

to come forward towards the later stages of the plan period above that which is already allocated in the Framlingham Neighbourhood Plan or with planning permission.

The Neighbourhood Planning Regulations require Neighbourhood Plans to be kept under review and in conformity with the Local Plan. In the short to medium term the policies within this Local Plan will not require a review of the Neighbourhood Plan but in the longer term this may be required to identify sites to meet the housing requirement outlined in the Spatial Distribution of Housing for the later stages of the plan period.

Strategy for Saxmundham

Saxmundham is an historic market town on the banks of the River Fromus (2011 pop. 3,644). It is bound by the A12 to the west which provides road access to the rest of the district. The town has good rail access on the East Suffolk rail line which provides passenger services to Ipswich and Lowestoft.

The town functions as an important centre for the community of Saxmundham as well as other neighbouring rural communities. In recent years Saxmundham has seen residential development, as well as supermarket developments, which have changed the focus of the town centre away from the High Street. Saxmundham is a town which is well placed to take advantage of town centre redevelopment opportunities to retain its position as a vibrant market town as outlined in the Suffolk Coastal Retail and Commercial Leisure Study.

Like other market towns, the level of employment in Saxmundham is limited with opportunities provided in other parts of the district and nearby communities. A range of employment sites and economic opportunities exist in close proximity to Saxmundham but a significant proportion of residents travel for employment to locations such as Ipswich, Martlesham and Lowestoft.

Saxmundham Town Council has committed to undertake a Neighbourhood Plan to guide the future of their community. The Neighbourhood Plan Area was designated in August 2017 and in accordance with the Neighbourhood Planning Regulations will be required to broadly accord with the policies in the Local Plan. The Council will continue to engage and support the work being undertaken on the Saxmundham Neighbourhood Plan as the Local Plan evolves.

Policy SCLP12.25: Strategy for Saxmundham

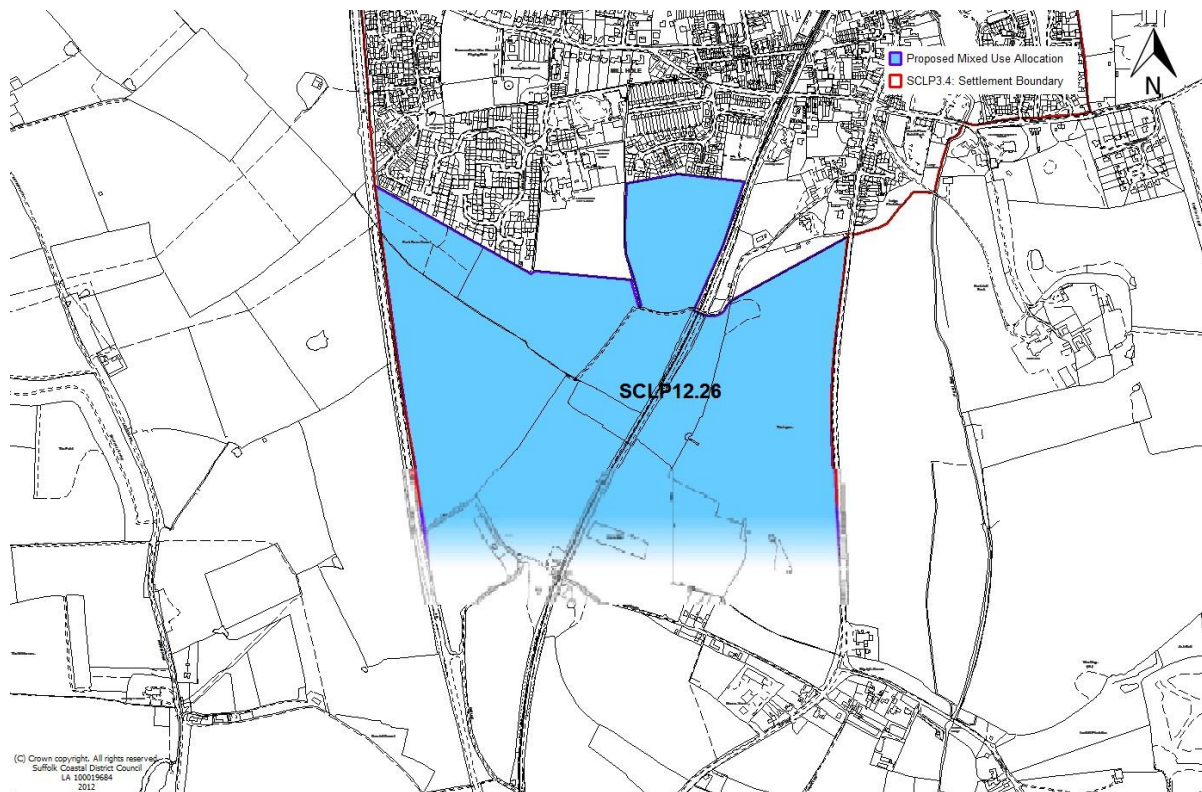
Saxmundham will continue to be a thriving retail, employment and service centre, serving a key role in meeting the needs of its residents, surrounding rural communities and visitors, recognising the opportunities related to the connections offered by the rail and A12 transport corridors.

The strategy for Saxmundham is to :

- a) Enhance the vitality and vibrancy of the town centre, including through protecting and enhancing the historic core of the town;
- b) Utilise opportunities related to the presence of the railway and the proximity to the A12;
- c) Diversify and expanding employment opportunities;
- d) Enhance pedestrian and cycle connectivity around and beyond the town, particularly to the town centre and the railway station;
- e) Promote quality of life through enhancements to networks of green infrastructure; and
- f) Increase the provision of housing and affordable housing, and providing greater choice in the mix of housing available.

The creation of the South Saxmundham Garden Neighbourhood will provide new opportunities for housing, employment and community facilities, focused around the principles of an inclusive community and integration with Saxmundham and the surrounding countryside through enhancing green infrastructure networks.

SCLP12.26 -South of Saxmundham Garden Neighbourhood:



The current Local Plan seeks to ensure that Saxmundham focuses on its function as a local retail, employment and service centre which makes the most of its historic environment and connections to the rest of the district.

It is essential that this Local Plan retains these principles and to do this there is an opportunity to take a master plan approach, informed by public engagement and multiple land owner collaboration, to deliver an education and employment led sustainable garden neighbourhood as an extension to the existing built up area, including land within the parish of Benhall. Landowner collaboration and partnership working with a range of stakeholders such as Suffolk County Council, Benhall Parish Council, Saxmundham Town Council and community groups will inform a master plan for the garden neighbourhood covering the whole site as part of a future planning application.

Consultation responses and engagement with Suffolk County Council have highlighted the need for increased primary school provision in the Saxmundham area. Limited capacity in existing schools is increasingly acting as a barrier to the future development of Saxmundham and the surrounding communities. The provision of a primary school with early years provision would support future development in this part of the district. The exact location of a new primary school with early years provision will need to be considered early in the master planning stages to ensure it is an integral and accessible part of the design and layout of the new development.

To the south of Saxmundham, the landscape is characterised by Hurts Hall, an area known as “The Layers”, agricultural land, the railway line and the A12. The landscape study identified that land to

the east of the B1121 is sensitive with views of Hurts Hall and the town beyond; therefore the master plan area is to only include land to the west of the road. To reduce the impact of the development, significant green infrastructure provision and areas of natural green space for recreation are required. These areas will provide amenity value for the future community, a variety of habitat for wildlife and also reduce the perception of settlement coalescence between the built up areas of Benhall and Saxmundham. Through the master plan approach the southern boundary of the garden neighbourhood will be defined through appropriate green infrastructure. Ensuring the provision of appropriate green infrastructure is a fundamental part of the creation of a new community in this part of the district and will complement the existing areas of woodland, the public rights of way and the adjacent countryside.

Introducing a comprehensive approach to green infrastructure will allow the biodiversity networks to be enhanced both through natural processes and any management techniques that may be introduced over the plan period. Guidance from Public Health England is clear that access to the natural environment improves physical and mental health and wellbeing for communities. The approach to the development of the site with green infrastructure as an integral part of the layout and design will also provide benefits in terms of water management on the site, noting that there is an existing area of surface water flooding towards the centre of the site.

An important aspect of any master plan development of this scale is to ensure that the relationship between the existing communities and the new development is seamless and connections between can be easily navigated through a choice of walking, cycling and vehicular routes. The area to be master planned is in close proximity to established areas of residential development, Saxmundham Free School and the town centre. Fundamental to the success of any master plan is to ensure that the local community can access existing services and facilities as well as those which will be created over the plan period. Taking a comprehensive approach to facilities and ensuring that links connecting the new developments are attractive to use, well designed and implemented at the start of the development will be beneficial to creating a successful community. Opportunities to provide walking and cycling links to Benhall utilising existing Public Rights of Way should also be created.

Vehicular access is expected to be from the A12 and also the B1121. The creation of new access points onto the existing road network will ensure that the new community is served by appropriate vehicular access. The railway line splits the area to be master planned and it is essential that appropriate vehicular crossings are introduced to enable the free circulation of vehicular movements on this site. An existing crossing is already in place and the Council will work in partnership with the landowners and Network Rail to ensure appropriate crossings are realised over the plan period. It is likely that the development will result in localised impacts on the transport network, and any necessary mitigation measures will need to be provided, as informed by transport assessments.

From the south, Saxmundham is primarily accessed by the B1121 South Entrance. This provides an historic entrance to the town which could be enhanced as part of the master plan. The buildings found at South Entrance have an historic character and are within the Conservation Area. Any future development in this area needs to be sympathetic to the character and setting of this area.

The master plan approach provides the opportunity to create new community spaces and facilities which can serve the new community but also support the existing facilities in nearby settlements.

The need for community facilities and spaces such as meeting places, sports provision or medical facilities will be informed by public engagement in the master plan process to ensure that concerns raised in respect of provision through the consultation responses are taken into account. NHS England have identified that enhancements to provision of primary care would be needed to support growth in Saxmundham.

In order to provide a further mix of uses within the master plan, the Local Plan will require the provision of employment land on the site well related to the A12. New employment opportunities are limited in the north of the district and the creation of new employment land targeted at start up enterprises or to provide grow on space for existing businesses will be encouraged. Employment uses which are sympathetic to the surrounding uses and amenity of the area will be supported.

To support the delivery of these requirements, residential development of approximately 800 dwellings will be required in this location. The dwellings will generate the need for primary school and early years provision but can also help facilitate additional provision of infrastructure required. A range of dwelling types and tenures will be required in accordance with housing policies in this Local Plan. The opportunity exists however to meet the needs of local people and re-establish higher standards of building design which takes into account modern environmental and energy efficient standards to create a healthy community. Dwellings targeted at younger people as well as those which meet the needs of the ageing population will be delivered alongside affordable housing and open market housing.

Policy SCLP12.26: South Saxmundham Garden Neighbourhood

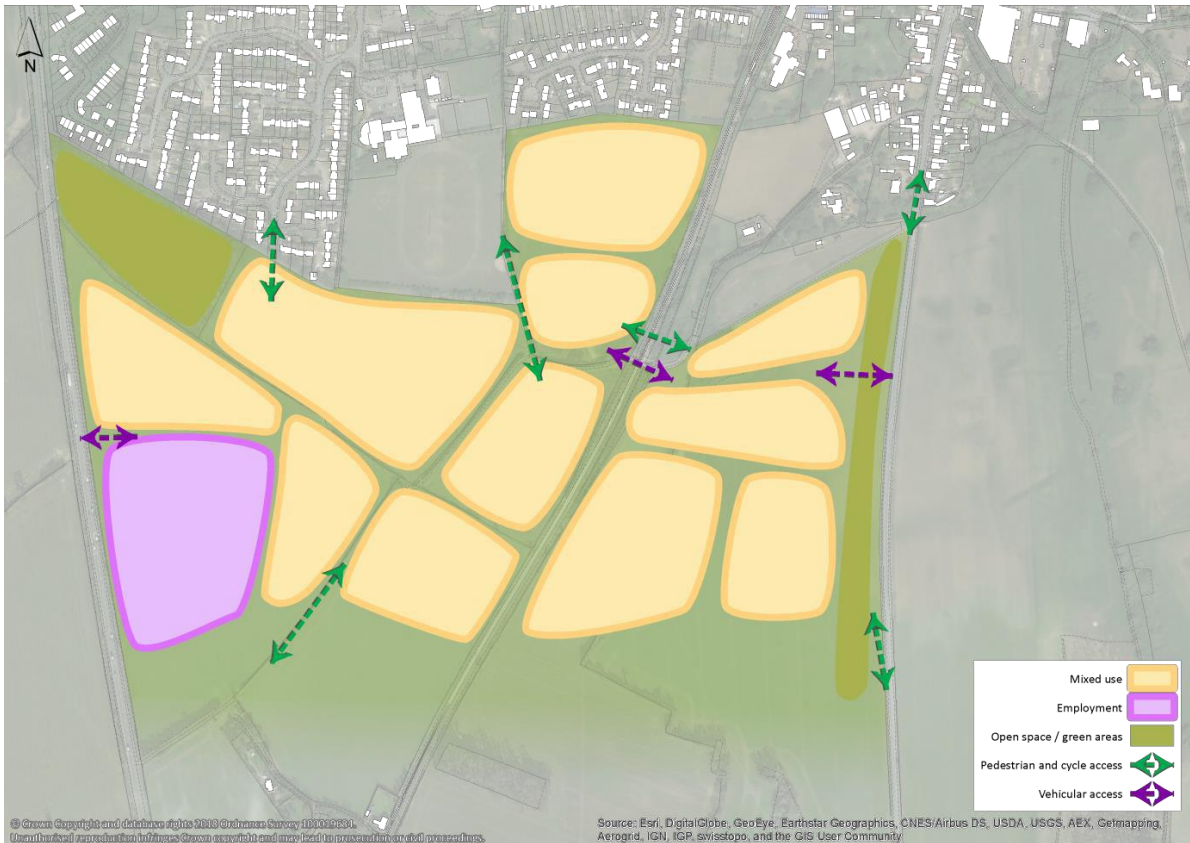
Approximately 44ha of land for a garden neighbourhood is identified to the south of Saxmundham, which includes land within the parish of Benhall, for an education led development, comprising primary school provision, community facilities and employment land alongside a variety of residential development. This new development will be delivered through a master plan approach brought forward through landowner collaboration and community engagement.

Critical to the success of this master plan will be the integration of the new garden neighbourhood with the existing community of Benhall and Saxmundham, as well as taking into account the location of the site.

The master plan should be informed by community engagement and include:

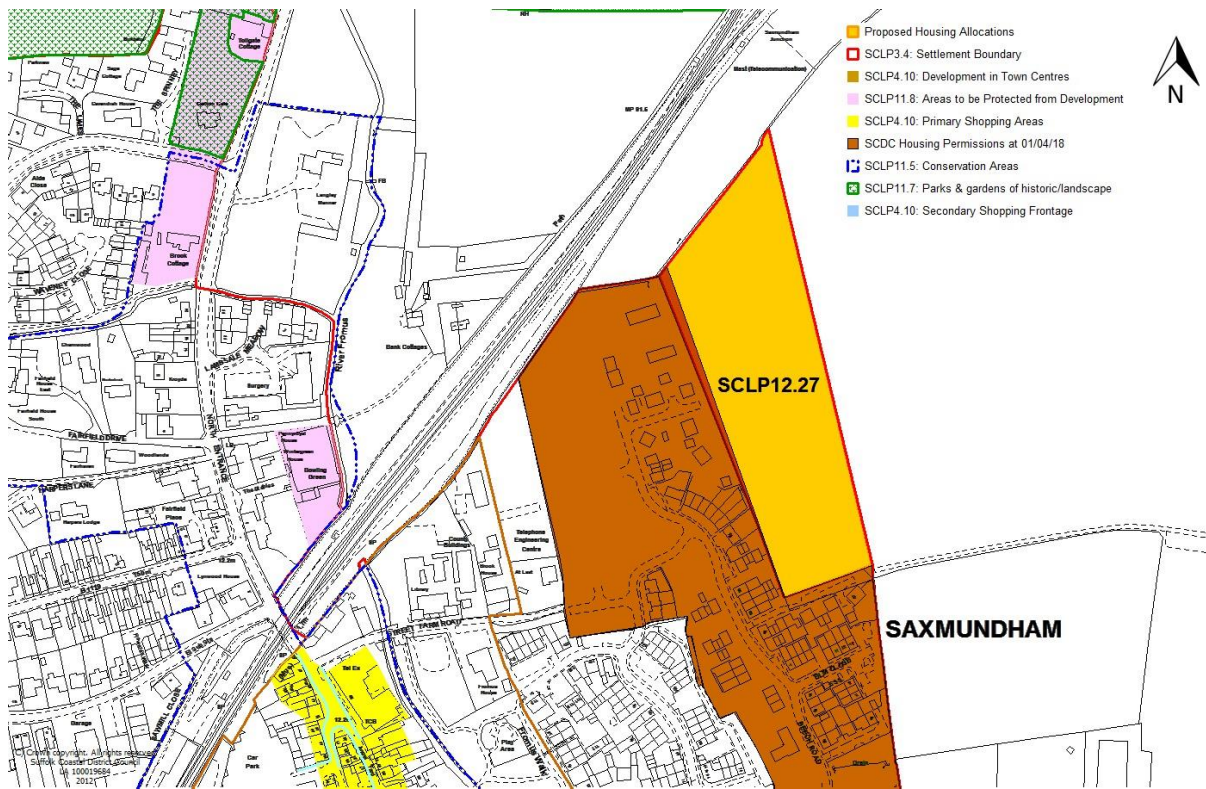
- a) Provision of a primary school with early years provision;
- b) Appropriate green infrastructure provision to provide accessible natural green space and retention and enhancement of the natural features on the site such as trees, woodland and hedgerows to be incorporated into the layout of the development;
- c) Appropriate open space provision for both informal and formal recreational opportunities;
- d) Public rights of way on the site should be preserved and enhanced;
- e) Biodiversity networks and habitats to be preserved and enhanced;
- f) Design and layout that supports a dementia friendly environment;
- g) Provision of new vehicular access points off the A12 and the B1121 supported by further access for pedestrian and cycle traffic in other locations;
- h) Employment land; and
- i) Approximately 800 dwellings of a range of types, sizes and tenures including housing to meet the needs of older people and younger people, and provision of self build plots.

The illustration below provides an initial indication of how the Garden Neighbourhood could be masterplanned, demonstrating the focus on the creation of neighbourhoods focussed around green infrastructure. Through the process of consultation, it is envisaged that the masterplan will be refined. The southern boundary of the site is to be defined, and will be informed through responses to consultation but is intended to avoid coalescence between Saxmundham and Benhall.



South Saxmundham Garden Neighbourhood – Indicative draft masterplan

SCLP12.27 -Land north-east of Street Farm, Saxmundham



This allocation is carried forward from the Site Allocations and Area Specific Policies Development Plan Document (January 2017)

The land north-east of Street Farm comprises an area of approximately 2.18ha of agricultural land. The design of the scheme will need to take this into account the residential development to the south. At the south western corner, it abuts Street Farm which contains a range of employment uses. The railway line forms the northern boundary of the site. The eastern boundary to the site adjoins the open countryside so provision of a substantial landscape scheme will be required as a buffer between the built area and open countryside beyond.

Concerns regarding the capacity of the highway network in this part of the town and its ability to accommodate additional provision over that already permitted means that a transport assessment will be required.

Anglian Water have confirmed there will be a need for improvements to the foul sewerage network to enable the development of this site.

Suffolk County Council Archaeology have confirmed that the site is in an area of high archaeological potential overlooking the River Fromus. Evaluation to the south identified possible occupation layers of Later Neolithic / Early Bronze Age date. An archaeological assessment will therefore be required to be undertaken at an appropriate stage in the design of new development to allow for in-situ preservation if appropriate.

Policy SCLP12.27: Land north-east of Street Farm, Saxmundham

8ha of land north-east of Street Farm, Saxmundham, as shown on the Policies Map, is identified for residential use for approximately 40 units.

Development will be expected to accord with the following criteria:

- a) Provision of affordable housing;
- b) Main access through existing residential developments off Church Hill;
- c) Potential to improve east-west access across the site to provide pedestrian and cycle access to the north end of the High Street;
- d) Need to provide a strong planted boundary to the east of the site where it abuts the open countryside;
- e) Transport assessment required;
- f) A flood risk assessment;
- g) An archaeological assessment will be required; and
- h) Developers will need to demonstrate there is adequate capacity in the foul sewerage network or that capacity can be made available.

If opportunities arise, applicants should explore options to link with wider redevelopment options around Street Farm Road (currently a mix of offices, Suffolk County Offices, Library, Vets practice and hand car wash).

Strategy for Woodbridge

Woodbridge is the largest market town in the district with a 2011 Census population of 7,749. It has an historic centre sandwiched between the A12 and the Deben Estuary with the built up area of the town extending into the neighbouring parishes of Martlesham and Melton. Both adjoining parishes have prepared Neighbourhood Plans.

The town is an important retail and employment centre and provides a variety of leisure, medical, education and transport facilities which serve the surrounding rural settlements. The town is also popular with visitors and tourists who wish to experience the historic town, cultural attractions, riverside character and access to the rest of the district.

Previous Local Plans have identified the A12 as the western limit of the town, beyond which growth would not be supported. This Local Plan seeks to continue that approach until such time as further detail and justification is available for the Ipswich Northern Routes and the situation can be reviewed. Consultation undertaken by Suffolk County Council in January 2017 identified a number of potential routes. These routes may have an impact on the town of Woodbridge and the Council is concerned that any development west of the A12 will blight the choices relating to this significant piece of infrastructure.

In order to maintain the vitality of Woodbridge, the need to improve links between the different parts of the town, namely the riverside, Thoroughfare and Market Hill will be supported by the Council over the plan period. The riverside and town centre complement one another and serve residents, businesses, visitors and tourists.

The built up area of Woodbridge is constrained and within the Settlement Boundary, which extends into the Melton Neighbourhood Plan area⁴³, limited opportunities are available for new housing provision. In recent years, development opportunities have come forward on previously developed land through conversions and reuse which has maintained a level of housing delivery in the town, or within the parishes of Martlesham and Melton which adjoin Woodbridge which has provided housing opportunities in the area. Further residential opportunities are limited within Woodbridge but are expected to come forward on sites within the settlement boundaries over the plan period.

Woodbridge like many other parts of the district is experiencing an increasingly ageing population alongside higher house prices (when compared to other parts of the district). Any residential development that comes forward over the plan period will be expected to target the ageing population and provide lower cost housing opportunities to meet locally generated needs.

Encouraging redevelopment opportunities to come forward on sites within the settlement boundaries may put non residential uses, such as parks, open spaces and playing fields under pressure for development over the plan period. These areas provide recreational opportunities and promote healthy communities and well being and it is essential these are retained and protected over the plan period. Through redevelopment of sites across the town, the Council will seek

⁴³ The Melton Neighbourhood Plan area extends into the built up area of Woodbridge and defines the settlement boundary for that area. The Martlesham Neighbourhood Plan area excludes the built up area of Woodbridge.

opportunities to maintain and further enhance the provision of recreational facilities to support the needs of the existing and future communities.

In 2006, an Air Quality Management Area was declared which covers 6 properties at the junction of Sun Lane and Melton Hill in Woodbridge as a result of traffic emissions at this junction. Following the declaration of an Air Quality Management Area, the Council is required to produce an Action Plan to provide a framework for identifying and implementing measures to reduce emissions and mitigate the effects of air pollution. The Council works in partnership with Suffolk County Council and landowners to implement the Action Plan which is monitored and reported on annually. The Local Plan acknowledges the Air Quality Management Area and seeks to direct new development away from this area. Where redevelopment opportunities come forward over the plan period, the impact of these on the Air Quality Management Area will need to be considered alongside other material planning considerations.

The 2001 Local Plan had a number of area specific policies which related to areas of Woodbridge. A number of these are still extant policies (Policies AP236, AP249, AP250, and AP252) but over time Woodbridge has evolved and the objectives of the policies are, in some circumstances no longer relevant. However the principles of riverside character which seek to protect the area from inappropriate development whilst seeking opportunities to enhance the character of the area are to be retained within this plan period. Proposals in riverside locations however, need to be balanced against the principles of visitor management of the Deben Estuary, as outlined in the Deben Estuary Plan, and the Suffolk Coastal Recreational Avoidance and Mitigation Strategy.

Like many other areas which are popular with visitors and provide a range of services and facilities, Woodbridge at times experiences traffic management issues which were also highlighted in the 2001 Local Plan (Policy AP263). Consultation responses have outlined that traffic management is still an issue which needs to be considered with partner organisations such as Suffolk County Council and Woodbridge Town Council over the plan period.

Through this Local Plan Review, the district council proposes to supersede the “saved” policies from the 2001 Local Plan into a new policy to guide the future development of Woodbridge.

Policy SCLP12.28: Strategy for Woodbridge

The strategy for Woodbridge is to balance opportunities with the acknowledged physical and environmental constraints in order to maintain and enhance its role as a market town, an employment centre and a tourist destination.

Opportunities to enhance the historic environment and the riverside character area of the town will be supported where they bring economic and social benefits which do not have a significant adverse impact on the environmental designations.

Residential development will be expected to come forward on sites within the settlement boundary, consisting of infill or small scale redevelopments which make the most appropriate use of previously developed land.

The strategy, therefore is to consolidate a town that:

- a) Retains the special quality of the built environment including Conservation Areas and Listed Buildings and the character of the riverside and estuary;
- b) Retains the A12 as a firm edge to the town;
- c) Enhances the links between the town centre and the riverside;
- d) Enhances the town centre through the retention of national and independent shopping opportunities;
- e) Actively manages traffic and visitors to the town and surrounding areas through the use of appropriate traffic management, suitable car parking and signage;
- f) Promotes improvements to air quality; and
- g) Supports the further provision of open space and recreational facilities to meet the needs of the town over the plan period.

Strategy for the Rural Areas

The rural areas of the District comprise the Large Villages, Small Villages and countryside across the District.

45% of the population of Suffolk Coastal District live within the rural areas. Whilst the rural parts of the District are generally less deprived than the urban areas, there are some places, particularly in the north of the District that are identified as being relatively deprived. Within the rural areas, the potential for people to become isolated, particularly if they do not own a car, is greater than in the urban areas, and therefore it is important to ensure that rural communities continue to be vibrant and that interaction is facilitated. In addition, the more remote rural parts of the District are less well-served by high speed broadband.

The rural areas of the District also contain some of the most sensitive and valued environments including the Suffolk Coast and Heaths Area of Outstanding Natural Beauty, Historic Parks and Gardens and Heritage Coast, along with internationally protected habitats. These areas are also some of the most desirable in which to live, as evidenced by house price data in the Strategic Housing Market Assessment (2017) which showed the Suffolk Coast in particular as having much higher house prices than the more urban areas. Suffolk Coastal District also has a high number of second homes, at over 2,500 properties compared to under 500 in neighbouring Mid Suffolk. Many of the rural parts of the District are also important as visitor destinations.

A key part of the strategy for the Local Plan is around sustaining and supporting rural communities. The National Planning Policy Framework recognises the importance of supporting the retention of local services and facilities and locating housing where it will enhance and maintain the vitality of rural communities.

The rural parts of the District include a number of Large and Small Villages (as set out in the Settlement Hierarchy) as well as extensive areas of countryside which support smaller communities.

The approach for rural areas is to allocate sites in the Large and Small Villages, in particular where this can help to support local services and where it will provide opportunities for a range of site sizes to come forward and to diversify the mix of housing available, in particular where this might support opportunities for increasing the mix of housing available to the older population. Alongside this, it is important that growth in rural areas maintains, and enhances where possible, the diverse and high quality natural and historic environment of the District.

Opportunities and constraints to further development vary across the rural parts of the District. Those rural areas that are well related to the A12 or to Ipswich present greater opportunities for new development to be well connected to other, larger locations, whereas those places which are more remote are less well placed to provide such benefits, albeit that some growth in these locations can help to support local services and communities. Significant further development in the area around Hollesley, which is primarily accessed via Melton, is constrained due to issues related to capacity at the crossroads in Melton.

Policy SCLP12.29: Strategy for the Rural Areas

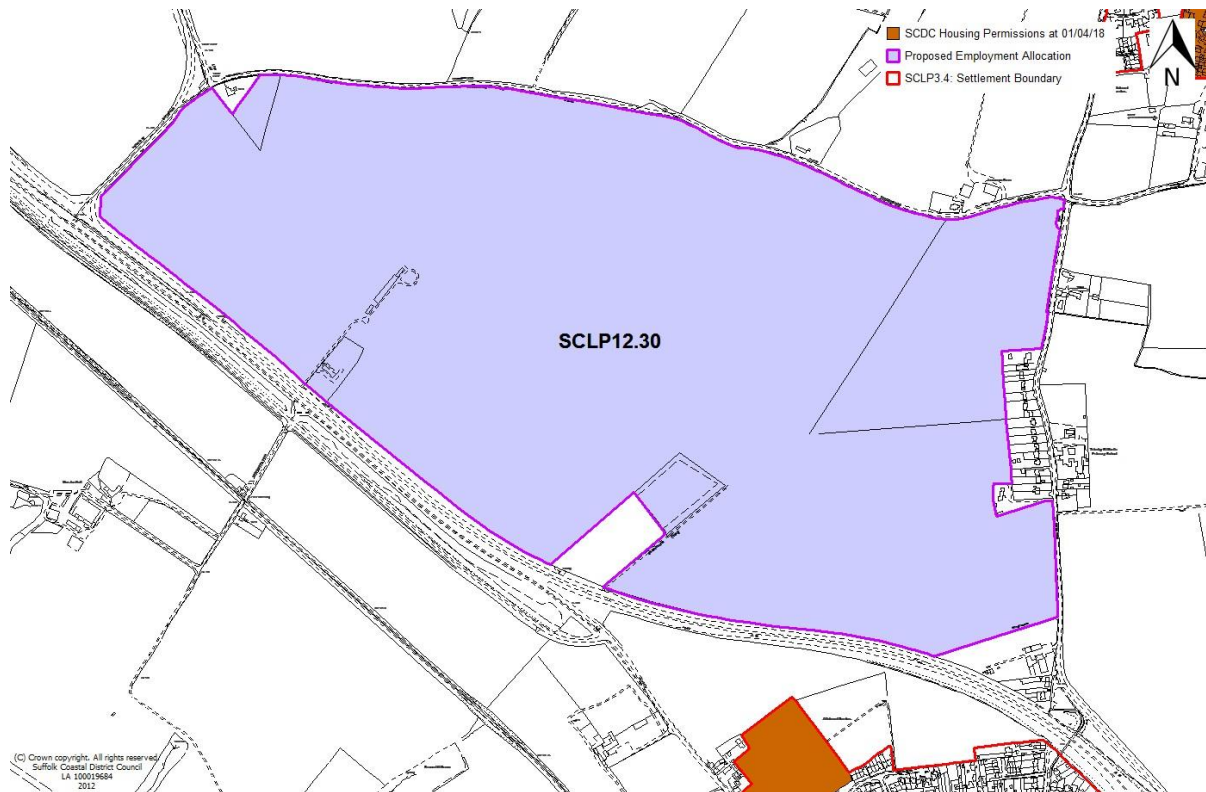
The vision for the rural areas is to support and enhance the vitality of rural communities and enhance the visitor experience whilst protecting and enhancing landscapes, and the natural and historic environment.

The strategy for rural areas seeks to deliver:

- a) Opportunities for employment development alongside the protection of existing employment uses;
- b) Improvements to connectivity and accessibility, including through continued improvements to high speed broadband and mobile phone coverage;
- c) The provision of new housing which contributes to providing a mix of housing choice in rural areas and helps to sustain rural communities, including through allocations in or well related to Large Villages and Small Villages;
- d) Enhancements to the visitor experience;
- e) Protection and enhancement of the Area of Outstanding Natural Beauty, whilst also recognising the value of locally important landscapes;
- f) Protection of designated habitats, including managing the effects of increased visitor pressure on the European protected sites, and seeking to provide enhancements for biodiversity; and
- g) Conservation and enhancement of the District's valuable heritage assets.

Employment site allocations

SCLP12.30 - Land at Innocence Farm (adjacent to Trimley St. Martin and Kirton)



A large area of land is identified for employment related uses adjacent to the communities of Kirton and Trimley St Martin at Innocence Farm. The site is agricultural land with a relatively flat topography and provides access to the A14 as well as the local road network.

Public consultation responses highlighted the limited opportunities for future expansion on land currently identified for economic use at the Port of Felixstowe and on sites adjacent. In response to these public consultation responses, the Council commissioned the Port of Felixstowe Growth and Development Needs Study (2018) which sought to understand the likely future growth potential for the Port of Felixstowe and the related need for additional land allocations.

Although well in excess of the employment land need identified in the evidence base for the whole district, the Port of Felixstowe Growth and Development Needs Study demonstrates that the Port and related economic sectors require significant additional land to accommodate future needs and forecasts. The need for additional land reflects the important economic role played by the Port of Felixstowe at the local, national and international level.

The Department for Transport acknowledges the importance of ports across the country in the Transport Infrastructure for our global future study published in 2018. The study highlights that key role played by ports as a facilitator of trade and economic activity in a country that is heavily reliant on ports for imports and exports of goods. The Government acknowledge that investment in

hinterland links can facilitate a successful port industry, which potentially enables wider economic benefits⁴⁴ to be realised and the Local Plan has a role in delivering this success.

The Port of Felixstowe accounts for approximately 40% of all container traffic into the United Kingdom (equivalent of 4 million containers per year) and this generates a need for port based logistics, transport, haulage and warehousing operations to support the supply chain businesses in the area. Land at the Port of Felixstowe and that immediately adjacent has been developed over recent decades but some buildings are nearing the end of their lives and are becoming increasingly inefficient for modern day requirements. The limited land available within the existing area identified for port related uses makes the redevelopment of these sites problematic.

Land at Innocence Farm provides an opportunity which is well related to the Port of Felixstowe, existing operations and activities to provide additional land specifically for port related uses. Over the plan period, the evidence forecasts a need for additional land to meet the demands of this ever changing and rapidly evolving sector.

In March 2017, the Council responded to a Scoping Opinion request submitted by the landowners of Innocence Farm (DC/17/0010/SCO). The Scoping Opinion was prepared in accordance with Regulation 13 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The response to this Scoping Opinion identified a wide variety of issues which have informed the details of this Local Plan Policy and need to be taken into account with supporting studies and assessments to provide justification through the planning application process, such as:

- Archaeological assessment,
- Air quality assessment,
- Contaminated land survey,
- Noise assessment,
- Flood Management and Sustainable Urban Drainage strategy,
- Minerals resource assessment,
- Landscape and Visual Impact assessment,
- Habitats Regulation Assessment,
- Transport and Travel Assessment

The site is in agricultural use and provides a break between the communities of Kirton and Trimley St Martin. To retain this separation and reduce the impact of development in this location, the Council will require significant landscaping on all boundaries of the site. Landscaping in the form of retaining hedgerows, tree planting and bunds will be required to complement the surrounding landscape. Proposals will need to be informed by a Landscape and Visual Impact Assessment and take into account any views of the site from within the Area of Outstanding Natural Beauty.

Uses on this site will be restricted to those which provide support for port related businesses and operations. The Council will take a flexible approach to allow businesses to be flexible to ever changing demands of the sector which is expected to include warehousing, haulage yards, lorry

⁴⁴ Transport Infrastructure for our global future, A Study of England's Port Connectivity Department for Transport 2012

parking and logistics centres. Ancillary uses on the site will be limited to small scale operations which support the needs of the businesses and operations (such as cafes and truck stop facilities). The design and layout of the site will need to be sympathetic to the nearby communities and ensure that appropriate screening is provided. The site is expected to be operational 24 hours a day to reflect the operations of the Port of Felixstowe and therefore lighting and noise strategies need to be established and kept under review to reduce the impact of the development.

Suffolk Coastal is a district at the forefront of Major Energy Infrastructure for the country as outlined in Policy SCLP3.5. Over the plan period, the Council is aware of nationally significant infrastructure projects which may have significant economic benefit for the district and the country as a whole. The location and size of the site at Innocence Farm may result in opportunities that could be accommodated in exceptional circumstances to assist the delivery of infrastructure for these projects to bring significant economic benefits. Should opportunities come forward relating to Major Energy Infrastructure projects it may be appropriate to allow for these uses to be catered for at Innocence Farm. Once completed and the land is no longer needed for Major Energy Infrastructure projects any land will be expected to revert back to solely port related uses.

Access is currently provided by a number of small tracks and entrance points. To support the activities on the site, suitable access arrangements need to be created to the satisfaction of Suffolk County Council as Highways Authority as well as Highways England who have responsibility for the A14 and associated junctions. Initial transport modelling shows the potential for increasing pressure on the A14 corridor and the Seven Hills junction, as well as some more localised impacts. Economic evidence underpinning the Local Plan has highlighted the importance of appropriate access to sites for employment related uses and this site is no different. The increased use of HGV vehicles will require upgraded access points to the A14 and the local road network, but should be restricted from using Innocence Farm and nearby roads through Kirton.

The Port of Felixstowe is well served by railway connections which transport containers to the rest of the country and reduce the volume of HGVs on the road network. With support from Network Rail, the Port of Felixstowe has developed its £37 million North Rail Terminal which has doubled rail capacity⁴⁵. The continued use of the railway is supported by the Council and opportunities to link Innocence Farm with the railway connections serving the Port of Felixstowe should be investigated and where feasible implemented.

Public consultation responses have highlighted that the parking provision for HGVs is limited in the area, which leads to an increased use of laybys for over night stops. The scale of the site at Innocence Farm provides the opportunity for over night parking to be provided for HGVs as a realistic alternative to the continued use of laybys on the A14 and the A12.

The Local Plan identifies the site as an area for economic activity which is specifically for port related uses. As outlined in the Port of Felixstowe Growth and Development Needs Study, the level of future growth anticipated is subject to fluctuations dependent on a variety of outside factors. As a result of these factors and uncertainty, the Council consider it appropriate to allocate the entire site,

⁴⁵ Transport Infrastructure for our global future, A Study of England's Port Connectivity Department for

with significant landscaping to enable opportunities to be realised over the plan period. Development is not expected to come forward all at once and therefore will be phased over the plan period (and beyond 2036) if delivery is slower than anticipated. The scale of the development will be kept under review by the Council in conjunction with the landowners and may be subject to review in future Local Plans if delivery is faster or slower than forecast.

A project level Habitats Regulations Assessment will need to ensure that hydrological impacts are checked and adequately mitigated for if required.

Policy SCLP12.30: Land at Innocence Farm

A large scale employment allocation is identified at Innocence Farm to support the continued viability of the Port of Felixstowe and other related businesses including HGV parking. Proposals which provide small scale complementary uses which serve the ancillary needs of the businesses operating at this site will be supported where necessary.

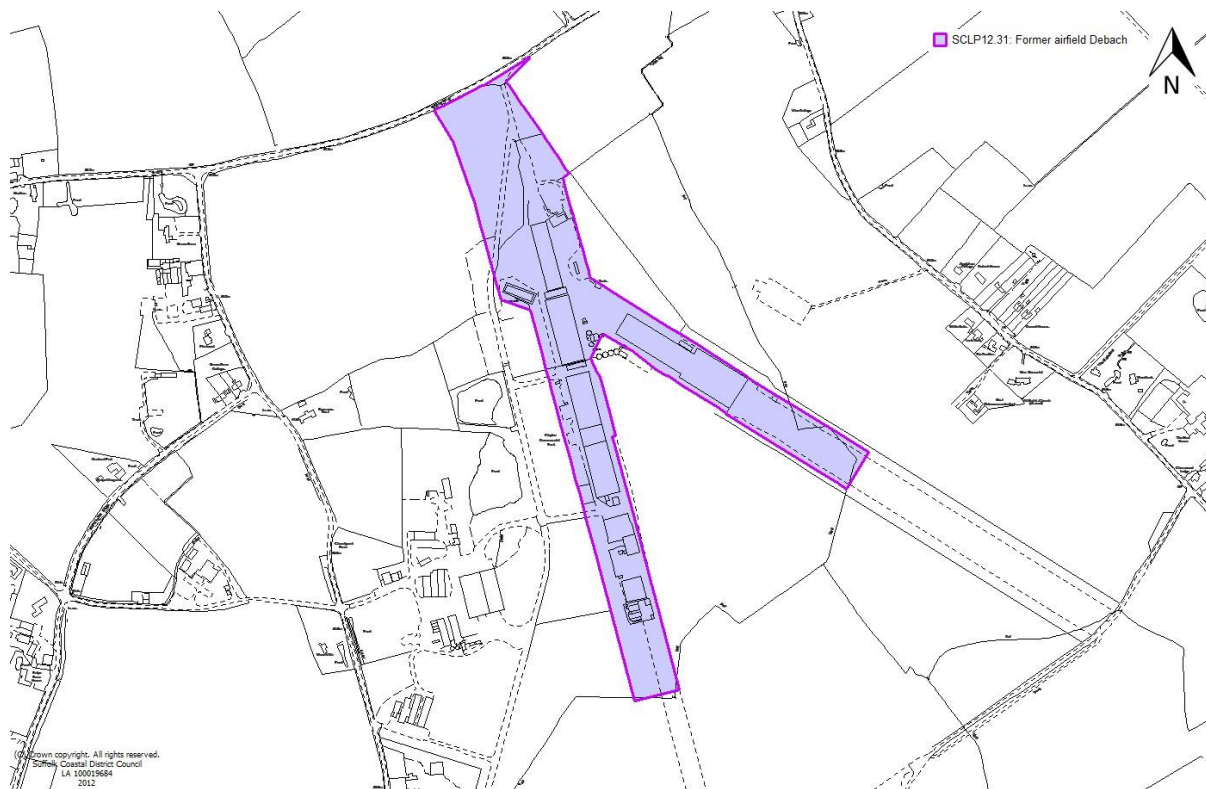
Dedicated access points are required to provide vehicular access to the site in both an easterly and westerly direction with HGV movements restricted to dedicated routes introduced to the satisfaction of Suffolk County Council and Highways England. Opportunities to connect Innocence Farm and the Port of Felixstowe by railway should be investigated and these will be supported where they further reduce the traffic movements on the road network.

Significant landscaping and buffers are to be provided on the site which is to be informed by Landscape and Visual Impact Assessments. Opportunities to enhance and link into the existing Public Rights of Way network are encouraged.

The scale of buildings will be guided by operational requirements but will be required to implement design principles and use of materials to reduce the impact of any built form on the surrounding landscape.

Applications for development on this site will need to be subject to Habitats Regulation Assessment screening. Any development which would result in significant adverse effects which could not be appropriately mitigated will not be permitted.

SCLP12.31 - Former airfield Debach



This allocation is carried forward from the Site Allocations and Area Specific Policies Development Plan Document (January 2017).

Employment uses on this site are split between two ownerships, Debach Enterprises and Clopton Business Park. The developed area is long and narrow with limited scope for extension or intensification within it. The two areas contain a mix of lawful uses in Use Classes B1, B2 and B8. In order to enable the site to continue to accommodate churn of tenants over the plan period, the site owners have identified the need for limited flexibility to enable existing built units to be re-furnished or replaced to provide an appropriate gap between them. This would enable the site to meet modern fire regulation standards.

Traffic impact on the local highway network remains the key concern in respect of this site. Applications for any change of use or other proposals that would result in an intensity of use and associated increase in traffic will need to demonstrate that their proposal is acceptable to the Highway Authority.

The Environment Agency have highlighted that the site overlies a Principal Aquifer, with a groundwater abstraction licence in place approximately 50m from the site boundary. Whilst this does not affect the allocation of the site it may impact on future uses or activities. Contamination from previous uses will also need to be investigated prior to the submission of a planning application.

Anglian Water have advised that development of this site may require a new sewage treatment facility. This should be discussed between the developer and Anglia Water ahead of any relevant planning application being submitted to the Council.

Any relevant development proposals should include a desk-based assessment to identify potential impacts on heritage assets. Archaeological investigation will be required at an appropriate stage in the development process, depending on the scale and nature of proposals.

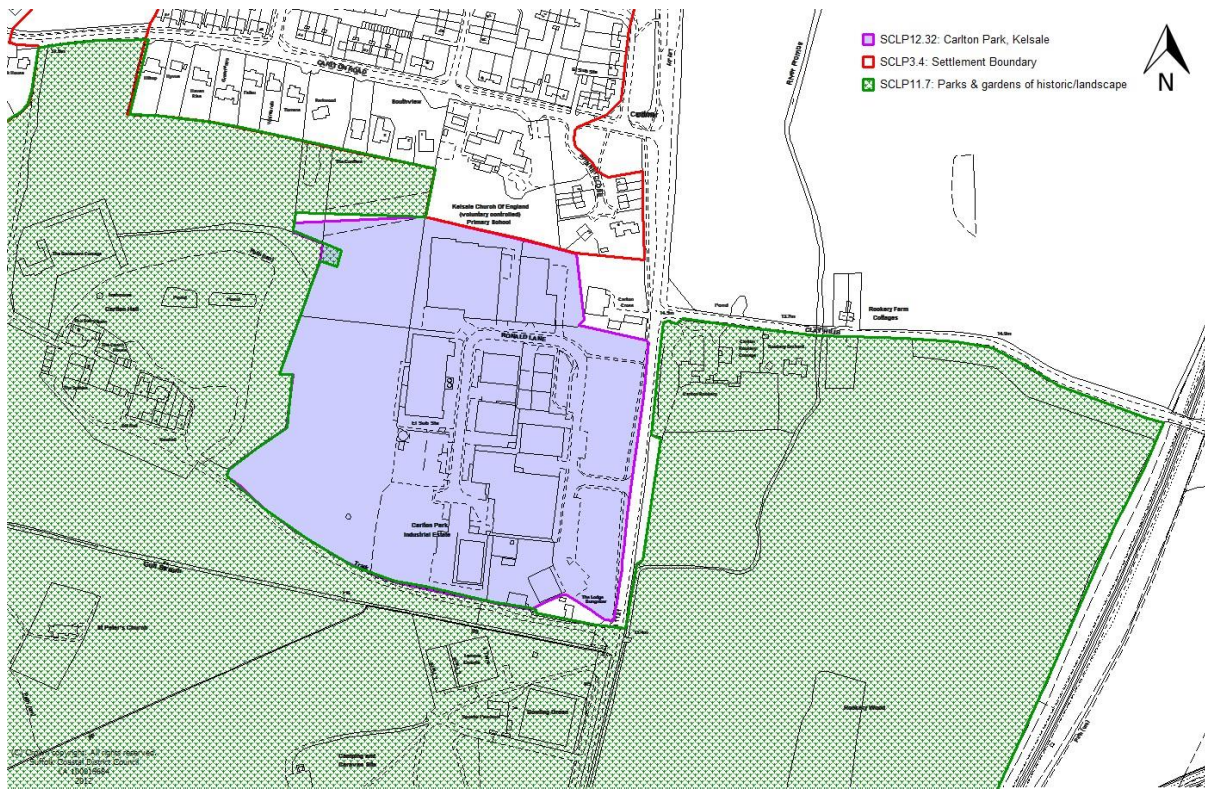
Policy SCLP12.31: Former airfield Debach

The former airfield at Debach as identified on the Policies Map comprises 10.89 hectares of employment land. The site is fully occupied and contains lawful uses within Use Classes B1, B2 and B8.

Planning permission will be granted for new employment provision, through re-development or refurbishment of existing buildings or any other change of use proposal that would result in an increased level of activity within the site provided that:

- a) The use is restricted to activities falling within Use Classes B1, B2 and B8;
- b) Where necessary, a transport statement or transport assessment can demonstrate to the satisfaction of the Highway Authority that the scale and type of traffic generated is acceptable in terms of impact on the local road network;
- c) Where necessary, investigation of potential contamination at the site has been undertaken prior to submission of any relevant planning application;
- d) Where necessary, adequate sewage treatment facilities are provided;
- e) If required measures have been taken to assess and manage any heritage assets on the site; and
- f) Where necessary, a drainage strategy is approved and implemented before development proceeds.

SCLP12.32 - Carlton Park, Kelsale



This allocation is carried forward from the Site Allocations and Area Specific Policies Development Plan Document (January 2017).

Carlton Park is an existing and well established employment site of around 8ha which allows for a range of B1 Business, B2 General Industry and B8 Storage and Distribution employment uses. With direct access onto Main Road, Kelsale, it is well related to the A12 and thereby the main road network for the district. It is the only significant industrial estate in the Saxmundham locality and is particularly important given the amount of new residential development permitted in and around the town.

Approximately 3ha of land within the site as defined on the Policies Map remains available for development. Whilst the site remains appropriate to a range of employment uses, particular encouragement should be given to new uses which have a high employee to floorspace ratio, given the limited opportunities for employment around Saxmundham.

The Environment Agency have highlighted that the site overlies a Principal Aquifer and is within Groundwater Source Protection Zone 3. Whilst this does not affect the allocation of the site it may impact on future uses or activities. Contamination from previous uses will also need to be investigated prior to the submission of a planning application

The site includes a small area of Flood Zone 3 along the southern boundary, and a wider extent of Flood Zone 2 which encroaches into the undeveloped area. Any proposals for development must therefore have regard to this issue and be accompanied by a Flood Risk Assessment.

Suffolk County Council have advised that any development proposals should include a desk-based assessment and historic assets assessment of the buildings to be affected. Proposals should include appropriate treatment of heritage assets. Archaeological investigation will be required at an appropriate stage in the development process, depending on the scale and nature of proposals.

Policy SCLP12.32: Carlton Park, Main Road, Kelsale cum Carlton

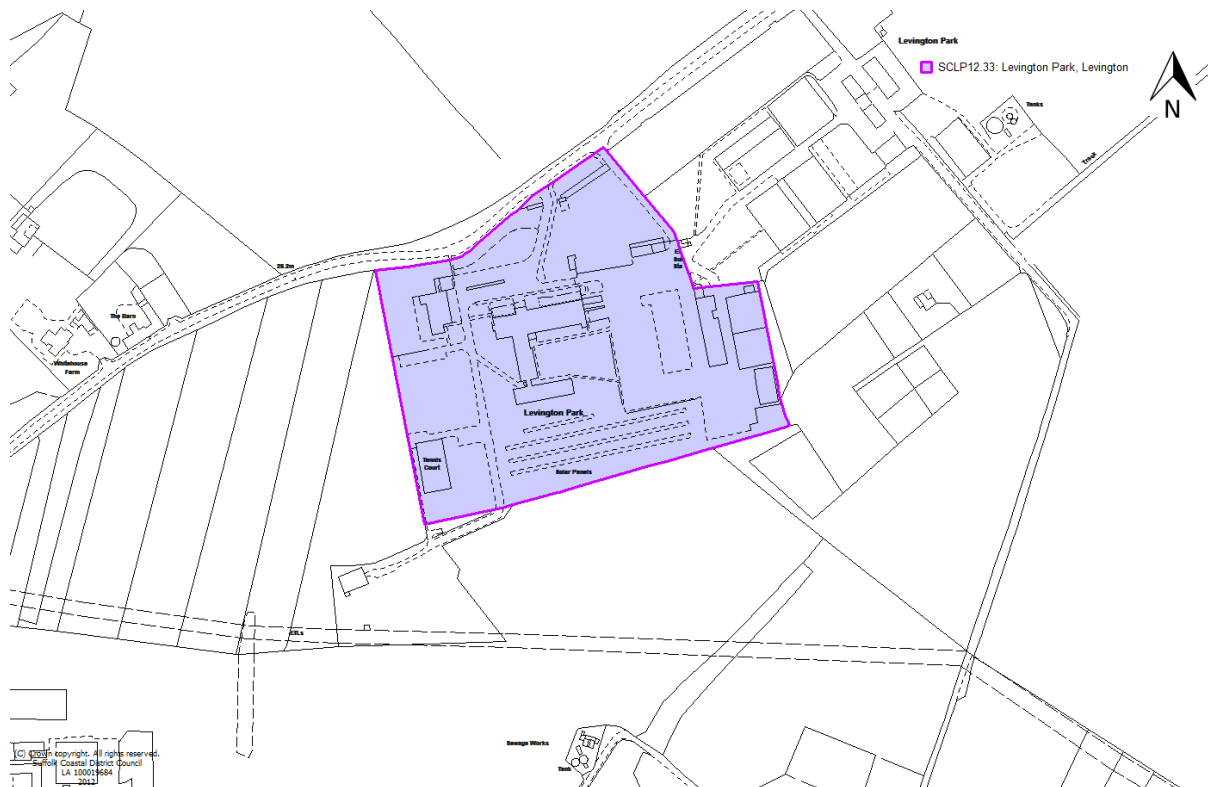
Carlton Park as identified on the Policies Map comprises some 8ha of employment land. 3ha of land remains vacant. The site contains lawful uses within Use Classes B1, B2 and B8.

Proposals for development of B1, B2 and B8 uses will be permitted subject to the following criteria:

- a) Proposals for further development of the site should be accompanied by a Flood Risk Assessment;
- b) An investigation into any potential contamination of the site should be undertaken prior to the submission of a planning application; and
- c) Where appropriate, measures should be taken to assess and manage any heritage assets on the site.

In recognition that it is the largest employment site close to Saxmundham and well related to the local transport network, encouragement will be given to those uses which have a high employee to floorspace ratio.

SCLP12.33 - Levington Park, Levington



This allocation is carried forward from the Site Allocations and Area Specific Policies DPD (January 2017).

Levington Park is a former agricultural research station, which provides office space for manufacturing, logistics and shipping companies. The buildings are set in large well kept grounds reflecting both its former history and sensitive rural location. The site is surrounded by open countryside which forms part of the AONB, is close to the village of Levington but with limited road access which is not suited to HGVs or any use which generates significant amounts of traffic.

The Environment Agency have highlighted that the site overlies a Principal Aquifer. Whilst this does not affect the allocation of the site it may impact on future uses or activities. Contamination from previous uses will also need to be investigated prior to the submission of a planning application.

Anglian Water have advised that development of this site may require improvements to the sewerage treatment capacity. The extent of any improvements will need to be assessed through discussion between the developer and Anglian Water ahead of any planning application being submitted to the District Council.

Whilst continuing to support the site in its current employment use, it remains the case that the site is not suited to an intensification of employment activity.

Project level Habitats Regulations Assessment may be required to assess hydrological impacts and any effects would need to be adequately mitigated.

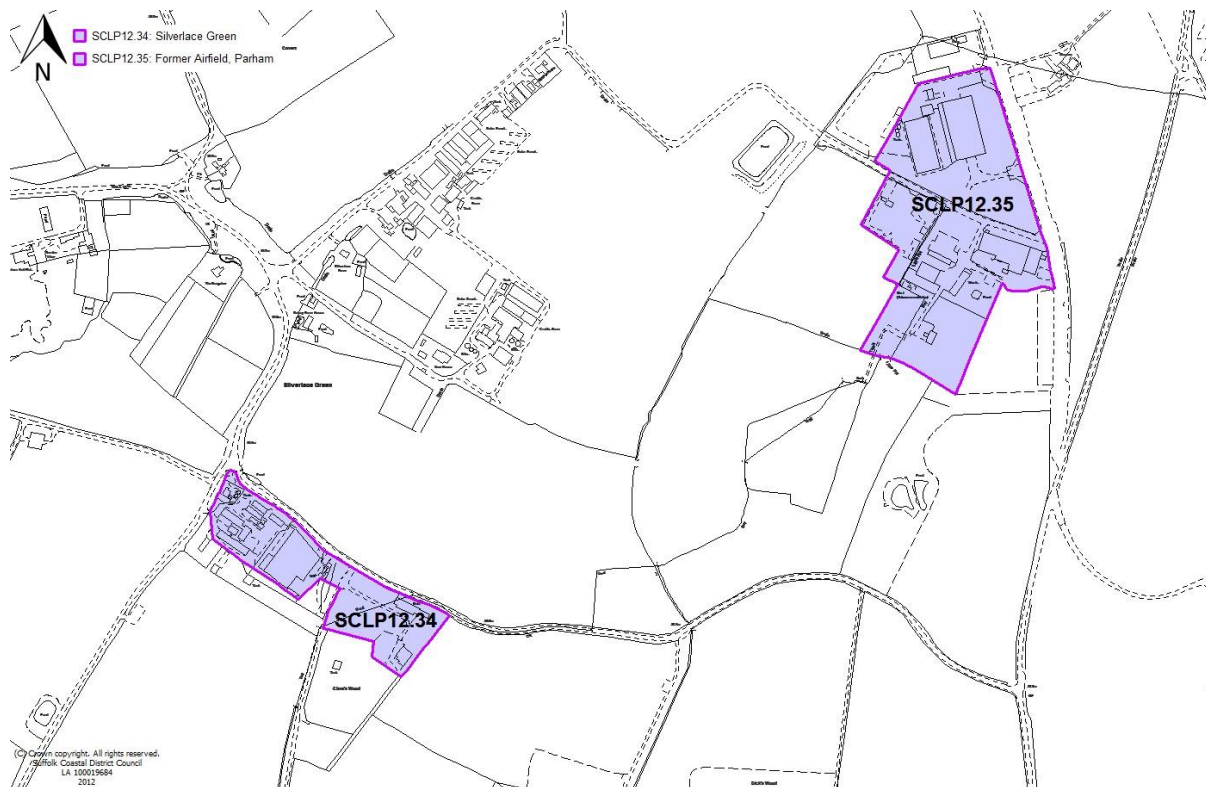
Policy SCLP12.33: Levington Park, Levington

Levington Park, as identified on the Policies Map, is an existing low key employment site, some 3.29ha in size.

Development will be expected to accord with the following criteria:

- a) In order to reflect its former use, its sensitive location and poor road access, the Council will continue to resist any significant intensification of use which would have a demonstrable adverse impact on surrounding uses;
- b) Any proposals for development at the site will need to demonstrate that there is adequate capacity in the foul sewerage network or that capacity can be made available;
- c) An archaeological investigation may be required depending on the nature of the groundworks; and
- d) Project level Habitats Regulations Assessment will be required.

SCLP12.34 - Silverlace Green & SCLP12.35 - Former Airfield, Parham



This allocation is carried forward from the Site Allocations and Area Specific Policies Development Plan Document (January 2017).

This disused former airfield site straddles a number of parishes however the employment element is concentrated in two areas as shown on the plan. Across the two areas, employment uses are restricted to Use Classes B1 Business and B2 General Industry use. Previous Local Plan policy encouraged the retention of tree and hedgerow planting where it screened buildings and acted as a sound barrier. Encouragement was given to replacement of buildings which had fallen into disrepair with limited space for expansion.

The sites have evolved over time but the policy approach remains the same. These sites are important sources of local employment, but due to their location traffic generation associated with them remains a key issue. Any applications for additional floorspace or an intensification of activity will require a transport assessment.

Consideration should be given to the need for mitigation to manage the relationship between any new employment uses and the existing waste use on the site. Anglian Water have advised that development of these sites may require a new sewage treatment facility. This should be discussed between the developer and Anglia Water ahead of any planning application being submitted to the Council.

The Environment Agency have highlighted that the site overlies a Principal Aquifer, the western end of the site falls within Environment Agency Groundwater Source Protection Zone SPZ 1, the eastern end SPZ3 and central section SPZ2. Whilst this does not affect the allocation of the site it may impact on future uses or activities. Contamination from previous uses will also need to be investigated prior to the submission of a planning application.

The southern portion of land at Silverlace Green sits within attractive estate farmland and parkland landscape of strong and distinctive character. Particular attention will need to be given to the visual impact of any development in the wider landscape.

Suffolk County Council Archaeology have confirmed that any development proposals should include a desk-based assessment and historic assets assessment of the buildings to be affected, particularly if buildings survive relating to military use. Proposals should include appropriate treatment of heritage assets. Archaeological investigation will be required at an appropriate stage in the development process, depending on the scale and nature of proposals.

Policy SCLP12.34: Land at Silverlace Green (former airfield) Parham

Land at Silverlace Green as identified on the Policies Map comprises some 2.24 hectares of employment land. Within the site 0.98 hectares of land remains vacant. The site contains lawful uses within Use Classes B1 and B2.

Planning permission will be granted for new employment provision, including re-development or refurbishment of existing buildings provided that:

- a) The use is restricted to activities falling within Use Classes B1 and B2;
- b) A transport assessment can demonstrate to the satisfaction of the Highway authority that the scale and type of traffic generated is acceptable in terms of impact on the local road network;
- c) Existing screening to the site boundaries is retained and if appropriate increased to limit the visual impact of development;
- d) The proposals address the need to manage the relationship between new uses and the existing waste facility on the site;
- e) Adequate sewage treatment facilities are provided;
- f) A drainage strategy is approved and implemented before development proceeds;
- g) Investigation of potential contamination at the site has been undertaken prior to submission of any planning application;
- h) Any new building or extension to an existing building is acceptable in terms of visual impact on landscape character; and
- i) Where appropriate, measures have been taken to assess and manage any heritage assets on the site.

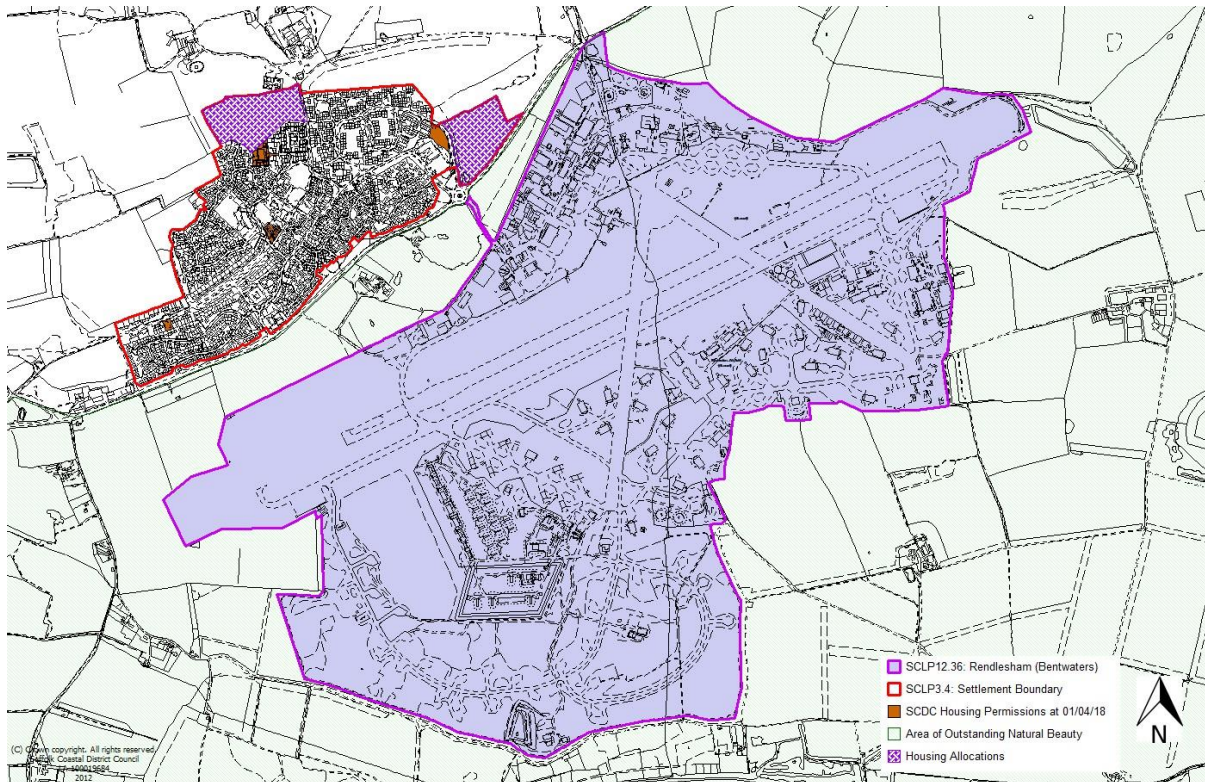
Policy SCLP12.35: Former airfield Parham

The former airfield at Parham as identified on the Policies Map comprises some 5.72 hectares of employment land. 1.67ha of land remains vacant. The site contains lawful uses within Use Classes B1 and B2.

Planning permission will be granted for new employment provision, including re-development or refurbishment of existing buildings provided that:

- a) The use is restricted to activities falling within Use Classes B1 and B2;
- b) A transport assessment can demonstrate to the satisfaction of the Highway Authority that the scale and type of traffic generated is acceptable in terms of impact on the local road network;
- c) Adequate sewage treatment facilities are provided;
- d) A drainage strategy is approved and implemented before development proceeds;
- e) Existing screening to the site boundaries is retained and if appropriate increased to limit the visual impact of development; and
- f) Where appropriate, measures have been taken to assess and manage any heritage assets on the site.

SCLP12.36 - Rendlesham (Bentwaters)



This allocation is carried forward from the Site Allocations and Area Specific Policies Development Plan Document (January 2017).

This site comprises the former Technical Base at Rendlesham. It is a large site approximately 390 hectares containing over 300 buildings and structures as well as extensive areas of grass. It is estimated to employ around 400 people. The site lies wholly within the AONB, adjoins The Sandlings SPA and is in close proximity to the Alde-Ore Estuary SPA, SAC and Ramsar site (European sites). Part of the site abuts Wantisden Church a grade 1 listed building.

The site, although predominantly within the parish of Rendlesham also crosses into Tunstall and Wantisden. The Rendlesham Neighbourhood Plan confirms that policies relating to this site will be dealt with through the Local Plan.

The site is unique within the district for the combination of buildings which remain on site and for the wide and very eclectic range of activities located here. Activities range from agricultural storage, to film recording as well as more traditional B1, B2 and B8 type uses. It is also subject to an extant planning permission for a hotel.

The site is also host to a number of innovative renewable energy facilities (including an anaerobic digester) and is connected to the Suffolk Strategic Lorry Route Network via a Zone Distributor Route.

As a consequence of its former military role, the site is acknowledged by Historic England to contain a range of historical assets including artwork. The cold war museum housed on the site is a tourist attraction.

Anglian Water have advised that development of this site may require improvements to the sewerage treatment capacity. The extent of any improvements will need to be assessed through discussion between the developer and Anglian Water ahead of any relevant planning application being submitted to the District Council.

The Environment Agency have highlighted that the site overlies Principal and Secondary Aquifers. Whilst this does not affect the allocation of the site it may impact on future uses or activities. Contamination from previous uses will also need to be investigated.

Project level Habitats Regulation Assessment may be required and projects will only be approved with effective measures to prevent impacts on European sites. Project level Habitats Regulation Assessment will need to consider a range of urbanisation effects such as noise and lighting.

The Council has recently granted planning permission for a comprehensive scheme for the whole site, which regularises the existing uses, as well as a business plan for its development. The planning permission C/10/3239 contains a schedule of uses for each of the buildings and areas within the site and an accompanying site plan. The decision notice and unilateral undertaking include a very comprehensive set of conditions designed to address issues of concern, most notably traffic impact on the local road network, issues of residential amenity and environmental concerns due to the site being within the AONB. This detailed information provides the baseline for the following policy and therefore sits as evidence in support of the Local Plan. A new footpath/bridleway access from Rendlesham into the adjoining countryside, opening up access for residents of Rendlesham is to be provided alongside these proposals.

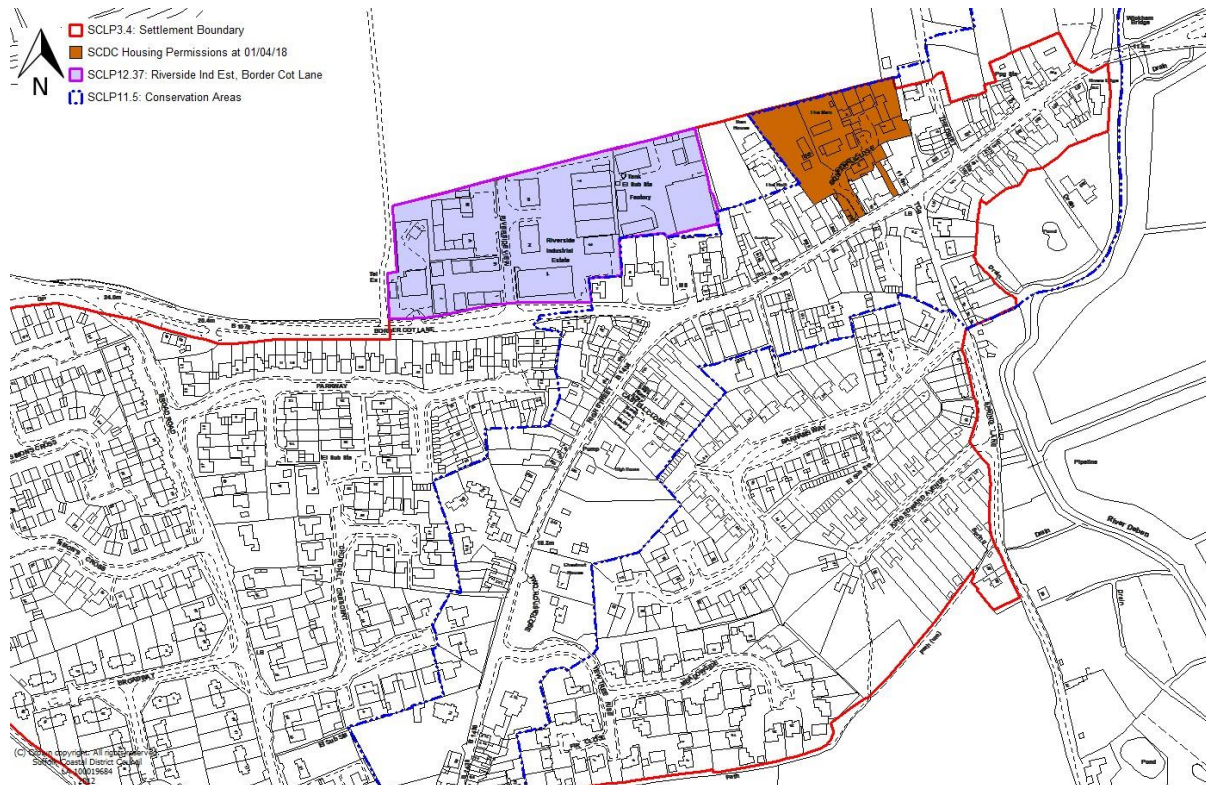
The following policy is designed to support the recent planning permission and to support the longer term use of the site through the plan period.

Policy SCLP12.36: Bentwaters Park, Rendlesham

Bentwaters Park as identified on the Policies Map covers an area of some 390 hectares. It contains a wide range of traditional and unusual (sui generis) employment uses which make use of the great variety of building sizes and types and infrastructure available on the site. The building types are reflective of its former use as a military airfield.

The Council is keen to ensure that this site remains a vibrant employment site. Accordingly, the Council will permit new employment uses where they will not breach site, environmental and highway constraints identified and conditioned in the planning permission C/10/3239 approved 11/12/2015. Outside of those limits new employment uses will be permitted where they are supported by robust evidence which confirms that their individual and cumulative impacts are acceptable. In both circumstances, proposals should conform to local and national planning policy, particularly with regard to the environmental designations on and in close proximity to the site.

SCLP12.37 - Riverside Industrial Estate, Border Cot Lane, Wickham Market



This allocation is carried forward from the Site Allocations and Area Specific Policies Development Plan Document (January 2017).

Riverside Industrial Estate is an important local employment site on the edge of Wickham Market with permission for a range of B1 Business and B2 General Industry type uses. The Council is keen to see it retained as a local employment centre, particularly as a number of smaller former employment sites around the village have been lost to other uses.

The Environment Agency have highlighted that the site overlies a Principal Aquifer and is within Groundwater Source Protection Zone 2. Whilst this does not affect the allocation of the site it may impact on future uses or activities. Contamination from previous uses will also need to be investigated prior to the submission of a planning application.

Anglian Water have advised that development of this site may require improvements to the sewerage treatment capacity. The extent of any improvements will need to be assessed through discussion between the developer and Anglian Water ahead of any planning application being submitted to the District Council.

Policy SCLP12.37: Riverside Industrial Estate, Border Cot Lane, Wickham Market

Riverside Industrial Estate comprises 2.04ha of land with permission for a mix of B1 and B2 type uses as shown on the Policies Map.

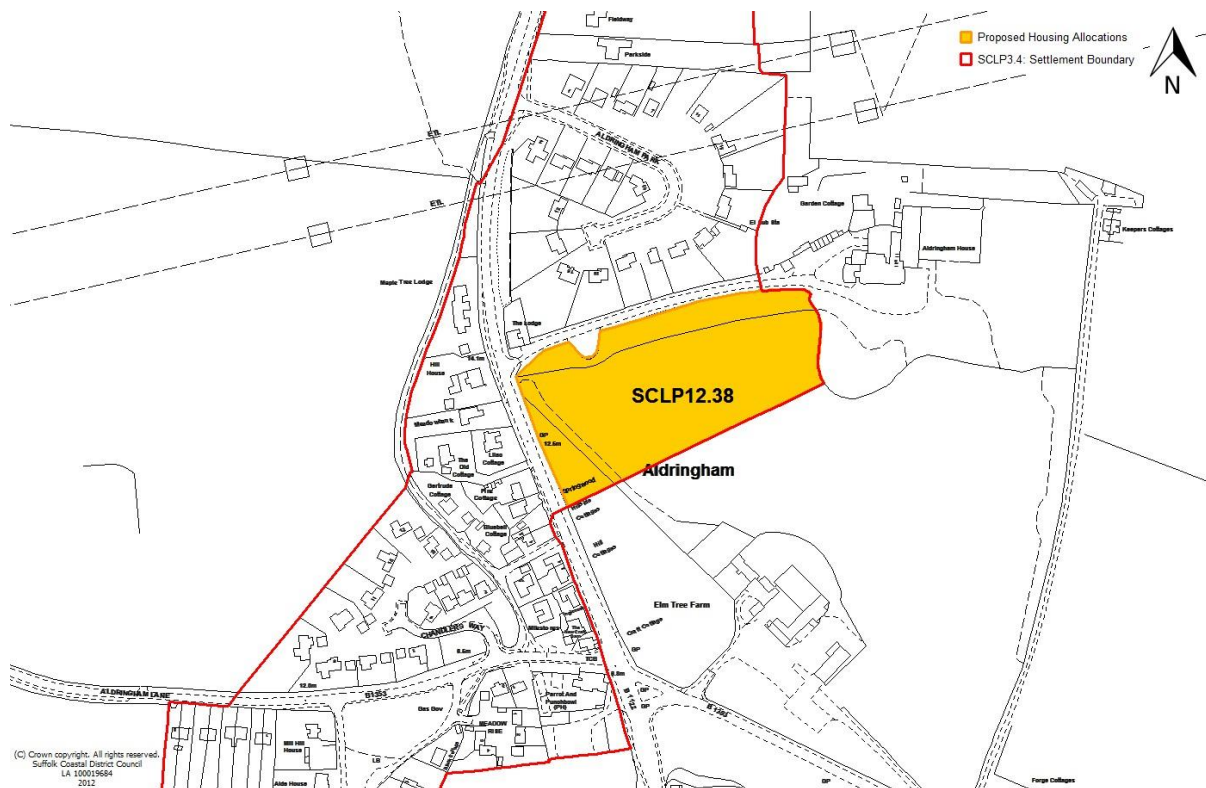
The Council will continue to support proposals for re-development or intensification of B1 and B2 uses within the defined area where it can be demonstrated that schemes are acceptable in terms of impact on the local highway network, and nearby residential uses. Design will also be an issue given the sites location on the edge of the village and the fact that it is surrounded by countryside of attractive and distinctive river valley landscape character.

Planning permission will be granted for new employment provision, including re-development or refurbishment of existing buildings provided that:

- a) Developers will need to investigate potential contamination on the site prior to the submission of a planning application;
- b) Developers will need to demonstrate there is adequate capacity in the foul sewerage network or that capacity can be made available; and
- c) An archaeological investigation may be required depending on the nature of the groundworks.

Housing and mixed use site allocations

SCLP12.38 – Land to the east of Aldeburgh Road, Aldringham



This allocation is carried forward from the Site Allocations and Area Specific Policies Development Plan Document (January 2017)

Aldringham (2011 pop. 759) is a Small Village in the settlement hierarchy situated to the south of Leiston and approximately 0.6 miles west of Knodishall. The settlement follows the B1122 main road between Aldeburgh and Leiston and is also built around the Green on Mill Hill. The Grade 2 listed building 'Parrot and Punchbowl Inn' situated on the crossroads acts as a visual, focal point for the village.

1.66 ha of land is identified as suitable for approximately 40 dwellings. The site is centrally located, on the eastern side of the village. The land rises gently to the north with Aldringham House located at the north east corner, with the cross roads situated 130 metres to the south.

Due to the prominent location of the site; on sloping ground, on the edge of Aldringham, a key consideration is how the development sits in the surrounding landscape. The development should enhance the character of the site and surrounding landscape through high quality design, including planting schemes and boundary treatments. Any loss of native species hedgerow will need to be replaced with additional native species hedging.

The design will need to be sympathetic to the setting of nearby Listed Buildings and, in particular, the Grade II Listed Building Elm Tree Farm House.

Achieving appropriate access arrangements regarding the provision of off road parking, and securing acceptable access sight lines, will be subject to approval by Suffolk County Council as the highways authority.

Anglian Water has confirmed that surface water disposal should be in accordance with the water management hierarchy. This may include the use of soakaways or other forms of sustainable drainage systems.

A project level Habitats Regulations Assessment will be required which will need to ensure that hydrological impacts are checked and adequately mitigated for if required.

Coldfair Green Primary School is forecast to be over capacity during the first five years of the plan period and therefore additional school spaces will be required as detailed in the Infrastructure Delivery Framework.

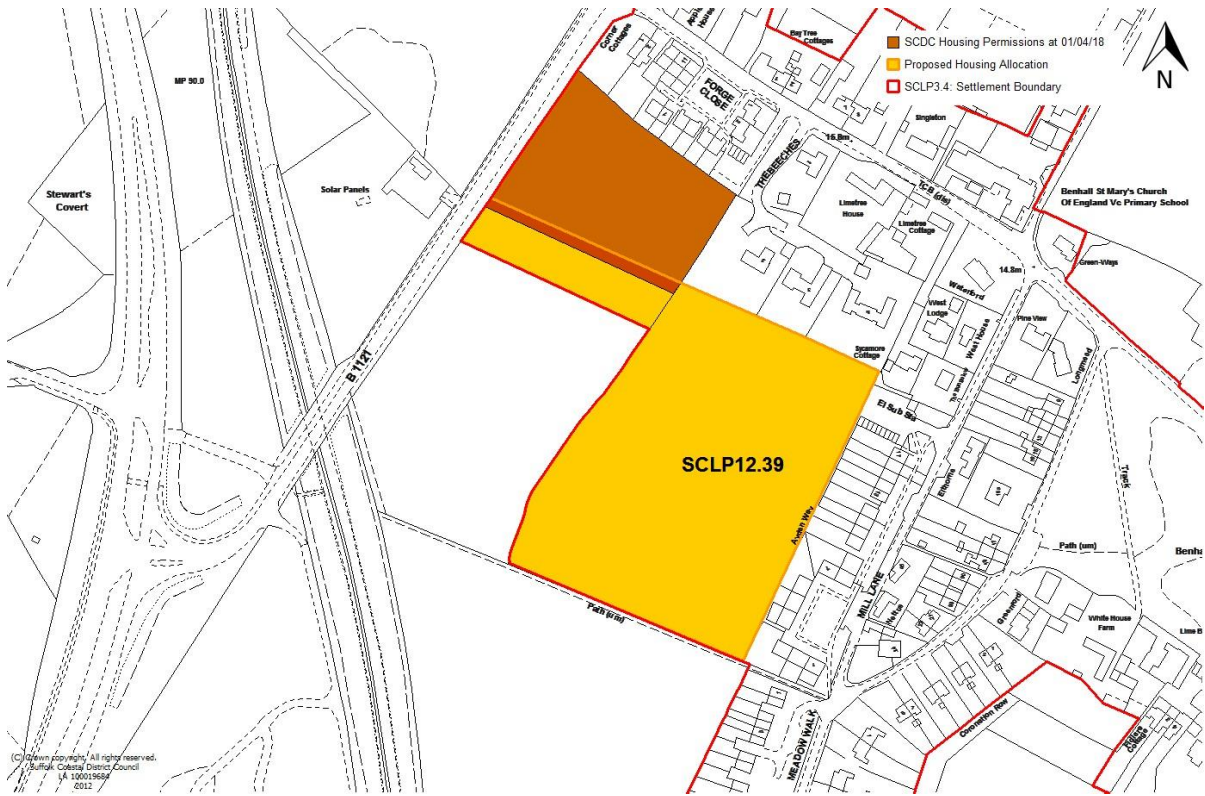
Policy SCLP12.38: Land to the East of Aldeburgh Road, Aldringham

6ha of land to the east of Aldeburgh Road, Aldringham, as shown on the Policies Map, is identified for residential use for approximately 40 units.

Development will be expected to accord with the following criteria:

- a) Design and layout should enhance the character of the site and surrounding landscape through high quality design, including planting schemes and boundary treatments and be sympathetic to the setting of nearby Listed Buildings;
- b) Any loss of native species hedgerow will need to be replaced with additional native species hedging;
- c) Affordable housing to be provided on-site;
- d) Appropriate access arrangements regarding the provision of off road parking, and securing acceptable access sight lines;
- e) A biodiversity survey will be required and, if necessary, appropriate mitigation provided;
- f) An archaeological assessment will be required;
- g) Provision of a pedestrian crossing point;
- h) Surface water disposal must be in accordance with the water management hierarchy; and
- i) A flood risk assessment will be required, and any necessary mitigation provided.

SCLP12.39 - Land south of Forge Close between Main Road and Ayden, Benhall



Benhall (2011 pop. 521) is identified as a Small Village in the settlement hierarchy, having a range of facilities including a primary school, convenience store and village hall. Benhall is located close to the A12, and some additional development within the village will therefore help to support the Local Plan strategy which recognises the A12 corridor as a focus for growth.

The site is located close to the A12, immediately to the south of site SSP6 which was allocated in the Site Allocations and Area Specific Policies DPD and has subsequently received planning permission. The main part of the village is to the east of the site around Mill Lane and Benhall Green lies further east beyond this.

The site is well related to the existing built up area of the village and is currently agricultural land. The site represents a smaller part of the site originally submitted by the landowner for consideration for allocation, reflecting the potential for Benhall to accommodate a modest level of development.

Reflecting the character of the surrounding residential areas, the site is considered suitable for semi detached and terraced properties, particularly in the eastern part of the site. The site would also be suitable for housing designed for older people, particularly if connectivity to Mill Lane can be achieved.

As the site is located on the approach to Benhall, it will be important that the southern and western boundary of the site forms an appropriate 'edge' to the village through suitable landscaping.

Features and elements which define the estate farmland landscape such as its robust structure of hedgerows should be protected and enhanced.

Public open space should be provided on site to provide a focal point for the development and to provide opportunities for people of all ages to be active. Provision should reflect local needs and be provided in accordance with the national recommended standard of 2.4ha per 1,000 population,

As an access is provided on the southern part of the permitted site to the immediate north, the site should be accessed via this to avoid the need for a further access on to the B1121. Opportunities to connect the site with the main village of Benhall through pedestrian and cycling links to the east of the site should be explored.

There is a small area of surface water flooding recorded in the centre of the site and development will be expected to put appropriate measures in place to ensure that surface water disposal is undertaken in accordance with the surface water management hierarchy. There are Grade II Listed Buildings to the north of the site and development will need to be sympathetic to the setting of these.

St Mary's CEVCP School, Benhall, is operating close to capacity and, considering this allocation along with education forecasts, would be over capacity during the first five years of the plan period.

Therefore additional school spaces will be required as detailed in the Infrastructure Delivery Framework.

Additional primary care floorspace will be required meet the needs arising from new development, as detailed in the Infrastructure Delivery Framework.

Policy SCLP12.39: Land south of Forge Close between Main Road and Ayden, Benhall

2.4ha of land south of Forge Close between Main Road and Ayden, Benhall, as shown on the Policies Map, is allocated for the development of approximately 50 dwellings.

Development will be expected to accord with the following criteria:

- a) The development to be served by the existing access to the north of the site from Main Road;
- b) The design and layout of the development to provide for higher density terraced and semi detached properties in the eastern part of the site, and including provision of properties that would be suitable for older persons;
- c) Affordable housing to be provided on-site;
- d) Provision of public open space to act as a focal point for the development;
- e) Provision of appropriate landscaping to the south western boundary of the site;
- f) Provision of pedestrian and cycle access to Mill Lane where possible: and