

CARLYLE LAND
LIMITED



**Land south and east
of Adastral Park**
Suffolk

*Statement of
Community
Involvement*

March 2017



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1.0 INTRODUCTION

- 1.1 The purpose of this Statement of Community Involvement (SCI) is to outline the consultation undertaken with various stakeholders in the formulation of proposals for an outline planning application for up to 2,000 homes, an employment area of c0.6ha (use class B1), primary local centre (comprising use classes A1, A2, A3, A4, A5, B1, C3, D1 and D2), secondary local centre (comprising possible use classes A1, A3, A5 and D2), a school, green infrastructure (including Suitable Accessible Natural Greenspace (SANGs), outdoor play areas, sports ground and allotments / community orchards), public footpaths and cycleways, vehicle accesses and associated infrastructure.
- 1.2 A Design and Access Statement has been produced as part of the planning application. This sets out the approach to development at the site and demonstrates that the design process has taken into account comments raised during a variety of public and stakeholder consultation activities.
- 1.3 The purpose of the programme of public consultation is to supplement the statutory consultation process, as well as to respond to recent planning guidance in terms of interaction with the public as part of the planning process.
- 1.4 Accordingly, this SCI sets down the public consultation undertaken in advance of the submission of the planning application.

This SCI is structured as follows:

- Policy Context
- Background and Approach to Consultation
- Pre-application Consultation
- Consultation Findings
- Issues and Themes
- Implementation and Rationale

2.0 POLICY CONTEXT

2.1 Introduction

2.1.1 This section of the SCI provides a succinct overview of relevant national and local legislation and policy/guidance in relation to community involvement in the planning system.

2.2 The National Planning Policy Framework (NPPF) March 2012

2.2.1 The NPPF sets out the Government's new planning policies for England and how these are expected to be applied.

2.2.2 The NPPF outlines the importance of pre-application engagement and front loading.

Paragraph 188 states:

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.”

2.2.3 The NPPF encourages pre-application discussions with other consenting bodies to ascertain if a particular development is acceptable in principle and to resolve issues at pre-application stage.

Paragraph 189 states:

“Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they do offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community before submitting their applications.”

2.3 Planning Practice Guidance (PPG)

2.3.1 The Planning Practice Guidance (PPG) which sits alongside the NPPF advises that pre-application engagement with the community is encouraged where it will add value to the process and the outcome (para. 20-009-20140306). It sets out the circumstances where pre-application consultation is mandatory, although this does not include residential development.

2.4 Planning and Compulsory Purchase Act 2004

- 2.4.1 Section 18 of the 2004 Planning and Compulsory Purchase Act states that local planning authorities must prepare a SCI.
- 2.4.2 The SCI is a statement of the authority's policy as to the involvement of persons who appear to have an interest in matters relating to development in their area.

2.5 Suffolk Coastal District Council's Statement of Community Involvement (SCI)

- 2.5.1 Suffolk Coastal District Council's SCI was adopted in September 2014.
- 2.5.2 The document outlines that the Council highly recommends that developers discuss outline plans with officers, helping to speed up the rest of the planning process. The Council also encourages applicants to undertake pre-consultation with the community, particularly for large scale schemes.
- 2.5.3 The SCI is not prescriptive in terms of the types of pre-application consultation. However, as part of the Local Development Framework process, it recommends public exhibitions, publishing information on the web and using the local media.

2.6 Summary

- 2.6.1 Increasing community participation is a key objective in the Government's reform of the planning system. This is supported by the Council's SCI.
- 2.6.2 Consistent with this policy, the applicant has engaged with the community as the proposals have evolved. This has enabled those affected by, and those most likely to be interested in the proposals to have the opportunity to have their views considered and input into the process before an application is submitted.
- 2.6.3 This SCI details the consultation undertaken. This process was in full accordance with pre-application advice nationally and locally.

3.0 APPROACH TO CONSULTATION

The following section outlines the consultation objectives, methods employed, processes undertaken and the individuals involved.

3.1 Consultation Objectives

The following consultation objectives were identified for the project:

- To reach those who are likely to be affected by the proposals and those groups and individuals who are likely to have an interest in the development
- To engage with representatives of the Council, Parish and Town Councillors, key stakeholders, groups and residents in the area in order to discuss the proposals in more detail
- To provide detailed information at events, by post, by email and on a dedicated website to allow respondents to review the information in their own time
- To publish contact details for the team so that queries could be raised and the proposals discussed in more detail at a time to suit
- To allow adequate opportunity for the community to consider, understand and comment on the development proposed
- To take on board the constructive comments given during consultation where possible and ensure that feedback is provided to the local community.

3.2 Strategy

3.2.1 Throughout the consultation process, the approach of the project team has been to respond positively to consultation responses from local residents and other consultees and, where practicable, amend the proposals to address concerns or make provision for appropriate mitigation measures. The consultation process to date has comprised a combination of:

- Distributing a flyer to 3,122 local households via the Royal Mail to ensure residents were aware of the public exhibition and providing contact details for questions. The flyer asked those who wanted to participate in the consultation to register their details by email, post, telephone or through the website in order to remain informed about the process.
- Supplying copies of the flyer to Parish Councils, local schools, shops and businesses for display

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- Holding four public exhibitions and consultation events on afternoons and evenings to enable resident to discuss the proposals with the team
 - Hosting a stakeholder preview of the exhibition to enable District, County and Parish Councillors an opportunity to review the information
 - Meeting with local Parish and Town Councils
 - Meeting with local groups, community representatives and the local action group to discuss the proposals
 - Uploading the exhibition materials to a dedicated website to enable residents to review and respond in their own time
 - Providing comment forms at the event and on the website to encourage participation in the consultation process
 - Pre-application meetings with Council officers and other stakeholders to discuss the proposals
 - Preparing a brochure and frequently asked questions document in order to provide feedback about the consultation process and the mitigation measures proposed by the development.

3.2.2 Prior to commencing consultation, a database was created of key stakeholders including Councillors, local businesses and key groups. We sent all of the organisations and services on this database a copy of the flyer regarding the first consultation events. This included:

- | | |
|-------------------------------------|---------------------------------|
| • Waldringfield Parish Council | • Martlesham Beacon Hill |
| • Martlesham Parish Council | • Waldringfield Golf Club |
| • Kesgrave Town Council | • Woodbridge Town Football Club |
| • Brightwell Parish Council | • St Marys Parish Church |
| • Martlesham Heath Doctor's Surgery | • Rev K McCormack |
| • Suffolk Wildlife Trust | • Rev Tate |
| • St Michael's Pre School | • River of Life Church |
| • Birchwood Primary School | • Waldringfield Baptist Church |
| • Gorseland Primary School | • Dr Edwards |
| • Martlesham Playschool | • Framfield House Surgery |
| • Waldringfield Primary School | • Dr Taylor & Partners |
| • The Saplings | • Two Rivers Medical Centre |
| • Rhymes Nursery | • Kesgrave Library |
| • The Theatre Emporium | • Woodbridge Library |

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- Rosehill Library
 - Orchid Dental
 - Rushmere Dental Care
 - Martlesham Heath Post Office
 - Sutton Post Office
 - Penzance Road Post Office
 - Kesgrave War Memorial
 - Sidegate Lane Community Centre
 - The Old Felixstowe Community Centre
 - Newlarks Residents Association
 - Suffolk Heritage Housing Association
 - Martlesham Heath Householders Ltd

3.2.1 Following the consultation activities, this database was updated with the contact details of those who chose to participate in the consultation process by using the telephone number to register, submitting details via the website or email or at the events.

3.3 Engagement with Consultees

3.3.1 Suffolk Coastal District Council

Formal pre-application engagement has been undertaken with Suffolk Coastal District Council officers to discuss the proposals and ensure that any application responds to feedback and is accompanied by sufficient appropriate material to enable the Council to validate and determine the planning application.

Local Councillors were also notified about the exhibition and invited to a stakeholder preview event.

3.3.2 Other Stakeholders

A list of stakeholders is provided above. These were notified about the consultation process, invited to attend consultation events, asked to display or distribute flyers about the consultation. Contact details were provided so further information could be obtained.

Meetings were held with:

- Waldringfield Parish Council – 1st December 2016
- Martlesham Heath Householders Ltd – 1st December 2016
- Martlesham Heath Parish Council – 7th November 2016
- Kesgrave Town Council and Little Beelings Parish Council – 5th November 2016
- Moon and Sixpence – 6th November 2016
- Reverend Tate – 7th November 2016

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- Brightwell Parish Council – 7th November 2016
 - NANT, Suffolk Coastal Council, Baker Consultants – 30th January 2017
 - Martlesham Parish Council, Suffolk Coastal Council and transport authorities – 21st February 2017
 - Waldringfield Parish Council site tour and meeting – 14th March 2017
 - Fletcher Barton

These meetings enabled detailed discussions relating to:

- Design and character
- Heights and density
- Transport and access
- Green spaces and SANG
- Noise, lighting
- Utilities
- Infrastructure provision
- Parking
- Policy and the planning process
- Masterplanning
- The consultation process
- Community spaces within the site
- Pedestrian, cycleways and green transport
- Mix of uses within the site
- Sports and recreation provision
- Education and healthcare
- Community integration

3.3.3 **Statutory Consultees**

The team engaged with statutory consultees such as

- Various officers at Suffolk Coastal District Council
- Various officers at Suffolk County Council
- The AONB team
- Natural England
- Suffolk Wildlife Trust
- Historic England
- Highways England

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- Anglian Water
 - NHS England and Ipswich and East Suffolk Clinical Commissioning Group

Various technical studies have been submitted with the planning application which detail the consultation that has been undertaken in the preparation of these documents.

3.3.4 **The Wider Public**

In order to ensure that members of the local community were aware of the proposals and had an opportunity to get involved in the masterplanning process, flyers were issued to more than 3,000 households in the local area in November 2016.

The flyer issued provided information about the proposals and details of the public consultation event and dedicated website as well as contacts for the team. Details were also provided so that interested parties could register to receive further information. Further correspondence was provided to those who registered to invite them to the second consultation activities in February 2017.

4.0 FIRST COMMUNITY CONSULTATIONS – DECEMBER 2016

4.1 Two public consultation events were arranged. In order to publicise these to local people, a flyer was produced. This was issued to those identified as key stakeholders and 3,122 households shown on the map below via the Royal Mail.



4.2 Packs of the flyers were also sent to those on the database detailed above, including local Parish Councils, schools, shops and services for distribution and display.

4.3 A copy of the flyer can be found below:



ADASTRAL PARK

Delivering high quality new homes and facilities

CEG invites you to attend a public consultation regarding development of land near Adastral Park.

The site has been identified in the Council's Adopted Core Strategy as a sustainable and suitable location to accommodate future housing growth.

CEG is the new developer leading the scheme and our approach is very different. We like to work with local communities to evolve a masterplan that is best suited to the local area, providing solutions for important issues such as transport and access, environment and infrastructure, so that all of our developments best meet the aspirations of the local area.

We will provide extensive green space, including parks and landscaping, new facilities and infrastructure to manage education and healthcare needs, as well as providing sports facilities and employment.

We also feel it is important to integrate the new community with the existing villages and ensure that as it evolves its character compliments the local environment.

We are at a very early stage in our thinking and would welcome the opportunity to discuss your ideas and concerns before we evolve a masterplan. We hope you can attend one of the events and meet the team on:

- **Thursday 1st December, drop in between 4:00 and 7:30pm at St Michael's Church Centre, The Drift Martlesham Heath, Ipswich, Suffolk, IP5 3PL**
- **Tuesday 6th December 2016 drop in between 4:00pm and 7:30pm at Waldringfield Village Hall, School Lane, Waldringfield, Woodbridge Suffolk IP12 4QP**



An example of a proposed CEG development in Hertfordshire

ADASTRAL PARK

Delivering high quality new homes and facilities

CEG is committed to exemplary design standards, respecting the heritage and character of the area. We seek to work collaboratively with local people to find the best solutions, meet aspirations and deliver locally-responsive proposals.

We aim to include:

- New facilities or investment to expand existing facilities if this is preferred. This includes healthcare provision, schools, local shops and services
- Generous green spaces - parks, play areas, a village green, sports facilities and ecological features
- Improve highways and public transport provision, investing in roads and improved access as well as bus, cycling and walking routes
- Community ownership of land and key assets and strong management programmes for green spaces
- A full mix of up to 2,000 characterful homes for first time buyers, growing families and the elderly and those wanting to downsize into suitable accommodation
- New employment opportunities within the existing employment park
- Opportunities for residents to grow their own food in allotments and community orchards.

If you cannot attend the exhibitions but would like to attend a future event or receive updates please register on www.adastralparkdevelopment.co.uk or call Alana Maxwell on 0207 7309090 to ensure you are kept informed.



4.4 The flyer provided details of the forthcoming events, the dedicated website where all consultation materials would be available (www.adastralparkdevelopment.co.uk), gave contact details for the team and asked those who were unable to attend the event to register by email or telephone to ensure they were kept informed.

4.5 The events were also advertised in:

- Martlesham Monthly - December edition (published late November)
- Waldringfield Parish Magazine – 1st December (published full flyer)

4.6 The public consultation events were held in local, easily accessible venues as follows:

- Thursday 1st December between 4pm and 7.30pm at St Michael's Church Centre, The Drift, Martlesham Heath, Ipswich, Suffolk, IP5 3PL
- Tuesday 6th December between 4pm and 7.30pm at Waldringfield Village Hall, School Lane, Waldringfield, Woodbridge, Suffolk, IP12 4QP.

Members of the team were on hand to answer questions throughout the exhibition. Photographs of the event can be found below:



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- 4.7 Almost 400 people attended the events as follows:
- Martlesham event 1st December – 184 people attended
 - Waldringfield event 6th December – 207 people attended
- 4.8 The exhibition boards explained that CEG was taking a fresh approach to the site and was keen to involve local people in the early stages of preparing a masterplan for the proposed development. A series of exhibition boards provided details of the early thinking in terms of design, character, green spaces, new infrastructure provision, transport and access and CEG’s approach. These could be reviewed during the event and members of the team were available to discuss the proposals in more detail. A copy of the exhibition boards can be found in **Appendix A**.
- 4.8 A handout document and topic sheet comment form was provided and attendees were encouraged to complete these at the event, or post the forms back to the team in order to input into the masterplanning process. These topic sheets encouraged consultees to contribute their opinions regarding the vision for the site, design and placemaking, community infrastructure provision, environment and landscaping, movement and access, as well as providing space for general comments, ideas or concerns to be raised. This approach enabled detailed input to be provided at an early stage in the masterplanning process. The form was also available on the website.
- This comment form explored preferences in terms of densities, on and off-site provision of education, healthcare, shops, sports and recreation provision and other community facilities as well as transport initiatives. A copy of the topic sheet comment form can be found in **Appendix B**.
- 4.9 A total of 47 consultation forms were either handed in at the event, posted or comments were emailed to the team.

5.0 FIRST PUBLIC CONSULTATION FEEDBACK

5.1 Of the 391 people who attended the event, 47 completed the consultation feedback forms. Not all of the respondents chose to answer every question on the topic sheet forms. During the public consultation evenings the key discussion points raised with the team included:

- Community infrastructure provision both on and off-site
- Movement and access including specific local transport issues
- Design and character
- The principle of development

5.2 The findings from the comment forms and emails are detailed below:

5.3 The vision wheel was displayed and respondents were asked if they had other thoughts regarding what the vision for the proposed development should include. The response was:

Comment	No. of respondents making this comment
I don't like the term 'urban fringe landscape' I would prefer 'semi-rural landscape'	1
A low impact development with open aspect, a mix of housing styles, no high rise	1
Healthcare, education provision, shops and services	3
A pleasant centre with restaurants and maybe another church	1
A faith centre or shared inter faith building	1
Utilities improvements	1
Public transport investment, better bus services and potentially a shuttle to the park and ride	2
Preserve green, ecological and historical sites/protect local wildlife impact	2
Leisure space, play areas and cycle tracks	1
Better recreational facilities	1
A mix of housing	1
Manage the effect on the A12/ no effect /improve roads	2
Minimise light and noise pollution / trees and shrubs to south and east to protect Newbourne from light and noise	2
Development of this size just 15 minutes' walk from the River Deben isn't justified and will affect tourist trade and tranquillity	1
Preserve ancient monuments	1
A 21 st Century development	1
Sympathetic to local environment in terms of size, scale, numbers, nature and style	1
Be bold and make it one of the greenest and most sustainable projects in the UK	1

5.4 Space was then provided for respondents to leave any concerns or ideas regarding the development and to highlight things they enjoy about the area. These included:

Comment	Number of respondents making comment
Change of character from semi-rural to urban or arguably suburban. Concerned about urban sprawl connecting Ipswich with Woodbridge with little green space. Needs appropriate character for a semi-rural settlement (similar to Martlesham Heath than Ravenswood), plenty of natural greenspace (helping to deter dog walker from Deben Estuary SPA), low rise buildings of varied character/low density and homes with insulation	1
Development will ruin area/ too large	2
Waldringfield is a small rural and underdeveloped village encouraging wildlife to the river. Concerned development will spoil this	1
Newbourne is peaceful and as I live nearest to the proposed development I fear I will be affected by noise and light pollution and traffic.	
Keep green space between the development and Waldringfield/ enjoy space and tranquillity / no light pollution	3
Concerned about roads/traffic/roads need to be big enough to cope with more people/ concerned about exiting Martlesham/ A12 / grade separated junctions / retail park traffic	9
Concerned traffic lights/pedestrian will cause delays	1
Three is too many access points, access from Ipswich Road will increase traffic and issues	1
There is a need for affordable and first time buyer homes preferably attached to existing villages/ local people should have access to housing first (consider a community leadership welcoming group early on)	2
Concerned about infrastructure and drainage	1
Concerned about household pets and their effect on wildlife	1
Lake area is a lovely wildlife haven /don't drive away buzzards near Betts	2
Concerned there is not enough green space proposed	2
Good modern design with renewable resources. Natural energy in building design/ fuel efficient easy maintenance buildings, heat pumps, no weatherboarding, double/triple glazing and good insulation	2
The new retail development has insufficient parking and makes access from the residential difficult	1
Safe walking community and cycling with easy access to buses	1
Deliver infrastructure such as roads and drainage first	1
Waldringfield does not want to be integrated with the development	1
Retain old air base buildings south of Adastral Park if they have archaeological value	1

5.5 The topic sheets then moved on to design and placemaking and asked respondents about the design features they would like to see at the entrances to the site. The response was:

Comment	Number of respondents leaving comment
Green landscaping/trees and hedgerows so sympathetic to area	10
Shared surfaces for cars and pedestrians	1
Separate routes for cars and pedestrians	1
High quality architecture with features/landscaping	3
Low impact housing clusters, wide rows, off street parking, green spaces, provision for pedestrians and cyclists	1
Enough parking for all	1
Organic feel with housing density increasing	1
Sculpture to make a statement and sense of open space	2
Safe and discreet access with a visible barrier to the A12	1
High quality architecture, no more than three storeys	2
Green spaces rather than housing/ green space to mitigate effect of housing	2
Make clear entering a home zone once off the A12, with pedestrians and cyclists having rights	1
Roundabouts rather than traffic lights	1
Similar to Martlesham Heath	1
High quality architecture and environmentally sound development throughout not just at entrance	1
Some feature houses	1
Playgrounds are dangerous	1
Trees, hedges, noticeboards and CCTV	1

5.6 Respondents were asked about whether the development should provide a gradual transition between the built form and the wider countryside rather than a hard urban edge? 24 respondents agreed and one disagreed preferring a clear edge with garden fences rather than brick walls to define a new envelope for the development

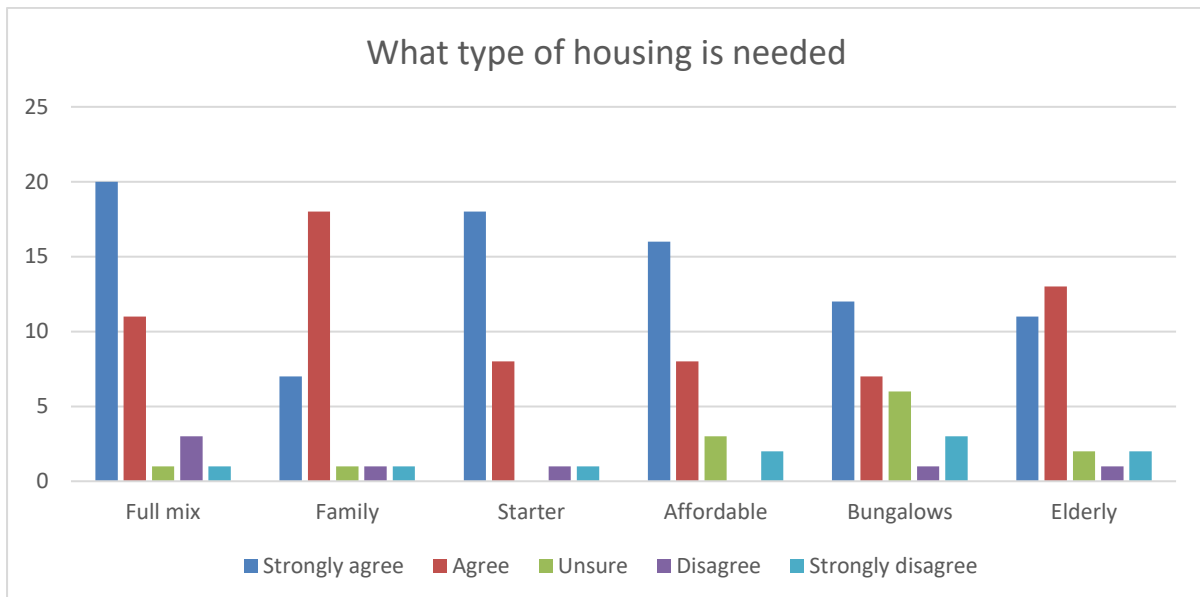
The comments included:

- Maintain both styles
- Along the industrial boundary not so important, but transition needed between Waldringfield Road and the Moon and Sixpence
- Build up to the duel carriageway
- Protect village identity
- Plenty of footpaths
- Depends on whether you are living there as a hard edge provides more homes with a countryside view

5.7 Respondents were asked if they preferred a higher density development around the local centre with lower density development on the rural edges

- 32 respondents agreed that higher density should be near the local centre with lower on the rural edges
- 6 respondents preferred a mix across the site or an even spread
- One respondent wanted higher density near Adastral Park and the A12 and another near the solar/wind farm. One respondent highlighted that Martlesham Heath has a green at its heart.

5.8 When asked what types of homes were needed locally the response was:



5.9 When asked what other design or placemaking features should be considered to help create a sense of local identity, the response was:

Comment	Number of respondents making comment
Places where the new community can meet and socialise such as a village hall or café, church, pub, community centre, shops, school, doctors, public square, a building of interest and sports facilities were all suggested	9
Paths for walking and cycling	
Buyers may come from outside of Suffolk, integration is important	1
Finish properly so spaced out and doesn't feel too built up	1
Do not destroy local identity, concerned that character cannot be built, but free and loose landscaping would be best	1
Plenty of green spaces, lots of safe play areas, parkland	5
Doctors, small hospital, fire engine building	1
Leisure activities for teenagers	1
School, pond, playground, hedges	1
Various means of overall cohesion and identity with some variety	1
No high rise or tall townhouses	1
Adequate parking/ off road parking is important	3
Unique design not another Grange Farm or Martlesham	1
Unified colour scheme, meditation space and crime prevention	1
Trees and shrubs	1
Gardens for each home	1
Architectural features. Martlesham Heath has a Manor House, gate houses, radio station – everything is designed around features	1
Homes with chimneys	1

5.10 The topic sheets then moved onto community infrastructure. Respondents were asked to highlight facilities they did not want the development to compete with and what new facilities should be provided.

Many respondents felt it was important to provide new facilities rather than competing with existing facilities.

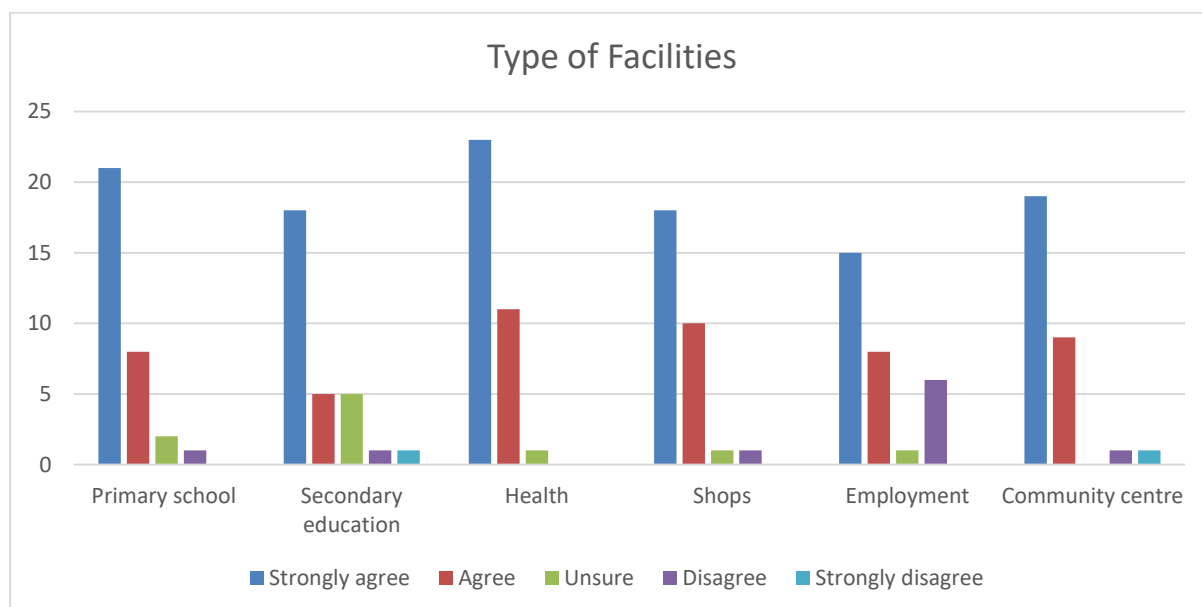
The local facilities most valued were small businesses, local pubs, shops and business parks, Martlesham Heath Doctor's Surgery, the Park and Ride, village primary school and the River Deben.

The facilities highlighted by respondents as most needed on the site included new education and health provision, leisure activities for teenagers, a church or community centre, additional utilities (including broadband), new sports facilities, a pub, playing fields, local shops, buses, parking and restaurants.

There was a request that the ROW footpath along the Deben is re-routed so that walkers don't have to use tarmac roads. This would facilitate the round the coast walk without causing harm to the SPA as well as improving outdoor facilities.

Many stressed the importance of facilities being accessible on foot, some requested access from Martlesham Heath by way of a crossing and one requested facilities be as far away from Newbourne as possible.

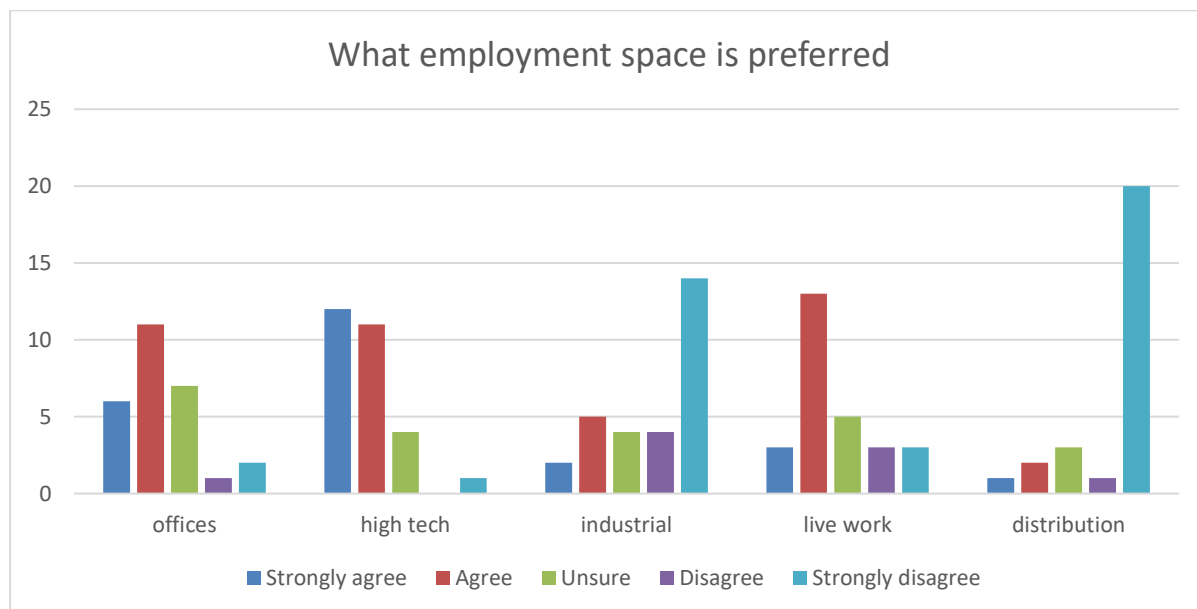
5.11 When asked what type of services and facilities should be provided on the site or improved in the area the response was:



5.12 When asked where on site respondents would like to see the new local centre(s) and facilities, the response was:

- 10 respondents felt it should be near the centre to maximise accessibility
- Seven respondents felt it should be near the A12
- Four felt it should be near access points to reduce travel
- One felt it should be near BT
- Two felt there should be dispersal, not just at the centre
- One felt facilities should not be near Waldringfield or Newbourne as this would create traffic

5.13 In addition to creating employment in the new schools and community hub services, respondents were asked what types of employment space they would like to see on the land to the north of Adastral Park. The response was:



5.14 The topic sheets then moved onto the environment and landscape. It was explained that the lake within the site can provide a key ecological feature and recreational area. Respondents were asked what they would like to see at this feature. The response was:

Comment	No. of respondents leaving comment
Peaceful for sitting, maybe a café	1
Peaceful recreation	1
Wildlife area/ Ecological only/ natural area	6
Nature trails/bird watching/bird hides	2
Concerts or events	3
Events could disturb a tranquil setting	2
Open and accessible, managed space	2
Use by local schools for ecological studies/ ecological learning	2
Sailing and watersports	2
Dog walking	2
Walking	8
Cycling	7
Multi-purpose for as many people and species as possible	1

Centre to attract people with bars and recreation and distract from river / Use it to discourage people from coming to Waldringfield, particularly in summer. Make it an attractive destination with a café	2
Natural sanctuary, no need to duplicate the Deben, sections which exclude cycling and dogs	1
Not fishing	2
Fishing/ Fishing club should be allowed to continue use	8
Horse riding	1
Lake unsafe and needs constant maintenance. Land can be used for other purposes and we are near the sea	1
Model boating	1
Nice feature in the park	1

5.15 Respondents were asked if there were any key green open links that you feel should be retained or provided within the site and if so, where?

Comment	Response
Bridal paths/current footpaths/footpaths around the edge/access to local areas/cycle ways/disabled access	11
Mature trees/woodland/Spratts Wood	3
Green fields to separate from Waldringfield/fields to south	2
Woods to the north to isolate the RSPCA site	1
Keep boundary green	1
No flatten everything	1
Safe open access to Martlesham Heath	1
Soil has poor water retention so sensitive planting. Benches	1
Middle of the lake is a wildlife area where birds nest	1
Green spaces between each development areas and corridors of green spaces	1
Any with historical importance	1
Off lead dog walking	1
Green wildlife corridor from south west corner of lake/hedgehog safe crossing tunnel	1
Near affordable homes	1
Along Ipswich Road, keep local villages in green area	1
Ensure 54 ha green space is properly planned	1

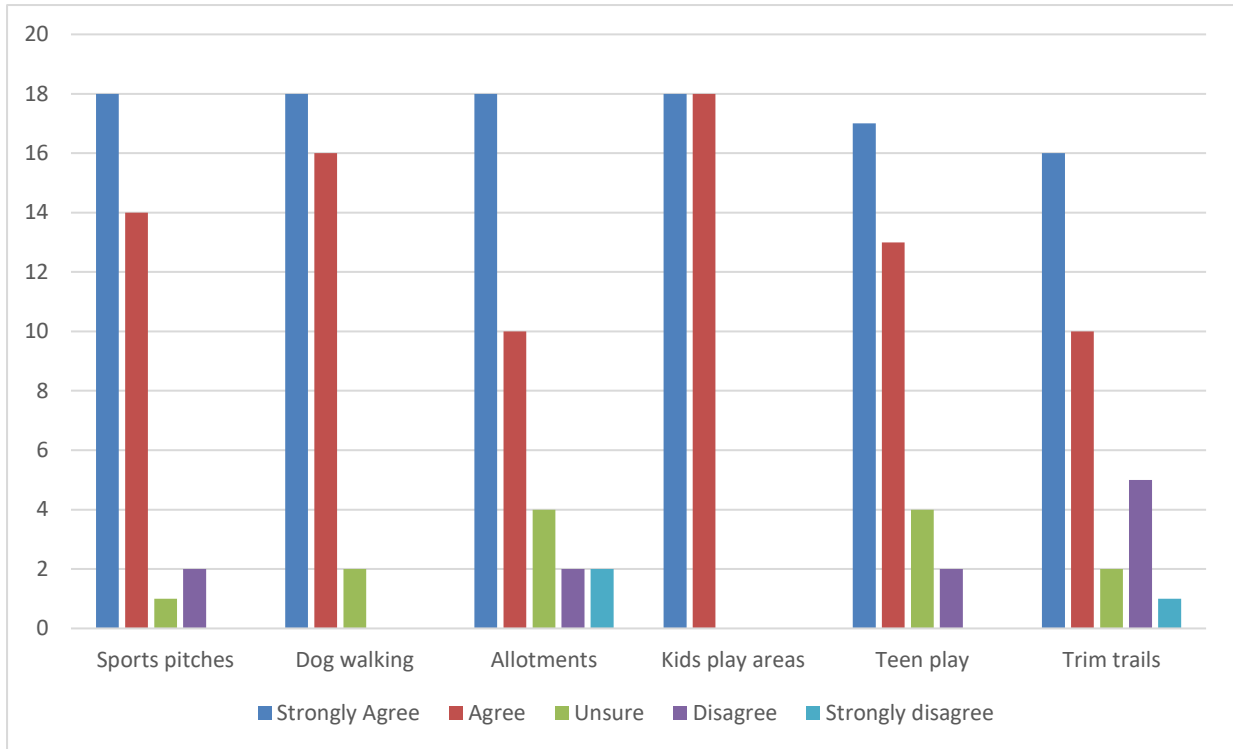
5.16 The topic sheet explained that we are proposing new Suitable Alternative Natural Greenspace (SANG) to relieve pressure on the Special Protection Area (SPA). Respondents were asked to highlight what they would like to see included in these open spaces? The response was:

Comment	No. making this response
Cycle paths	6
Dog walks (with dog poo bins)	12
Circular walks	4
Trim trails/jogging track	10
Links with bridal paths/horse trails	2
Routes wide enough to accommodate bikes and pedestrians (central route through Grange Farm works well)	1
Link between Martlesham Heath and new development reinstating footpath from Martlesham Creek and Waldringfield and a linking footbridge. There is some opposition from bird experts	1
Adventure play area/play areas/picnic areas	2
Nature/ecology/heathland	1
Nature interpretation boards	1
Barriers to exclude new residents from coming into nearby rural villages and spoiling AONB and SPA	1
Long and interesting in terms of wildlife to deter dog walkers from swamping the paths	1
Ability to close off and protect areas and funds to maintain	1

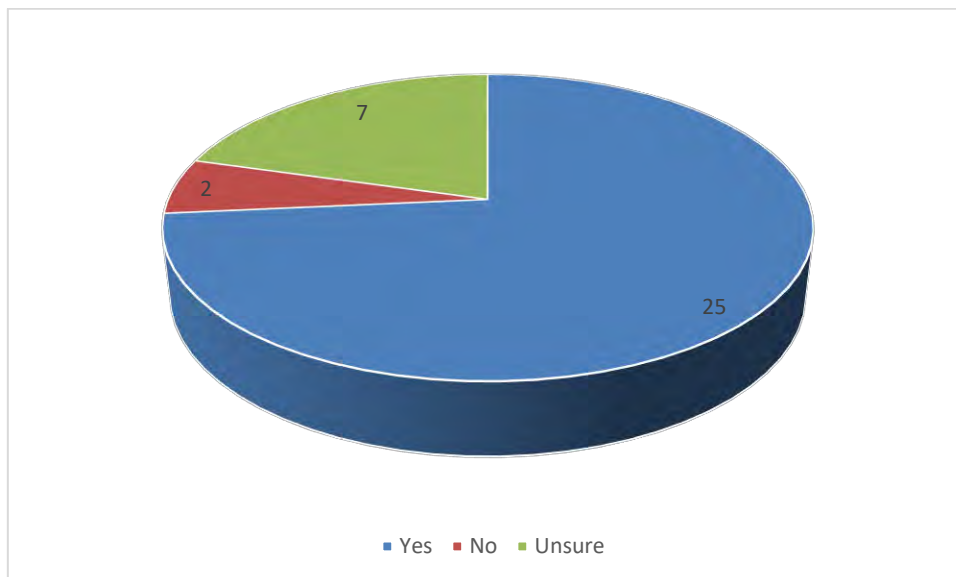
5.17 Respondents were asked what existing sports facilities in the area they would like to see upgraded in the area. The response was:

Comment	No. making this response
Need a full size pool	2
Need tennis courts	1
Bowling green at Martlesham	1
Sports facilities lacking locally/ you can't have too many/ need for more facilities	4
Several widely used sports areas locally/ Martlesham leisure too small	3
Sports pitches combined with play, allotments and dog walking	1
Gym	2
Bowling alley	1
Cricket at Martlesham/ improve pavilion	4
Football at Martlesham	1
Bike trails on Black Tiles lane could do with improvement	1
Need for a rugby pitch	1

5.18 When asked what type of sports and recreation facilities should be provided on the site, the response was:



5.19 When asked if community ownership of green space and income producing assets would be welcomed the response was:



5.20 The topic sheets then moved onto movement and access. Respondents were asked to indicate if they felt a speed reduction on the A12 would enhance safety and increase capacity.

- 16 respondents felt that a speed reduction would enhance safety and increase capacity
- Two respondents felt it would possibly benefit safety and capacity
- 13 respondents felt there should not be a speed reduction on the A12

The following comments were also made:

- Would enhance safety not sure about capacity
- Only a problem at peak hours
- Speed reductions don't go far enough
- 50 near BT otherwise no
- Don't think this will make a difference/speed reductions aren't the answer
- Need ability to cross the A12
- It will probably have to happen
- Only if the traffic flows reduce
- As with the M25, this works well
- Build new roads
- Don't penalise because of development

5.21 Consultees were asked how they thought local bus services should be improved in order to provide a quality service to encourage use of green travel.

Comment	No of consultees making comment
Bus service to Waldringfield village and Heath	2
More buses through Newbourne with links to Woodbridge, Felixstowe, Ransomes Industrial Estate and Ipswich	3
Quicker and more frequent/more express services	4
Better, cleaner buses	1
More buses and better connectivity	1
Free shuttle to P&R/use or lose P&R	3
Yes improve/yes can't develop site without improving it	6
No they are fine/driverless cars will solve problem	2
Good idea to improve but it depends where you work	1
Buses don't work in this area but existing infrastructure couldn't support them or services have been cut	2
Extend Route 66	1

Route 66 is expensive and goes around the houses we need more choice/competition	1
Environmentally friendly service	1
Some existing routes are good	1
Integrate with existing schemes	1
As far from rail station and those close by have minimal parking, regular buses are required	1
Regular services to Woodbridge and Ipswich only	1
Mini bus services for the elderly/small mini bus with discounted or free passes to range of ages	2
Divert existing to circuit the development	1

5.22 The comment form explained that new walking, cycling and horse riding routes within the site and linking to wider networks are being considered, as well as crossings on the A12. Respondents were asked if they had ideas they would like the team to consider. The response was:

Comment	No. of consultees making comment
Need more crossings – underpass or bridge were mentioned and pedestrian crossing at the new lights – accessible to all without cycle/pedestrian conflict	7
Agree with new walking, cycling and riding routes and crossings of the A12	2
Oppose crossings on A12/it will be unpopular	2
Safe routes, increase in traffic is a concern/wide durable paths	2
Not horse riding	2
Route for horse drawn carriages	1
Interlinking routes with existing might be challenging	1
Already have a bridge over A12	1
Finish footpath from Woodbridge to Felixstowe	1
Safe and pleasant to use, bridges involve a lot of climbing	1
A12 is the key to this you must find a way to separate its effect	1
Green bridges for nature	1
Go karting, pony trekking and model aeroplane flying	1
If another A12 bridge is required you will need to consult the other side of the A12	1
Pedestrian access to Tesco and across A12	1
Keep them away from Newbourne or it will ruin village	1
No routes into Waldringfield	1
Traffic into Waldringfield will inevitably increase. The road from the golf course should be improved and dedicated cycle or walking path provided perhaps on land beyond the trees not on the road.	1
Much of this should be possible on site providing 54 ha of green space is used properly, excluding sports and playing fields	1
To put pressure on SCDC to develop cycle routes in the whole area and around the River Deben	1
Keep them all on site and not lined up beyond, that any of these might have to cross the A12. Inappropriate site for town.	1

5.23 Consultees were asked to detail any further ideas they would like the team to consider as part of the masterplanning process. The response was:

Comment	No. of consultees making comment
Broadband and mobile phone network improvements are needed /broadband in the village is improving	22
Flyovers for through traffic	1
Drainage improvements are needed	1
Encourage transition from car to foot	1
Road improvements are essential	2
Better traffic movement around the retail park/parking	1
Need more exits from the site	1
Against any access routes to the surrounding country lanes. This would cause congestion, environmental damage and impact on surrounding villages and the River Deben.	1
Small local buses	1
Slow traffic speeds	1
No consideration for Waldringfield residents and the massive inconvenience this will have on the village	1

5.24 Space was then provided for additional notes. These included:

Comment	No. of consultees making comment
Consider Martlesham road model with just two exits onto the A12, preventing rat runs and effect on surrounding rural roads	1
Retain feel of local area and views /preserve local character	2
No entrance/exits to Ipswich Road / it will impact on Waldringfield / Don't see widening Ipswich Road as an improvement	4
Reduction in green space is unacceptable	1
Entry for A12 to be left in and left out / Newbourne Rd – Waldringfield Golf Course towards Old Martlesham is a narrow road yet lorries try and use when A12 blocked	1
Careful planning and use local knowledge	1
Main Road from Waldringfield and other villages to A12 and any traffic leakage from Newton make it impossible to exit village onto A12	1
Air quality is an issue and needs continual monitoring	1
Traffic is main issue/ yellow lines on roads outside retail park to prevent congestion	2
Roundabouts are already congested – underpasses are needed	1
Lake in centre of site is dangerous due to steep banks on three sides	2
Need traffic lights at Tesco roundabout to assist with exit from Martlesham	1

Foxhall Road will be bottlenecked	1
All for it well presented display	1
2000 should not be built on AONB borders where will the affordable homes go? Will they be flats and how high? Why is everyone so keen to live in Ipswich and Waldringfield it will deter quality of life for those here	1
Concerned about the impact of such a large development, effect on roads, security, safety, education/smaller development or dispersal of homes around area	3
Homes should be well built fuel efficient and well insulated, low maintenance	3
Distinctive design with character, small shops and eating places. I also want to endorse the efforts to enable people to walk around and access the local countryside. This should include Deben Estuary.	1
I disagree there is a need for more housing units. The planet is overcrowded	1
Build on land on the north side of Foxhall Road at Grange Farm. Rethink	1
Include as much social housing as possible disbursed around the whole site	1
Look at permaculture design solutions and try to work with nature	1
Increase height of bunds alongside the A12 to deflect traffic noise. I support a 50mph limit between the roundabouts at Foxhall Road and Martlesham Main Road to help control noise and pollution. Design for pedestrians & cyclists first and good links across the A12	1

6.0 DESIGN RESPONSE TO THE PUBLIC CONSULTATION ACTIVITIES

The first consultation was undertaken at an early stage of the evolution of the masterplan and enabled consultees to put forward their views on elements of the design, placemaking, environment, green space and transport strategy. Using the feedback provided as well as technical assessments and constraints and opportunities on the site a masterplan was created following the event. The tables below explain how that masterplan sought to take on board the constructive comments from the community where possible as part of the masterplanning process.

THE VISION AND GENERAL FEEDBACK

Comments	The Masterplan Response
Respondents named a number of reasons why they currently enjoyed Martlesham, Newbourne and Waldringfield including facilities, green infrastructure, lack of crime and sense of community.	The new development proposes to harness this sense of localness and develop a community that reflects the ideals and develop a sense of place.
Careful planning and use local knowledge	The proposals have been developed through extensive site work and consultation to produce a scheme that will produce an attractive place to both live and work. Which promotes an example in terms of design and quality in terms of identifying place making and for future developments.
Lake in centre of site is dangerous due to steep banks on three sides	Safety signs and life preservers will be supplied in line with national guidance for amenity spaces adjacent to lakes. We are proposing to remodel the banks.
Against the principle of development/scale of development	The site is identified for the delivery of 2,000 new homes in the Suffolk Coastal District Core Strategy and Development Management Policies Local Plan (adopted in July 2013). The consultation process therefore focuses on the design of the proposals rather than the principle of development. As a planning application is being prepared in line with policy, where possible we have sought to take on board constructive comments as part of our masterplanning process, seeking to reflect local ideas and aspirations and mitigate concerns within the draft masterplan.

DESIGN AND PLACEMAKING COMMENTS

Comment	The Masterplan Response
Provide green landscaping, trees and hedgerows at the entrance	<p>The existing mature vegetation will be protected and maintained.</p> <p>Any loss of boundary vegetation would be to facilitate access and there would be replanting to re-establish and strengthen site containment.</p> <p>We will also incorporate new planting to provide enclosure along the main streets and to mark key gateway and entrances into the site.</p>
High quality architecture with interesting features and landscaping	<p>We are analysing the area, to ensure that we promote a development that respects the heritage and character of Suffolk.</p>
Villages should not lose their identity	<p>We can provide an appropriate landscaped buffer to minimise any affect in landscape and visual terms.</p>
No urban sprawl Appropriate character for semi-rural settlement	<p>We will draw on the character of many attractive existing settlements/developments, including Martlesham Heath, Waldringfield, Woodbridge and Newbourne.</p> <p>We are not proposing any development outside of our red line planning application boundary.</p>
Development should be hidden by landscaping and buffers/bund Retain/include bund alongside A12	<p>We aim to remediate the effects from onsite mineral extraction and work with the site characteristics, local character of rural villages and local precedent for sustainable place making.</p> <p>Development to the east of the site will be low density, two-storey housing set in large plots, creating a loose, permeable edge.</p> <p>The development has been set back from the site boundary beyond an area of public open space that will include structural landscape planting, hedgerows and trees, softening views of the development and providing a buffer with the wider landscape.</p> <p>We have engaged with the AONB unit regarding the proposals.</p> <p>The open agricultural land between the site and Waldringfield will be retained, preserving the landscape character and wider views.</p> <p>Bunding and acoustic fencing will form an appropriate barrier alongside the A12.</p>

Variety in architectural style	Contemporary and traditional vernacular will be considered in the design and we aren't wedded to one particular architectural style; it is important that the development responds to local scale, massing and architectural features.
Minimise light and noise effects on local villages	Appropriate mitigations will be included within the proposals in accordance with best practice guidelines.
Retain old air base buildings south of Adastral Park if they have archaeological value/ Preserve green, ecological and historical sites	The archaeological features on the site are being retained in situ and protected, within areas of open space. The scheduled monuments will have 15m buffers around them, as agreed with Historic England, whilst the Pill boxes will have a 3m buffer (again as agreed). The scheduled monument and pill boxes in the south west of the site will be set within a new park.
Gradual transition between urban/countryside edges – majority agreed	The development proposals for the rural edges locates low density development set behind green space to the site boundaries. This lower density development and open space to include landscape structure planting will soften potential views towards the site from the wider landscape and produce a development edge that is of local character. Densities and building heights will generally reduce in scale from west to east, reflecting the rural, open character of the land to the east of the site.
Green corridors within the development with natural landscaping	The development proposals are for a large central green corridor that retains the existing landscape features and were possible enhances the landscape and habitat. Enhancements to areas of existing mature boundary vegetation will assist in the delivery of a number of perimeter footpaths/bridleways (some existing and some new) which will connect through the development to areas of formal and informal open space. There will be a range of open space within the site which will be largely natural character. This will take the form of a SANGs and will include numerous footpaths snaking through open space. Existing planting will be retained and will be augmented by ecologically rich species of planting such as heathland and grassland. The lake will also be retained.
Design-out crime where possible	Secured by design will be incorporated and we are engaging with the police liaison officer.

HOUSING AND DENSITIES

Comments	The Masterplan Response
No high rise development	<p>High rise buildings are not proposed. The majority of development across the site is to be predominantly two-storeys, with heights and densities of development reflecting the character of the adjacent land use and associated sensitivities.</p> <p>Building heights will generally reduce in scale from west to east (from the existing settlement edge, to the more open rural edge).</p>
Include some feature buildings /architectural features similar to Martlesham	We may include very occasional taller (four-storey) landmark buildings in appropriate locations to add architectural interest as well as assisting in way-finding across the site
The preference was for a full mix of properties followed by starter homes and family homes. Some also wanted to see bungalows and elderly accommodation	There will be a full mix of house types including starter homes, government defined affordable properties, homes suitable for retirement/downsizing, and large family dwellings.
Energy efficient homes - Good modern design with renewable resources. Natural energy in building design/ fuel efficient easy maintenance buildings, heat pumps, no weatherboarding, double/triple glazing and good insulation	At this stage we are preparing an outline application. This is in line with our aspirations and building regulations which the development would accord with.
81% preferred higher density around the local centre and lower density on the edges. 14% wanted dispersal, no higher density or the highest nearer to Adastral Park/the A12	<p>A full range of densities are proposed from 20-50 dwellings per hectare. We have undertaken an assessment of density in surrounding settlements to enhance our understanding of local character so we can ensure the site proposals are responsive and in-keeping. These studies have shown a mix of local densities in the same range as proposed for this site.</p> <p>To the east of the site, where development fronts the open countryside, low density, two-storey development will provide a more appropriate scale and character as well as transition with the adjacent open countryside.</p> <p>Lower density development behind green spaces to the site boundaries will soften potential views and produce a development edge that is of local character.</p>

Not a development similar to Grange Farm with uniform houses	Contemporary and traditional vernacular will be considered in the design and we aren't wedded to one particular architectural style; it is important that the development responds to local scale, massing and architectural features.
Gardens for each home	All of the family houses will have gardens and there will be significant open space around the site.
Local need for affordable and first time buyer homes preferably attached to existing villages/ local people to have access to housing first (potential community welcoming group)	Affordable housing will be disbursed within the development and we will be liaising with a Registered Social Landlord in terms of how local people can be prioritised in terms of access to affordable homes.

GREEN INFRASTRUCTURE AND ENVIRONMENT

Comments	The Masterplan Response
There was a preference for play areas, walking and some wanted to see trim trails. Sports pitches were also highlighted as important. There was also interest in some new allotments being provided	The proposal has the opportunity to provide 34 hectares (85 acres) of formal and informal open space on the site including woodland, meadows, grassland, a variety of play areas, a trim trail, a variety of circular walks, sports facilities, allotments and ecological areas. In terms of play areas, a variety of formal, informal and natural play areas to appeal to a variety of ages are proposed to be established around the site.
Wide walking and cycle paths and bridal ways were requested	We will retain all existing public rights of way and provide new circular routes for walkers (as well as dedicated routes/facilities for dog walkers) and cyclists through the open space in the heart of the site, wide enough for the safety of all users. The public bridleway along the southern edge will be improved.
Education/interpretation was suggested	We will seek to produce appropriate interpretation material that educates people about the local environment (natural and cultural history) as well as encouraging responsible recreation.
Protection and enhancement of Nature/ecology/heathland was also requested. Soil has poor water retention so sensitive planting.	We will protect existing mature landscaping, including Spratts Plantation and woodland along the boundary, and establish new planting. This will include native species designed to thrive in this location. We will retain and enhance the lake as a central focal point and protect the archaeological features within areas of open space. We are proposing lowland heath as a low disturbance area with a focus on wildlife. This would have low level public access.

Keep green spaces between the development and Waldringfield	Lower density, large plot housing to the east will be set back from the boundary, with new green/open spaces incorporating new hedgerows and tree planting to provide a transitional buffer and glimpsed views of properties helping to preserve the local character. As appropriate, planting within the key view from the south east will be undertaken in phase 1 of the development. The open agricultural land between the site and Waldringfield will be retained, preserving the landscape character and wider views.
74% of respondents wanted to see community ownership of green spaces and 20% were unsure	We often work with organisations such as the Land Trust which manages green spaces, community assets and invests in education, community events and interpretation on behalf of local residents.
A country park is needed	We will create a new and sizeable area of attractive open green space, publicly accessible and offering a range of high quality recreational opportunities, that will provide all the benefits of a country park.
<p>Suggestions for the lake included:</p> <ul style="list-style-type: none"> - Peaceful setting - A café - Ecological space for wildlife - Mixed views regarding events - Walking, cycling, fishing, boating, sailing and watersports - Nature trails/bird watching 	<p>The lake which is fed by the water table is a significant feature of the site and of a sufficient size to enable the creation of a number of different 'zones' in the areas around its perimeter. We are therefore designing the lake for quiet recreation with a low disturbance wildlife area along the northern edge. To the east there would be a beach and local centre, enabling a new café/restaurant to front the lake and provide visitors with access the water's edge.</p> <p>Timber boardwalks will allow safe vantage points of the lake and we envisage fishing would probably continue. As well as potential for picnic areas, some low key, natural play areas will be subtly woven into the landscape in appropriate locations in the open space surrounding the lake.</p> <p>To the north, a semi aquatic wetland edge will incorporate protected sandmartin/nightingale habitats set within a large area of retained trees, heathland and scrub planting for screening, enclosure and wildlife conservation.</p>
There were mixed views regarding events at the lake	We often work with organisations such as the Land Trust which manages green spaces, community assets and invests in education, community events and interpretation on behalf of local residents. As the green spaces would become owned by the community, they would have the ability to work with the green space management company and decide if they would like to see events at the lake.
Retain mature trees	The existing mature vegetation will be protected and maintained. Any loss of boundary vegetation would be to facilitate access and there would be replanting to re-establish and strengthen site containment. We will also incorporate new planting to provide enclosure along the main streets and to mark key gateway and entrances into the site.

Green spaces throughout the development as well as the boundary	The proposed peripheral green corridors will create a landscape buffer along the site boundaries. Green corridors will connect open spaces throughout the site, with transitional edges formed by landscape planting.
Dog walking to protect SPA	To alleviate pressure on the nearby River Deben Special Protection Area we are proposing to dog walkers with an attractive alternative, which this site will offer. There will be up to 7km of circular dog walks running through the site, as well as shorter, localised routes. The proposed SANG on the site will be a maximum of 250 metres from each of the homes. We will also make a significant financial contribution towards mitigating the impact on the Deben Estuary SPA.
Bike and horse trails	There will be new and safe routes for cyclists and the public bridleway along the southern edge of the site will be improved for horse riders
Links to existing paths	All the existing connections to surrounding rights of way will be retained and, where possible enhanced, so that there is better connectivity for all users.
Provide 54 hectares of green space as previously proposed	Our masterplan area is far smaller than the development area originally proposed by BT. We have met with Natural England and Suffolk Coastal District Council to agree what is required in terms of green infrastructure to ensure our proposals fully accord with policy. The proposals include 34 hectares (85 acres) of formal and informal open space on the site including woodland, meadows, heathland , a variety of play areas, a trim trail, a variety of circular walks, sports facilities and ecological areas. In addition to this, we will also provide allotments and there may be potential for additional community access to playing fields and public space as part of the proposed all-through school.
What wildlife is on the site at the moment?	There is not a lot in way of habitats on the site at the moment due to quarrying. However, extensive environmental assessments have been produced and form part of the suite of application documents. These can be viewed on the Council's planning portal.

COMMUNITY INFRASTRUCTURE

Your comments	The Masterplan response
Places for socialising village hall, café, church, pub, community centre, shops, school, doctors, public square, sports facilities were all suggested	A local centre at the heart of the site would include local shops, community spaces, café / restaurants and the school. A smaller local hub is proposed to the west to include local shops for easy pedestrian access. Further areas of public open space for socialising are proposed, including the lake area with a beach, boardwalks and picnic areas.

Healthcare facilities	The development will contribute to the improvement of healthcare facilities in the area. The applicant's preference is to provide a new healthcare facility on site to complement existing facilities. We are liaising with the Council, NHS England and Clinical Commissioning Group.
Sports facilities (pool, tennis courts and rugby pitches were all suggested)	Eight hectares of sports and leisure facilities are proposed on the site. These will provide for a variety of uses. There may also be an opportunity for access to additional playing field, sports pitches and facilities as part of the proposed all-through school.
Education facilities	We are liaising with the education authority about an all-through school which would create an exceptional nursery, primary and secondary learning environment with sports, recreation, library, hall and other community facilities.

MOVEMENT AND ACCESS

Comment	The Masterplan Response
Manage the effect on the A12/local roads	The new development will contribute millions of pounds in the improvement of the A12 and local road network. We will ensure there is nil detriment on traffic queuing impacts at peak times. We are also proposing smart traffic signals on the A12 junctions, programmed to respond to different traffic patterns throughout the day, replacing the uncontrolled roundabout scheme. These will work with the traffic flows and coordinate all junction lights to improve the flows at each junction.
Will these roads be widened?	The detailed design of highways features has not yet been finalised. There is potential for roads to be widened to improve traffic flow and safety but we would welcome your views on this.
Where will the access points be?	There will be four points of access from the A12, Ipswich Road and the Northern Quadrant of Adastral Park There will be multiple points of access for pedestrians, linking into the surrounding footpath network.
No access should be allowed onto Ipswich Road	This would be a secondary route, helping to facilitate access to the new all-through school. We are happy to consider mitigation measures to discourage vehicles from the site from village roads rather than the A12.
Need more exits from the site	Four exit points for a development of this size is adequate in line with Suffolk County Council design guidance.
Close Brett Quarry access	The existing Brett Quarry Access will remain open to serve as a new development access. However, there will be increased safety measures provided to improve the access and egress from the site. It is important to note that this access point will serve as an early phased access for the new school site.

Grade separated junctions are required on the A12	There is not sufficient highway-controlled land to facilitate this. There is also a significant environmental issue with elevated roads such as noise and air quality.
Allow for safe cycling	This is fundamental to the development. The highway improvements also cater for formal, safe crossing points across the A12 to promote cyclist movements beyond the confines of the site.
Manage noise and pollution issues from the A12	A full air quality and noise assessment will determine what mitigation will be required and adopted. It is expected that wither acoustic fencing or earth bunds will be required to manage noise/visual amenity along the A12 corridor.
Enough parking for all	Parking will comply with the Suffolk County Council standards. Parking standards are prescribed by the local planning authority, which we will adhere to. We will seek to provide ample parking for all properties.
93% wanted to see bus service improvements in terms of speed, quality and frequency. Services incorporating Waldringfield, Newbourne, Woodbridge, Felixstowe, Ransomes Industrial Estate and Ipswich as well as a shuttle to the Park and Ride, express mini bus and Route 66 extension were suggested	Bus operators are being consulted to determine what additional services can be accommodated. These would be supported by an annual developer financial contribution to enhance local bus services during the development.
Majority wanted new A12 crossing but mixed views were expressed	In addition to the existing A12 crossing, there will be a new at grade safe crossing on the A12 which will accommodate walking, cycling and equestrian movements to ensure connectivity to the new development.
Finish footpath from Woodbridge to Felixstowe	This can be explored and will be discussed with Suffolk County Council.
Improve existing cycle route into Ipswich including the underpass	All possible offsite cycle connections will be discussed and agreed with Suffolk County Council. There is a strong desire to improve offsite cyclist connections though for successful delivery our aspirations must align with the strategy of non-motorist links required by the Local Authority.
Yellow lines outside retail park to prevent congestion	This can be explored and will be discussed with Suffolk County Council.
Shops, school and other facilities located within easy reach to discourage car use	A local centre and a smaller local hub are being proposed within the masterplan. Both would provide for local day to day needs within a short walk from all new homes within the site. The school is also centrally located to allow for maximum accessibility from all areas within the site. We will also look at car clubs, personal travel planning and free bus tickets to reduce car use.

Use low noise surfacing on the A12	This suggestion is to be discussed with Suffolk County Council but would be a matter to reach agreement at a detailed planning application stage.
Both shared and separate routes were suggested for cars and pedestrians/cyclists	Shared surfaces will be used where appropriate, mainly on secondary and residential streets and at key crossing points, to slow vehicles down and provide a safe, attractive environment for pedestrians. There will also be footpaths and cycleways within the site which are removed from the road corridors. Footpaths and cycleways will be provided throughout the development, within areas of open space and alongside (but separate from) main streets.
Box junction needed at Seven Hills Roundabout	A suitable improvement will be provided at this junction, subject to confirmation of the traffic modelling. All proposals will be subject to Suffolk County Council and Highways England approval.
Improve pedestrian access to Tesco	The access to Tesco from the A12 will undergo a significant improvement to facilitate this development. Within this change, there will be a dedicated pedestrian/cyclist crossing facility to enhance safety of non-motorist users wishing to access the retail park.
The new retail development has insufficient parking and makes access from the residential difficult	An assessment on traffic impact on the retail park will be undertaken and measures to assist with parking will be brought forward in line with the requirements of Suffolk County Council.
Some felt traffic lights would increase congestion on the A12	Smart Traffic Lights (STLs) are proposed which are programmed to respond to the needs of traffic differently depending on the time of day. STLs will manage am and pm peak flows differently depending on where the main line of traffic is heading, which gives a significant improvement over more conventional 'one program' signals which can only achieve one lighting sequence.
Create a 'home zone' once come off the A12	The onsite road network is currently being designed and forms part of the wider masterplan process. At this stage it is proposed that the Primary Link Road within the site is designed to 30mph, whilst all other minor roads are designed to a 20mph limit.
41% were in favour of reducing the A12 speed limit, 44% were not and 15% were unsure.	The desire to reduce speeds along the A12 to 50mph is in response to the following aspirations: <ul style="list-style-type: none"> • To reduce noise impact on local residents • To manage traffic flow more efficiently (with the inclusion of Smart Traffic Signals) • To improve safety and pedestrian/cyclist/equestrian connectivity across the road • To better integrate the new development with local communities

	<p>The speed reduction initiative is something which is being discussed with Suffolk County Council, and no decisions as to this change have been made at this stage.</p> <p>Speed reduction of the A12, coupled with the installation of Smart Traffic Signals at key junctions along the road corridor, will far improve the management of traffic flow in the am and pm peak hours. There will also be increased opportunities for pedestrian/cyclist crossing facilities at different locations along the A12 in line with providing good connection opportunities into this development, Adastral Park and the retail park.</p>
Entry for A12 to be left in and left out	There is a technically justifiable decision that this access can be 'all movement'.
Newbourne Rd – Waldringfield Golf Course towards Old Martlesham is a narrow road yet lorries try and use when A12 blocked Main Road from Waldringfield and other villages to A12 and any traffic leakage from Newton make it impossible to get on the A12 already. Need traffic lights at Tesco roundabout	Noted. All local roads and 'rat run' routes are being reviewed for improvement.

UTILITIES

Comment	Masterplanning response
Broadband and mobile phone network improvements are needed	We are working with BT to deliver a high specification broadband service.
Drainage improvements are needed	We will ensure nil detriment as the ground is made up of sand and gravels, which has excellent soakaway potential. We are in consultation with Anglian Water to identify any required sewer upgrades.

7.0 SECOND PUBLIC CONSULTATIONS – FEBRUARY 2017

- 7.1 Following the first public consultation event, the comments made by the community at the events, via email or post were collated and reviewed by the team. Where possible we sought to take on board constructive feedback as we worked on the first masterplan proposal.
- 7.2 In order to invite comment on this masterplan and provide feedback to the local community, further public consultation events and meetings with the local Parish Councils were organised.
- 7.3 When the first leaflet was sent to all 3,144 homes in the Waldringfield and Martlesham area, we asked residents who wished to participate in future consultation to register by telephone, email or via the website. At the previous events we also asked attendees to provide their contact details so we could keep in touch regarding future events. We had therefore created an extensive database. At this second stage of public consultation, we produced a leaflet which was posted to all of the residents who had registered to participate.
- 7.4 Packs of the flyers were also sent to the local school and Parish Councils for display and copies were posed to all of the stakeholders, schools, businesses and groups on the database prepared at the outset and detailed in previous chapters of this report.
- 7.5 A copy of the flyer can be found in **Appendix C**.
- 7.6 The event was also advertised in Martlesham Monthly, on the Martlesham Parish Council website <http://martlesham.onesuffolk.net/news/> and issued to Waldringfield Parish Council for its newsletter.
- 7.7 The events were held on:
- Monday 6th February 2017 from 4pm until 8pm at St Michael's Church Centre, The Drift, Martlesham Heath, IP5 3PL
 - Wednesday 8th February from 4pm until 8pm at Waldringfield Primary School, Cliff Road, Woodbridge, IP12 4QL
- 7.8 The exhibition boards provided details of the feedback provided following the first consultation events and meetings and explained how that feedback had been fed into the masterplanning process. The draft masterplan was also displayed, as well as details of the green infrastructure provision, community infrastructure and transport improvements proposed as part of the development.

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- 7.9 Members of the team including CEG, the highways, planning, masterplanning and design, utilities, consultation, environmental and ecological specialists were on hand to answer questions, discuss the proposals in more detail and provide further information.
- 7.10 A handout document and feedback comment form was available for every attendee to take a copy and complete either on the day, to post or email back or complete on the dedicated website
- 7.11 All of the exhibition boards, handout and comment form were available to view on the website www.adastralparkdevelopment.co.uk and the website address and contact details for the team were provided on the promotional flyer and adverts about the event.
- 7.12 A total of 69 people attended the Martlesham event and 94 people attended the Waldringfield event. To date, 49 people have completed the feedback forms either at the event, by post or on the website. The feedback from these comment forms or emails and letters sent to the team, can be found below.

8.0 SECOND PUBLIC CONSULTATION – FEEDBACK

8.1 The first section of the questionnaire concerned the approach taken in the masterplan regarding design and character

8.1.1 The first question on the feedback form explained that lower density homes with larger gardens were proposed on the eastern and southern boundaries, set back behind green spaces, landscaping and new planting. It asked if consultees agreed with this approach.

All of the respondents who chose to answer this question said yes (28 respondents).

The following comments were also made:

- Homes should face outwards
- Higher density near A12/retail park
- More green space at the south eastern corner
- Native species should be planted
- Don't sacrifice green space to achieve lower density
- Green space at Westbourne Road end to keep development further from the village and preserve rural edge
- Bungalows would be welcomed
- Adequate parking for each home, 2 plus spaces

8.1.2 The second question explained that predominantly two-storey development was proposed, with some occasional feature buildings to add architectural interest.

Respondents were asked their views on this approach.

12 respondents supported this approach, three respondents did not. Comments were also left as follows:

- No higher than two storeys
- If more than two storeys confine to north west of the site
- Nothing over 3 storeys
- Not if four storeys or more
- No more than four storeys
- Important that they are architecturally interesting
- Will there be blocks of flats or apartments?
- If necessary to go higher than three storeys then these should be towards BT side of the site in order to give some sort of scheme to the skyline

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- Only in lower areas
 - This is better than multi-storey
 - Bungalows are also needed/single storey for less mobile
 - Higher buildings away from the edge
 - Need to understand what feature buildings are first
 - Skyline should be uncluttered

8.1.3 The third question explained that we are proposing a full mix of housing on the site, including starter, affordable, family homes and elderly accommodation. We are proposing a mix of one to five bedroomed properties. Respondents were asked their views on this approach.

All 26 of those who responded to this question agreed with this approach, except one consultee who was undecided. A number of respondents also caveated their answers with the following comments:

- Predominantly 2 and 3 bedroomed homes, areas has enough executive housing
- Max of four
- Some bungalows would be appealing
- Concerned smaller homes maybe bought to rent out
- Depends on proportion of each category
- Affordable need to be really affordable for low income groups
- Is there a possibility of live/work property?
- Design and aesthetic elements of smaller/cheaper homes should not be sacrificed

8.2 The questionnaire then moved onto discuss the infrastructure proposed as part of the development.

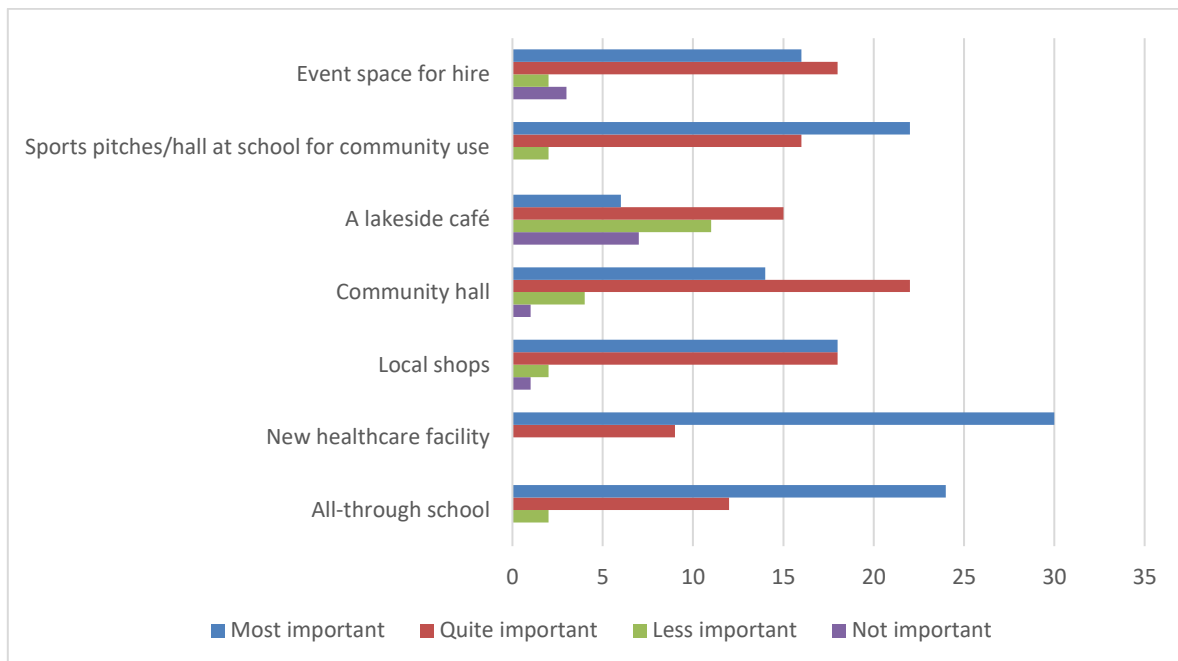
8.2.1 It was explained that we are proposing two local centres to ensure easy pedestrian access to day to day facilities, one at the heart of the development and one to the west. Respondents were asked their views on this approach.

25 respondents said they agreed with the approach and four voiced concerns. Some respondents caveated their response. The comments are detailed below:

- Good for the elderly
- One good centre with parking and access. Good footpath, cycle and bus routes a village green and playpark would be good here. No through roads to prevent rat running.

- Find two centre unusual, villages usually have one centre. Does not make commercial sense
- Need good parking provision, in Martlesham Heath there is a car park for easy access
- Not if it means duplicating the facilities such as a local shop which is difficult to make viable in one location, almost impossible in two
- Where does the barn style retail fit in
- Need more detail on the plans
- Leading question

8.2.2 Respondents were asked to highlight which of the facilities they felt were most or least important in terms of the infrastructure provision on the site. The response was:



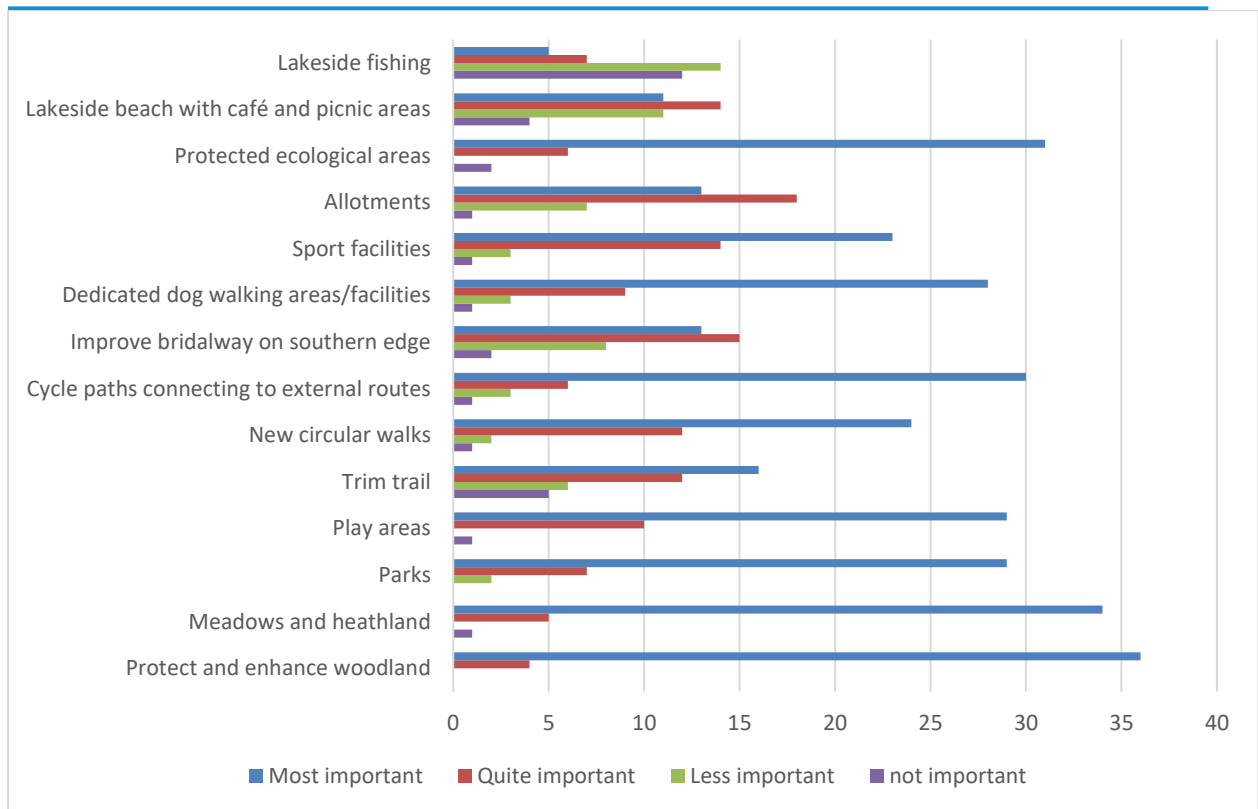
Respondents also provided the following comments regarding infrastructure provision:

- Should be ambitious 21st Century living. Something to be proud of with lowest carbon footprint, best digital connectivity (1GB) and BT should be investing as a model development for the future
- All of these are vital
- Smokescreen for 4,000 people and 3,000 cars
- Local education and healthcare at capacity. Cannot see how necessary healthcare infrastructure will be achieved without massive public expenditure.
- Discourage use of cars for trips to local centre as roads at capacity

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- Community hall should be shared with the school as old fashioned idea
 - Concerned about drainage as there are underground streams
 - Adequate parking for the school staff and pick up and drop off. Keep Ipswich Road free of parked cars for the school
 - Lighting should be pointed downwards and limited
 - Facilities must be viable so don't deteriorate
 - If current doctors moves it will mean car trips need a balance
 - Schools are at capacity this and healthcare must be delivered as a priority
 - Concerned it will mean Waldringfield primary school closes
 - Shops and cafés should be of a high standard
 - A pub or swimming pool
 - Securely fence the lake
 - Safe paddling area may help to discourage visitors from the River Deben.
How will it be kept clean
 - Situate school on A12 side quicker access for parents at drop off
 - Priority bus routes needed
 - Not sure need all-through school in isolated new development, secondary students could go elsewhere
 - Lakeside café could cause disturbance to wildlife

8.3 The comment form then moved onto green infrastructure.

8.3.1 It explained that, in agreement with Natural England and Suffolk Coastal District Council we are proposing 34 hectares (85 acres) of high quality formal and informal open space on the site. This is in addition to any green space and sports facilities which may be provided for community use as part of the proposed school. The green infrastructure will provide a variety of uses. Respondents were asked to highlight which of the proposed uses they felt was most or least important. The response was:



8.3.2 Space was then provided for any comments or ideas regarding green infrastructure.

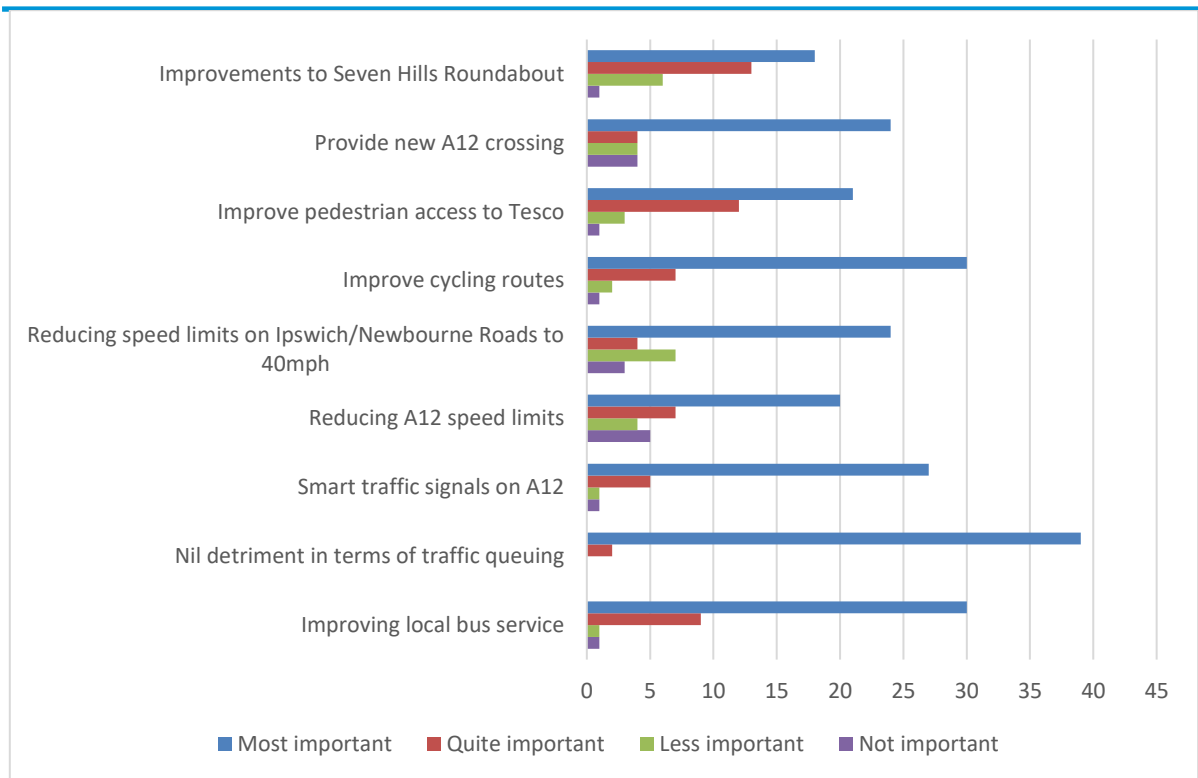
The responses are detailed below:

- Meadow and heathland may deteriorate with increased access.
- Importance of southern bridle way depends on A12 crossing linkage
- Shortage of allotments (and south west corner retained by BT was allotments in the 1980s)
- Please do not put Pegasus crossing on A12, too dangerous. Underpass please
- Concerned about the suitability of the lake for beach/picnic area and effect of café on the wildlife in this area. Lake is in places 6m deep with steep banks and parts need to be access only for anglers (managed by a club) and to protect wildlife
- Street lights and floodlights for sports facilities could destroy what could be a pleasant environment, Use modern technology to minimise disturbance
- I like your green infrastructure proposals and hope they remain affordable. A similar approach was used for Martlesham Heath which has matured pleasantly. Shopping centre seems a bit drab though
- Keep green corridors to link the wooded area at Newbourne Springs to woods at Martlesham

- Martlesham Heath's history as part of Suffolk Sandlings is important. Support retention of woodland and new heathland. Site has been used for gravel extraction so redevelopment is excellent opportunity to return some heathland character. Lakeside café useful to attract people and takes pressure off conservation area
- Address pressure of dog walking
- Want all of these things but no houses
- Reduce light pollution
- BT site was separated from residential and mitigation requirement calculated using number of dwellings. Occupation figure of 1.57 should be further scrutinised. Inappropriate to rely on Thames Basin Heath studies to calculate SANG as these relate to heathland not lure of coast.
- I believe CEG is proposing 25.12 ha of SANG calculated by multiplying amount of SANG per person and expected population. An occupancy calculation of 2.3/2.4 was suggested.
- Less than BT. I understand it is wrongly calculated based on an under occupation of the site. More green space and allotments are needed. Enhance and protect woodland and heathland
- Needs frequently emptied bins for dog waste
- Is lake big enough for rowing boats?
- Why doesn't site include obsolete top site in the NW? This is brownfield and ideal for buildings higher than 2 storeys. How will you mitigate to protect wildlife? Need wildlife corridors
- Personal safety need few hidden corners in parts, running tracks. Large and attractive dog exercise area. Good disabled access. Allotments provide diversity and good for community

8.4 The comment form then moved onto discuss transport, access and utilities and further detailed information was provided regarding smart signals and the proposals for the A12 comprehensive improvement scheme.

8.4.1 It was explained that CEG is proposing a multimillion pound investment into highways and transport access across both the strategic A12 plus many other roads. Respondents were asked to identify what they felt was most and least important. The response was:



8.4.2 Space was provided for any comments and ideas regarding the proposed transport improvements. The comments included:

- Five junctions in 1.5 miles will cause more congestion
- Will there be adequate off-street parking
- Your proposed box junction at Seven Hills Roundabout is not an improvement
- A serious commitment (re nil detriment)
- Two metre wide pavements throughout development
- Consider tactile measures if shared spaces are unavoidable (these are being re-examined in US as not working)
- Average speed cameras on Orwell Bridge have caught 6,000 drivers in six months, concerned speed reduction will not work
- Underpass crossing
- Wheelchair friendly crossing. No additional stoppages on A12. Lights will make things worse see Ipswich Willis Fabe Junction
- Increased traffic means A12 needs to be three lanes each way with no access to development from Ipswich Road
- Bridlepaths needed
- No access from Ipswich Road for the school it will generate too much traffic, road not suitable for school buses, teachers and parent cars
- A12 – 40mph and Ipswich & Newbourne Road 30mph

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- Concerned about noise and pollution. Need noise reduction
 - Shouldn't go ahead if it means slowing traffic on A12
 - Smart lights on Seven Hills is important as speeds and lack of visibility make it dangerous
 - We can't accommodate vehicles in Waldringfield particularly in summer so no improvement in vehicle access further along the Ipswich Road
 - Speed limit needs cameras to enforce (France example cited) concerned too much traffic to make them work effectively. Kesgrave and Grange Farm work more effectively now lights removed. Less queueing on A12 when police HQ lights are out of action. Need more warning signs for when Orwell Bridge is out of action. A12 crossing should be bridge or underpass as before when there was less traffic.
 - Cycle routes need improvement
 - Pedestrian access to and from Tesco and into the retail park needs improvement
 - A12 noise is a big issue for local residents, please improve the bunds
 - Concerned about traffic on Ipswich Road
 - Improve parking at the retail park
 - Encourage cycling, walking, use of buses, P&R, good broadband to facilitate home working
 - Motorists travel at more than 40mph at proposed access point, some of Newbourne Rd is already 30mph although traffic calming measures could be introduced to increase compliance
 - Need access to A12 from the outset
 - Install solar speed limit signs
 - No access on Ipswich Road
 - Speed cushions near proposed school
 - Like to see a footpath on at least one side of Ipswich Road

8.4.3 The comment form explained that CEG is proposing secondary access points on Ipswich Road to the new school. Mitigation measures to discourage vehicles using village roads can be considered. Respondents were asked to highlight any mitigation measures they would like the team to consider.

Consultees suggested:

- Not speed bumps
- Turning off Ipswich Road onto Newbourne Road can be difficult, particularly in summer. Verge on west should be reduced in height to assist with sightlines

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- Force all turns from the site towards the A12 no turns to Waldringfield/Newbourne
 - No access/access to Ipswich Road will create queues
 - Traffic management to force vehicles to use A12, people will rat run to avoid lights
 - Too narrow for additional traffic
 - Hump on Ipswich Road should be retained as it acts as a speed control measure
 - Reduce road width with road reducing edges to slow traffic down
 - Perhaps it is good to give alternative routes to the busy A12
 - Keep all existing village roads the same width
 - Discourage vehicles through Waldringfield Heath. Only improve Ipswich Road up to the access point from A12
 - I think we have to accept that the Ipswich Road from Foxhall roundabout to the new school access will cease to be a village road will need to be widened, straightened, marked and lit (lack of light pollution in Waldringfield is huge asset), beyond school leave roads as they are that will help to deter vehicles from coming into the village and avoid lane through Waldringfield Heath becoming rat run, additional road calming (narrow not full width bumps). Trading estate, caravan site and tractors probably prevents serious narrowing plans
 - Off road parking at proposed school
 - No through notice at Waldringfield
 - One way system allowing entry from Ipswich Road to school and exit from next road along nearer the A12 to avoid rat running
 - 40mph will help. Originally the spine road ran from behind BT to an entrance on Ipswich Road which would have made the road a main entrance now there are more and better entrances
 - 20mph zones. No parking zones
 - New speed limits with cameras and traffic control measures
 - Narrow road with passing places to slow traffic without unnecessary signage
 - Quiet lanes have proved helpful
 - Only one access point. No justification. Second access by Brightwell Barns is not needed
 - Access to A12 from the outset
 - Construction traffic should not use this route during peak hours
 - Access only to the school not the development
 - Access onto Ipswich Road for buses/cycle only
 - Manned crossings for children

8.4.4 The next question explained that we have received many comments that the layby on the northern approach side of the A12 adjacent to Martlesham Heath is misused, hazardous and noisy. We have the opportunity to discuss its removal with Suffolk County Council. Respondents were asked if they would like to see this layby removed and replaced with highway verge/landscaping

17 respondents said yes, two said no and one didn't know. The comments said:

- Remove and replace with landscaping, it is noisy and dumping ground for rubbish and hazardous
- No comment/not aware of this
- Is it not a useful place for broken down vehicles to pull out of traffic?
- Depends how much it would take out of overall highways budget
- Layby no longer relevant now there are stopping places off the A12 such as the retail park
- This is a Martlesham Heath difficulty, I have no comment
- Should be closed as dangerous when traffic pulls out suddenly on the A12
- I like the bus café can't see the danger
- This is sensible suggestion noise and pollution caused by lorry parking is a problem and an eyesore, push strongly
- No make the road three lanes
- Yes might promote use of local services rather than pausing at the roadside
- No layby is used by drivers wanting to use their phones and help with direction finding. It's one of the few permissible stops on the route from the Seven Hills roundabout and the P&R

8.4.5 We have received many comments that Felixstowe Road, leading from Tesco's to Martlesham, has excessive queuing in peak times and is misused as a rat run. We have the opportunity to discuss this issue with Suffolk County Council and improve this length of road. Respondents were asked if they had any ideas on what mitigation measures they would like to see on Felixstowe Road. The response was:

- Improve visibility and control speed. Widen road at Crown Point area
- Improve cycle access and make it a residents only road
- 20mph limit
- Improve A12 junctions. Widen
- On way (north to south) channel BT/retail park traffic onto A12
- Too much retail expansion has drawn in more traffic

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- Get rid of roundabouts with under passes
 - Measures to improve traffic flow
 - Two cycle lanes are confusing forcing cars into centre of road – needs two car lanes and one cycle/pedestrian in different colours
 - Improving this route will encourage rat running
 - Smart traffic system
 - Introduce double yellow lines to stop excessive parking along roads near M&S
 - Stagger junction with a crossing between Tesco and Gloster Road with another pedestrian crossing. People use this route to avoid roundabouts on the A12
 - Deterrents to encourage people to use A12. Highways has been ignoring the concerns of the Parish Council can CEG help support this battle and push for Felixstowe Road to be restricted by making it access only/buses only. Making it one way. Creating a blanket 20mph zone with traffic calming
 - Turn into a property road but with speed restrictions and calming measures
 - Rural road becoming a rat run. Will be replicated if you use Ipswich Road access

8.4.6 We have received many comments that the Tesco's and retail park lack any cohesive non-motorist walking and cycle routes. We're happy to consider improvements. Respondents were asked to identify anything they would like to see here. The response was:

- Cycle racks on entrances to site
- Reduction in roadside parking
- Adequate parking for employees at the retail park
- Charge for parking by the hour, with a limit
- Slow traffic approaching Tesco and Martlesham roundabouts hazardous as it is
- One way system around Beadmore Park
- Dropped kerbs to aid walkers, disabled and pushchairs
- Paths/cycleways/sign posts and bike racks to encourage alternatives to the car
- Pedestrian/cyclist controlled lights and improved cycle/pedestrian connectivity
- Slip road so that traffic entering Tesco's from the north enters the north of the site, divide entrance and exit to Tesco
- Wide pavement so can cycle safely
- Bypass the A12
- Upgrade the route around BT's fence
- The A12 is the main barrier needs safer crossings connecting to existing routes

8.5 Space at the end of the questionnaire was left for respondents to highlight any further comments, queries, ideas or concerns. The response was:

- Links for cyclists and pedestrians between Martlesham Heath and the new development
- Ensure it is safe for blind and disabled people to manoeuvre safely around
- No night time street lighting
- No high rise
- No access onto Ipswich Road
- Infrastructure improvements
- Footbridges and sliproads are a priority
- Widen dirt track to Waldringfield and have a proper junction of the A12 south into the new village
- Keep existing footpaths/bridlepath and include more circular routes
- Newbourne Road homes are all on bore holes these homes will take our water from our water table
- Although the proposals and images are good nothing can mitigate the effect of 300 people plus we want to preserve local character of Waldringfield
- What traffic statistics/data are used for the modelling? Is it SCCs data from 2006/8? What modelling is being undertaken and are you relying on the modelling performed for the SCDC LDF housing allocations proposed transport appraisal?
- Concerned about rat running from Foxhall Road to Waldringfield and Red Lion.
- Concerned about effect of access to school/Ipswich Road and the effect that will have on Waldringfield
- How will traffic be encouraged to enter/exit by the A12 as a 'primary' route reducing traffic onto the Heath Road
- Local Councillor says the A1214 lights at Kesgrave were smart controlled and the system didn't work how will yours function if allow a cross flow of traffic as well?
- If you want feedback why has this been taken out of the Neighbourhood Plan?
- Can the exit from the development go onto the A12 instead of the old Felixstowe Road (where mobile café is) and exit onto Ipswich Road opposite Brightwell turn off then onto A12 at Foxhall to reduce need for extra set of lights on this section?
- Every home must be well insulated and environmentally friendly. Renewables should be incorporated particularly for public buildings
- Make road network fit for purpose first

9.0 DESIGN RESPONSE TO SECOND PUBLIC CONSULTATION ACTIVITIES

9.1 Where possible we have sought to take constructive feedback into account as part of the evolution of the masterplan. Some of the comments raised at the second consultation were the same as those raised at the initial consultation and the response to these is detailed in Chapter 7 of this document. This section therefore explains the design response to new comments raised.

Comment	Masterplanning response
Clarification required regarding the nature of feature buildings, their heights and locations of any proposed buildings that are higher than a traditional house Respondents did not want to see high rise development	We expect there will be three to four feature buildings of up to four storeys subject to final design. These will be provided in key locations (such as local centres, open spaces or crossings) as markers highlighting the importance of these places for the community, as well as to aid navigation through the development. This is not a high rise development.
Bungalows are required	We are proposing homes which are suitable for all members of the community, including the elderly. It may be possible to incorporate bungalows. Further consultation regarding this would take place at the reserved matters planning application stage.
Two to three bedroomed properties are most needed in the area	A full mix is proposed to respond to local needs. There would be a focus on family homes, including two to three bedroomed properties.
All respondents agreed that lower density homes with larger gardens on the eastern and southern boundaries, set back behind green spaces, landscaping and new planting, would be preferable.	This has been incorporated within the proposals.
Encourage meadow/heathland and protect it from increased access.	We are creating heathland and controlling access.
Protect wildlife area at lake from access. How will you protect wildlife?	We are going to provide an ecological area as part of the lake proposals. The proposals seek to create new habitat opportunities well beyond the existing mineral extraction environment.

Encourage green corridors from wooded area at Newbourne Springs to woods at Martlesham. How will you protect wildlife?	We are proposing green corridors on land within our control. We are also looking at connectivity to the wider public footpath network.
There is a shortage of allotments in the area	We are proposing to provide allotments as part of the proposals.
SANG calculation was queried it was felt that the Thames Basin Heath studies related to heathland not lure of coast. Alternative SANG calculations were provided by respondents	The proposal is policy compliant and has been agreed with Natural England and Suffolk Coastal District Council.
More green space needed at the south-eastern corner	The proposals for this area have been designed in consultation with the AONB unit and Suffolk Coastal District Council.
Information was requested regarding infrastructure delivery timing particularly in terms of road improvements, access from A12 to new development and the new school	These will be delivered early in the development but the detail needs to be agreed with Suffolk Coastal District Council and Suffolk County Council, following their review of the detailed traffic modelling.
Good disabled access is needed/ Ensure it is safe for blind people to manoeuvre safely around	We will take this point on board as we progress our design and ensure that we are policy compliant.
Size/need for secondary school was queried	We are engaging with the County Council as education authority and Kesgrave High School. We are proposing three form primary and four form secondary provision.
Majority of respondents agreed with proposals for two local centres. Some asked for pub or pool as well. One queried if school could be closer to the A12	A restaurant or pub could be included within the local centre. The site does not offer capacity for a swimming pool.
Lake deep with steep banks	We are proposing to remodel the banks and will follow good practice guidance on safety around water bodies as published by the Environment Agency.
Control lighting to minimise its effect/ no night time street lighting	We will use new technologies to effectively manage the lighting proposal this will ensure downlighting and minimise egress of light from the site.
What traffic statistics/data are used for the modelling? Is it SCCs data from 2006/8 or modelling for the SCDC LDF housing allocations?	We have undertaken comprehensive modelling in late 2016.

<p>A number of respondents were concerned about the number of traffic lights proposed on the A12 and others felt that the £10million improvement proposal to the A12 and smart traffic light system would not be adequate, particularly if more junctions onto the A12. Some welcomed smart lights on the Seven Hills roundabout to improve safety.</p>	<p>The detailed modelling work undertaken has assessed a variety of options to deliver improvements to the A12 to accommodate the vehicles arising from the development. We appreciate the concerns that were raised and have undertaken further modelling to look at the opportunities to improve flows through a variety of mechanisms.</p> <p>This work has shown that a mixture of improved roundabouts, supported by some junctions being turned into crossroads with smart light systems can actually deliver improved flow rates. In addition, this integration of different travel modes will heighten driver awareness to the environment, which can translate into more consistent vehicle speeds and improved safety.</p> <p>As a result of this additional modelling we are now proposing the following: Following further traffic modelling and sensitivity tests, the following junctions on the A12 require smart signals:</p> <ul style="list-style-type: none"> • New Primary Access into the Site • A12/A14 Roundabout <p>All remaining improvements on the A12, relating to existing roundabouts, will retain the current arrangements with widening/additional approach lanes to suit the mitigation necessary, being:</p> <ul style="list-style-type: none"> • Foxhall Roundabout • Adastral Park Roundabout • Martlesham/Industrial Park Roundabout <p>All improvements are designed and illustrated within the appendices of the Transport Assessment.</p>
<p>Links for cyclists and pedestrians between Martlesham Heath and the new development. Footbridges and sliproads are needed Concern was raised about the safety of a Pegasus crossing on the A12</p>	<p>Links are proposed. A safe crossing will be provided, with traffic lights connecting the site to the bridleway at Martlesham. This forms the part of a new Pegasus Crossing, which is supported by Suffolk County Council There will be further opportunities for safe pedestrian crossing as part of the new junction access to the site north of BT roundabout.</p> <p>A plan which identifies all pedestrian and cyclist routes, plus new/existing crossings on the A12, is provided within the appendix of the Transport Assessment. Our modelling work has shown that these new proposals will be even more effective and create capacity over and above what is required to accommodate the vehicles arising from the development. Evidence has been provided to Suffolk County Council within the Transport Assessment that shows in some junction locations offsite, both journey times and queue lengths will decrease over present day conditions once the improvements are in operation.</p>

<p>Some respondents wanted no access onto Ipswich Road or forced access towards the A12 from this exit. Some wanted to see improvements between the site and the A12 but mitigation measures to deter vehicles from Waldringfield. Some wanted sightlines to be improved. Some were concerned about the number of vehicles associated with the early phase delivery of the school/construction vehicles.</p>	<p>A range of accesses are proposed and we are engaging with the County Council as highway authority to agree the strategy.</p> <p>In terms of the second access onto Ipswich Road, near Brightwell Barns, this access is required for the early phases and infrastructure delivery. However, once the A12 primary access to the west is open we will look to decrease the usage of this road and, in liaison with SCC, we can look at initiatives such as changing widths, surface treatment, signage etc...</p> <p>There will be a Phase 1 of residential and school build where access will be taken from Ipswich Road. The management of construction vehicles will be enforced through a 'Construction and Environmental Management Plan', or CEMP. Within the CEMP, the hours of day, frequency of construction vehicles, routes into and out of the site, noise and dust suppression etc. are all defined. The local authority monitors and controls the construction period using this CEMP, ensuring that the vehicles operate within the agreed parameters.</p> <p>Within the Phase 1, it is not envisaged that the entire all-through site will be built. There may be a need to just provide the primary element in advance of the rest coming forward. To this end, it should be considered reasonable to assume that the car trips to and from the school, in the Phase 1, before the Primary Access directly onto the A12 is built, will be far less than the movements quoted.</p>
<p>Newbourne Road homes are all on bore holes these new homes will take our water from our water table Concerned about drainage as there are underground streams</p>	<p>We have engaged with Anglian Water and there is sufficient provision to meet the needs of the development without impacting on the wider area.</p> <p>We have undertaken detailed underground modelling to inform our proposals.</p>
<p>Concerned about rat running from Foxhall Road to Waldringfield and Red Lion.</p>	<p>We are improving the A12 and as a result, this will reduce the need to 'rat-run' as the inclusion of such a major improvement to the A12 will assist in making this the preferred, more direct route for motorists, thereby alleviating the culture of rat running.</p>
<p>How will traffic be encouraged to enter/exit by the A12 as a 'primary' route</p>	<p>This will be an easier and quicker route for traffic to use. The internal road layout will guide road users directly to the A12 over the more minor access points on Ipswich Road.</p>

Local Councillor says the A1214 lights at Kesgrave were smart controlled and the system didn't work how will yours function if they allowing a cross flow of traffic as well?	These work effectively in Cambridge and we are proposing a similar system.
Improve cycling/walking and connectivity to the retail park. Encourage Council to charge for parking. Consider one way system around Beadmore Park. Reduce roadside parking	Our traffic modelling work has shown that the multi-million transport improvements to the A12 will reduce queueing at the retail park. The retail park itself is not within our control but we will liaise with County Council regarding the suggestions proposed.
Improve visibility and control speed at Felixstowe Road. Smart light system. Stagger junction. Deterrents to encourage use of A12 (access only/buses only. Making it one way. Creating a blanket 20mph zone with traffic calming)	We are consulting with the County Council to discuss any improvements required to Felixstowe Road.
The majority of respondents wanted the Council to be encouraged to close the layby adjacent to Martlesham Heath	Yes we are seeking to do this and will liaise with the County Council.
Encourage cycling, walking, and use of buses	These are all proposed.
A12 noise/improved bunding was highlighted as important	A new bund and acoustic fencing are proposed.
Why has this proposal been taken off the Neighbourhood Plan scheme	It was not the developer's decision to take the site out of the Neighbourhood Plan.

10.0 CONCLUSION

- 10.1 The engagement strategy has been devised and implemented to involve those closest to the development site or likely to have an interest in the proposals. The proposals respond to the policy requirements for this site.
- 10.2 The consultation process provided the opportunity to meet the team and discuss the proposals in more detail through meetings, stakeholder previews, four public consultation events, via the dedicated website or by contacting the team on email/telephone or through the postal contact details supplied.
- 10.3 The consultation process has sought to be inclusive through the distribution of more than 3,100 leaflets to resident homes and through the Parish Councils.
- 10.4 Of the 3,122 households contacted, almost 400 people attended the first consultation events and 47 submitted feedback forms. A total of 163 people attended the second event and returned 49 consultation forms either at the event, by post or via the website.
- 10.5 The engagement strategy has allowed the views of local people to be heard and has helped to inform the final planning application, taking on board constructive comments during the evolution of the masterplan where possible and appropriate.
- 10.6 By engaging with the wider community at an early stage in the process this enabled the following feedback to be incorporated in the masterplan design:
- Low density development on the edges to ensure a gradual transition between built form and the wider countryside with additional green corridors and landscaping on eastern and southern edges
 - A focus on traditional housing rather than high rise
 - Improvements to the bunds and new acoustic measures
 - Provision of leisure space, a mixture of play areas, cycle tracks and trim trails
 - Delivery of circular walks, dog walking facilities and providing better connectivity for cyclists and pedestrians
 - Many of the suggestions for the lake area have been taken on board as part of the evolution of the masterplan
 - The nature of the facilities and siting of the local centre
 - The multi-million pound package of transport improvements has benefitted from input from the local community

-
- 10.7 It can be seen from the preceding sections and the appendices that the consultation process undertaken by the applicants and the project team has been comprehensive in terms of attempting to reach as many people as possible in the local area, as well as local interest groups.
- 10.8 Clear information was provided and contact details were given at all stages to enable questions to be asked and the information to be discussed.
- 10.9 The second consultation activities also provided feedback regarding the comments raised and how the masterplan had sought to take these on board. These exhibition boards sought to answer queries and explain how the scheme has evolved. It enabled consultees to ask further questions or make further comments before the masterplan was finalised. Furthermore, the design responses to the public consultation as detailed above have been shared with consultees via the website feedback section, as well as during meetings with the Parish Council.
- 10.10 To conclude, the consultation process has informed the local community and local groups, enabled discussion with the team, allowed time for the information to be understood and for comments to be made on the proposals, and it has taken into account feedback where appropriate.



WELCOME

The Adastral Park development site is identified in the Suffolk Coastal District Core Strategy and Development Management Policies Local Plan. The plan was adopted in July 2013.

This document sets out the vision and strategy for development in the District and is used as policy guidance to determine applications for planning permission. It identifies that at least 7,900 new homes will be required across the District up to 2027.

It confirms that of those 7,900 new homes, 2,000 will be delivered on the development site at Adastral Park. *“Through the plan period a single allocation of 2,000 new homes is identified east of the A12 at Martlesham to the south and east of Adastral Park....”*

CEG, as the new developer of the Adastral Park scheme, welcomes you to this event. We aim to work with the local community as we masterplan a sustainable and suitable solution to help meet local housing needs and provide additional, high quality employment opportunities.





OUR APPROACH

CEG

At CEG, we don't just build houses, shops, schools and offices; we build communities. We make space for lives to flourish, for neighbourhoods to grow and for businesses to develop.

We build the amenities that turn an area from somewhere many people simply live, into a vibrant neighbourhood. We give people a place to start their stories – or to continue them.

We're not just property developers. We're place makers.

OUR APPROACH

Kirkstall Forge

We believe community-led planning is vital. At our £400million Kirkstall Forge scheme in Leeds we are regenerating a 57 acre brownfield site to deliver a vibrant new community of 1,050 new homes, offices, cafés, bars, restaurants and leisure facilities. Here, we have invested in and delivered a new railway station on site and we are currently constructing the first office development, which will create more than 1,000 jobs when it opens next autumn. CEG was held up as exemplar by Leeds City Council for its consultative approach on the Kirkstall Forge project. This approach helped CEG to secure a national placemaking award.



Thame

CEG was the first developer to work with a Town Council to successfully deliver a Neighbourhood Plan. We provided support from site identification stage, community consultation through to the referendum to ensure that a new neighbourhood could be delivered on the edge of Thame.

The cooperation which we have received from CEG has contributed significantly to the radical new approach of Neighbourhood Planning. The work we have done with them has been a refreshing and important part of the process and presents a model of how to run an inclusive and responsive consultation.

“ **Miss Dyer, Thame Town Council** ”



Maldon

CEG worked alongside ATLAS and Maldon Borough Council in preparing a Strategic Masterplan Framework (SMF) document for a Garden Suburb to the south of Maldon. The SMF set out a vision and development framework for the Garden Suburb and was endorsed by Members. Close engagement with the wider community was a fundamental part of this process.



ADASTRAL PARK

DESIGN AND CHARACTER

- CEG is committed to exemplary design standards, respecting the heritage and character of Suffolk
- We seek to work collaboratively with local people to find the best solutions, meet aspirations and deliver locally-responsive proposals



- We carry out in-depth analysis of the site and its surrounding area, to ensure that the proposals integrate well into the existing settlement

- We promote characterful architecture that will sensitively reflect the style and layout of Suffolk's vibrant surrounding towns and villages



- We will ensure that there is plenty of open and green spaces on the site so this is a healthy, welcoming and attractive development. This will include children's play areas, playing pitches, ecological areas and a series of routes for dog walkers and cyclists

- We will provide new pedestrian and cycleways, linking up with the existing right of way network in the area
- As such, our proposals will be well-integrated with surrounding communities (such as Martlesham Heath), so that the new facilities can be enjoyed by new and existing residents within the area





ADASTRAL PARK

DELIVERING NEW INFRASTRUCTURE

This development will provide new facilities, as well as enhancing existing facilities if this is preferred, helping to integrate the existing and new communities.

Education

- Our aspiration would be to deliver a new all-through school catering for new nursery, primary and secondary education in an exceptional learning environment on the site
- This could also include new community facilities such as sports, recreation, library and village hall facilities
- We are liaising with the education authority which will ultimately determine the nature of the education provision on site and we welcome your views



Healthcare

- The development will fund healthcare provision for new residents, this could be a new facility on site or investment into existing facilities
- We welcome your views in terms of how this provision should come forwards



Community Hub

- Places that encourage social interaction such as parks, community buildings, sports facilities, schools, cafés and restaurants are important
- These are areas where people can socialise indoors and outdoors
- We would like to know what new provision you would like to see on this site and where you feel we should invest in existing provision in the local area
- We also feel that local ownership of green spaces and income producing community assets to enable reinvestment and strong management of green infrastructure is important



Employment

- As well as creating hundreds of new jobs in schools, shops and services, we are proposing a dedicated new high-tech employment space on land to the north of the existing business park

As we start to work on a masterplan for this development we welcome your ideas regarding new and enhanced infrastructure provision

Ultimately the delivery and timing of infrastructure provision would become legally binding so they are provided alongside any new homes on the site





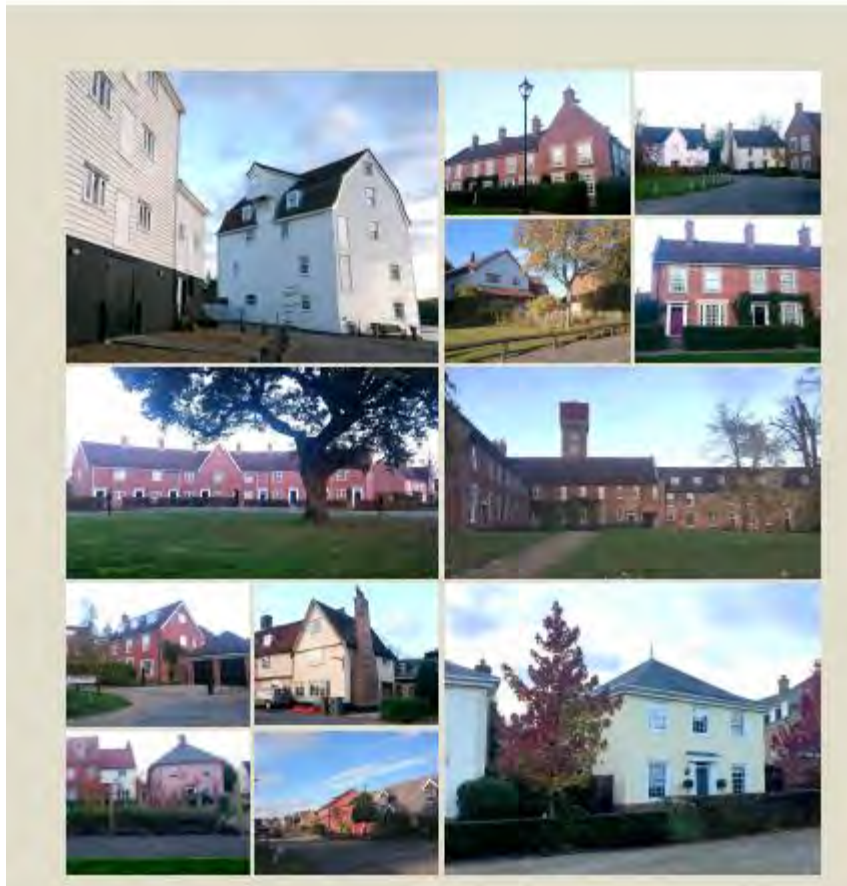
ADASTRAL PARK

CHARACTERFUL NEW HOUSING

This site has been identified as a sustainable and suitable location for 2,000 new homes up to 2027.

We are proposing:

- A high-quality mix of characterful new homes to meet the needs of the area, helping to support inclusive, balanced and sustainable communities
- Starter homes for first time buyers
- Affordable homes for local people to rent or part-own
- Potential for self-build opportunities
- Elderly accommodation and opportunities for downsizing
- Homes for growing families
- Homes for young professionals
- Support for local small to medium housebuilders
- Scope for more than £25million in New Homes Bonus and Council Tax which the Council can also use to support new infrastructure and service provision in the area



ADASTRAL PARK

GENEROUS GREEN SPACES

- The proposal has the opportunity to provide extensive new SANGs (Suitable Alternative Natural Green Space) by retaining and enhancing existing open space and providing new accessible green infrastructure, connected by a network of natural walking and cycling routes
- Parks and play areas will be provided within the site offering new, accessible open spaces for all
- We are proposing a variety of sports pitches and facilities, as well as new footpaths and cycle links
- There will be allotments, gardens and tree-lined streets with potential for community orchards
- Ecological areas will include areas dedicated for new foraging habitats as well as grassland and wetland areas to encourage biodiversity
- The lake can provide opportunities for activity as well as biodiversity so it becomes an attractive place for families to visit at the heart of this new place

We welcome your ideas regarding how you would like to see these new green spaces become an integral part of the emerging masterplan.





ADASTRAL PARK

TRANSPORT AND ACCESS

Our aim is to provide a safe, accessible place for all. We are discussing our approach with the Highway Authority and will identify the effects of development through a bespoke traffic model.

Strategy

A Transport Assessment (TA) will be prepared detailing traffic movements and how these can be mitigated.

We will minimise the need to travel through:

- New facilities on site, such as schools, shops and services
- Enhancing opportunities to walk and cycle through safe, continuous routes. We are also considering how residents cross the A12
- Encouraging use of public transport by improving bus routes and services. We are in discussions with local service operators
- Delivering a package of measures designed to encourage modal shift, such as free bus tickets, car clubs, car share services, improving public transport and personalised travel planning



Access

- The site will be accessed from the A12. We are currently examining the most appropriate means of access and these will be designed to take full account of existing traffic movements as well as catering for future traffic levels
- A package of improvement, or mitigation measures, will be designed and agreed with the Highways Agency
- We are also looking at speed reductions on the A12 which will reduce noise as well as having the potential to enhance safety



Road Improvements

- Following the introduction of the Transport Strategy, any residual vehicle impacts will be assessed with the TA identifying the need for any highway interventions



ADASTRAL PARK

NEXT STEPS

CEG as the new developer of the Adastral Park site has no fixed ideas regarding the masterplan but we aspire to deliver a locally-responsive proposal which meets the needs of the area, incorporating generous new green spaces, sports and recreation provision, community facilities such as schools, healthcare and spaces and places for socialising, as well as new homes and employment opportunities.

- We welcome your input, ideas, comments and concerns so that we can take these into account as we start to prepare the masterplan.
- This is an opportunity to be involved in the creation of a new place, one which is welcomed and can help its occupants and neighbours flourish.
- We will prepare a Masterplan Framework Document following today's event and we will hold further consultation events in the New Year to invite comments on the draft Masterplan Framework Document before it is finalised and submitted to the Local Authority for statutory consultation.
- We will also start to prepare a planning application for the site.

Please provide your contact details so that we can keep you informed.

Have your say

Please discuss the proposals with the team. You can comment by:

- Completing a comment form at today's event
- Visiting our website: www.adastralparkdevelopment.co.uk
- Emailing your comments to alana.murwill@ceg.co.uk
- Contacting Alana on: 0207 730 9090

Please provide your contact details so we can invite you to our next event.



An example of a proposed CEG development

TOPIC SHEET 1

INTRODUCTION TO ADASTRAL PARK AND VISION



The Adastral Park development is identified in the **Suffolk Coastal Core Strategy and Development Management Policies Local Plan** which was adopted in July 2013.

This document sets out the vision and strategy for development in the District and is used to determine planning applications. It identifies that at least 7,900 new homes will be required across the District up to 2027.

CEG's approach aims to involve local people in the evolution of the masterplan for the site and we welcome your input and ideas. Following the consultation events in December, we will start to progress a Masterplan Framework Document which we will invite residents to review and comment upon in the New Year.

Our aim is to work with local communities to ensure we evolve proposals that are best suited to the local area, providing solutions for important issues such as transport and access, green infrastructure, provision of new facilities, meeting housing and employment needs, integration with existing communities and enhancing environment and ecology.



THE EXHIBITION

Please review the exhibition and workshop materials, liaise with the team and complete the individual topic forms which are provided next to each of the boards. **You are also welcome to provide general comments** to help guide our way if you are happy to do so.



Please hand the forms in at today's event, comment online, or post back to:



Alana Maxwell,
CEG, 1 Holbein Place,
London,
SW1W 8NS



www.adastralparkdevelopment.co.uk

Q1

Below is our 'vision wheel'. Do you have any other thoughts on what the vision for Adastral Park should include?

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GENERAL FEEDBACK

If you have any concerns or ideas regarding the development that you would like the team to consider as we prepare the Masterplan Framework Document please state these here. For example, what you enjoy / not enjoy about living in this area? (additional paper can be provided if required)

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DESIGN AND PLACEMAKING



We are currently giving consideration to a number of design matters, these include:

- How we create a sense of place and identity for the site
- The type of place that should be created in terms of character and appearance and how it varies across the site
- How the edges and entrances to the site are treated
- How building density could vary across the site
- The types of houses that local people need



Q1

Images are shown above (and numbered) of local architectural character. Please highlight below which of these you like by ticking the relevant numbered boxes

1 2 3 4 5 6


Q2

The entrances to the site are important in providing first impressions of the development. What types of design features should they include e.g. green landscaping, shared surfaces for both the car and pedestrian, play areas, high quality architecture?

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Q3 The rural edges are also important. Do you agree that the development should provide a gradual transition between the built form and the wider countryside (as found at Waldringfield), as opposed to a hard urban edge? 

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Q4 Do you think that higher density development should be located around the local centres (shops and services) within the site, with lower density development on the rural edges? 

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Q5 What types of homes are needed locally? 
Please place a tick in the table below

	Strongly agree	Agree	Unsure	Disagree	Strongly disagree
A full mix of homes					
Family homes					
First time buyer or starter homes					
Affordable homes					
Bungalows					
Elderly accommodation					
Other (please state):					

Q6 What other design or placemaking features should be considered within the site to help to create a sense of local identity? 

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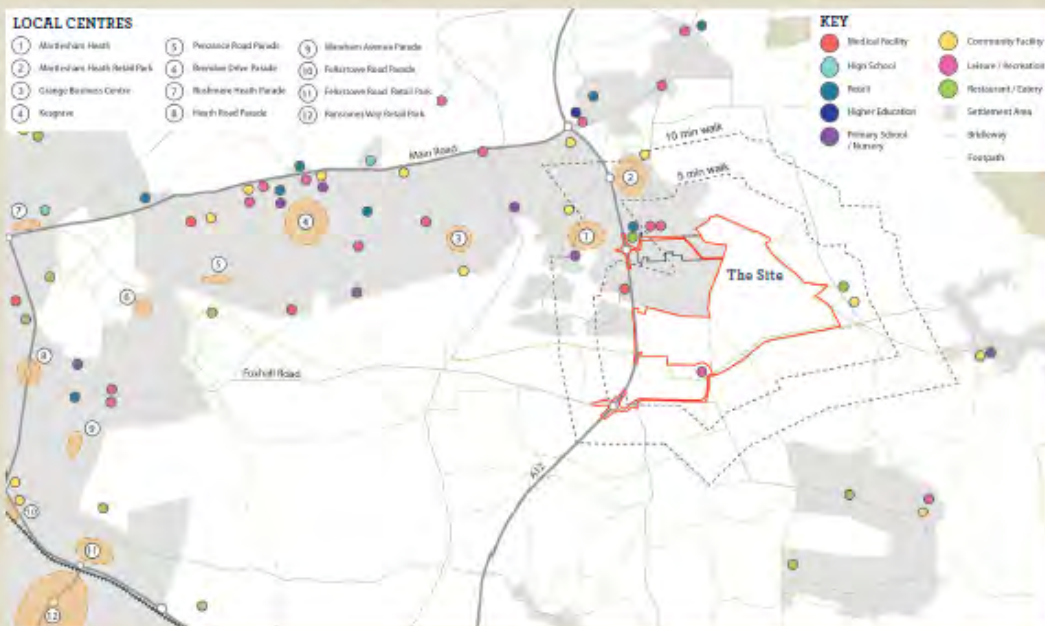
COMMUNITY NEEDS AND INFRASTRUCTURE



We have started to map out existing amenities (shown below) so that we can ensure the facilities provided on site complement rather than compete with existing provision. This will help to enhance integration between existing and new communities.

WE WILL ASSESS:

- What **facilities** should be provided on site
- Where we should look to **enhance** existing provision
- Where new site facilities are located to encourage **connectivity**, opportunities for interaction, co-uses, commercial viability and catchments
- What the **local centres** should comprise
- What the young, families and aging **population** will need
- The management of the **community facilities**
- Where and how we deliver new **employment** opportunities / improve access to existing employment destinations



Q1 : Are any existing facilities missing on the plan above?
Please mark these on the plan

Q2 : What facilities locally should we ensure we don't compete with?

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Q3

Where should we enhance existing facilities and where should we provide new ones?



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Q4

What new services and facilities should be provided on the site, or improved in the area?



Please place a tick in the table below

	Strongly agree	Agree	Unsure	Disagree	Strongly disagree
Primary school					
Secondary school					
Health centres					
Local shops					
Local employment					
Community centre / hall					
Other (please state):					

Q5

Where on the site would you like any new local centre(s) (shops and services) to be located?



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Q6

In addition to providing employment opportunities in the school /community hub, what types of employment space would you like to see on the land to the north of Adastral Park?



Please place a tick in the table below


	Strongly agree	Agree	Unsure	Disagree	Strongly disagree
Offices					
Hi-tech					
Industrial					
Live / work units					
Distribution					
Other (please state):					

ENVIRONMENT AND LANDSCAPE



The way that the development respects and enhances the wider landscape and environment is very important, not only in terms of ecology and wildlife, but also in terms of place-making. Key factors to consider here include:

- Important areas of natural vegetation and open space (including lakes) on the site that should be protected, enhanced or made more accessible
- New networks of green infrastructure e.g. natural green/biodiversity space, public parks, play and amenity space, sports provision and allotments
- Additional recreation resource to alleviate pressure on the Deben Estuary Special Protection Area (a protected conservation site due to its wintering waterbirds)


Q1 The lake within the site can provide a key ecological feature and recreational centre piece (e.g. walking, cycling, fishing or events). What would you like to see this feature used as? 

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Q2 Are there any key green open links that you consider should be retained / provided within the site and if so, where? 

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Q3 We are proposing new SANG (Suitable Alternative Natural Greenspace) which will provide new recreational walking routes around the site and help relieve pressures on the Special Protection Area (SPA). What features would you like to see included in these open spaces e.g. dog walking circuits, trim trails? 

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Q4

What existing sports facilities in the area should the development not seek to compete with? Are there any local sports facilities that could be upgraded in the area, rather than providing a new competitive facility?

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Q5

What sports and recreation facilities do you think should be considered on this site?

Please place a tick in the appropriate table below



	Strongly agree	Agree	Unsure	Disagree	Strongly disagree
1. Sports pitches					
2. Dog walking / rambling					
3. Allotments					
4. Children's play areas					
5. Play areas for older children / youths					
6. Outdoor trim trails / exercise equipment					
Other (please state):					

Q6

Would you like to see community ownership of greenspace and income producing assets and a strong green management plan?

Yes No Unsure

Please mark with a tick

MOVEMENT AND ACCESS



Transport and access are key factors to be addressed as part of the design of Adastral Park. This will not only address the site, but also the surrounding transport network. With this in mind, we are currently undertaking a number of studies looking at:

- Where the main vehicular and pedestrian **access points** should be located
- How **traffic flow**, capacity and safety can be improved on the A12
- How **safer access** across the A12 can be delivered
- How the effect of vehicles from the development can be **mitigated**
- How local bus services can be **improved**
- How the development will **integrate** with local communities
- How walking and cycling provision can be delivered to **connect** into the existing network
- **Parking provision** - for homes, employment space and new community facilities



Q1 A speed reduction on the A12 would enhance safety and increase capacity, do you think this should be considered? /

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Q2 How do you think local bus services should be improved in order to provide a quality service that encourages use of green travel? /

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Q3 :

We are considering new walking, cycling and horseriding routes, both within the site and linking to wider networks and communities. This also includes considering crossings on the A12. Do you have ideas you would like the team to consider?



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Q4 :

Do you have further ideas regarding movement and access that you would like the team to consider as part of the masterplanning process? For example, what is the broadband network like in the area?



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NOTES



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ADASTRAL PARK

Delivering high quality new homes and facilities

CEG held public consultation events in early December 2016 to inform the design of our emerging masterplan for land to the south and east of Adastral Park.

The area has been identified in the Council's adopted Core Strategy as a sustainable and suitable location to accommodate future housing growth. We are keen to work with local people as the masterplan evolves.

We have now reviewed the constructive feedback provided and, where possible, used this to guide our initial concept for the site. Our masterplan includes extensive green space, parks and landscaping and investment into existing, as well as providing new, facilities and infrastructure to meet education, healthcare, formal recreation and leisure needs. We have sought to integrate the new community and ensure its character complements the local area.

We would like to invite you to attend our next exhibitions and provide your comments on the masterplan. You can drop in anytime between 4pm and 8pm and discuss the proposals with a member of the team on:

- **Monday 6th February 2017 4pm to 8pm** at St Michaels Church Centre, The Drift, Martlesham Heath, IP5 3PL.
- **Wednesday 8th February 4pm to 8pm** at Waldringfield Primary School, Cliff Road, Woodbridge, IP12 4QL.

The exhibition materials will also be available to view on our website from the 6th February 2017 at www.adastralparkdevelopment.co.uk where you can also provide your feedback.



ADASTRAL PARK

Delivering high quality new homes and facilities

CEG is committed to exemplary design standards, respecting the heritage and character of the area. We seek to work collaboratively with local people to find the best solutions, meet aspirations and deliver locally-responsive proposals.

We aim to include:

- New facilities or investment to expand existing facilities, if this is preferred. This includes healthcare provision, schools, local shops and services
 - Generous green spaces - parks, play areas, formal recreation facilities and ecological features
 - Improvements to highways and public transport provision, investing in roads and access as well as bus, cycling and walking routes
 - Community ownership of land/key assets and robust management programmes for green spaces
- A full mix of up to 2,000 characterful homes for first time buyers, growing families and the elderly and those wanting to downsize into suitable accommodation

If you cannot attend the exhibitions but would like to attend a future event or receive updates, please register on www.adastralparkdevelopment.co.uk or call Alana Maxwell on 0207 7309090, to ensure you are kept informed.





WELCOME

Welcome to the second round of consultation events relating to the proposed development to the south and east of Aداstral Park.

Almost 400 people attended the first CEG consultation events in early December 2016.

A total of 47 people provided formal feedback by completing the workshop questionnaire document either at the events, by post, on the website or by emailing comments.

The team has reviewed all of the comments and this exhibition shows how we have sought to take feedback into account in preparing a draft masterplan for the site.

Some respondents did not want to see any development on the site. As the area is now identified for the delivery of 2,000 new homes in the Suffolk Coastal District Core Strategy and Development Management Policies Local Plan (adopted in July 2013), today's event focuses on the design of the proposals rather than the principle of development.

We appreciate there is concern about change and we are organising these consultation events to seek your views on the design of the masterplan, including input into the character, facilities and infrastructure provisions, as well as the green space we are proposing.

We will prepare a Masterplan Framework Document and an outline planning application in the coming months, which will be subject to a formal consultation process when submitted to Suffolk Coastal District Council.

Please sign in and provide your contact details so we can keep you informed about the proposals.



ADASTRAL PARK

DESIGN, CHARACTER AND PLACEMAKING

During the first consultation event, we asked for input in terms of design, character and placemaking. This is what you said and how our proposals respond:

Comment	Masterplanning response
Provide green landscaping, trees and hedgerows at the entrance	<ul style="list-style-type: none"> The existing mature vegetation will be protected and maintained. Any loss of boundary vegetation would be for access and then would be replaced to strengthen site containment We will incorporate new planting along the main streets and at entrances into the site
High quality architecture with interesting forms and landscaping	<ul style="list-style-type: none"> We are studying the area, to ensure that we promote a development that respects the heritage and character of Suffolk
Villages should not lose their identity	<ul style="list-style-type: none"> We can provide an appropriate landscaped buffer to minimise any effect on landscape and visual lines
No urban sprawl	<ul style="list-style-type: none"> We will draw on the character of many attractive existing settlements, including Mattisdon Heath, Waldenfield and Woodbridge We are not proposing any development outside of our red line planning application boundary
Development should be hidden by landscaping and buffers/bound	<ul style="list-style-type: none"> Development to the east of the site will be low density, two-storey housing set in large plots, creating a loose, permeable edge The development will be set back from the site boundary beyond an area of public open space that will include structural landscape planting, hedgerows and trees softening views of the development and providing a 20 metre buffer with the wider landscape The open agricultural land between the site and Waldenfield will be retained preserving the landscape character and wider views We have engaged with the AONB staff regarding the proposals
Variety in architectural style	<ul style="list-style-type: none"> Contemporary and traditional vernacular will be considered in the design and we want to build in one particular architectural style, it is important that the development responds to local scale, massing and architectural features

DESIGN PRINCIPLES

A series of design principles have been established in order to guide the development and design process of the initial masterplan layout.

A NEW VILLAGE

A new village with two local centres is being developed with the local centre and settlement hierarchy.

PEDESTRIAN ACCESS

Pedestrian access points will provide safe access to the site for those on foot and bicycle.

VEHICULAR ACCESS

There will be four vehicular points of access into the site, promoting good permeability across the site.

BULEVARD

A new lined boulevard will run through the new community, providing a convenient link to the A14.

MAIN GREEN SPINE

A central open space will provide a new accessible green heart for the two character streets.

GREEN CORRIDORS

A number of green routes will run through the site offering a range of walks and opportunities for recreation.

GREEN SPACES

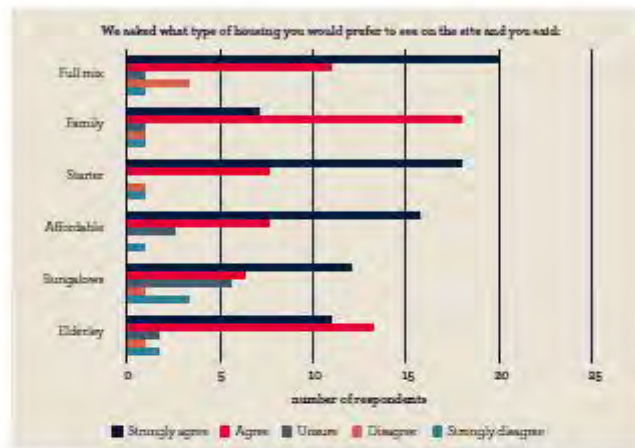
Throughout the site are a series of new, high quality open spaces for the existing and new community to enjoy.

RECREATION STRATEGY

There will be a comprehensive range of spaces for leisure and recreation for a wide range of age groups.

ADASTRAL PARK

HOUSING TYPES AND DENSITIES



How the masterplan responds

- There will be a full mix of house types including starter homes, government defined affordable properties, homes suitable for retirement/flourishing and large family dwellings
- 80% of respondents preferred lower density edges with some higher density around the local centre. 14% were unsure or wanted a dispersal of densities. The majority of development across the site is to be predominantly two-storeys to reflect local character with occasional taller buildings to add architectural interest in key locations
- Building heights will generally reduce from west to east. Low density two-storey development at the east will provide a more appropriate scale and character as well as transition with the adjacent open countryside
- Lower density development along the site boundaries will soften potential views and reflect local character

Density Studies

An assessment of density in surrounding settlements enhances our understanding of local character ensuring that site proposals are responsive and in keeping with the existing form. Analysis shows that there are a variety of residential densities within neighbouring areas and the wider county of Suffolk. The aim should be to provide a mix of densities to create a sustainable and well balanced community.

MARKERS PLACE, MARTLESHAM HEATH	DALENGHAM GARD, FORBESHAM	CLIFT ROAD, WA LORINGFIELD
<p>Characterised by a mix of housing types and a mix of densities.</p> <p>Typical of the area and a mix of housing types and densities.</p> <p>Typical parking and layout.</p>	<p>Characterised by a mix of housing types and a mix of densities.</p> <p>Small three storey houses with some two storey and parking in the rear.</p> <p>Typical of the area and a mix of housing types and densities.</p>	<p>Characterised by a mix of housing types and a mix of densities.</p> <p>Characterised by a mix of housing types and a mix of densities.</p> <p>Living together in a row.</p>
<p>20 dph</p>	<p>22 dph</p>	<p>20 dph</p>

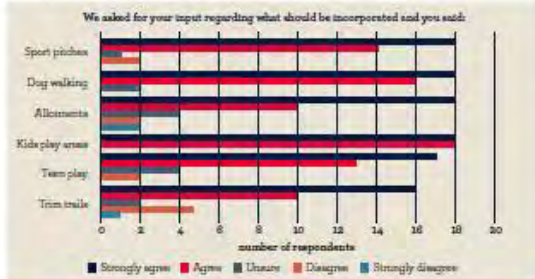


ADASTRAL PARK

GREEN INFRASTRUCTURE

Our masterplan area is far smaller than the development area originally proposed by BT. We have met with Natural England and Suffolk Coastal District Council to agree what is required in terms of green infrastructure to ensure our proposals fully accord with policy. The proposals include 34 hectares (85 acres) of formal and informal open space on the site including woodland, meadows, heathland, a variety of play areas, a trim trail, a variety of circular walks, sports facilities and ecological areas.

In addition to this, we will also provide allotments and there may be potential for additional community access to playing fields, facilities and public spaces as part of the proposed all-through school. We will also make a significant financial contribution towards mitigating the impact on the Deben Estuary SPA.



Comment	Masterplanning response
Wide walking and cycle paths and bridle ways	- Balance public rights of way, improve linkways on southern edge and provide new circular routes with appropriate wayfinding
Nature/ecology/heathland	- We will protect existing nature landscapes, including Sports Field and woodland along the boundary, and establish new planting. This will include nature species designed to thrive in this location - We will retain and enhance the lake as a central focal point and protect the archaeological features within areas of open space
Keep green spaces between the development and Weirfields	- Lower density, large plot housing to the east will be set back with new green/open spaces, hedgerows and tree planting to provide a buffer - The open agricultural land between the development and Weirfields (ACN1) will be retained preserving the landscape character and wider views
High level of vegetation wanted to see community amenability of green spaces and sites where nature	- We also work with organisations such as the Land Trust which manages green space, community events and invests in education, community events and interpretation on behalf of the residents - We can create tree planting as the ground is made up of sand and gravel, which have excellent waterway potential
Drainage improvements are needed	- We are in consultation with Anglian Water to identify any required sewer upgrades
A country park is needed	- The new estate, attractive open green space will offer a range of recreational opportunities providing the benefits of a country park



Suggestions for the lake included:

- Peaceful setting
- A café
- Ecological space for wildlife
- Mixed views were expressed regarding holding events
- Walking cycling fishing boating sailing and watersports
- Nature trails/hird watching

We are proposing:

- The sufficient sized lake can provide quiet recreation as well as a low disturbance wildlife area along the northern edge where a semi aquatic wetland edge will protect sandmartin/nightingale habitats in an area of retained trees and heathland and scrub planting
- To the east, a beach with a new café in the adjacent local centre
- Timber boardwalks allow safe vantage points and we encourage fishing would continue, with potential for picnic areas and low key natural play areas



Green Infrastructure Strategy

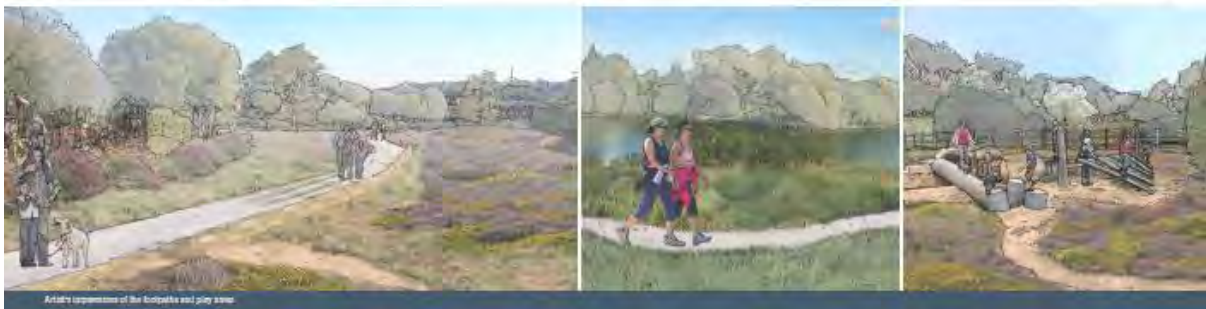


- Key:**
- ① Connected and tree planting
 - ② Restored woodland
 - ③ Tree planting
 - ④ Lowland heath
 - ⑤ Amenity grassland
 - ⑥ Walking route
 - ⑦ New rights circular walk
 - ⑧ Pocket park
 - ⑨ Formal recreation
 - ⑩ Allotments / Community orchards
 - ⑪ New all through school
 - ⑫ Lake
 - Internal green routes

Play Strategy

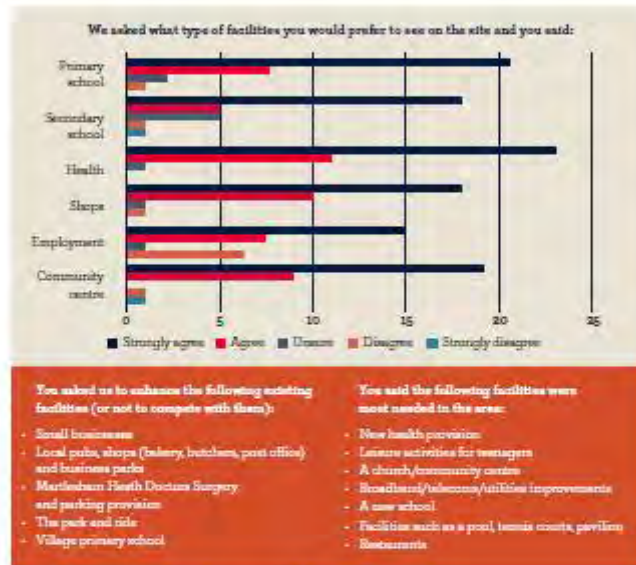


- Key:**
- ⑬ Play area
 - ⑭ Play for all ages
 - ⑮ Formal recreation



ADASTRAL PARK

COMMUNITY FACILITIES AND INFRASTRUCTURE



We are proposing the following, do you agree?

Education

- We are liaising with the education authority about an all-through school which would create an exceptional nursery, primary and secondary learning environment with sports, recreation, library, hall and other community facilities

Healthcare

- The development will fund a new healthcare facility on site to complement existing facilities and we are liaising with the Council, NHS and local doctor's surgery

Local Centre/Community Hubs

- A local centre at the heart of the site would include local shops, community spaces, cafe/restaurant and the school
- A smaller local hub to the west would comprise local shops for easy pedestrian access

Eight Hectares of Sport and Leisure Facilities





ADASTRAL PARK

MOVEMENT AND ACCESS

This is what you told us at the previous exhibitions and how our proposals seek to respond:

Comment	Proposals
Manage the effect on the A12 local roads	The new development will contribute millions of pounds to the improvement of the A12 and local road network. We will ensure these local schemes to include parking spaces at peak times. We are also proposing smart traffic signals on the A12 junction, programmed to respond to different traffic volumes throughout the day, reducing the potential congestion at junction lights to improve traffic flow.
Will these roads be widened?	The detailed design of highways schemes has not yet been finalized. There is potential for roads to be widened to improve traffic flow and safety but we would welcome your views on this.
When will the access points be?	There will be four points of access from the A12, Ipswich Road and the Northern Quarter of Adastral Park. There will be multiple points of access for pedestrians and cyclists, linking into the surrounding highway network.
No access should be allowed onto Ipswich Road	This would be a secondary road, helping to facilitate access to the site all through school. The new direct access proposed onto the A12 will be a far more convenient route. We can also agree to consider signage measures to discourage vehicles from the site from 'flagging' onto Ipswich Road from the A12 and welcome your suggestions.
Close West Quay access	The existing West Quay Access will remain open to serve any new development access. However, there will be increased safety measures put in place to improve the access and egress from the site. It is important to note that this access point will serve as an 'early' phased access for the new school site.
Grade separated junctions are required on the A12	There is not sufficient highway controlled land to facilitate this. There is also a significant environmental issue with elevated roads such as noise and air quality.
Manage noise and other issues from the A12	A full air quality and noise assessment will determine what mitigation will be required. It is expected that acoustic screening/landscaped earth berms may be required to manage noise/visual amenity along the A12 corridor.
Enough parking for all	Parking standards are set by the local planning authority, which we will adhere to. We will seek to provide ample parking for all properties.
Sign of roadworks when bus service improvements	Bus operations are being considered to determine what additional services can be accommodated. There would be supported by an annual developer financial contribution during the build period of the development.
There was a lot of noise about the A12 crossing, some felt it was unsafe	In addition to the existing A12 crossing there will be a new grade-separated crossing on the A12 which will accommodate walking, cycling and pedestrian movements to ensure connectivity to the new development.

A12 Speeds

41% were in favour of reducing the A12 speed limit, 44% were not and 15% were unsure.

In addition to a £10million package of improvements to the A12, we are proposing a 50mph speed limit to:

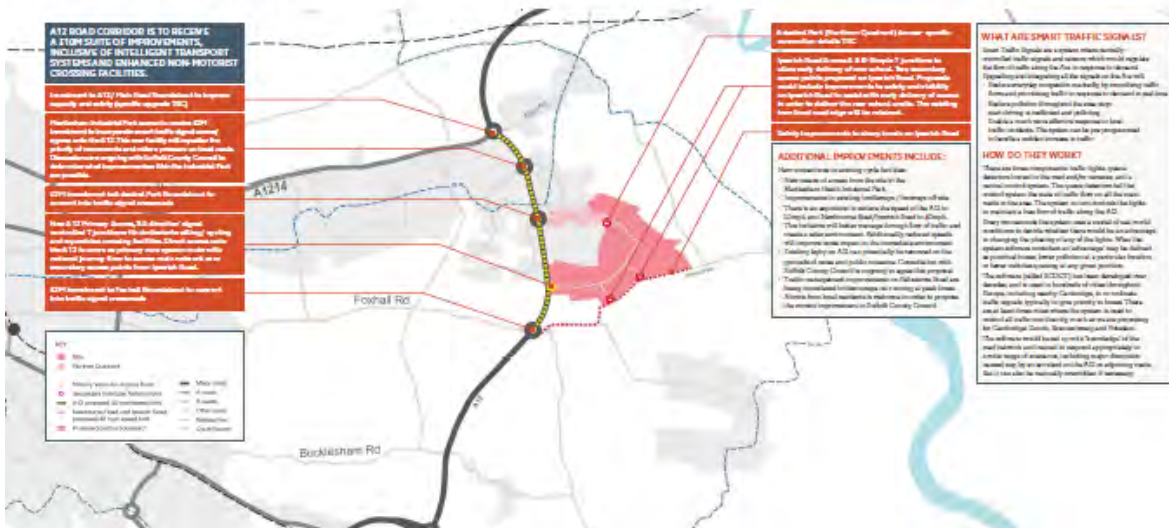
- Reduce noise impact on local residents
- Manage traffic flow more efficiently (with the inclusion of Smart Traffic Signals)
- Improve safety and pedestrian/cyclist/equestrian connectivity across the road
- Better integrate the new development with local communities

The speed reduction initiative is something which is being discussed with Suffolk County Council, and no decisions as to this change have been made at this stage.

Speed reduction of the A12, coupled with the installation of Smart Traffic Signals at key junctions along the road corridor, will be improved opportunities for pedestrian/cyclist crossing facilities at different locations along the A12 in line with providing good connection opportunities into this development, Adastral Park and the retail park.

Comment	Proposals
Finalize footpaths from Woodbridge to Felixstowe	This can be explored and will be discussed with Suffolk County Council.
Allow for safe cycling	This is fundamental to the development. The highway improvements also cater for formal, safe crossing paths across the A12 to provide cycle movements beyond the confines of the site.
Burge, school and other facilities located within easy reach to discourage car use	A centrally located bus route, wider local bus and school will allow with walking distance of the new homes. We will also look at on-site, general travel planning and free bus tickets to reduce car use.
The low noise surfacing on the A12	This suggestion will be discussed with Suffolk County Council but would be a matter to reach agreement at a detailed planning application stage.
Both school and separate routes were proposed for cars and pedestrians/cyclists	Shared routes will be used where appropriate, quality on secondary and residential routes and at key crossing points, to allow vehicles down and provide a safe, effective environment for pedestrians.
Bus junction needed at Sevens Mills Roundabout	A suitable improvement will be provided at this junction, subject to confirmation of the traffic modelling. All proposals will be subject to Suffolk County Council and Highways Dept approval.
Improve pedestrian access to Sevens	The access to Sevens from the A12 will improve significantly to facilitate this development. Within this change, there will be a dedicated pedestrian/cyclist crossing facility to enhance safety of non-motorist users wishing to access the school park.
Some of the traffic lights would increase congestion on the A12	Smart Traffic Lights (STL) are proposed which are programmed to respond to the needs of traffic differently depending on the time of day. STL will manage an and give peak flows differently depending on when the most traffic is heading, which gives a significant improvement over your conventional 'one program' signals which can only achieve one lighting sequence.
Cross a 'brown area' once more off the A12	At this stage it is proposed that the Primary Link Road within the site is designed to jump, with all other other roads as designed in a single form.

Key local highways improvements



ADASTRAL PARK

INDICATIVE MASTERPLAN

Following the previous consultation event, a concept masterplan for the site has been prepared. This takes into account the site features and builds on the design principles shown on the Design, Character and Placemaking board.

The masterplan includes the following:

- A range of up to 2000 new homes
- A primary local centre, centrally located and overlooking the lake, including a range of shops, community, food and drink uses
- A secondary local centre, so that all residents can walk to a local shop
- A new all through school, catering for children ages 3-18
- A new healthcare facility
- A community centre
- Small extension to the Brightwell Barns employment area for local businesses
- A variety of walking and cycling routes including three for dog walkers (the longest of the on-site routes is 7km)
- Generous buffer planting around northern / western / southern edges (approximately 20m in width) to screen new development and protect views and setting of surrounding landscape.
- 34 hectares of accessible green space, including playing pitches, woodland, grassland, hardland, beach and picnic area, play areas for all ages and trim trails
- Allotments / community orchards





ADASTRAL PARK

NEXT STEPS

Today we have sought to explain how we are taking your comments into account to deliver a locally-responsive proposal. The area which is the subject of our proposals is identified for growth within the Council's Plan for delivery over the next decade.

We want to work with local people to ensure that the proposals:

- Provide high quality new green spaces
- Deliver new leisure and recreation provision
- Provide new community facilities such as schools, healthcare, shops, and places for socialising
- Incorporate a full mix of new homes from one to five bedrooms designed for first time buyers, growing families and the elderly
- Create new jobs within the school, healthcare and shops
- Are designed to reflect the local area, with characterful housing and attractive landscaping

We welcome your input, ideas and comments so we can continue to take these into account as our masterplan evolves.

This is a unique opportunity to be involved in the creation of a new place; one where its occupants and neighbours can flourish.

Please provide your contact details so we can continue to update you about the Masterplan as it evolves. We are also preparing a planning application which would be subject to further formal consultation once submitted to Suffolk Coastal District Council.

Have your say:

Please discuss the proposals with the team. You can comment by:

- Completing and handing in a questionnaire at today's event
- Visiting our website: www.adastralparkdevelopment.co.uk
- Emailing comments to alana.maxwell@ceg.co.uk
- Contacting Victoria Walker on 07413 583905

Artistic Aerial Impression





LAND TO THE SOUTH AND EAST OF ADASTRAL PARK

The area of our proposed development is identified in the Suffolk Coastal District Local Plan which was adopted in July 2013. We have now prepared a draft masterplan and have sought to take into account the feedback provided at previous consultation events.

CEG AIMS TO DELIVER

- Up to 2,000 new homes as required in the Council's Local Plan
 - A full mix of homes including affordable, starter, family and elderly accommodation to meet local needs
 - Predominantly two-storey development, with occasional feature buildings of up to four-storeys to add architectural interest
 - Lower density homes, surrounded by green space and new tree and hedgerow planting, around the edges of the site to soften potential views in as well as reflecting local character
 - New infrastructure including education and healthcare provision, local shops and services provided on-site in easy walking distance of the new homes
 - 34 hectares (85 acres) of formal and informal open space on the site including woodland, meadows, heathland, a variety of play areas, a trim trail, a variety of circular walks, sports facilities and ecological areas. This is in addition to any sports and recreation facilities provided at the proposed all-through school
 - Areas for allotments/community orchard
 - The retention of open agricultural land between the site and Waldringfield
 - New circular walking routes, cycle paths, dedicated facilities for dog walkers as well as retaining existing public rights of way and improving the bridleway along the southern edge
 - Protection for existing mature landscaping, including Spratts Plantation and woodland along the boundary, as well as new native species planting
 - An improved lake environment which is carefully designed to cater for a variety of experiences, to include areas for quiet recreation, picnic areas, a café, play space and a beach as well as low disturbance wildlife areas
 - Funding to establish community ownership of green and blue infrastructure and community assets, with the potential to engage the Land Trust to manage these on behalf of new residents as well as undertaking education and community activities
 - A multi-million pound package of transport improvements which would include junction and highways improvements, a smart traffic light system to enhance vehicle flows on the A12, new and improved bus facilities, new cycle/walking routes and enhancement of existing off-site routes and a new A12 crossing amongst other initiatives. We will show that the new development can be accommodated on the local network as part of the planning process
 - New jobs within the school, healthcare and shops, as well as within the proposed improvements to the business park
- If you would like to participate in the masterplanning of this development and have suggestions regarding the facilities, green spaces, homes and character as it evolves we would be grateful if you could answer the questions enclosed. If you just wish to leave general comments about the proposals space is provided at the end of this questionnaire.
- Please hand in your questionnaire to a member of the team at today's event. You can also comment on our website www.adastralparkdevelopment.co.uk, email your comments to victoria.walker@ceg.co.uk or post to Alana Maxwell, CEG, 1 Holbetn Place, London, SW1W 8NS**



Indicative artist's impression

DESIGN AND CHARACTER

- Q1) Lower density homes with larger gardens are proposed on the eastern and southern boundaries, set behind green spaces, landscaping and new planting. Do you agree with this approach?
- Q2) Predominantly two-storey development across the site is proposed, with some occasional feature buildings to add architectural interest. Do you agree with this approach?
- Q3) We are proposing a full mix of housing on the site, including starter, affordable and family homes and elderly accommodation. This will provide a mix of one to five bedroomed properties. Do you agree with this approach?

INFRASTRUCTURE PROVISION

- Q4) We are proposing two local centres to ensure easy pedestrian access to day-to-day facilities, one at the heart of the site and one towards the west. Do you agree with this approach?
- Q5) We are proposing to include the following facilities on the site, do you agree?

	MOST IMPORTANT	QUITE IMPORTANT	LESS IMPORTANT	NOT IMPORTANT
An all-through school to provide exemplary nursery, primary and secondary learning environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A new healthcare facility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local shops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community hall	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A lakeside café	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sports pitches/halls and other facilities for community use as part of the school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Flexible space for hire for community events, activities and religious uses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you have any comments regarding the infrastructure provision please state these here:

GREEN INFRASTRUCTURE

Our development site is substantially smaller than the previous BT application site (and does not include the BT Adastral Park employment site). With this in mind we have met with Natural England and Suffolk Coastal District Council to agree what is required in terms of green infrastructure to ensure our proposals fully accord with policy.

Q6) In agreement with Natural England and Suffolk Coastal District Council, we are proposing 34 hectares (85 acres) of high quality formal and informal open space on the site. This is in addition to any green spaces and sports facilities which may be provided for community use as part of the proposed school. The green infrastructure will provide a variety of uses. Please highlight what you think by marking the boxes below:

	MOST IMPORTANT	QUITE IMPORTANT	LESS IMPORTANT	NOT IMPORTANT
Protected existing woodland and new planting of native species	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Meadows and heathland	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Play areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A trim trail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New circular walks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle paths connecting to external routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved bridleway on southern edge	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dedicated dog walking areas/facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sports facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Allotments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Protected ecological areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lakeside beach with café and picnic area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lakeside fishing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you have any comments or other ideas regarding the green infrastructure please state these here:

TRANSPORT, ACCESS AND UTILITIES

The following questions provide an opportunity to comment on the emerging solutions for transport, access and utility provision for the development. In order to aid your responses, a few key points on the proposed transport measures are provided below:

- The primary development access will be taken directly onto the A12, and this will take the form of an 'all direction' signalised T junction. The internal development road layout will be formed as such to direct the majority of development traffic on this primary junction, thereby reducing car trips onto the secondary access points at both Ipswich Road to the South and the northern quadrant of Adastral Park to the North. This primary junction will be the most direct and time efficient route for residents to access the A12. This junction will also have a dedicated crossing phase for pedestrians, cyclists and horse riders.
- There are two secondary access points proposed at Ipswich Road to the south of the development. These are provided to facilitate additional site access points, provide additional emergency access and will enable the early delivery of the new all-through school. There will be improvements to Ipswich Road in terms of alignment and visibility to enhance safety over the present-day conditions. There is also the proposal to reduce the speed of Ipswich Road to 40mph which will further improve safety. It is important to emphasise that the existing tree-lined character of Ipswich Road will remain.
- There is a proposed to install smart traffic signals along a length of the A12 to improve the management of flow and equalise priority to both the major and minor roads at peak times. The paragraphs below provide some information on the smart traffic signal proposal:

WHAT ARE SMART TRAFFIC SIGNALS?

Smart Traffic Signals are a system where centrally-controlled traffic signals and sensors which would regulate the flow of traffic along the A12 in response to demand.

Upgrading and integrating all the signals on the A12 will:

- Reduce everyday congestion markedly, by smoothing traffic flows and prioritising traffic in response to demand in real time.
- Reduce pollution throughout the area: stop-start driving is inefficient and polluting.
- Enable a much more effective response to local traffic incidents. The system can be pre-programmed to handle a sudden increase in traffic.

HOW DO THEY WORK?

There are three components: traffic lights, queue detectors buried in the road and/or cameras, and a central control system. The queue detectors tell the control system the state of traffic flow on all the main roads in the area. The system in turn controls the lights to maintain a free flow of traffic along the A12.

Every two seconds the system uses a model of real-world conditions to decide whether there would be an advantage in changing the phasing of any of the lights. What the system software considers an 'advantage' may be defined as punctual buses, lower pollution at a particular location, or fewer vehicles queuing at any given junction.

The software (called SCOOT) has been developed over decades, and is used in hundreds of cities throughout Europe, including nearby Cambridge, to co-ordinate traffic signals, typically to give priority to buses. There are at least three cities where the system is used to control all traffic into the city, much as we are proposing for Cambridge: Zurich, Braunschweig and Potsdam.

The software would be set up with 'knowledge' of the road network and trained to respond appropriately to a wide range of scenarios, including major disruption caused, say, by an accident on the A12 or adjoining roads. But it can also be manually overridden if necessary.

Q7) We are proposing a multimillion pound investment into highways and transport across both the strategic A12 plus many other local roads. Please identify what you feel is most important

	MOST IMPORTANT	QUITE IMPORTANT	LESS IMPORTANT	NOT IMPORTANT
Improving local bus services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ensure there is nil detriment in terms of queuing traffic at peak times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Delivering an integrated smart traffic signal system on the A12 to work with the traffic and improve traffic flows/reduce junction queues	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing speed limits on the A12 to 50mph to enhance safety and improve flows	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing speed limits on both Ipswich Road and Newbourne Road to 40mph to enhance safety and improve flows	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invest to improve cycling routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved pedestrian access to Tesco and the retail park	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide a new crossing across the A12	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improvements to Seven Hills Roundabout	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you have any comments or other ideas regarding the transport improvements please state these here:

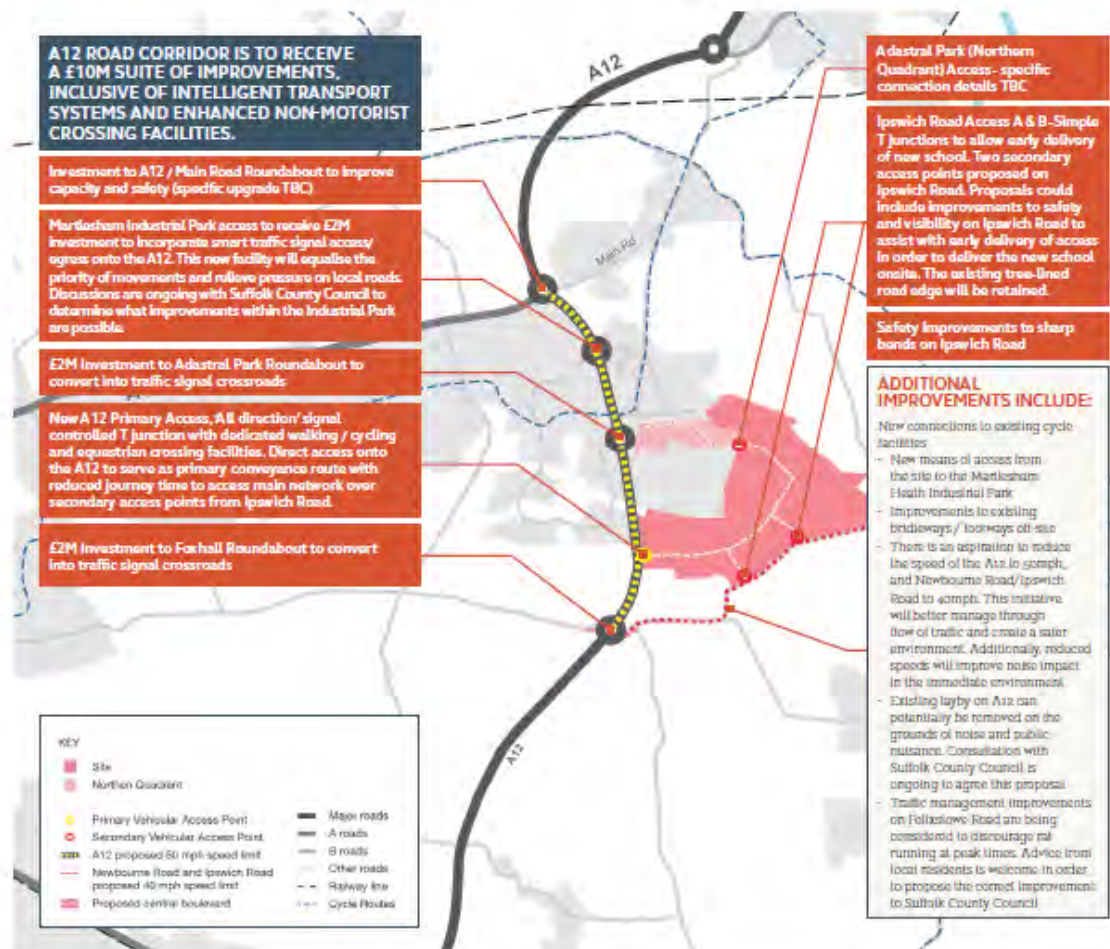
Q8) We are proposing secondary access points on Ipswich Road to the new school. We are happy to consider mitigation measures to discourage vehicles from the site from using village roads. Do you have any ideas in terms of the mitigation measures you would like us to consider?

Q9) We have received many comments that the layby on the northern approach side of the A12 adjacent to Martlesham Heath is misused, hazardous and noisy. We have the opportunity to discuss the removal of this layby with Suffolk County Council. Would you like to see this layby removed in full and replaced with highway verge/landscaping?

Q10) We have received many comments that Felixstowe Road, leading from Tesco's to Martlesham, has excessive queuing in peak times and is misused as a rat run. We have the opportunity to discuss this issue with Suffolk County Council and improve this length of road. Do you have any ideas on what mitigation measures you would like to see on Felixstowe Road?

Q11) We have received many comments that the Tesco's and retail park lack any cohesive non-motorist walking and cycling routes. We are happy to consider improvements for non-motorist connectivity to access the retail park plus provide any improvements within the park with the agreement of Suffolk County Council. What would be the main improvement you would like to see at the retail park to aid walking and cycling?

KEY LOCAL HIGHWAYS IMPROVEMENTS



If you have any further comments, queries, ideas or concerns please state these here. Use additional paper as required:

Thank you. Please provide your contact details so we can keep you informed about changes we make to the masterplan proposals.

Title Mr/Mrs/Ms/Other

Name

Address

Email

Thank you – please hand your form to the team today, make your comments via our website or post the form to Alana Maxwell, CEG, 1 Holbein Place, London, SW1W 8NS

CEG will only contact you about these proposals. Data will be held in accordance with the Data Protection Act 1998 and it will not be shared with any third parties.

CARLYLE LAND
LIMITED



Andrew McCloy
Recreation Consultant

bakerconsultants

BroadwayMalyan^{BM}

Brookbanks



orion.



RSK



TG Tyler Grange