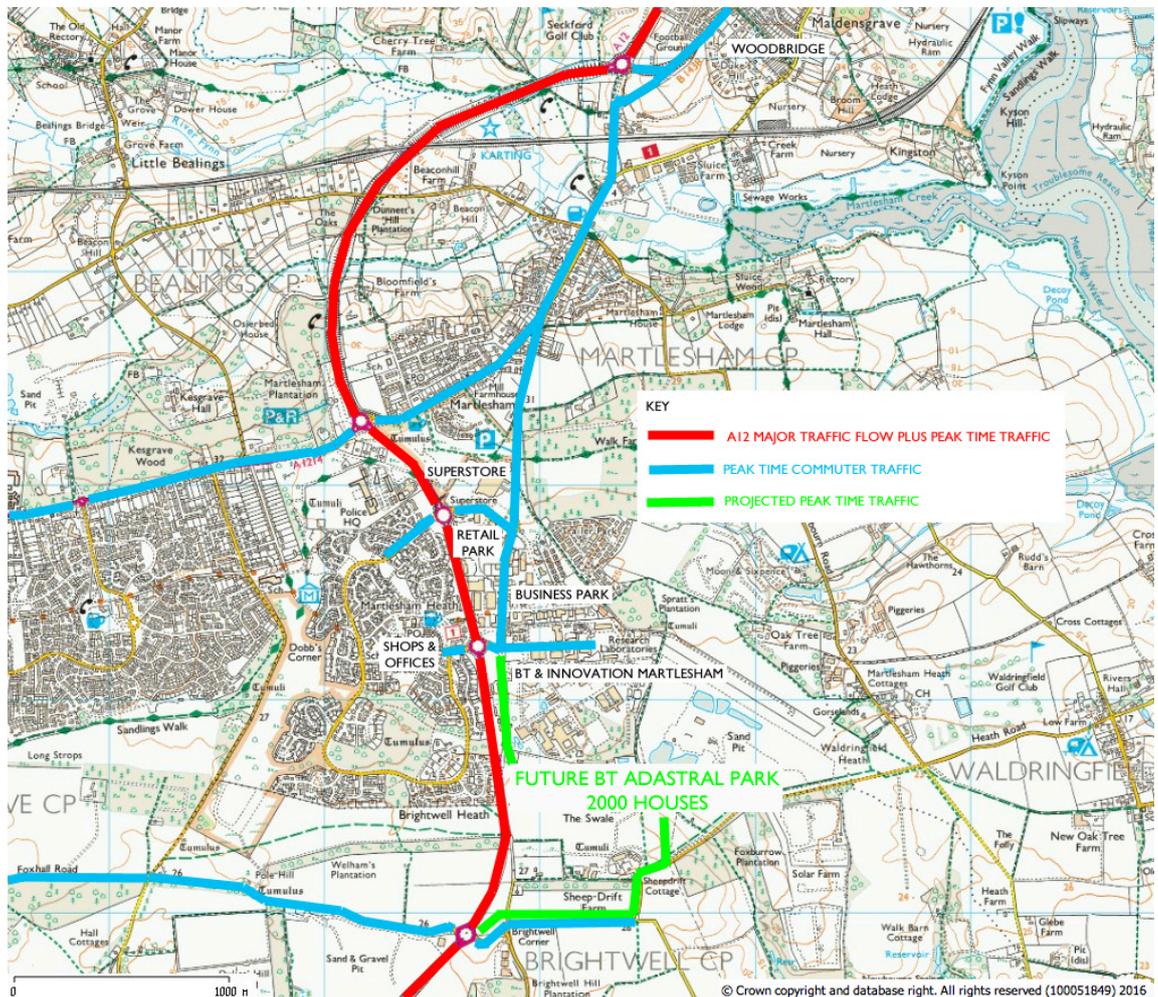


7 Getting Around

- 7.1 Martlesham's transport infrastructure is shaped by a number of influences. The major influence is the A12 road. This road provides access between the Northern and Southern parts of Suffolk and links directly with the A14, a key East-West route. Since the A12 is classed as a strategic asset it falls outside of the remit of a Neighbourhood Plan. However the A12 has a major impact on the parish of Martlesham and so the policies contained within this plan will reflect this.
- 7.2 The A12 splits the Neighbourhood Plan area, with Martlesham Heath being located on the west side of the A12 and Martlesham Village and the rural areas are on the east side. **Figure 7.1** shows the main flows through the Neighbourhood Plan area, highlighting the Martlesham Heath Retail Park and Business Park as well as BT and the Martlesham Heath local shops as the main destinations. It is expected that development at Adastral Park will significantly increase these flows.



Figure 7.1: Main traffic flows through Neighbourhood Plan area

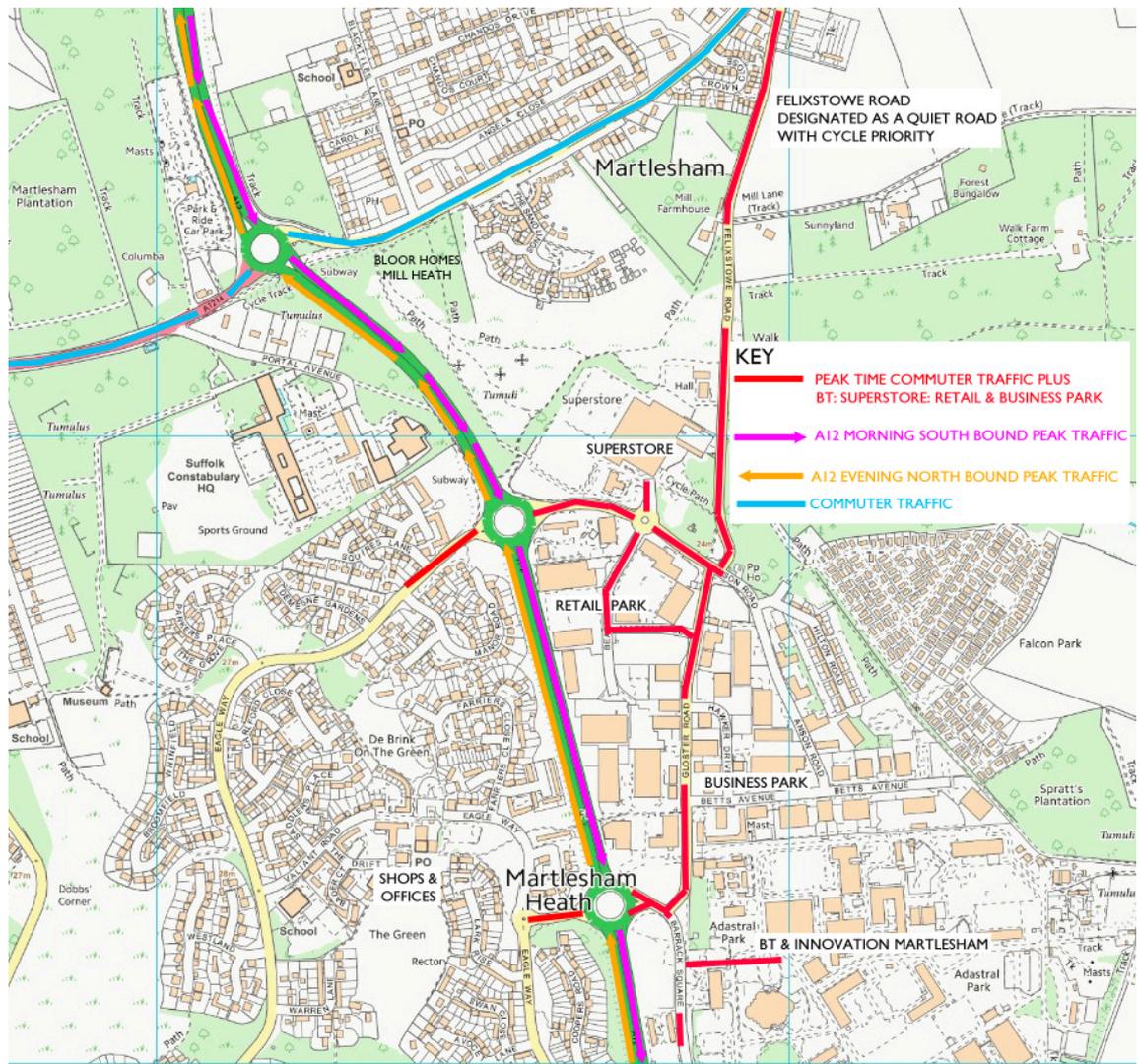


7.3 The Martlesham Heath Business and Retail Parks are on the east side of the A12 and provide many of the services that residents use. As such, the day-to-day activities of the population often involve crossing the A12. For those without a car, this can represent a challenge. At present there are two dedicated shared pedestrian and cycle crossings, a bridge and an underpass. Both of these are narrow, and the underpass access points have limited visibility, so conflict is created between pedestrians, users of mobility aids and cyclists. For other crossing points such as Eagle Way there are clear safety issues.

7.4 The A12, as a strategic route, is a major attractor of traffic, a factor that is exacerbated by the presence of the Industrial Estate and the Retail Park which bring in lots of vehicular traffic from outside the area. This has a knock-on effect for local movements, with congestion at A12 junctions particularly during peak periods. Improving the present situation is an important non-policy action. The volume of traffic and the speed it travels at creates difficulties either joining or crossing the A12. The household survey showed

that 87% of respondents used their car to travel to their place of work or study so safe and timely access onto the A12 is a real need, along with the need to improve alternatives to the private car. **Figure 7.2** shows the main destinations for these flows:

Figure 7.2: Highway flows to and from main destinations in the Neighbourhood Plan area



7.5 Walking and cycle routes in Martlesham are reasonable. These include sections of national cycle routes 1 and 51 and regional routes 41 and 48. Martlesham has a good number of dedicated off-road cycle routes. One of the issues raised by the community is that these are often shared routes between pedestrians and cyclists which can cause conflict between the two users. It would be preferable to have separated facilities for pedestrians and cyclists. Walking routes and cycle routes through Martlesham Heath are considered to be reasonable but are still felt to be capable of being improved.

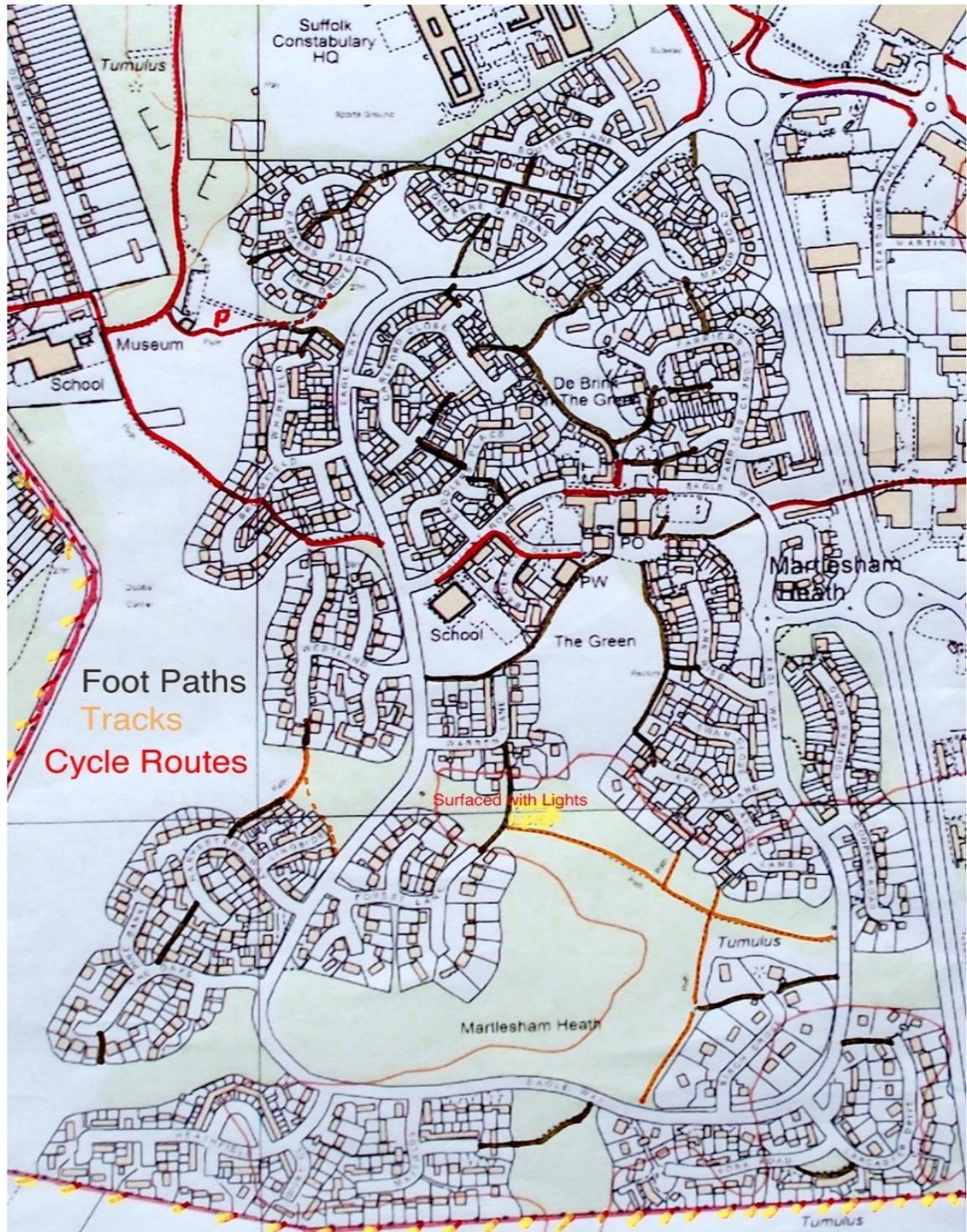


- 7.6 Martlesham's location close to Ipswich means that bus services are reasonable. Improvements would be beneficial to ensure, particularly during peak periods, that there was more capacity to take people to Ipswich. However, overall the service provides a clear benefit to the local community. Where potential improvements have been identified they are listed in the 'Non-Policy Actions' section.
- 7.7 All of these factors are particularly relevant when considering the proposed strategic development at Adastral Park. Many of the community facilities that the existing residents feel are needed to support the community are likely to be provided as part of that development on the east side of the A12. As such, access across the A12 increases further in importance. In order to make these movements sustainable and to not further increase congestion at the junctions on the A12, it is vital that pedestrian and cycle access is improved and that these facilities are provided as close as possible to the existing community.

Cycling, walking and disabled access

- 7.8 Walking and cycling in particular are important methods of transport within the Parish. There are a number of footpaths and cycling routes within the parish. The principal routes including cycle tracks are illustrated in **Figure 7.3** below.

Figure 7.3: Key cycling routes through the Neighbourhood Plan area





- 7.9 The household survey showed that 30% of households have members who routinely use bicycles, rising to 45% for families with children. The survey also showed that 55% of respondents made use of cyclepaths within the Parish. Interestingly half of these would NOT use a cycle lane that was on a road (demarcated by white lines), showing how important dedicated cycle lanes are if people are to be encouraged to cycle.
- 7.10 The teen survey showed that with the exception of journeys to Ipswich (by public transport) the respondents main form of transport is lifts in cars. For health and environmental reasons this is a worrying feature
- 7.11 The household survey also highlighted the fact that only 25% of cyclists considered that the current illumination of cyclepaths at night in the Neighbourhood Plan area was adequate. Undoubtedly this does not apply to all cycle routes but does highlight the fact that some sections of cycle path are not adequately lit.
- 7.12 Another problem that hinders cycle usage is the safe crossing of the A12 either on foot or by cycle with 32% of respondents expressing concern.
- 7.13 The principal route through the parish for cyclists runs east-west in piecemeal fashion. In the west it commences at the junction of Dobbs Lane and the spur leading to Gorseland School. It then leaves the road and runs approximately due south to cross Broomfield on a 3-metre wide path divided by a white line dividing it into separate cycle and pedestrian ways. After crossing Broomfield, the path narrows to 2.7-metres but is still maintained as a dual path. There follows a blind bend that is hazardous for all users. The path continues to Eagle Way where it crosses onto a public footpath and then turns east into Valiant Road and then alongside the front of Birchwood School where it again becomes a dual use path. The path continues west passing the top of the square before joining Eagle Way again. After 200 metres a dual use path turns east towards the A12 which is crossed via a dedicated footbridge. This footpath was originally designed solely for pedestrians with cyclists being requested to dismount and walk over the bridge. However, due to the large number of cyclists using this bridge to cross over to the industrial area for work purposes, it was changed to dual use.
- 7.14 This route is heavily used by both cyclists and pedestrians. Cycling has always been encouraged within the parish as it brings many benefits to both the environment and the cyclist. In addition the route passes both Birchwood and Gorseland Schools and is

also the route to Kesgrave High School, which has the highest number of pupils in the country using cycles on a daily basis. The route is very heavily used by pedestrians as well as cyclists.



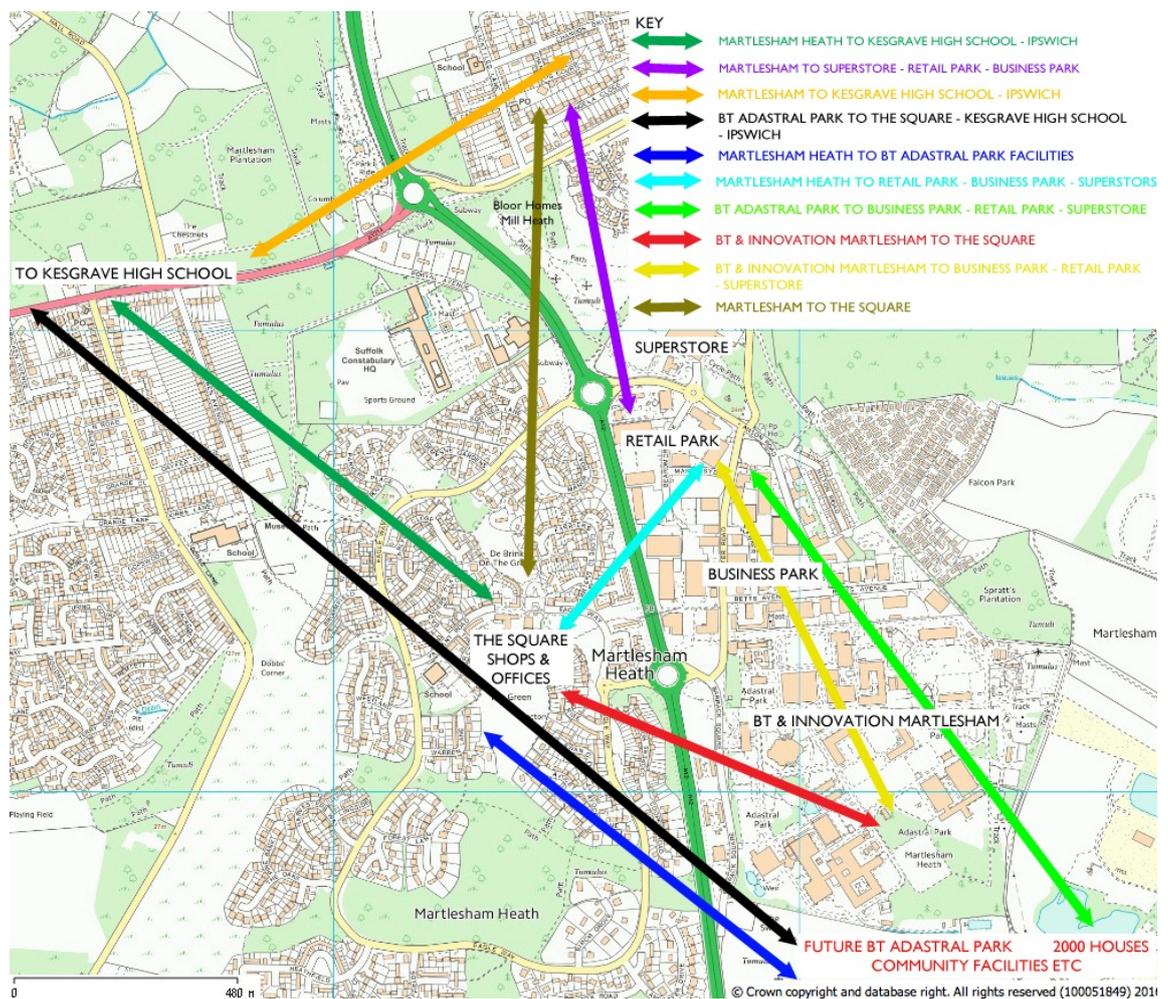
7.15 In spite of their heavy use, the creation of cycle paths in the parish has followed a piecemeal approach with not a single metre of dedicated cycle track being established. Instead the dual use of existing pedestrian footways has been developed as a means of providing off road routes for cyclists. Whilst this has resulted in more cycle paths than would otherwise have been the case there is no doubt that the shared use of paths by both pedestrians and cyclists is not an ideal solution. Although a demarcation line has been drawn up the middle of the pathway the side allocated to cyclists is not always consistent resulting in confusion for both cyclists and pedestrians as they must alternate sides as they progress along the path. The blind bend near Broomfield and the narrow footbridge and underpasses traversing the A12 are all pinch points and potentially hazardous.

7.16 With the strategic development at Adastral Park, the existing cycling facilities passing through the parish will experience a steadily increasing demand. In particular it is expected that usage of the east-west route will increase and there is a clear need to extend the cycling route into the new development. However, the existing piecemeal arrangement of roadway, dual use and unofficial use of pedestrian routes for cycling is not considered suitable or safe to support the anticipated volumes of cycle and pedestrian traffic. In the longer term it will probably be necessary to provide a fourth crossing of the A12.

7.17

It is understood that a proposal has been put forward for a new crossing over the A12 but this is not a firm proposal. There are several options for possible routes and each has its advantages and disadvantages. **Figure 7.4** shows some of the key origins and destination where new cycle facilities would provide clear benefits and maximise the potential to increase cycle usage. It is important to note that these are not specific routes but a reflection of where reasonably direct cycle routes would increase the proportion of trips by bicycle.

Figure 7.4: Key locations and linkages for new cycle routes



7.18 The precise route of any new cycle crossing of the A12 related to the Adastral Park development is outside the control of the Neighbourhood Plan. However, it is important that policy provides general support for the expansion of the cycle network to provide effective linkages with the existing community of Martlesham Heath. If this cannot be achieved, then improvement is needed to existing crossing points of the A12, such as at Eagle Way, which was identified as an unsafe crossing point at present.

7.19 The household survey also identified the lack of a satisfactory route from the parish to Woodbridge for use by pedestrians and cyclists. The current route is made up of a piecemeal of sections of footpath and road use which is not really suitable for pedestrians or cyclists alike. The most problematic section is along Sandy Lane which has no provision for pedestrians and has passing places in the narrower sections making it dangerous for cyclists. A dedicated pedestrian/cycling route is needed along this section, particularly given the existing uses along Sandy Lane which do create the need for regular access. At present, no route has been identified but new development in this location could unlock potential opportunities.

7.20 The cycle routes that are considered to be a priority are:

- to Woodbridge avoiding Sandy Lane; and
- to Kesgrave High School from Adastral Park





7.21 All of these issues are equally, if not more, relevant for disabled users. This is particularly the case at Martlesham Retail Park. An assessment undertaken of a recent planning application highlighted the following issues which have been replicated in many cases by existing developments on the Retail Park:

- Insufficient disabled parking spaces based on Department for Transport guidance.
- Disabled users having to reverse out of spaces when leaving.
- Lack of dedicated crossing facilities. Although there are dropped kerbs at various crossing points on Anson Road and Beardmore Park, it is not easy for wheelchair users to cross at these points – in particular, where there are two lanes of traffic, for example approaching the roundabout outside Pets at Home, or from Tesco store. On a number of occasions, disabled users have reported motorists stopping in the nearside lane to allow them to cross, only for another car to approach at speed in the outside lane, making it dangerous to cross safely.
- There also need to be more dropped kerbs to provide opportunities to cross at safe point.



POLICY MAR14: CYCLING, WALKING AND DISABILITY ACCESS ROUTES



Development proposals to improve cycling and walking will be supported. In particular, provision of cycle and pedestrian routes that are physically separated from vehicular traffic and from one another will be strongly supported. Such routes should also ensure that access by disabled users is secured.

Such proposals should seek to ensure, where possible, that they link up with existing cycling and walking networks and contribute to the formation of a more comprehensive integrated network across the Neighbourhood Plan area. Proposals to address the following priority routes will be strongly supported:

- additional crossings of the A12 road;
- access to Kesgrave High School;
- access to Woodbridge that obviates the need to travel along Sandy Lane⁴ (notwithstanding acceptable proposals that address the requirements of Policy MAR19);
- access to the Recreation Ground.

Where pedestrian, cycle and disabled access provision is not addressed by dedicated provision of crossings, improvements to existing crossing points such as at Eagle Way will be supported. This includes provision of dropped kerbs for disability access.

Development proposals will be expected to ensure that safe and reasonable access is provided for cyclists and pedestrians (including disabled users and, in particular, users of mobility scooters) from the development site onto the existing cycling and walking network.

⁴ Traffic calming along Sandy Lane would represent an acceptable alternative solution

7.22 The household survey showed that both access to and navigating around the Martlesham Heath Retail Park area, either on foot or by cycle, was perceived as difficult and sometimes dangerous. Moreover, the assessment of access for disabled users highlighted the Retail Park as a particular location where access was difficult. The crossing of roads internal to the retail park highway network when there is a high volume of traffic flowing into and out of the retail park area was identified as being hazardous. This problem is exacerbated by on street parking that occurs when the parking spaces are insufficient, which occurs on a frequent basis. Whilst the Retail Park serves a wider car-bourne demand, it is important that adequate provision is also made for local users who are more likely to access the Retail Park on foot, by bicycle or in a wheelchair.



POLICY MAR15: CYCLING, WALKING AND DISABILITY ACCESS IN MARTLESHAM HEATH RETAIL PARK



Development proposals both within and to the Martlesham Heath Retail Park will be required to demonstrate how they will ensure easy and safe access for pedestrians, cyclists and disabled users. In particular this includes the provision of sufficient dedicated road crossing points for pedestrians, including disabled access.

Vehicle and cycle parking

Parking standards

- 7.23 Car ownership in Martlesham parish is relatively high, standing at 1.47 cars per household in 2011 (source: 2011 Census). This was just above the district average and well above the regional average of 1.33 cars per household.
- 7.24 The effect of this is seen in residential areas of Martlesham, with high amounts of on-street parking creating difficulties with access and reducing safety for pedestrians, particularly children.



- 7.25 Suffolk County Council Parking Guidance ⁵ requires future parking designs to accommodate safe passage of highways users, including emergency services vehicles. The SCC Parking Guidance is considered to be appropriate in this regard and if followed, will provide safe passage of highways users. Nevertheless, for the community of Martlesham, it is imperative that new development does not recreate and exacerbate the situation of unacceptable levels of on-street parking. New dwellings will be expected to provide off-street parking based as outlined in the SCC guidance.
- 7.26 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.

⁵ Suffolk County Council (2014) *Suffolk Advisory Parking Guidance – Technical Guidance*

POLICY MAR16: PARKING STANDARDS



For new developments the minimum vehicle and cycle parking standards contained in the Suffolk Advisory Parking Guidance, or any subsequent document, shall apply for the provision of off-road and cycle parking. This is in order to minimise obstruction of the local road network in the interests of the safety of all road users, including pedestrians, and to provide adequate parking for cyclists.

Parking provision can take the form of spaces or garaging/car port facilities, but must be permanently available for parking use.

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.

The provision of unallocated/visitor parking spaces and cycle parking spaces will be in addition to this and are expected to follow the Suffolk Advisory Parking Guidance.

Martlesham Heath Retail Park and Business Park

- 7.27 There are ongoing problems in the Martlesham Heath Retail Park and Business Park areas due to the high volume of car and HGV traffic accessing the retail and other commercial facilities. Whilst welcoming the economic benefits of high utilisation of these facilities, there is a downside to this. Policy MAR14 identifies the need to improve safe cycling and walking at the Retail Park and one of the reasons this is unsafe is because commonly there is insufficient parking provision in the dedicated parking areas so shoppers park out on the roadways.
- 7.28 Policy MAR15 recognises that both the Retail Park and the Business Park have the potential to expand and therefore new stores and industrial/office units must ensure that sufficient parking is provided in order to minimise the on-street parking. This seeks to reflect the Suffolk County Council Parking Guidance⁶.

⁶ Suffolk County Council (2014) *Suffolk Advisory Parking Guidance – Technical Guidance*

- 7.29 It is also important to apply the direct experience of parking provision by requiring an assessment of the ratio of parking spaces to floorspace at existing stores and business premises and how well this accommodates the parking need.



- 7.30 At the Business Park, it is important that the provision of new units can demonstrate that there are sufficient access and turning facilities for HGVs. In warehousing developments, a common issue has been arriving HGVs parking up on the roadway in order to wait until they can unload. This can cause access problems for other road users. Also, if new businesses by their nature generate a need for off-road trailer parking areas then these should be provided as part of the overall parking provision.



POLICY MAR17: PARKING PROVISION AT MARTLESHAM HEATH RETAIL PARK AND BUSINESS PARK



Development proposals for additional Class-A retail or space (either new stores or expansion to existing stores) at the Martlesham Heath Retail Park and Class-B employment space at the Martlesham Heath Business Park must demonstrate that sufficient provision will be made for customer and staff parking. This must, as a minimum, meet the parking standards contained in the Suffolk Advisory Parking Guidance, or any subsequent document. The application must also be accompanied by an assessment of the ratio of parking spaces to floorspace at existing stores and how well this accommodates parking need.

At Martlesham Heath Business Park, development proposals are expected to meet the following criteria:

- where a proposed business use will create a need for off-road trailer parking areas, it must be ensured that these are adequately provided for; and
- adequate provision must be made for vehicular turning by HGVs; and
- if Class-B8 (warehousing) development is proposed, the application must demonstrate where arriving HGVs will park and how they will be managed so they do not have a detrimental impact on traffic flow.



8 Commercial and Retail

8.1 As part of the evidence gathering process for the Neighbourhood Plan, a survey of the employment areas followed by a consultation covering a number of issues was undertaken over the period late-2014 to mid-2015. Both the survey and the consultation excluded the British Telecommunications Research Centre, this being outside the Neighbourhood Plan area.

8.2 The survey revealed that:

- There are over 160 companies operating in Martlesham which employed well over 3,000 people on both a full- and part-time basis.
- The range and diversification of companies has made the area a major centre for retail, professional and legal services, leisure activities and manufacturing.
- There are a general lack of apprenticeship opportunities within the area.
- Apart from a small number of companies operating as specialist delivery companies which have their own parking arrangements, the ownership and parking of company vehicles was an insignificant problem.





8.3 The consultation revealed that:

- Prospective employees experienced very few problems when seeking local personal accommodation.
- The ability of local companies to expand their business while still occupying the same premises brought a positive reaction from about two-thirds of the occupants while the remainder indicated that they would probably have to look elsewhere.
- Within the field of technical education and skills training, approximately 50% of the respondents felt that there was little need for such a facility but yet when asked if they had experienced difficulty in attracting suitably qualified and skilled personnel to their company, 50% responded that they had. This was clearly a conflicting view.
- Advertising for new employees by most firms was done primarily by word of mouth, through job centres and use of the local press.
- Martlesham benefits from having a substantial number of free parking spaces throughout the employment area so not surprisingly a significant number of the local companies indicated that parking for both their customers and employees presented no problems. However as there is persistently a large amount of roadside parking this appears to conflict with reality and perhaps reflects the fact that many businesses do not see roadside parking as a problem.
- Most companies do now use the internet for business and professional transactions so in response to questions on its availability and speed the responses from the majority of users was generally positive although some users did experience slowness. From the results there was no clear indication of any 'not spots'. Those who companies who depend absolutely on the broadband for their business had set up dedicated lines for their specific use.
- Access to firms was not a problem but that road maintenance could be improved by cutting back unnecessary vegetation, widening pavements and increasing the number of off-road parking places.
- Many of the companies not established on Martlesham Heath would like to have the ability to advertise the existence of their companies through suitable signage in advantageous places.

General Employment Areas

- 8.4 Suffolk Coastal Local Plan Saved Policy AP51 (General Employment Areas) is relevant to Martlesham and it is proposed that the Martlesham Heath Business Park and Retail Park is retained, as per the wording of the saved policy. This reflects the fact that this area continues to provide a mixture of light industrial, office, industrial and warehousing

space. It is one of the premier commercial locations in the district and serving the wider Ipswich Policy Area.

- 8.5 Whilst overall the area is predominantly an employment area, there has been growth of retail uses through the development of the Retail Park. Temporary permitted development rights to use light industrial and office (Class B1) space for retail uses (Classes A1, A2 and A3) are in place through national policy until 2018. However, industrial (Class B2) and warehousing (Class B8) uses do require a planning application.



- 8.6 The wider local authorities have expressed concern that additional retail outlets in Martlesham will affect trade in the adjacent District Centres, Market Towns and Retail Parks. Retail businesses in Martlesham District Centre have also raised concerns about the expansion of large scale retail outlets at the Martlesham Heath Retail Park that are in direct competition with existing businesses in The Square, e.g. the bakery and hairdressers.
- 8.7 In addition some of the commercial ventures in the Business Park have expressed concern about the dilution of their commercial viability when industrial uses are replaced with retail trades. This may also be a factor when local companies wish to address the potential for new business with the advent of Sizewell Nuclear Power Station and the warehousing project at Trimley, Felixstowe.
- 8.8 In response to the question as to whether Martlesham Neighbourhood Plan should include similar policies to those proposed by other authorities to protect the viability of smaller independent retail outlets, 57% of residents considered this to be very important and 37% considered it to be important.



- 8.9 It is therefore considered important that in General Employment Areas, there is a strong presumption against the loss of industrial and warehousing units to retail uses.

POLICY MAR18: GENERAL EMPLOYMENT AREAS



Unless otherwise stated in the Suffolk Coastal Local Plan, on the General Employment Areas shown on the Proposals Map, planning permission will normally be granted for Classes B1 (light industrial), B2 (general industrial) and B8 (warehousing) development.

The change of use of existing Class B2 and Class B8 floorspace to retail uses (Classes A1-A3) will be resisted. Such changes of use will only be permitted if it can be demonstrated that:

- The employment premises or land in question has not been in active use for at least 12 months; and
- The employment premises or land in question has no potential for either reoccupation or redevelopment for employment generating uses, as demonstrated through the results both of a full viability report and a marketing campaign lasting for a continuous period of at least 12 months.

Sandy Lane, Martlesham

- 8.10 This area is within the open countryside. It contains a wide variety of land uses, including established industry, intensive agriculture and horticulture, recreation, housing and open heathland. The completion of the Martlesham bypass has resulted in improved access into Woodbridge and a reduction in the volume of traffic using the former A12 through Martlesham. In recent years however there have been consistent complaints from local residents of increasing use of 'The Street' and Sandy Lane as a way of avoiding having to use the bypass. This is likely to result in continued pressure for some form of development within this part of Martlesham. Some of this area is within the Area of Outstanding Natural Beauty and the Special Landscape Area.



- 8.11 The section south of Sandy Lane contains intensive agricultural industry, occupying a significant number of large buildings in sensitive locations both within and adjacent to the AONB. These buildings are considered to be sufficiently important to justify the inclusion of the following policy to lay down development guidelines for their re-use, should that circumstance ever arise.

POLICY MAR19: SANDY LANE, MARTLESHAM



Proposals for the employment re-use of the site and buildings in Sandy Lane, Martlesham, as shown on the Proposals Map, will be considered against the following criteria:

- **Proposals will only be considered in the context of a comprehensive scheme for the whole complex, the basic elements of which shall be:**
 - **buildings should be confined to the western part of the site, as identified on the Proposals Map with the remainder being removed and the land restored;**
 - **only the buildings which are of permanent and substantial construction but of a scale and character which are in keeping with the exposed location in the AONB will be permitted to remain;**
 - **the scale of the final complex should reflect the location in the AONB;**
 - **the design of new buildings, conversions and external works (including re-cladding) shall be of a high standard and should not detract from the character of the AONB;**
 - **access will be at the western end and all other accesses (other than where serving residential properties) shall be removed in order to retain and enhance the present rural character of Sandy Lane;**



- a comprehensive landscaping scheme;
- proposals for the phased demolition and restoration of the eastern part of the site.
- Proposals must not lead to unacceptable levels of traffic movements, particularly by lorries;
- Proposals must improve conditions for pedestrians and cyclists using Sandy Lane;
- Only B1 uses will be permitted, unless otherwise agreed in writing with the District Council. Warehouse and haulage uses will not be permitted;
- A range of size of buildings should be provided in order to provide premises for small businesses preferably providing jobs and/or services for the local community;
- The subsequent expansion of the activities on the site will only be permitted if it can be demonstrated that there would be no adverse impact on the surroundings.

Broadband

- 8.12 The modern economy is changing and provision of a good communications network is a basic requirement. For the growing business base at Martlesham provided by the Business Park, this is vital. In the business survey, 46% of respondents highlighted that this was paramount for their business.
- 8.13 Despite this and despite the proximity of the research and development headquarters of BT, one of the leading telecommunications companies in the world, there are some businesses that do not have adequate access to broadband technology. As an example, the successful Moon & Sixpence holiday site close to Martlesham cannot currently offer communications facilities in tune with its high status and national rating.



- 8.14 In the Neighbourhood Plan survey, about one-third of respondents said their internet speed was insufficient for their needs (and since the survey new services have been launched which require higher speeds e.g. 4K TV streaming). A similar proportion of business were dissatisfied with their internet service. 80% of residential respondents said that fast internet connection would be a very or quite important factor in choosing a new home.
- 8.15 The local network in Martlesham Heath village is largely aluminium (rather than copper). It is not clear what impact this has on line speeds for users of fibre to the cabinet (FTTC) but there are a number of areas which get significantly slower service than would be expected from copper line plant at the same distance from the cabinet.
- 8.16 This particularly affects the southern part of the village which is most distant from the FTTC cabinets. Speeds of less than 15Mbps download and around 0.5Mbps upload are common. There are also odd cables serving small groups of houses which perform less well than those serving almost adjacent houses.
- 8.17 A small amount of tactical replacement of some sections of aluminium with copper was carried out when FTTC was first launched with a noticeable uplift in speed, but BT has since stopped doing this.
- 8.18 In its 2015 manifesto, the Government committed to delivering download speeds of 24Mbps to 95% of the UK by the end of 2017. Since then, a further announcement pledges that access to at least 10Mbps should be on a similar footing to other basic services such as water and electricity. This 'Universal Service Obligation' will mean that consumers will have the right to request a broadband connection wherever they live.
- 8.19 It is likely that this will take time to roll out meaning that some Martlesham businesses and residents will have to wait to receive superfast broadband without additional local authority intervention. In the meantime, whilst BT have an obligation to provide a landline to every business and household in the UK and developers are expected to want to facilitate high speed broadband provision to make their developments more marketable, there have been instances where developers have not contacted Network Generation Access (NGA) Network providers early enough in the process for fibre and ducting to be laid, or they have a national agreement with a cable provider that is not active in the area, leaving new developments with little or no connections.



- 8.20 This policy seeks to ensure that all new housing, community and commercial development in the neighbourhood area is connected to superfast broadband.

POLICY MAR20: HIGH SPEED BROADBAND



All new residential, commercial and community properties within the Neighbourhood Plan area 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 property to facilitate ease of installation at a future date on an open access basis.

- 8.21 More generally, the use of underground cabling for services will be encouraged and strongly supported.



9 Non-Policy Actions

- 9.1 The future for Martlesham is dependent on developments within the parish, but outside the neighbourhood plan area. Martlesham has been identified as a Major Centre in the Suffolk Coastal Core Strategy and the population is planned to double over the next 15-20 years with the building of 2,000 homes on land currently owned by BT at Adastral Park. There will also be a high-tech business park on the land. So some aspects of the wider vision articulated in the Neighbourhood Plan, e.g. the provision of a wider range of housing, will be dependent on developments there. It is anticipated that this will be achieved by the community's input into the masterplan for the development, as promised by SCDC and by commenting on individual planning applications for the area.
- 9.2 It must also be recognised that the planning mechanism cannot deliver the full vision; it is either beyond the scope of planning laws or requires remedial action to deal with existing shortcomings. For that to happen individuals and groups in the community as well as the Parish Council must continue their work of building and maintaining a strong community and in working with developers, landowners, businesses and other agencies to provide the facilities best targeted to meet community needs.
- 9.3 The areas in which issues to work on have arisen in the course of consultations are noted here. Ownership of the issues has been suggested and when agreed active action planning should follow. Inclusion in this list is not meant to signify approval or prioritisation of these issues.

Table 9.1: Non-policy actions

ISSUE	Current Situation	Objectives, to achieve a robust solution which will be able to cope with planned population and business growth in the parish	Ownership
 HOUSING			
Range of housing	Predominance of under occupied larger properties in owner occupation For details see 'Housing Needs Analysis'	Widen the range of housing to include smaller properties suitable for first time buyers, smaller families and downsizers with a range of tenure and support mechanisms in place, including a nursing home	MPC (DPC)
 TRAFFIC			
Pollution	Noise, light and air pollution	Reduce to acceptable levels and absorb new developments without loss of amenity to existing and future residents Lobby highway authorities to ensure use of modern road quietening surfaces (especially on the A12) when remedial or redesign work is carried out, for the amenity of existing residents and new occupants of the site to the south and east of Adastral Park	MPC (DPC)



ISSUE	Current Situation	Objectives, to achieve a robust solution which will be able to cope with planned population and business growth in the parish	Ownership
<p>Road inadequacies</p>	<p>Currently particularly present in the Retail Park and roundabout near Police HQ See also details in Highways Register</p>	<p>Institute traffic management schemes which can cope with existing and future needs Improve coordination between fragmented interests at Retail Park and industrial area</p>	<p>MPC (DPC)</p>
<p>Safe pedestrian and cycling routes</p>	<p>Movements through and beyond the existing developed areas need easing Dangerous and inconvenient routes to and within the Retail Park See also details in Highways Register</p>	<p>Develop necessary infrastructure, dedicated lanes, traffic calming and controlled crossings including reduction of conflicts between motorised traffic, pedestrians and cyclists. Explore how the need for Adastral residents to have access round the south of Martlesham Heath (i.e. through Brightwell) to Kesgrave, Ipswich and beyond can be accommodated. Need for easy and safe walking and cycling routes between existing and new developments Improve coordination between fragmented interests at Retail Park and Industrial Estate See also details in Cycling and Pedestrian Strategy</p>	<p>MPC (DPC)</p>



ISSUE	Current Situation	Objectives, to achieve a robust solution which will be able to cope with planned population and business growth in the parish	Ownership
 CAR PARKING			
<p>Within Martlesham Heath Retail Park</p>	<p>Excessive parking on roads and customers driving between different car parks within the retail park</p>	<p>Institute traffic management schemes which can cope with existing and future needs</p> <p>Improve coordination between fragmented interests at Retail Park and Industrial Area</p> <p>Develop necessary infrastructure, dedicated lanes, traffic calming and controlled crossings including reduction of conflicts between motorised traffic, pedestrians and cyclists</p> <p>Need for easy and safe walking and cycling routes to and within the retail park, including to and from new developments</p> <p>Encourage provision of public transport Route 66 service to Retail Park in both directions needed</p>	<p>MPC (DPC)</p>
<p>Disputes and problems with street parking in residential areas</p>	<p>A major source of complaints</p>		



ISSUE	Current Situation	Objectives, to achieve a robust solution which will be able to cope with planned population and business growth in the parish	Ownership
<p>Conversions of gardens to impermeable driveways</p>			
<p> PUBLIC TRANSPORT</p>			
<p>Travel within Martlesham</p>	<p>Services for existing and new users of existing and new community, commercial and retail facilities needed</p>	<p>Shuttle buses, incorporating new developments</p>	<p>MPC (DPC), Transport liaison volunteers</p>
<p>Travel outside Martlesham</p>	<p>Improvements needed</p>	<p>Express service to Ipswich Improved services to Woodbridge and Felixstowe</p>	<p>MPC (DPC), Transport liaison volunteers</p>



ISSUE	Current Situation	Objectives, to achieve a robust solution which will be able to cope with planned population and business growth in the parish	Ownership
 BUSINESS			
Traffic, parking and transport	Issues as above	Improve coordination between fragmented interests at Martlesham Heath Retail Park and Business Park	MPC (DPC)
Telecoms	Inadequate	Improved broadband and communications needed	
Skills training	More needed	Encourage local facilities for skills training Improve coordination between fragmented interests at Martlesham Heath Retail Park and Business Park	
Retail experience	Improvements needed	To facilitate and improve customer shopping and trade experiences.	
Noise impact on residents	New applications for development not assessed at night	Lobby to ensure that noise assessments accompanying planning applications, are undertaken at night as well as during the day, particularly in relation to noisy plant.	MPC (DPC)



ISSUE	Current Situation	Objectives, to achieve a robust solution which will be able to cope with planned population and business growth in the parish	Ownership
 PLAY EQUIPMENT			
Standards	Reported inadequate	Improve to highest defined standards	MPC (R&AC)
Range	Reported inadequate	Provide equipment suitable for all ages and abilities	MPC (R&AC)
Ancillary facilities	Reported inadequate	Provide adjacent seating, shelters and picnic facilities	MPC (R&AC)
 SPORTS PROVISION			
	Upgrading needed	Upgrading bowls green and facilities Upgrading BMX trails	MPC (R&AC)
	New facilities needed See also Neighbourhood Plan questionnaire returns	Provide 3G football pitches and MUGA Provide indoor sports facilities	MPC (R&AC)
Existing provision	Underuse	Negotiate access to currently restricted facilities, BT Police HQ, schools etc	



ISSUE	Current Situation	Objectives, to achieve a robust solution which will be able to cope with planned population and business growth in the parish	Ownership
 HEALTHY LIFESTYLE			
	<p>Consensus that this should be encouraged</p>	<p>Implement Cycle and Pedestrian Strategy</p> <p>Provide leisure and sensory trails</p> <p>Upgrading footpaths for wheelchair and buggy use</p> <p>Provide exercise stations</p> <p>Provide connected walks to Woodbridge and Waldringfield</p> <p>Provide allotments</p> <p>Exercising the right to buy should be considered in the cases of existing sports and recreational facilities if they come onto the market for redevelopment</p>	<p>MPC (DPC, R&AC)</p>



ISSUE	Current Situation	Objectives, to achieve a robust solution which will be able to cope with planned population and business growth in the parish	Ownership
 OTHER ISSUES			
Replacement village hall at Top Street	Current hall lacks attractive facilities including car parking		
Surgery facilities	More comprehensive facilities needed	Larger surgery Maintenance of provision on Martlesham Heath Access considerations for less mobile patients	MPC (DPC)
Facilities for dog owners	Conflicts between use of open spaces by dog owners and other users	Encourage dog owners to take more responsibility Provide more dog dirt and litter bins Provide enclosed exercise areas for dogs, as well as dog free areas	MPC (R&AC)
 INTEGRATION OF RESIDENTS OF NEWLY DEVELOPED AREAS INTO SOCIAL AND COMMUNITY GROUPS			MPC



9.4 Implications of the BT development have been incorporated above, but are also listed here for clarity:

- New housing to fill gaps in existing provision
- New users for existing community, commercial and retail facilities
- New and complementary facilities developed within the BT scheme
- Migration of existing facilities to the BT development
- Need for easy and safe walking and cycling routes between the old and the new
- New users of recreational footpaths and open spaces
- Provision of new open spaces
- New users of public transport moving through and beyond the existing developed areas
- New walkers and cyclists moving through and beyond the existing developed areas
- New users of private cars moving through and beyond the existing developed areas
- New businesses adding movements to, from and within their areas, causing congestion, parking and safety problems
- Integration of residents of newly developed areas into social and community groups

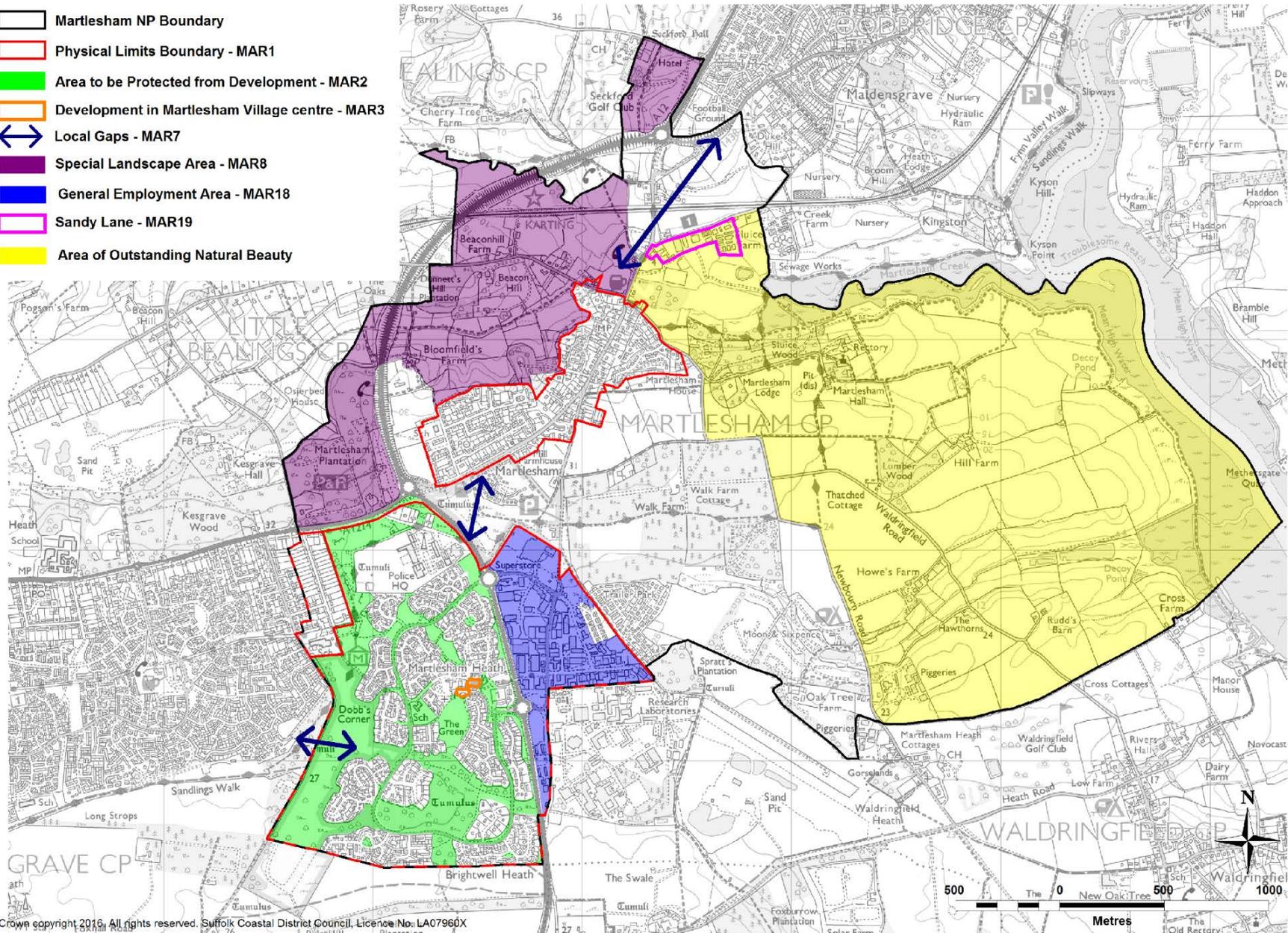


GLOSSARY

- **Affordable housing** - Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market
- **Local Plan/Core Strategy** – the planning policy document adopted by Suffolk Coastal District Council in 2013, covering the Martlesham Neighbourhood Plan area. This addresses strategic planning matters and the Martlesham Neighbourhood Plan, as required by the National Planning Policy Framework, must be in general conformity with the adopted Local Plan (of which one part is the Core Strategy).
- **Intermediate tenure housing** - Homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.
- **National Planning Policy Framework (NPPF)** – the national planning policy document which sets out the Government’s planning policies for England and how these are expected to be applied.
- **Social rented housing** - Housing owned by local authorities and private registered providers for which guideline target rents are determined through the national rent regime.

10 Proposals Map

-  Martlesham NP Boundary
-  Physical Limits Boundary - MAR1
-  Area to be Protected from Development - MAR2
-  Development in Martlesham Village centre - MAR3
-  Local Gaps - MAR7
-  Special Landscape Area - MAR8
-  General Employment Area - MAR18
-  Sandy Lane - MAR19
-  Area of Outstanding Natural Beauty





APPENDIX 1 Non-designated heritage assets

RAF Martlesham Heath

	Building	Description	Map Reference	Ref.
1	Tower	RAF Control Tower and Museum	TM 23920 45597	B
2	Air-raid Shelter/Bunker	Underground air raid shelter for Tower personnel	TM 23874 45630	C
3	Revetment 1 of 4	Revetment bordering tower car park/ Ex-USAAF Aircraft Stand	TM 23924 45641	C
4	Revetment 2 of 4	Revetment towards Police HQ	TM 23947 45769	C
5	Revetment 3 of 4	To left of Footpath/Peri Track	TM 23896 45765	C
6	Revetment 4 of 4	Towards conservation pool	TM 23996 46125	C
7	Air-raid Shelter/Bunker	To right side of PWCG path to pillbox/PWCG Proposed Bat Shelter	TM 23881 45754	C
8	Pillbox	In private garden, used with owners permission as PWCG Work Equipment Storage	TM 2386945737	C
9	4 x fuel dump header systems	Near gate/opposite police HQ field gate	TM 24125 46103	A
10	Officer's Housing	5 - 6 Houses on Portal Avenue	TM 24106 46182 / TM 24269 46132	B
11	Airfield Marker	Corner of Portal Avenue and Main Road - site of Guard Post	TM 24048 46171	A
12	Black Tiles Public House	Formerly Black Tiles Teashop - Battle of Britain and USAAF Pilots	TM 24367 46369	B
13	Battle HQ Bunker	On footpath Main Road to Felixstowe Road. Woodbridge side of new estate	TM 24736 46333	C
14	Airfield Marker	Near Felixstowe Road - Mill Lane junction (RSPCA)	TM 24887 46292	A
15	NCO's Married Quarters	Hilton Road all now private properties. Not sure if anything else in area.	TM 25072 45629 / ESTATE CENTRE	B
16	Fuel Tank header system	Corner of Gloster Road/Hawker Drive. Ridgeons side of road	TM 24849 45575	A
17	Concrete Wall with buttresses	Gloster Road Ridgeons boundary wall	TM24854 45588 / WALL CENTRE	C
18	Guard House with cells	Gloster Road alongside Type "A" hanger - built on site of previous aircraft hanger	TM 24818 45458	B
19	Hanger	Type "A" ? built after 6th October 1922 fire destroyed previous hanger	TM 24772 45466	B
20	Workshops	Opposite Guard Room now Gregg's Bakery etc.	TM 24873 45445	B
21	Building with 1928 Plaque	On Hawker Drive near Betts Avenue end	TM 24914 45476	B
22	Office Complex Includes pre WW2 Fire Office see item 25	Gloster Road Opposite King Pin.	TM 24858 45364	B
23	HQ Building	inside BT fencing	TM 24853 45313	B
24	Barrack Square	4 x "H" type barrack blocks now office accommodation	TM 24783 45057 / TM 24813 45060	B
25	"-".	Reference = Centre each Block	TM 24801 44952 / TM 2483044956	B
26	Electrical substation		TM 24824 44913	C
27	Aircraft Pan Area	BT side of BT roundabout - site of proposed hotel	TM 24785 45220	A
28	Pill Box	Eagle Way - near bus stop at wooded area on Eagle Way	TM 24657 44848	C
29	Runway Remains	Douglas Bader PH and The Green - Area of runway	TM 24421 45321	C
30	Post 1945 Concrete Runway remains.	Built post 1945 to allow jetsto run-up without damaging old surface	TM 23653 44483 (Private Land)	C
31	Runway Light or Electrical Box for lights	Near The Oaks in scrub near footpath to No.32	TM 23801 44675	A
32	Peri Track remains	Running alongside Dobbs Lane	TM 23558 4460 (Approx.)	C
33	Generator Building - Remains of	Between Dobbs Lane and remains of peri track	TM 23478 44584	A
34	Gorsland School	Site of Kitchens and Dinning room built for USAAF Squadrons 359th/360th	TM 23703 45558	B
35	Deben Avenue. 16 Houses	requisitioned for USSAF Officers	TM 23737 45863 (Middle of Avenue)	B
36	Other Houses Deben Avenue	req. by USAAF and RAF for accomodation nurses/ground crew/AA gunner crew	TM 23737 45863 (Middle of Avenue)	B
37	Deben Avenue / Gayfer Avenue	Area of which contained a Laundry Operation (USAAF)	TM 23705 45771	B
38	Dobbs Lane	2 x premises requisitioned as Flight Office and Pilot Rest Room for USAAF Squadrons	TM 23765 45391	B



Bowl barrows

Bowl barrows, the most numerous form of round barrow, are funerary monuments dating from the Late Neolithic

Historic England List Entry	Location	Grid Reference	Notes
1008509	580m north of Dobbs Corner	TM 23863 45885	
1008526	680m north of Dobbs Corner	TM 23882 45991	
1008729	Portal Avenue	TM24233 46166	
1008730	450m north west of Sheep Drift Farm	TM24953 44596	Bowl barrow and pill box
1008731	Spratt's Plantation	TM25541 45350	2 x bowl barrows
1008732	Lancaster Drive	TM24650 44505	
1013435	Birch Grove	TM24569 44794	



Martlesham Parish Council is the tier of local government closest to local communities and it meets to agree action, policies and/or commit expenditure for the benefit of the parish.

Visit us: martlesham.onesuffolk.net