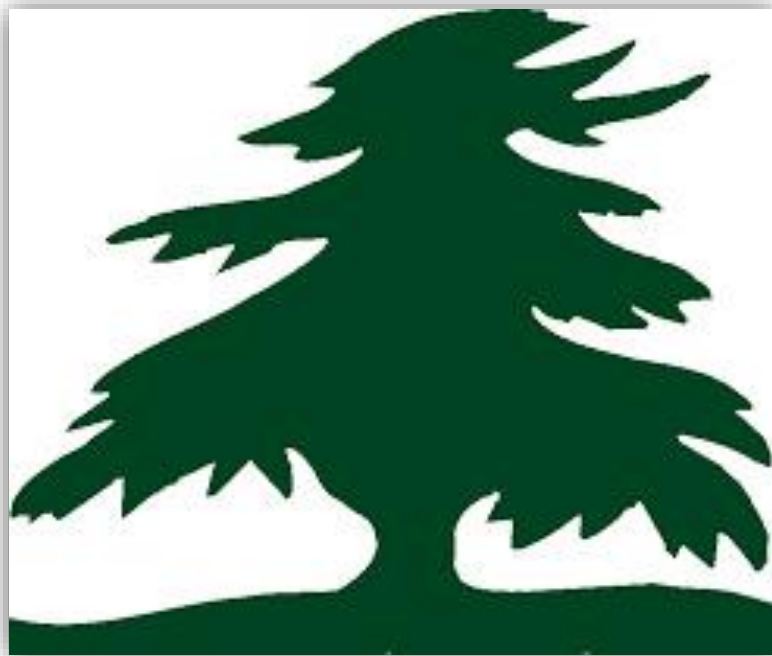


# **Kesgrave Neighbourhood Plan 2018-2036 Consultation Statement**



**November 2019**

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# 1 CONSULTATION PROCESS

## Introduction

- 1.1 This Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012 in respect of the Kesgrave Neighbourhood Plan (KNP).
- 1.2 The legal basis of this Consultation Statement is provided by Section 15(2) of Part 5 of the 2012 Neighbourhood Planning Regulations (as amended), which requires that a consultation statement should:
  - contain details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
  - explain how they were consulted;
  - summarise the main issues and concerns raised by the persons consulted; and
  - describe how these issues and concerns have been considered and, where relevant addressed in the proposed neighbourhood development plan.

## Organisational hierarchy

- 1.3 The project has been overseen and coordinated firstly by Kesgrave Town Council (KTC), the “Qualifying Body”, secondly the Planning & Development Committee of KTC and thirdly by a sub-committee of residents and councillors tasked with consulting with residents and engaging with all community sectors in gathering the evidence to support the objectives and policies contained in KNP; and with managing its production. A consultancy, Navigus Planning, was employed throughout to provide guidance on compliance with the relevant procedures and many other matters, however, the KNP was very largely written by the project team.

## Consultation development and timeline

- 1.4 During 2016 KTC first committed to producing a Neighbourhood Plan and to begin with liaised with neighbouring parishes concerning the boundary of the neighbourhood area. The aim was to offer these smaller parishes with less resources an opportunity to work with KTC in producing a joint Plan but the offer was ultimately turned down.
- 1.5 The boundary finally submitted and approved by Suffolk Coastal District Council in its Neighbourhood Planning Notice dated 27 September 2016 follows that of the combined East and West Wards of Kesgrave (see Appendix A: Neighbourhood Planning Notice).
- 1.6 Originally referred to as the Neighbourhood Plan Steering Group (NPSG), Terms of Reference (see Appendix B: Terms of Reference)) were drawn up to establish five working groups: 1 Housing & Community, 2 Transport & Environment, 3 Commerce, 4 Play Area and Open Spaces and 5 Highways and Pedestrian. Ultimately this procedure was found to be premature and a wide-ranging consultation of residents was needed first from which the most important areas of interest and concern to residents could be expected to emerge and point up the need for working groups to be formed and what key areas they should address. Ultimately, separate working groups were considered unnecessary and progress was managed by a unitary body: Kesgrave Neighbourhood Plan Sub-committee (KNPS). KNPS consisted in equal measure local residents and town councillors. This was chaired over time by two residents.
- 1.7 Three community engagement events were held during early July 2017 to introduce the concept of the KNP and seek feedback on areas of interest that residents felt should be addressed. (See Appendix C: Shaping Kesgrave Poster – this was posted on the KTC website; A4 size posters

established on the windows of most businesses and A5 size leaflet versions distributed widely.). This was at a time when a major planning application was going through appeal and feedback was dominated by the desire for there to be no development on the land south of Long Stroops. Traffic congestion was also a theme with opinions coming forward about the desire for a third exit from Grange Farm, as was parking, a perennial complaint. It was felt that if a neighbourhood plan would help to address these subjects then it would be worthwhile pursuing.

- 1.8 The view within KNPS on evaluating the feedback from the community engagement events was that they should be followed up with a structured means of obtaining opinions by way of a resident survey (See Appendix D: Questions on the Residents Questionnaire). This was drawn up and sent out to all Kesgrave homes during October 2017. Responses could be completed on-line (for which a Hamper prize was offered as an incentive). Collection points were arranged to receive completed questionnaires. The responses numbered in the region of 800 which was felt to be successful and representative.
- 1.9 The analysis of the residents survey results were carried out by Navigus Planning and is shown in their analysis report. A draft was discussed and reviewed by KNPS in February 2018 and the final report was published in April 2018 (Appendix E: KNP Survey Analysis Report (2018)).
- 1.10 KNPS gave thought to resident groups considered potentially difficult to reach:
  - **Young people** - It was considered appropriate to have some form of specific engagement with young people in Kesgrave and the annual Fun Day on 9 June 2018 was the chosen venue. Individuals were canvassed using a mini youth-focused questionnaire. Out of 150 handouts, 46 responses were received from the 11-16 age group, 4 responses from the 17-22 age group and 8 from the 23-28 age group.
  - **Busy working families** – The decision was to try to engage through KTC family events, Kesgrave Market and a specific community engagement event (Community Engagement Day 22.10.2018 described below).
  - **Seniors** – In addition to the above, talks were arranged for the Kesgrave Women’s Institute and the Co-op Women’s Guild; and an approach was made to the Kesgrave Friendship Club although it was decided in conjunction with its volunteers that a talk would not be appropriate.
- 1.11 It has always been recognised by KTC and KNPS that a key purpose of a neighbourhood plan is to positively facilitate housing growth, in particular the developments specified through the district authority's strategic plans. Recognising that Kesgrave had doubled in size during the 1990s and then tripled during the 2000s, the housing allocation deemed necessary for Kesgrave by the former Suffolk Coastal District Council's (SCDC) Core Strategy 2013 was very small. In July 2018, SCDC published its first draft of the 2018-2036 Local Plan review which again proposed allocating only a small number of new homes to Kesgrave. Naturally, this shaped the approach taken by KNPS although it has recognised that the allocation is a minimum and has sought to develop positive policies for development throughout the KNP whilst trying to achieve the aims articulated by residents relating to the maintenance and enhancement of Kesgrave’s identity.
- 1.12 The chairmanship of KNPS changed in July 2018 (from one resident to another) when it was agreed to establish a sub-group guided by Navigus Planning to review the emerging SCDC Local Plan and take forward the task of translating the outcomes of the resident survey into a vision and set of draft objectives. These were brought back to KNPS and the sub-group was then dissolved. They were also presented to KTC and approved subject to an exercise to test them out for feedback from residents. This took place at a Community Engagement Day on 20 October 2018 (See Appendix G - Poster for Community Engagement Day 20.10.2018). A5 leaflets were



widely distributed and the drafts were publicised on the KTC website. At the Community Engagement Day there was overwhelming support for the draft vision, objectives and suggested policy areas (see Appendix H - Report on Community Engagement Day 22.10.2018).

1.13 During July KNPS also resolved to implement a wide-ranging programme of consultation and engagement with businesses, landowners and community groups. This continued throughout the second half of 2018. A variety of measures was employed to engage and maximise participation including:

- two forms of questionnaire (Business and Community Groups – See Appendices I and J) delivered by hand;
- personal visits/meetings (e.g. schools and landowners);
- follow up by telephone email, messenger and webforms;
- presentations (e.g. Women’s Institute and Co-op Women’s Guild)

See Appendix K which provides full details of this engagement programme and analysis of the results. A considerable effort was made to follow up questionnaires not returned and to go out and speak to people to give as many as possible an opportunity to engage.

1.14 A third consultation category during this phase was the landowners who were identified and approached for informal consultations during Q4 2018 regarding our draft proposal to designate certain areas as Local Green Spaces. These consultations were processed through KTC as the “qualifying body”. A summary of all exchanges is documented in Appendix L - Local Green Space Analysis, Designation & Consultation.

### **Informal Consultation with former Suffolk Coastal District Council**

1.15 During the final phase of engagement with businesses community groups and landowners and in ensuing months KNPS met to discuss policy formulation and the gathering of further supporting evidence. During this time (October 2018 – February 2019) an initial draft of the KNP was drawn up and revised several times. Version 6 (accompanied by key evidence documents: Community Engagement Programme; Local Green Space Schedule; Landscape Identity Analysis and Technical Facilities Assessment) was submitted to the former Suffolk Coastal District Council (SCDC) planning department on 17 February 2019. This was preliminary to an informal feedback meeting scheduled for 18 March 2019. A preparatory telephone call took place on 27 February 2019 which was followed up by a formal KNPS request for SCDC to carry out Habitats Regulations Assessment (HRA) and Strategic Environmental Assessment (SEA) screenings at the appropriate juncture.

1.16 At the meeting on 18 March SCDC circulated a nine page commentary that contained more feedback than could be dealt with in the meeting therefore KNPS undertook to take this away and formulate a point-by-point response. This was forwarded to SCDC with Version 7 of KNP on 29 March 2019. A response was received from SCDC on 5 April 2019 under cover of an email observing “*there have been a number of positive changes to the draft*”. This contained a further iteration of feedback points for KNPS consideration. The KNPS response was to the second iteration of feedback was forwarded to SCDC on 17 April 2019. A third iteration of feedback comments was received from SCDC on 24 April focusing on recommendations designed to enable the HRA and SEA screenings to progress. KNPS forwarded Version 9 of KNP to progress the screenings and pending receipt of further promised feedback comments from SCDC. Confirmation was received on 26 April 2019 that SCDC had initiated the screenings.

1.17 A further iteration of feedback comments (on Version 9) was received from SCDC on 14 May 2019. KNPS responded to the additional feedback comments forwarding Version 10 of KNP to SCDC on 30 May 2019. KNPS planning for Regulation 14 pre-submission consultation was

underway at this time and SCDC were consulted on various related factors including communications and statutory consultative bodies. Further feedback was provided by SCDC regarding changes introduced to enhance the evidence base and information included on traffic forecasting and air quality monitoring. Version 11 was forwarded to SCDC on 20 June 2019 and after one final exchange Version 12 was forwarded on 27 June 2019. This was the version of KNP that went forward to Regulation 14 pre-submission public consultation.

- 1.18 Following amendments made in response to Regulation 14 representations (see Appendix O Representations, Responses & Actions to Pre-Submission Consultation) helpful comments were provided by East Suffolk Council on our intended submission documents and further amendments, corrections and clarifications were made in response.

### **Consultation with District Centre Landowner**

- 1.19 Discussions have been undertaken with a senior partner at Mark Liell LLP which is the agent of the owner of two plots of land for sale within the District Centre. The details of this consultation cannot be disclosed as they are commercially sensitive but it has been clearly established and confirmed in writing by the agent that mixed use is an option for the development of both plots.

### **Summary**

- 1.20 The KNP has been prepared after extensive community involvement and engagement and has been thoroughly examined informally by SCDC. It reflects the views of those in the community who have provided comments or gave an opinion. Many expressed the desire for Kesgrave to have the status of a town in its own right, and the facilities that should go with a town of its size, and not be regarded as merely an East of Ipswich suburb. Protection of precious open spaces in the built up area, the avoidance of coalescence spread with neighbouring communities, green issues such as wildlife conservation, traffic congestion and parking issues were the principal concerns for most people. The KNP seeks to address these along with supporting and, if possible, exceeding the small amount of housing allocated to the town in support of the former Suffolk Coastal emerging Local Plan.

### **Strategic Environmental and Habitats Regulations Assessments**

- 1.21 On 21 June 2019 SCDC confirmed that responses had been received from all related statutory consultees in regard to screenings and provided the appropriate statements. Please refer to the KNP Basic Conditions Statement for more detail on the screening processes that were undertaken.
- 1.22 As part of the feedback referred to at paragraph 1.18, East Suffolk Council advised that it would be necessary to submit the revised KNP to a rescreening as a result of the introduction of policy KE10 Improving Bus Services and Infrastructure and this was undertaken in November. The re-screening did not result in a change to the original opinion.

## 2 KEY RESPONSES FROM CONSULTATION

### Residents Survey 2017

2.1 This was carried out during October 2017 with the following themes (See full analysis at Appendix E):

- **Housing:** Most people considered their own needs rather than what wider community needs there might be. For people of retirement age, the predominant need is for affordable bungalows and sheltered housing, typically 2 or 3 bedrooms in size. For young adults aged 25-44 years old, the primary need is for semi-detached and detached dwellings, many of which would be at least 4 bedrooms in size.
- **Parking:** This is an issue and a considerable number of people considered that solutions need to be provided. Whilst people commonly prefer to park their cars at the front of properties, a good number of smaller existing properties require people to park on the street and vehicles blocking access is seen as significant. This suggests the need for more creative parking design solutions – coupled with parking restrictions – at the front of properties if this is to avoid creating access problems in new developments.
- **Green Spaces:** Residents generally liked the existing open spaces as they are, with the focus being on their maintenance. This is supported by the fact that there were fewer positive responses to using spaces as a playing fields or play area, as this could perhaps disturb and destroy the existing space. Long Strops is clearly the most important green space in Kesgrave. Most wish to see open spaces protected with over 62% of respondents also wishing it to be maintained to encourage biodiversity and wildflowers. 34% wish to see the space used in part for playing fields and play areas.
- **Energy and Health:** residents placed high importance on energy and resource efficiency in their homes and well as health-related environmental factors such as air quality; some comments specified using cars less and reducing carbon footprint as a reason for shopping locally.
- **Facilities:** Comments frequently mentioned utilising swimming facilities elsewhere. Others commented on the cost and the need for a subscription at some facilities and club-focused sports centres, which don't cater to casual users, as reasons why they didn't use them. 60% of respondents thought more green space should be provided, with 54% identifying a nature reserve, 49% a community wood and 37% allotments. Comments frequently requested the development of a swimming pool and cinema, in line with comments indicating that these are activities which people currently take part in outside of Kesgrave.
- **Transport:** Cycle paths were considered to be very important to both car and bicycle users, with 80% of both types of user stating this. Bell Lane/Foxhall Road junction and the traffic lights on Bell Lane at Main Road were the two most common problem locations identified.

### Focus on Young People at 2018 Fun Day

2.2 The outcomes are set out in Appendix F but in essence (and given a relatively small sample) the findings were that young people very much like living in Kesgrave and would like more facilities such as a skate park.

### **Community Engagement Day 20.10.18**

- 2.3 Please see Appendices G & H. In reference to paragraph 1.12 above, the results were that residents who expressed an opinion were overwhelmingly in support of the draft KNP objectives. For example, 57 green dots (an expression in favour) were placed against the first Design & Layout section with no red dots (expressions against); and 93 green dots were placed against the Roads, Transport & Safety section with 2 red ones. It is likely that some individuals put more than one dot on the Roads, Transport & Safety area because there were three objectives. Residents were also asked to place a blue dot on the town map to show where they live which 35 did. They were given an opportunity to make written comments on post-it notes which covered a broad spectrum of local road use and some antisocial behaviour issues.
- 2.4 The intention was to use the event, amongst other things, to offer the alternative, and make an effort, to engage with busy working families who may not necessarily be able to spare the time to review online material and our hard copy publicity. However, no categorisation of those we engaged with was recorded on the day, only, as indicated above, the geographical spread. The desire was to achieve as broad a coverage as possible and the "blue dot" map showed that a good spread across town was achieved.

### **Businesses and Community Groups and Landowners Informal Engagement**

- 2.5 The analysis shown in Appendix K Businesses & Community Groups Engagement Programme & Analysis shows that a rate of engagement of 50% was achieved across all sectors. This rises to 56%+ when a lack of response from nationally owned businesses is taken into account.

Where expressed there was general support for the draft vision and objectives albeit feedback comments largely focused on matters of interest to the entity itself rather than the community as a whole. The key themes and outcomes were as follows:

- Desire for business networking – enquiries were directed to the Community Centre network recently established.
- Desire for more venues for sporting games (esp. football) and training (esp football and running) – KNPS consulted with Kesgrave High School on their pavilion project which will deliver two FA standard football pitches accessible to the community; and submitted a representation in favour of SCDC Local Plan which stipulates the retention of the playing fields at the Martlesham Police HQ (400mtrs from Kesgrave) for wide community use.
- Requests for facilities (equipment and training for coaches) – KNPS facilitated connection with the charity Sport, Amenities, Recreation in Kesgrave (SPARK) and funding was secured by Kesgrave Kruisers for coaching courses.
- Need for space for development and expansion (esp churches) – KTC offered to provide pre-planning advice on new building proposals.
- Pick-up and drop-off parking issues (esp schools) – KTC directed the attention of the sponsored CPSO to show a presence at appropriate times to tackle the inconsiderate parking habits.

### **Landowners Informal Consultation**

- Appropriate landowners were consulted by Kesgrave Town Council as the Qualifying Body on the KNPS draft proposal to designate certain open spaces as Local Green Spaces. The details are provided in Appendix L Local Green Space Analysis, Designation and Landowner Consultation.

### 3 REGULATION 14 PRE-SUBMISSION CONSULTATION

3.1 Regulation 14 Pre-Submission Consultation ran for an eight-week period from 8 July 2019 to 2 September 2016, an extended period to reflect the summer holiday period. It was publicised via the [KTC website](#), an article in the local In Touch magazine and the wide distribution of several hundred advisory leaflets (see Appendix M) via businesses and community groups plus hand outs to individuals around the neighbourhood. Copies of the draft KNP were made available at the KTC offices. Written comments were accepted by post and email.

3.2 Drop-in sessions were held as follows:

Kesgrave Market	KTC Offices	
20 July	9 July 2pm – 4pm	12 July 10am – 12pm
17 August	17 July 6pm – 8pm	6 August 2pm - 4pm
	27 August 6pm – 8pm	

3.3 On 12 July 2019 an article appeared in the East Anglia Daily Times publicising basic information about KNP and details of the drop-in session schedule of dates (see Appendix N).

3.4 On 19 July 2019 the front page article below appeared in the East Suffolk Extra, a free paper that is delivered to most homes in Kesgrave.



### Distribution to statutory and non-statutory consultees

- 3.5 In compliance with requirements of the Neighbourhood Planning Regulations, relevant consultation bodies were notified by letter. Details were provided by East Suffolk Council:

Consultee	
Age Concern Suffolk	RSPB
Age UK	Sport England
Anglian Water	Suffolk Biological Records Centre
Avenues Group	Suffolk Chamber of Commerce, Industry & Shipping
Coastal Accessible Transport Service	Suffolk Coast & Heaths Area of Outstanding Natural Beauty (AONB)
Community Action Suffolk	Suffolk Coastal Business Forum
Diocese of Edmundsbury & Ipswich	Suffolk Coastal Resource Network
Disabled Persons Transport Advisory Committee	Suffolk Constabulary
East Suffolk Council Planning Dept	Suffolk County Council
East Suffolk Partnership	Suffolk Fire & Rescue Service
EDF Energy Generation Ltd	Suffolk Preservation Society
EE	Suffolk Sport
Environment Agency	Suffolk Wildlife Trust
Federation of Suffolk Byeways and Bridleways Group	Telefonica UK Ltd
Highways Agency	The Coal Authority
Highways England	The Woodland Trust
Historic England	Three
Home Builders Federation	UK Power Networks
Ipswich & Suffolk Small Business Association	Vodafone & O2
Marine Management Organisation	Wood PLC on behalf of National Grid
National Grid	Brightwell, Foxhall & Purdis Farm PC F
Natural England	Little Bealings Parish Council
Network Rail	Martlesham Parish Council
New Anglia Local Enterprise Partnership	Playford Parish Council
NHS England	Rushmere Parish Council
Ramblers Association	

- 3.6 In addition, all local businesses, community groups and landowners with whom contact had been made during the preceding engagement phase were notified of the link to the KTC website and also invited to comment.

### Responses

- 3.7 All representations, responses and, where appropriate, changes to the draft KNP are shown in Appendix O Representations, Responses & Actions to Pre-Submission Consultation.

## **Appendix A**

### **Suffolk Coastal District Council Neighbourhood Planning Notice**



# Suffolk Coastal District Council

Melton Hill, Woodbridge, Suffolk IP12 1AU

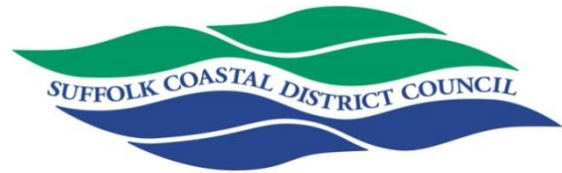
Tel: (01394) 383789

Fax: (01394) 385100

Minicom: (01394) 444211

DX: Woodbridge 41400

Website: [www.suffolkcoastal.gov.uk](http://www.suffolkcoastal.gov.uk)



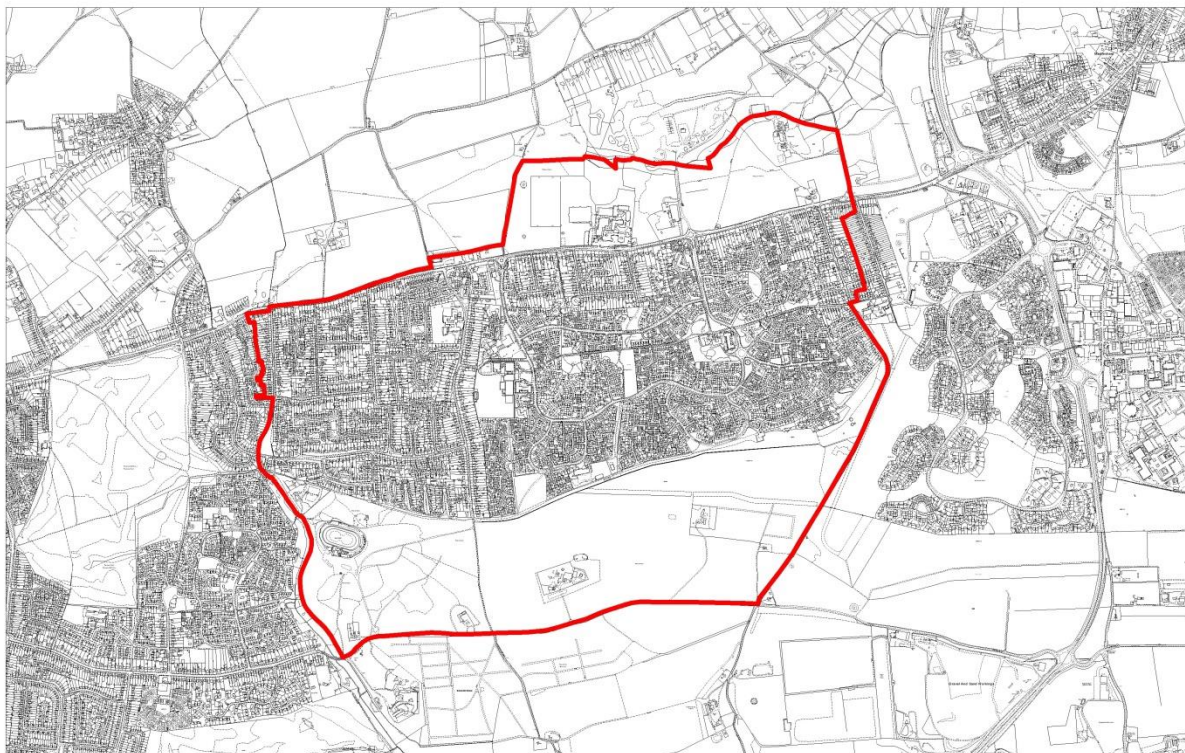
## NEIGHBOURHOOD PLANNING NOTICE

### The Neighbourhood Planning (General) Regulations 2012 (Article 7)


In accordance with the above Regulations, notice is hereby given that Suffolk Coastal District Council has **APPROVED** the following neighbourhood area:-

**Name of neighbourhood area**            **KESGRAVE**  
**Name of "relevant body"**            **KESGRAVE TOWN COUNCIL**

The neighbourhood area is identified on the map below.



**Kesgrave Neighbourhood Plan Area**  
**Suffolk Coastal District Council**

Scale 1:20000   
For reference purposes only. No further copies may be made.

Signed

Date: 27<sup>th</sup> September 2016

Clr Tony Fryatt  
Portfolio Holder with responsibility for Planning



## **Appendix B**

### **Terms of Reference**

**Kesgrave Neighbourhood Plan Steering Group**  
**KESGRAVE NEIGHBOURHOOD PLAN**  
**TERMS OF REFERENCE**

## **1. Background**

1.1 Kesgrave Town Council has determined that it intends to produce a Neighbourhood Plan. It has established a Neighbourhood Plan Steering Group to oversee the process.

## **2. Purpose and Mission Statement**

2.1 The purpose of the Neighbourhood Plan Steering Group (“the NPSG”) is to design and facilitate a process that will result in the preparation of a draft Neighbourhood Plan for Kesgrave, in order to achieve the respective vision for this ward.

2.2 The process will be:

- *inclusive* – offering the opportunity to participate for everyone who lives or works in Kesgrave.
- *comprehensive* – identifying all the important aspects of life in Kesgrave for which we need to plan for the future.
- *positive* – bringing forward proposals which will improve the quality of life in Kesgrave.
- *supported* – where there is a need for professional support to complete the process.

## **3. Tasks**

3.1 The NPSG, along with its technical advisers, will undertake the tasks shown in paragraphs 3.2 to 3.9.

3.2 Prepare an outline process for producing the Neighbourhood Plan.

3.3 Promote the process of preparing the Neighbourhood Plan to encourage participation and the submission of views and ideas.

3.4 Organise meetings and appoint Working Groups to gather views and consult on ideas. These Working Groups shall comprise the following:

*Kesgrave:*

- Working Group 1 – Housing & Community
- Working Group 2 – Transport & Environment
- Working Group 3 – Commerce
- Working Group 4 – Play Area and Open Spaces
- Working Group 5 – Highways and Pedestrian

3.5 Assess existing evidence about the needs and aspirations of the ward.

3.6 Liaise with relevant businesses and organisations to secure their input in the process.

3.7 Ensure that the views of the full range and diversity of interest Groups are sought through the process, as far as this is reasonably possible.

3.8 Analyse the views, ideas and proposals received during the planning process and use them to prepare a draft Plan.

3.9 Keep the Council fully informed of progress and, where appropriate, present NPSG Meeting Minutes for acceptance and subsequent adoption.

#### **4. Membership of the Neighbourhood Planning Team and Quorum**

- 4.1 Membership of the NPSG shall comprise no less than seven members. Additional members can be co-opted if required.
- 4.2 The Group shall review its membership from time to time.
- 4.3 The Group will contain a Town Council representative (acting as the lead for the Neighbourhood Plan), a lead representative from the each of the Neighbourhood Plan Working Groups, and the technical advisers. Town Council representatives are also able to act as Working Group leads.
- 4.4 Where appropriate, officers from Suffolk Coastal District Council (SCDC) and other key stakeholders will be invited to attend Meetings in an advisory capacity.
- 4.5 The NPSG shall be quorate when five members are present, of whom at least one must be elected Town Council representative.
- 4.6 The technical advisers shall have no voting rights.

#### **5. Chairman of the Neighbourhood Planning Team**

- 5.1 The Group shall elect a Chairman and Deputy Chairman from their number.
- 5.2 If the Chairman is not present, the Deputy Chairman shall take the Meeting. If neither is present, members shall elect a Chairman for the meeting from amongst their number.

#### **6. Officers and Clerking Arrangements for the Neighbourhood Planning Team**

- 6.1 Notice and associated papers shall normally be despatched three clear days before the date of the meeting. E-mail will be used where possible.
- 6.2 The NPSG shall keep Minutes or Notes of proceedings which will be recorded and open to public scrutiny. A Signing-In Register will be available at each Meeting for the purposes of recording those present and apologies for absence within the Minutes or Notes.

#### **7. Frequency, Timing and Procedure of Meetings for the Neighbourhood Plan Steering Group**

- 7.1 The NPSG shall meet not less than once every quarter.
- 7.2 Any changes to NPSG Terms of Reference shall require Town Council approval.

#### **8. Membership of the Working Groups**

- 8.1 The individual Working Groups shall have at least four members.
- 8.2 Any members of the Working Group must declare interests in matters of interest to that Working Group as soon as they arise. It will then be the responsibility of the NPSG to consider whether it is appropriate for that person to continue as part of the Working Group.
- 8.3 Each Working Group shall nominate a lead person. This person is responsible for generally overseeing the activities of the Working Group and for reporting to the NPSG at its meetings.

#### **9. Secretarial Arrangements for the Working Groups**

- 9.1 Each Working Group shall nominate its own Secretary. The sole duty of the Secretary is to provide brief Meeting Notes of each Meeting of the Working Group. A different member can be nominated as Secretary for each meeting.
- 9.2 Meeting Notes must be provided to the Neighbourhood Plan lead, ideally in electronic form, and will be a matter of public record.

## **Appendix C**

### **Shaping Kesgrave Poster**

**(publicising three community engagement event dates)**



# KESGRAVE TOWN COUNCIL

[kesgravetowncouncil.org.uk](http://kesgravetowncouncil.org.uk)

01473 625 179



## WE ARE HOLDING COMMUNITY ENGAGEMENT EVENTS FOR THE KESGRAVE NEIGHBOURHOOD PLAN

### YOUR VOICE COUNTS

local issues • parking • policing • pcso's • open spaces • playgrounds • conservation • events  
public notices • town council • potholes • traffic & road closures • new housing • neighbourhoods  
accessibility • activities for children & young people • sports & social • community

#### DATES:

July  
4

**TUESDAY 4TH JULY**  
*Kesgrave Scout Hall,  
Twelve Acre Approach,  
IPS 1JF*



7pm - 9pm

July  
6

**THURSDAY 6TH JULY**  
*The Millennium Jubilee Hall,  
Millennium Way,  
IPS 2EN*



7pm - 9pm

July  
8

**SATURDAY 8TH JULY**  
*Baptist Church Hall,  
Cambridge Road,  
IPS 1EW*



10am - 12 noon

## **Appendix D**

### **Questions on the Residents Questionnaire**

## Appendix A Survey questions

### Personal Data

Q1) Where is your house located?

Q2) What is your gender?

Q3) Which age group are you in?

Q4) What type of house do you live in?

Q5) Would you support, or be interested to find out more about the following?

### Development

Q6) What type of housing would be acceptable in Kesgrave?

Q7) If new housing were to be built in Kesgrave what type is needed?

Q8) If new housing were to be built in Kesgrave, who do you think it should cater for?

Q9) How important are the following in respect of new buildings in Kesgrave?

Q10) How important are the following factors when considering new development?

Q11) Please would you nominate a piece of green space you feel is of value to the community.

### Services

Q12) Do you use any of these local shops and services?

Q13) If you usually shop in Kesgrave, is it because .....

Q14) If you usually shop away from Kesgrave, is it because .....

### Amenities

Q15) How often do you use the following amenities in Kesgrave?

Q16) If you don't use any of the amenities is this because?

Q17) Should land or buildings be purchased or adopted to provide the following local amenities?

Q18) What uses could be made of the current public open space in Kesgrave?

## Businesses/Employment

Q19) If you run a business in Kesgrave, is it located in?

Q20) Which category does it fall into?

Q21) How do you and your employees usually travel to work?

Q22) If you needed to expand the size of your business premises, would you be able to do that in Kesgrave?

Q23) What types of business properties do you think are needed?

Q24) Do you feel any of the following affect your business?

## Traffic, Highways and Parking

Q25) Do you think that traffic problems in Kesgrave are related to any of the following?

Q26) How many vehicles do you usually need to park at your house?

Q27) How many off road parking spaces are available to you?

Q28) Are you presently experiencing any of the following situations in Kesgrave?

Q29) Would you like to see any of the following forms of parking control introduced in Kesgrave?

Q30) If a third road exit was to exist from Grange farm, where would you locate it?

## Transport

Q31) How do you normally get about?

Q32) Are you having problems accessing any of the following due to lack of transport?

## Communication

Q33) How would you like to find out what is going on in Kesgrave?



## **Appendix E**

### **KNP Survey Analysis Report (2018)**

# Kesgrave Neighbourhood Plan

## Community Survey Analysis

Kesgrave Parish Council

Final Report

April 2018



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## 1. Introduction

- 1.1. In 2017, the Kesgrave Neighbourhood Plan Steering Group sought to engage with the community of Kesgrave through a survey covering a wide number of relevant issues. This survey was sent to every household in Kesgrave parish and there was a total of 783 responses, a 14% response rate<sup>1</sup>. It should be noted that there could have been more than one response per household so the response rate may be slightly lower than this.
- 1.2. As part of ongoing support to the Neighbourhood Plan Steering Group, Navigus Planning was commissioned to analyse the responses to the survey and highlight any relevant matters that would help to develop the Neighbourhood Plan and specifically its vision and objectives. This report represents the output of that work.
- 1.3. It should be noted that the report does not analyse the responses to all questions. Some questions did not elicit responses which could necessarily be used to inform the development of the Neighbourhood Plan at this stage. However, there may be an opportunity for this evidence to be used at a later date. The report has sought to assess whether the extent and nature of responses to related questions can identify particular trends in respect of what the community of Kesgrave thinks about certain issues. However, caution has been exercised in this to ensure that only reasonable inferences can be made from this analysis.
- 1.4. The report has also tried to capture 'open' responses where these were allowed for certain questions.
- 1.5. The survey questions are show in Appendix A. It should be noted that this does not include the specific choices of response presented for each question.

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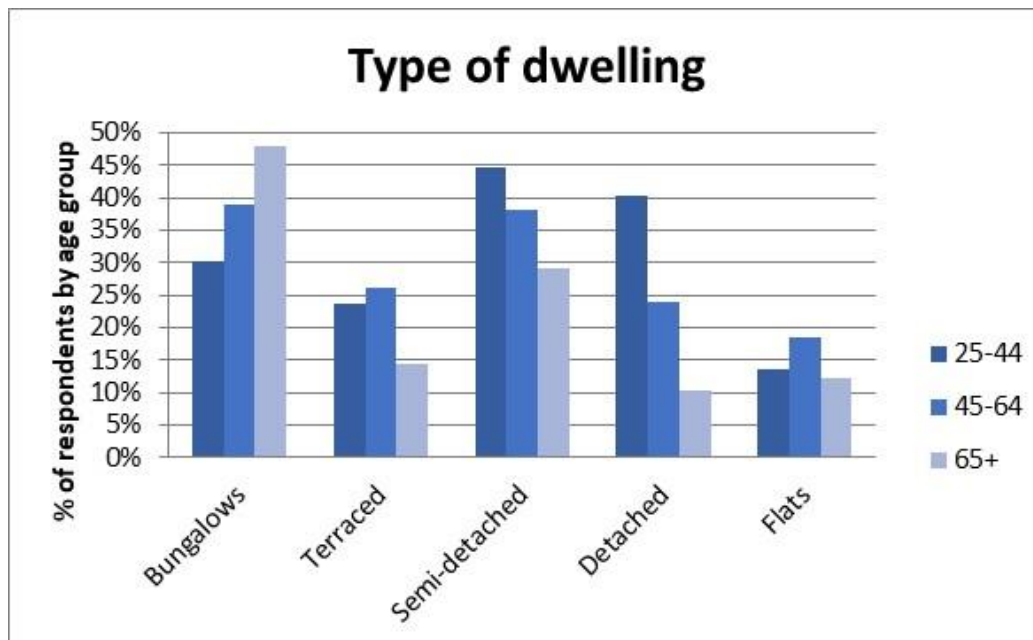
<sup>1</sup> Based on 5,540 households in Kesgrave parish at the 2011 Census (source: NOMIS)

## 2. Housing

### Housing Need

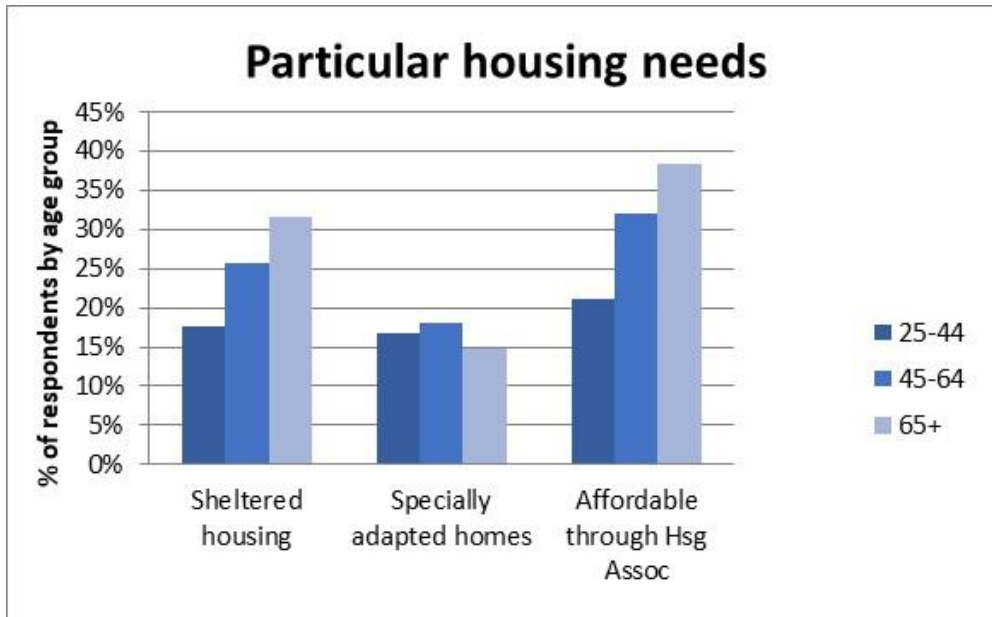
- 2.1. Question 7 asked if new housing were to be built in Kesgrave, then what type is needed. The responses were divided into type of dwelling, particular housing needs and dwelling size. These are further analysed by significant age groups, from 25-44, 45-64 and 65+. In total, there were 686 respondents, with the majority of respondents (42%) from the 45-64 year old cohort.
- 2.2. Figure 1 below shows type of dwelling preferred by particular age groups. It is clear there is a high percentage of respondents who considered that bungalows are most needed in Kesgrave, with almost 50% of over-65s stating this. Semi-detached properties was also a popular response but with younger age groups - 45% of 25-44 year olds identified this. Flats was the least popular response with all groups but lowest amongst over-65s, with only 12% stating this was needed.

Figure 1: Type of dwelling



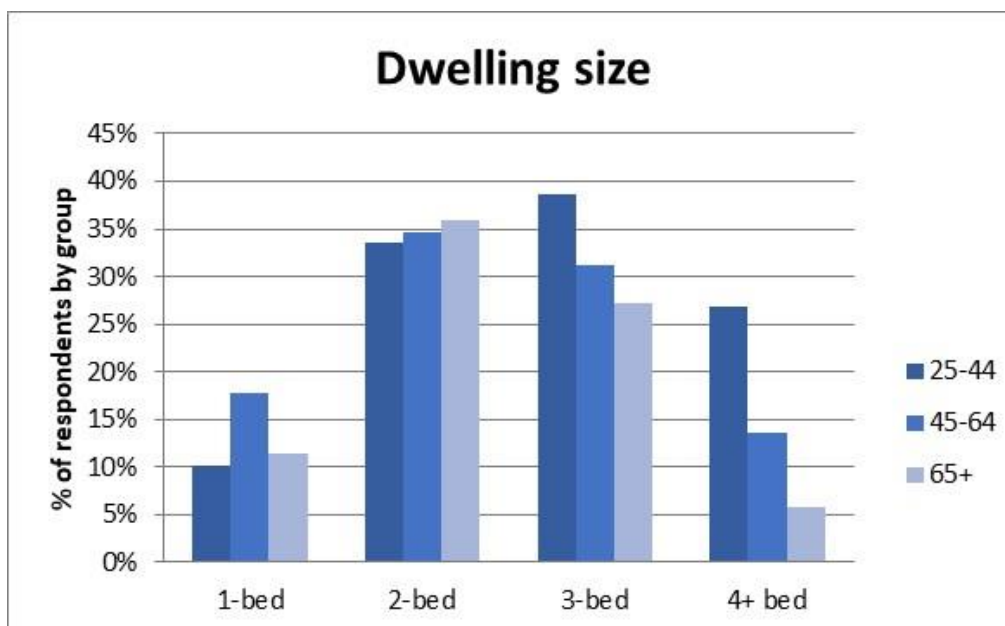
- 2.3. It should be borne in mind that, in responding to such questions, it is not possible to know the extent to which a respondent is thinking about their own needs, either now or in the future, or the wider needs of the community as far as they are aware of them.
- 2.4. Figure 2 shows which specific types of housing respondents felt are most needed in Kesgrave. This shows that affordable housing provided by housing associations made up the majority of responses by over-65s, at 38%. Younger people make up a smaller number of responses overall, but 21% of 25-44 year olds felt that affordable housing is most needed.

Figure 2: Particular housing needs



2.5. Figure 3 shows the dwelling size that is preferred by each group. 2-bed and 3-bed dwellings make up the majority of what most respondents feel is needed. On average around 72% of all 25-44 year olds stated a need for either 2-bed or 3-bed dwellings. 4-bed dwellings were identified as a need by far more younger adults (25-44 year olds) than older people. The lowest identified need was for 1-bed dwellings, although nearly 18% of 45-64 year olds stated that there is a need for such properties. This is interesting because the smallest properties are not predominantly occupied by people in the 45-64 year age bracket. This suggests a wider consideration of community housing need, rather than necessarily individual need.

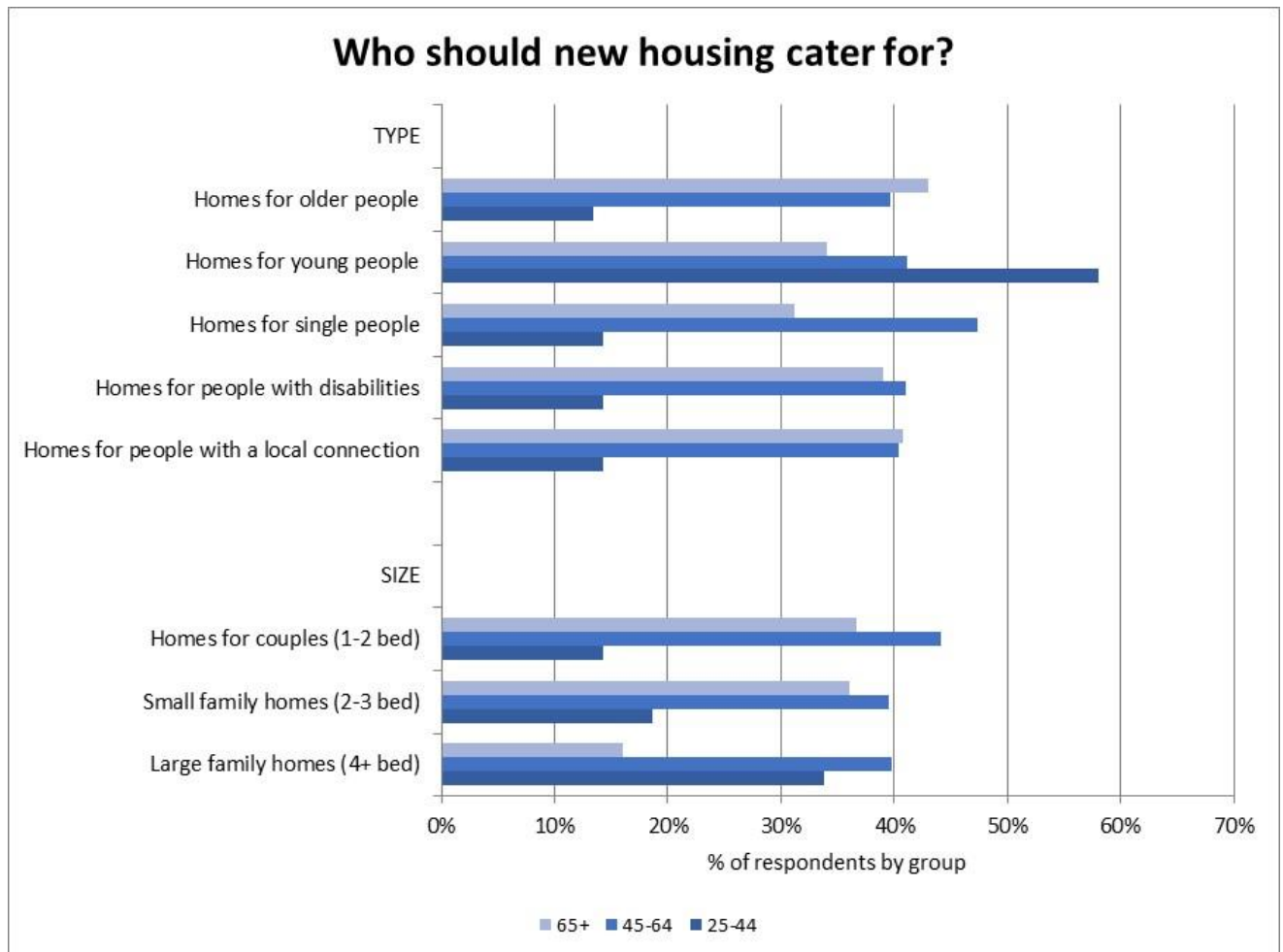
Figure 3: Dwelling size





2.6. Question 8 sought to better understand the profile of household need. Figure 4 shows, perhaps unsurprisingly, that the most popular response from 25-44 year olds was a need for housing that caters for the needs of young people (58% of respondents in that age category). Somewhat of a contradiction is that a low percentage (14%) of this same age group considered there to be a need for homes for single people or couples. A far greater proportion (34%) saw a need for large family homes (4 beds or more), perhaps suggesting that they are thinking about their own needs in the future, i.e. this is not a specific need they have at present. Another unsurprising trend is the low proportion of over-65s stating a need for large family homes (16%). Moreover, near 40% of over-45s considered there was a need for more homes suitable for older people.

**Figure 4: Who should new housing cater for?**

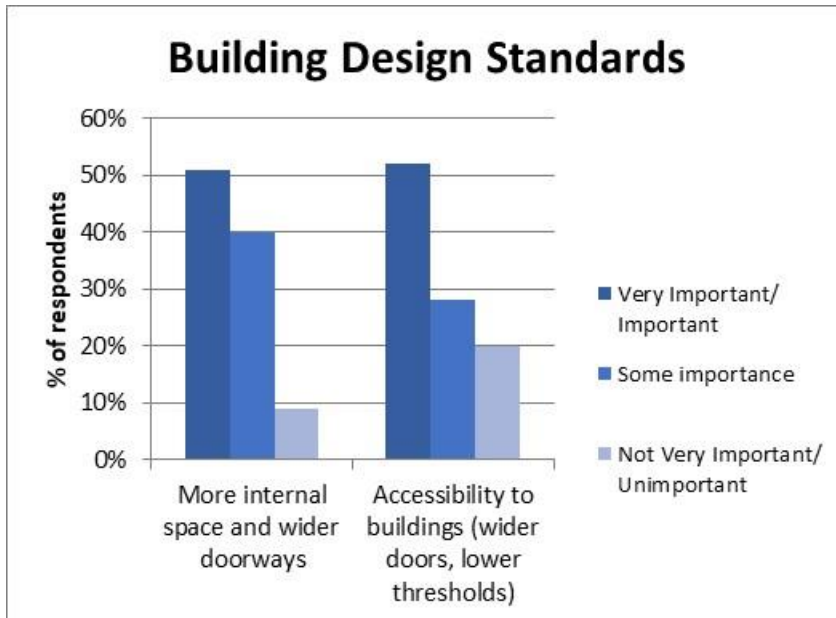


2.7. These responses suggest that, in the main, most people are considering what their own needs are, rather than what wider needs there might be, i.e. are very subjective according to age. Nevertheless, if one assumes that most people wish to stay living in their community as their needs change, this is a useful guide as to the type of housing needed. For people of retirement age, the predominant need is for affordable bungalows and sheltered housing, typically 2 or 3 bedrooms in size. For young adults aged 25-44 years old, the primary need is for semi-detached and detached dwellings, many of which would be at least 4 bedrooms in size.

## Building design and standards

2.8. Question 9 addressed particular design needs of new housing. Figure 5 shows that, for 50% of respondents, both internal space and accessibility to buildings are either very important or important. 20% of respondents stated that accessibility was either not very important or unimportant, whereas the equivalent for more internal space was just 9%.

Figure 5: Building design standards



2.9. Both categories are quite similar in wording in the survey, as they similarly infer the need for wider doorways, whereas accessibility to buildings alludes to the exterior rather than interior of buildings. Therefore, internal space and accessibility to buildings are both of high importance with regards to building design according to residents of Kesgrave.

## Parking

2.10. Questions 26 and 27 asked about respondents' parking needs and availability. Figure 6 graphs the parking need in Kesgrave against the parking availability. It shows clearly that almost 90% of respondents usually have a need to park either 1 or 2 vehicles outside their homes. However, this need is not being met off-road, as only 55% of respondents say they have access to this amount of off-road parking space. By contrast, the availability of off-road parking for those wishing to park 3 or 4 vehicles exceeds the need in Kesgrave. Whilst larger houses have a considerable amount of off-road parking available to them, this suggests that smaller households living in smaller houses are more likely to have to park more vehicles on the street outside their properties. This does not necessarily mean that they don't have access to off-road parking spaces, simply that they choose not to use them; garages are a common example of parking spaces that are used for other things such as storage. Therefore many people may consider that such spaces are not 'available' to them.



**Figure 6: Parking need vs parking availability**



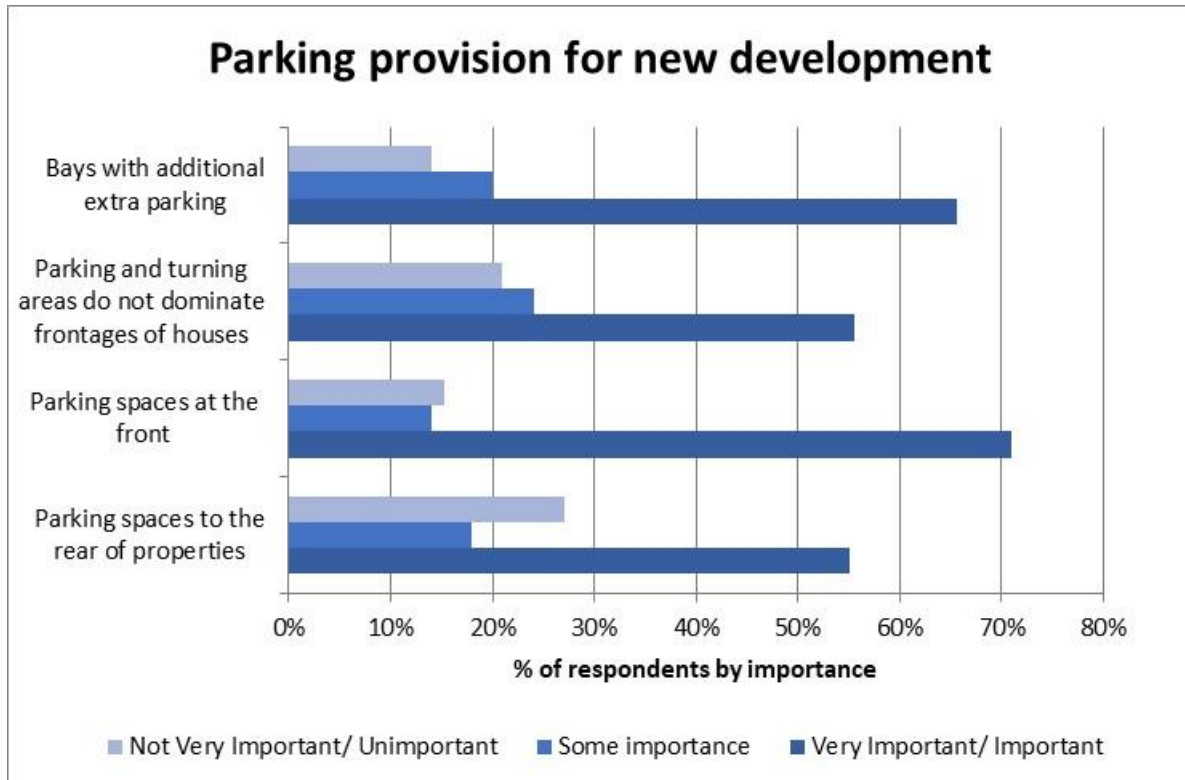
2.11. Question 28 followed this up by asking whether there were certain specific types of parking problem that were being experienced in Kesgrave. Figure 7 shows that nearly 2/3 of respondents identified the issue of vehicles restricting access (blocking entrances, pathways and grass areas) as a problem. Whilst Figure 6 shows that many people in smaller houses have to park on the road, only 17% of respondents to Question 28 felt that there was a problem with a lack of parking spaces. There were approximately 60 individual comments made, with half of these relating to vehicles blocking entrances. Other comments raised included traffic, parking in dangerous locations, speeding and problems related to the school run and rush hour.

**Figure 7: Problems with parking**



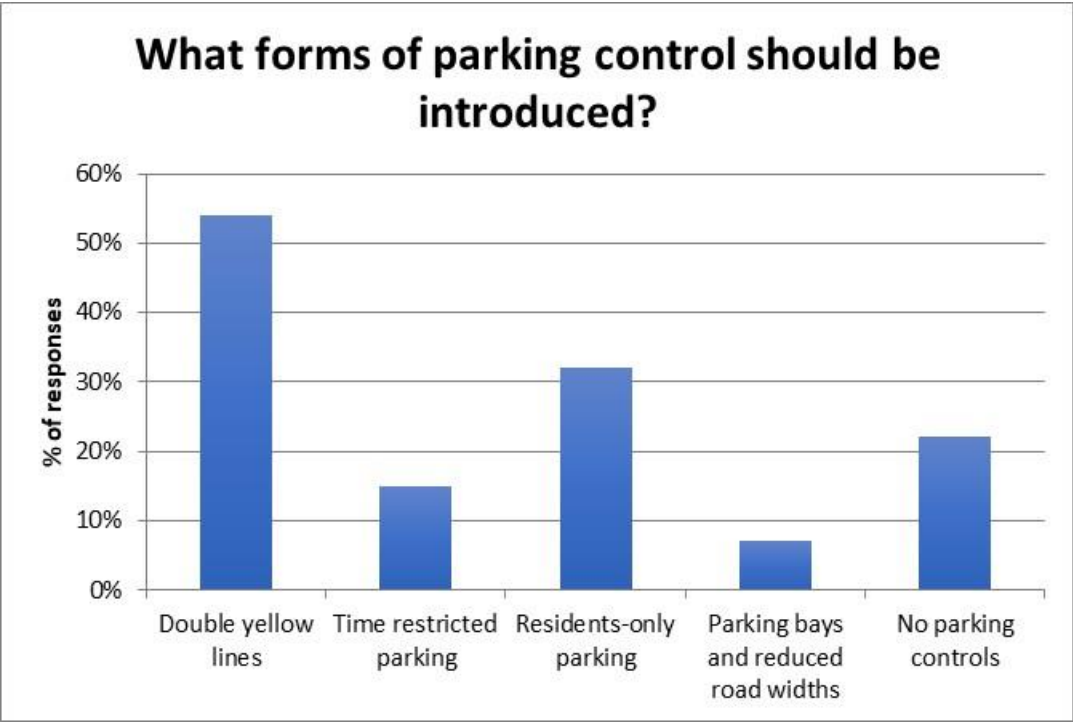
2.12. Question 9 explored what types of parking provision were needed to serve new development. Figure 8 shows that a high proportion of respondents considered all four possible options as either being very important or important. Of these, parking spaces at the front of new developments is supported the most, with 71% of respondents stating this aspect as being very important or important. Parking spaces to the rear of properties had slightly lower levels of support, with 27% of respondents considering this to not be important.

**Figure 8: Factors important in respect of new buildings**



2.13. Question 29 considered whether particular types of parking control were needed in Kesgrave. Figure 9 shows the forms of parking control that residents of Kesgrave feel should be introduced. More than half of respondents stated that double yellow lines should be used, with nearly 1/3 considering residents-only parking as an option.

Figure 9: What forms of parking control should be introduced?



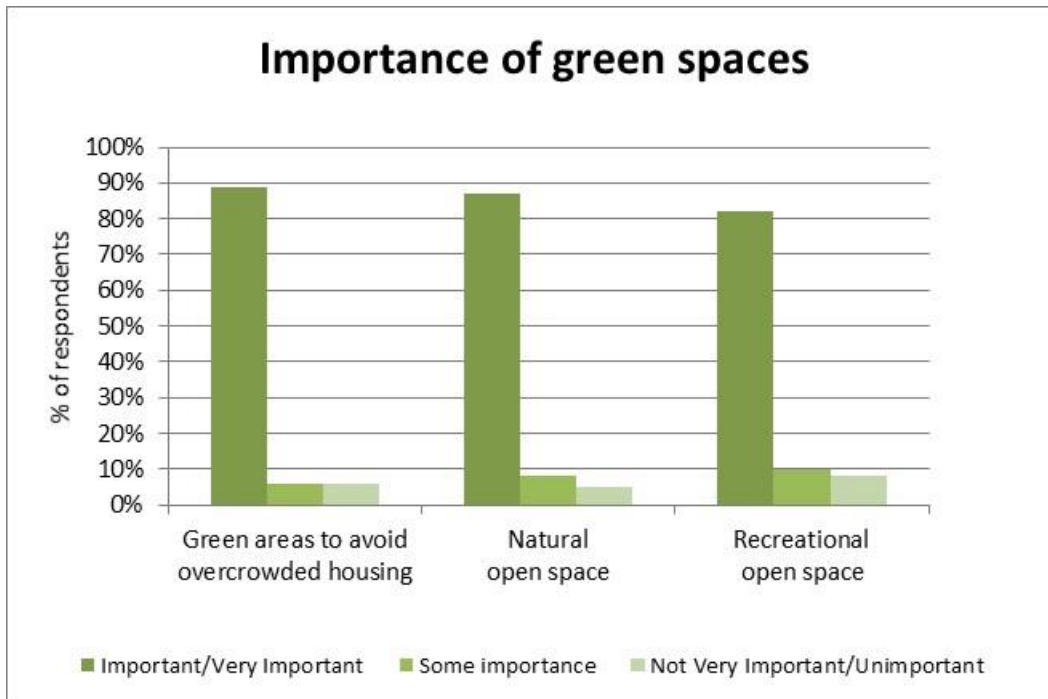
2.14. Parking is an issue in Kesgrave and a considerable number of people consider that solutions need to be provided. Whilst people commonly prefer to park their cars at the front of properties, a good number of smaller existing properties require people to park on the street and vehicles blocking access is seen as a significant issue. This suggests the need for more creative parking design solutions – coupled with parking restrictions – at the front of properties if this is to avoid creating access problems in new developments.

## 3. Environment

### Green Spaces

- 3.1. Question 9 assessed how important green spaces are. Figure 10 shows that unsurprisingly over 80% of respondents stating that all the options are either important or very important.

**Figure 10: Importance of green spaces**

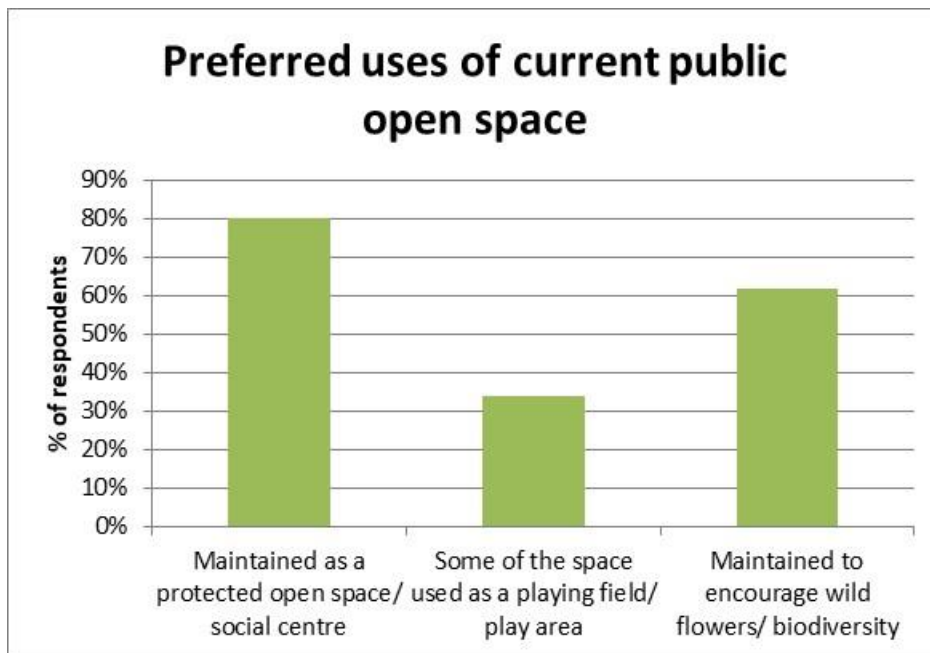


- 3.2. The responses from the survey suggest that residents of Kesgrave place high importance on all types of green spaces.

### Potential Use of Green Space

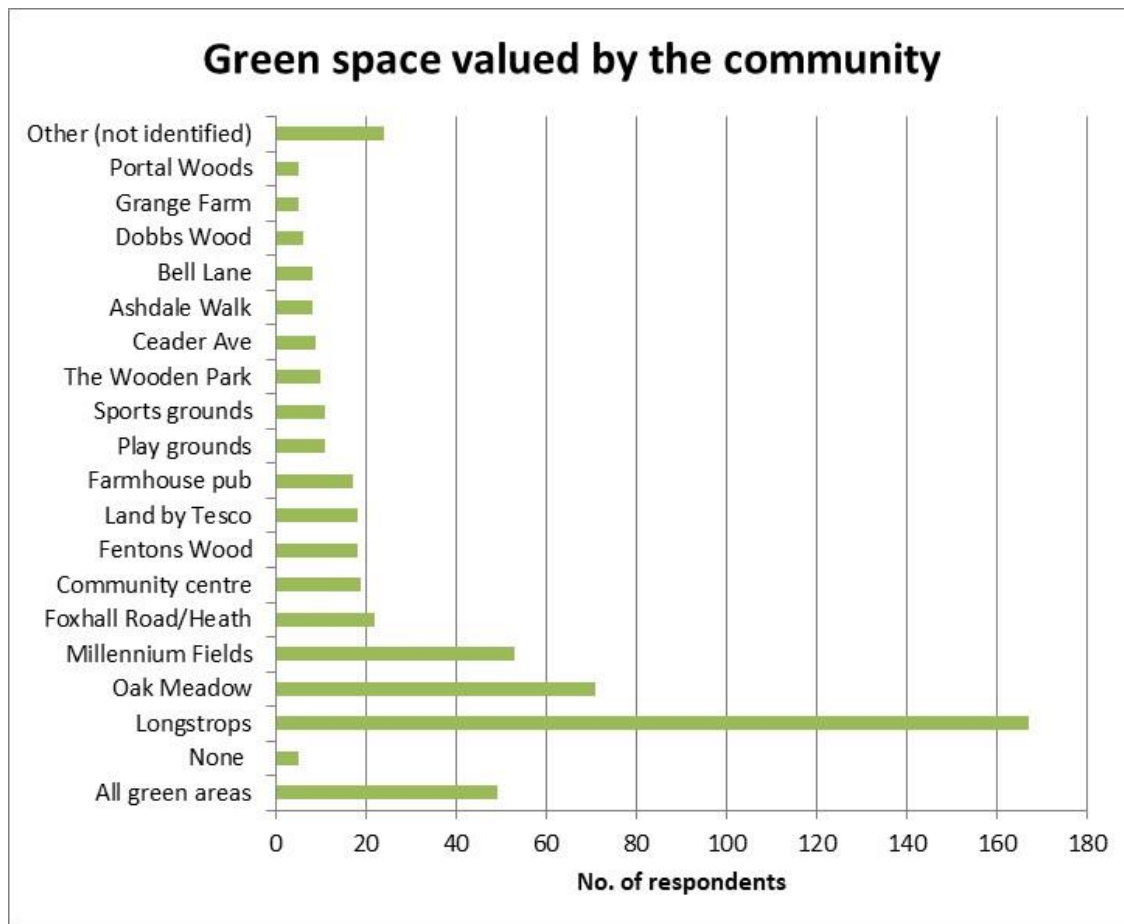
- 3.3. Question 18 asked what uses could be made of the current public open space in Kesgrave. Figure 11 shows that the most popular option is to maintain the protected open space (80% of responses). Furthermore, 62% of respondents felt that open space should be maintained in order to encourage wildflowers and biodiversity whereas only 1/3 wanted existing green open space to be used as playing fields or play areas.

Figure 11: Uses of current public open space



- 3.4. Comments mentioned various natural uses like tree planting, a pond or woodlands. A few comments specifically mention facilities for pensioners and dog walkers.
- 3.5. Question 11 asked respondents to nominate a piece of green space that they considered to be of value to the community. This was an open question (i.e. no options were offered), and so textual analysis was carried out of the 536 responses. Figure 12 shows that Longstrops was mentioned by far the most times, with 167 respondents identifying it in the comments (31% of total responses). Oak Meadow and Millennium Fields were also identified by significant numbers of respondees. The names and variety of places is very broad, including Fentons Wood, land by the Farmhouse Pub and the Wooden Park. It is also notable that 49 responses mentioned the importance of all green spaces, with no specific name of a piece of land in particular.

Figure 12: Green spaces valued by the community

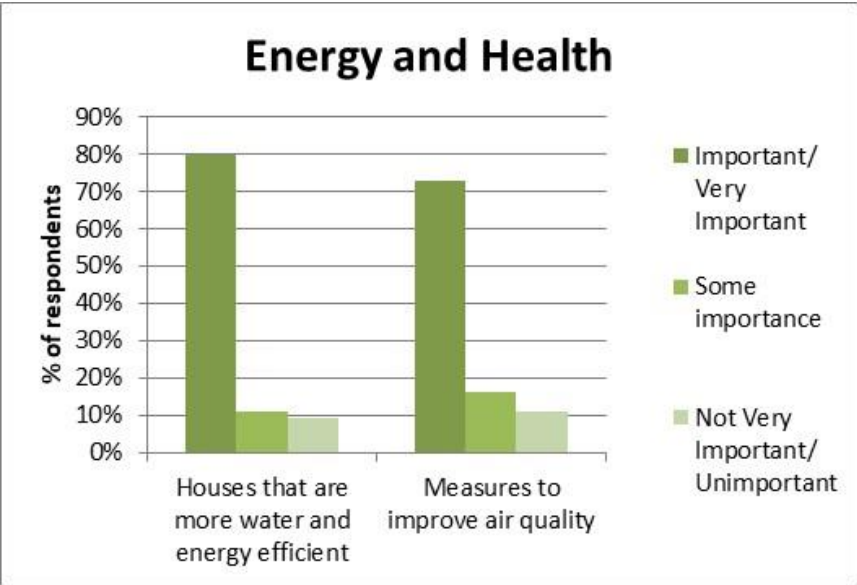


3.6. These responses suggest that residents of Kesgrave generally like the existing open spaces as they are, with the focus being on their maintenance. This is supported by the fact that there were fewer positive responses to using spaces as a playing fields or play area, as this could perhaps disturb and destroy the existing space. Longstrops is clearly the most important green space in Kesgrave.

## Energy and Health

3.7. Question 10 and some of the specific responses to Question 9 assess the importance of reducing energy through building design standards. Figure 13 shows that both efficiency of water and energy is of high importance, with 80% of respondents identifying this as either being very important or important. Measures to improve air quality were identified as important but had a slightly lower proportion considering this to be either being very important or important than water/energy efficiency.

Figure 13: Importance of energy efficiency and air quality



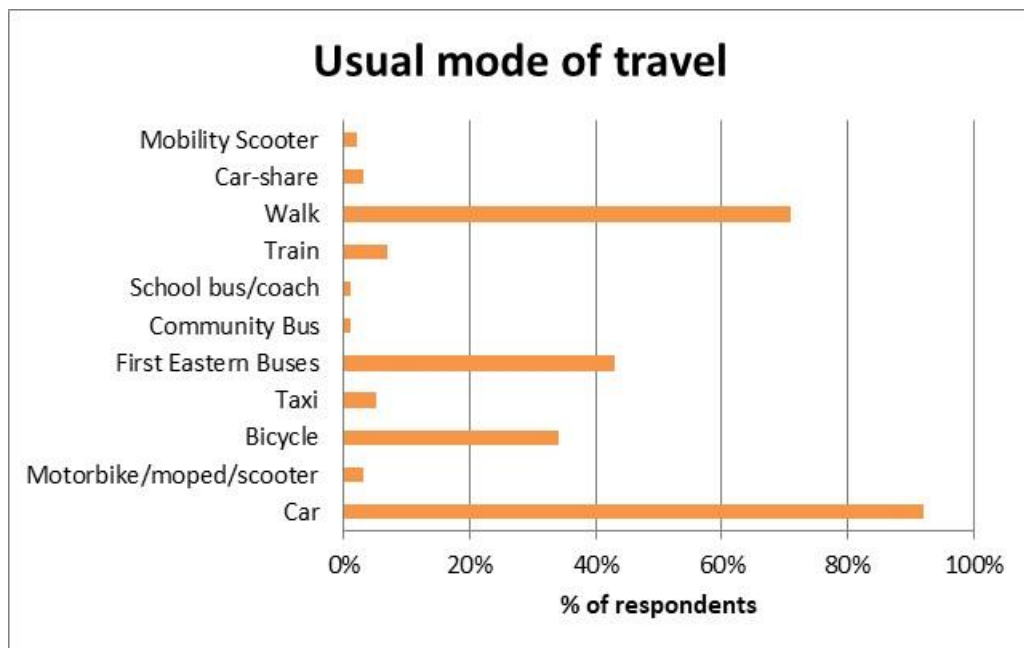
3.8. The responses from the survey suggest that residents of Kesgrave place high importance on energy and resource efficiency in their homes and well as health-related environmental factors such as air quality.

## 4. Transport

### Mode of travel

- 4.1. Question 31 asked about respondents' usual modes of travel, with respondents able to provide more than one response. There was no guide given to respondents as to what level of use constitutes 'usual'.
- 4.2. Figure 14 shows that for over 90% of people, cars are a usual mode of travel in Kesgrave. A significant proportion (70%) walk, with considerable numbers also using buses and cycling.

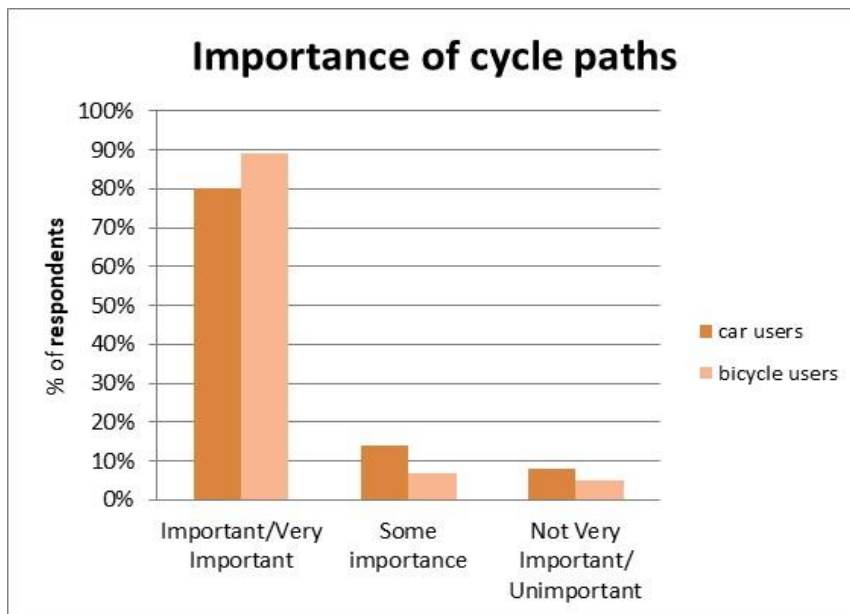
**Figure 14: Usual mode of travel**



- 4.3. Question 10 also asked how important certain matters are when considering new development. Figure 15 shows that cycle paths were considered to be very important to both car and bicycle users (as a usual mode of travel), with at least 80% of both types of user stating this. Perhaps as expected, bicycle users placed slightly more importance on cycle paths, with 90% of respondents stating that cycle paths were important.



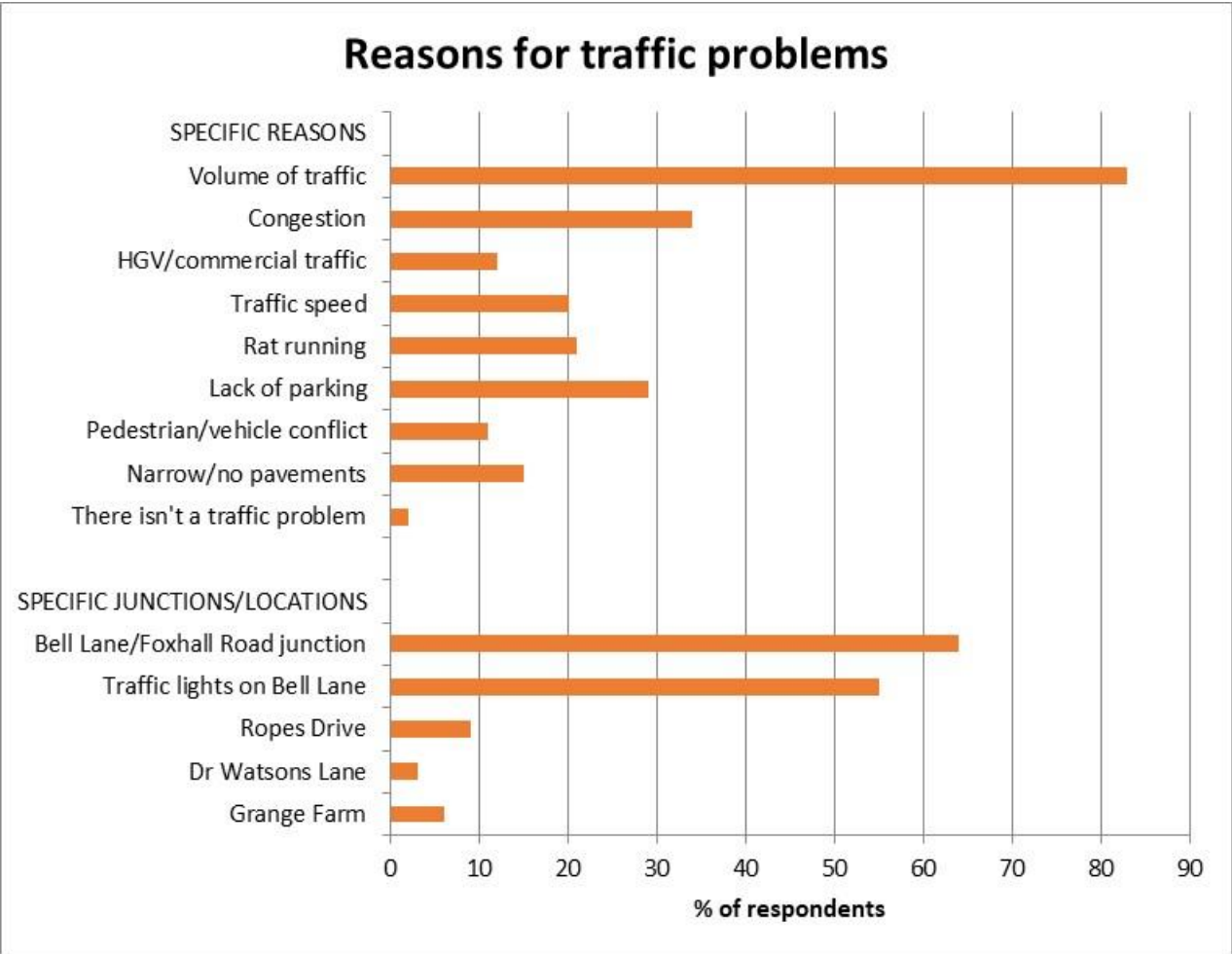
Figure 15: Importance of cycle paths



## Existing Road Network

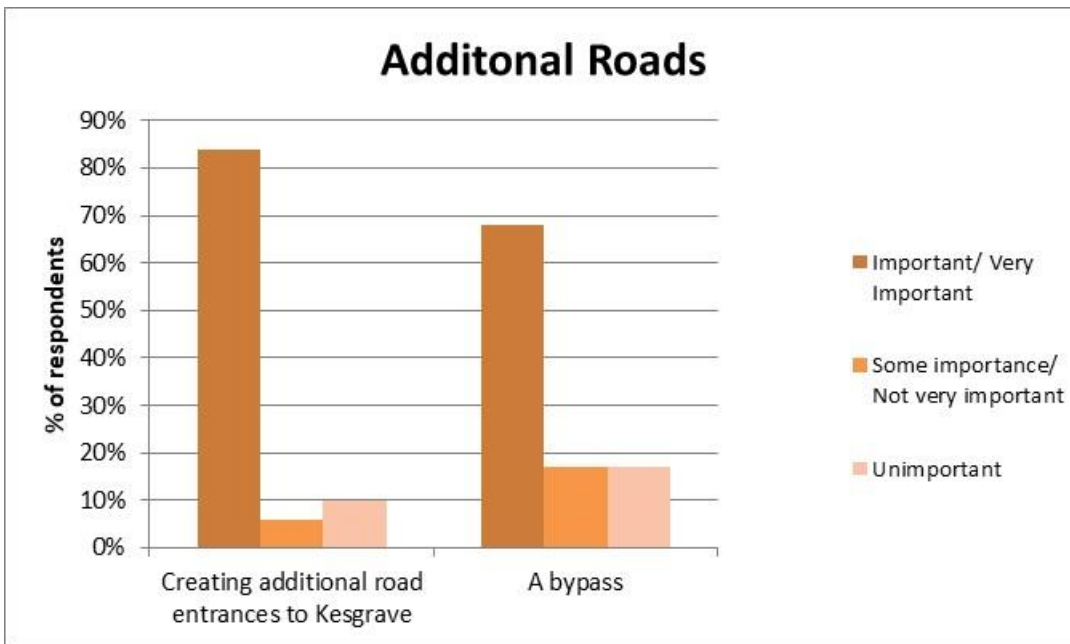
- 4.4. Question 25 asked respondents to consider what they believe to be the causes of traffic problems in Kesgrave. Respondents could answer from more than one option and the question had a high response rate, with over 751 people providing at least one answer.
- 4.5. Figure 16 divides the responses into two themes: specific reasons for traffic problems and specific junctions or locations where problems are worst. Unsurprisingly, the volume of traffic was the biggest concerns, with over 80% of residents highlighting this. A common free text response provided was the lack of parking, with this mentioned by 29% of respondents.
- 4.6. In respect of particular junctions, the Bell Lane/Foxhall Lane junction and the traffic lights on Bell Lane were the two most common problem locations identified, although a significant factor in this could be because these were specific options presented in Question 25. Other locations identified in free text responses were Ropes Drive and Dr Watsons Lane.

Figure 16: Reasons for traffic problems



4.7. Question 10 asked about the importance of road-based provision when considering new development. Figure 17 shows that both creating additional road entrances and a bypass are popular options with residents. In particular, creating an additional road entrance to Kesgrave was stated as either very important or important by 84% of total respondents.

Figure 17: Importance of additional roads in Kesgrave



4.8. Question 30 asked about the preferred location for an additional (third) road exit from Grange Farm. Given how many respondents identified the importance of creating additional road entrances, this is a relevant question. This was also presented as an open question. Figure 18 shows that 35% of responses mentioned Bell Lane, with many stating that more vehicles should be accommodated on Bell Lane by either adapting or removing the bus lane. The second most popular option, with 30% of respondents mentioning it, was an exit from Foxhall Road, which runs south of Kesgrave to join the A12. Dobbs Lane runs to the east of Kesgrave and 20% of respondents mentioned this as being the best location to locate a third exit from Grange Farm.

Figure 18: Best location for a third road exit from Grange Farm

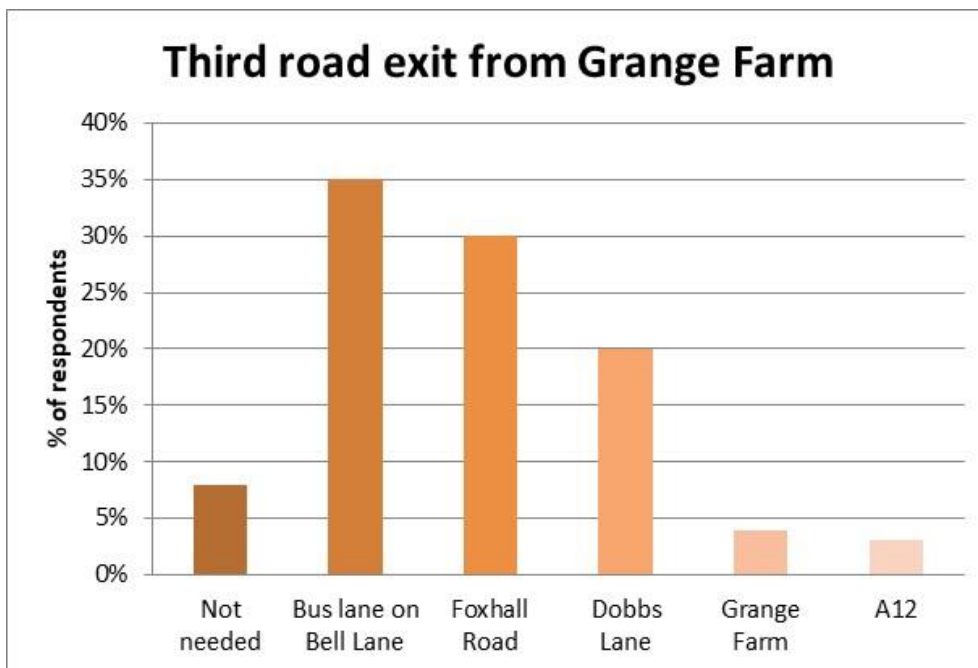
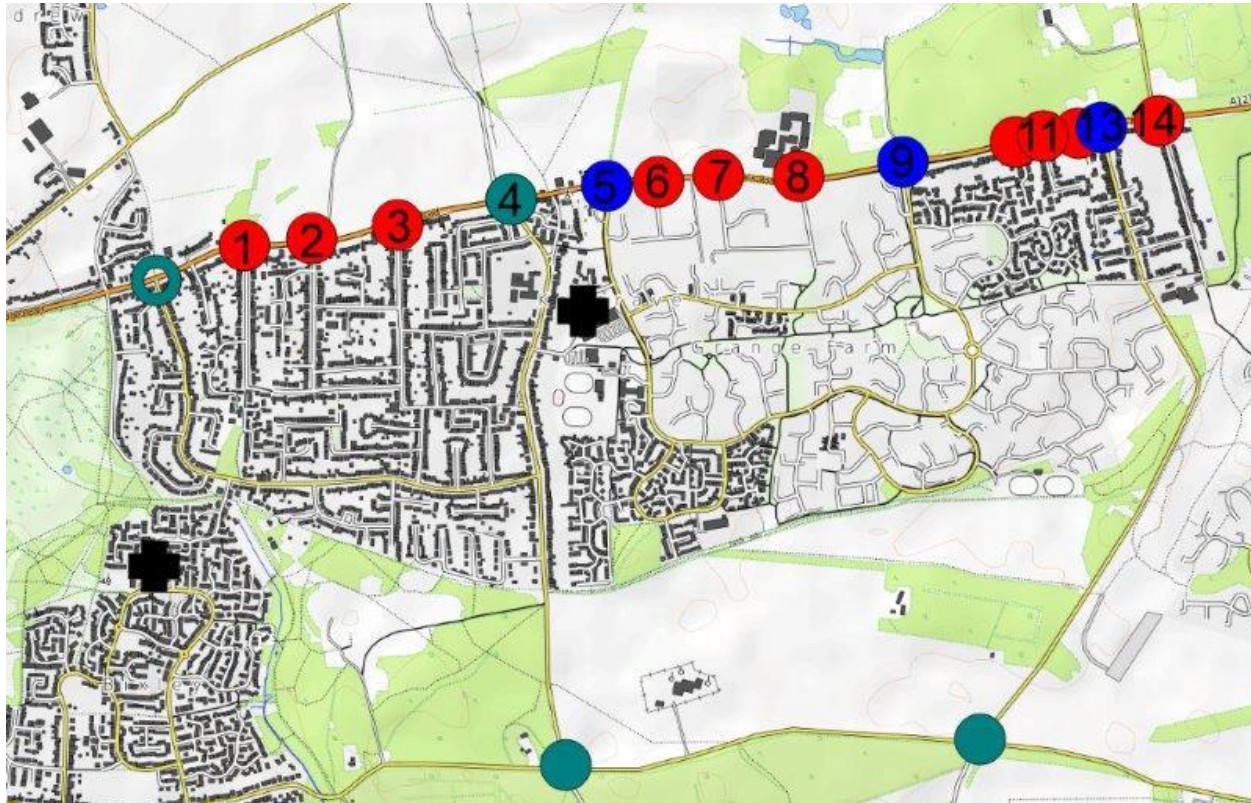


Figure 19 shows the location of these exits (Bell Lane is no. 4, the two possible exit points to Foxhall Road are identified in the non-numbered circles to the south and Dobbs Lane is number 13), along with the other possible options identified.

**Figure 19: Preferred locations for a third exit from Grange Farm**



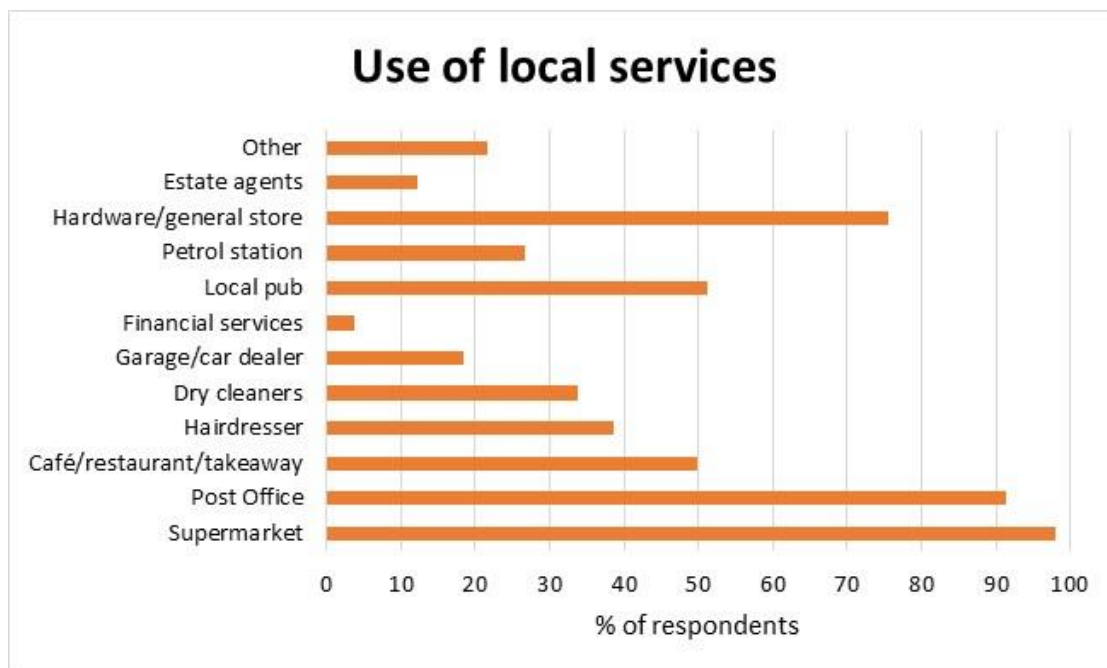
- 4.9. The data shows that people consider it important to add additional road capacity to and from Kesgrave in order to reduce traffic and congestion. Creating additional road entrance is of high importance to the residents in Kesgrave. Although bus users make up 43% of respondents, the predominance of car use as a stated 'usual' mode of travel is clear because many respondents felt that the bus lane should be removed to ease congestion, with this likely to result in a lower quality of bus service.

## 5. Retail

### Local shops and services

- 5.1. Question 12 asked respondents whether they used certain local services. 98% reported using the supermarket, 91% said they use the Post Office and 76% said they the hardware/general store. Local pubs and restaurants were reported to be used by about half of respondents, indicating high levels of local usage of these shops and services.

**Figure 19: Use of local shops and services**



- 5.2. Hairdressers (39%), dry cleaners (34%), the petrol station (27%), and garages or dealerships (18%) are used by notably lower – if significant - proportions of local residents. 20% of respondents also selected ‘other’ shops that they used, with many comments citing charity shops, chemists, the butchers, and the market.

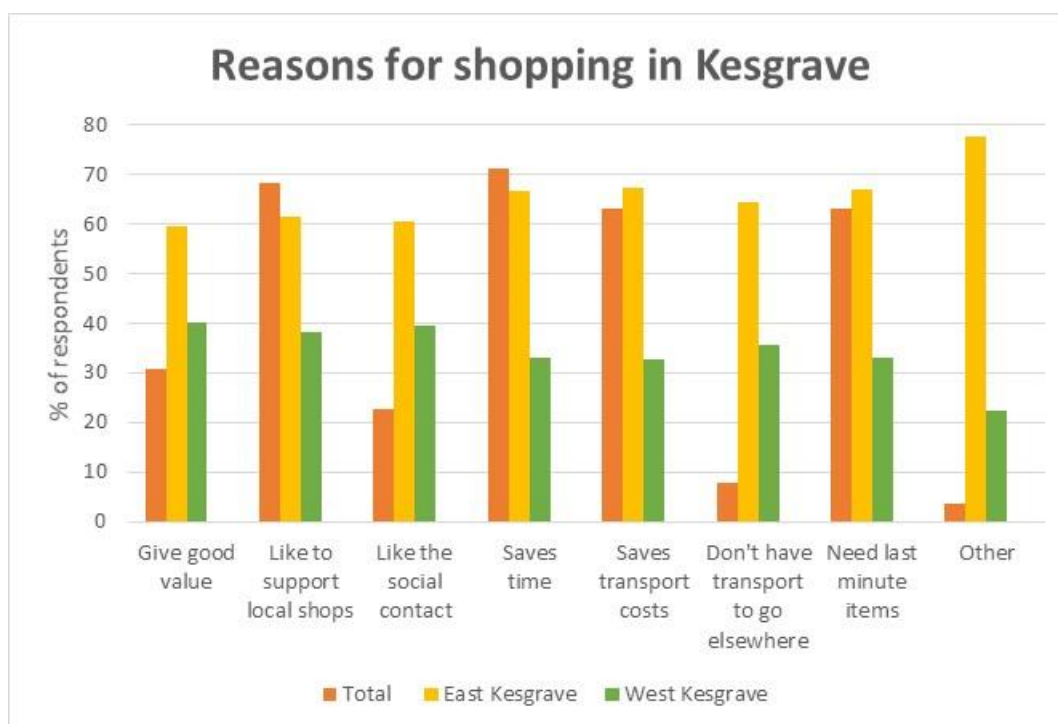
### Shopping in Kesgrave

- 5.3. Question 13 asked respondents to state the reasons why they usually shop in Kesgrave. This was broken down into respondents from East Kesgrave and those from West Kesgrave to see whether where people lived within the Neighbourhood Area had an impact on responses. Broadly, there were twice as many responses from people in East Kesgrave than in West Kesgrave so, for response levels to be similar, one would expect a 67:33 split between East and West Kesgrave.
- 5.4. Of the responses selected, most related to time saving (71%), a wish to support local shops (68%), the lower transport costs (63%) and the need to buy last-minute items (63%). Each of these overall levels of response were higher from residents of East Kesgrave, with responses from West Kesgrave comprising no more than 40% support for these particular factors. Based on the higher number of responses from East Kesgrave residents, this does not show any significant difference by location.



- 5.5. Time saving was the most important factor cited by respondents. Again, there was no difference by residential location. Comments relating to saving time cited traffic delays when driving elsewhere (e.g. Ipswich).
- 5.6. Supporting the local community was identified as being almost as important. Slightly higher proportions of those in West Kesgrave (38%) cited this than East Kesgrave (62%) but not to a significant degree. Comments supported this, emphasising the community value and experience of walking to local shops.
- 5.7. Saving on transport costs and convenience for last-minute items made up the next most important elements of shopping in Kesgrave for respondents. Again, there was a 67:33 split of respondents between East Kesgrave and West Kesgrave citing these factors, demonstrating that there was no difference by location.
- 5.8. A noticeably smaller number of respondents identified that local shops give good value, being much less than half of those citing other factors, including the general wish to support local shops. The split of those citing this factor between East and West Kesgrave was more even, but still 60:40 in favour of East Kesgrave. This does therefore suggest that this is slightly more important to people from West Kesgrave but not to a significant degree.
- 5.9. A notable minority of respondents (8%) cited having no transport to go elsewhere. This is shown in Figure 20.

**Figure 20: Reasons for shopping in Kesgrave**

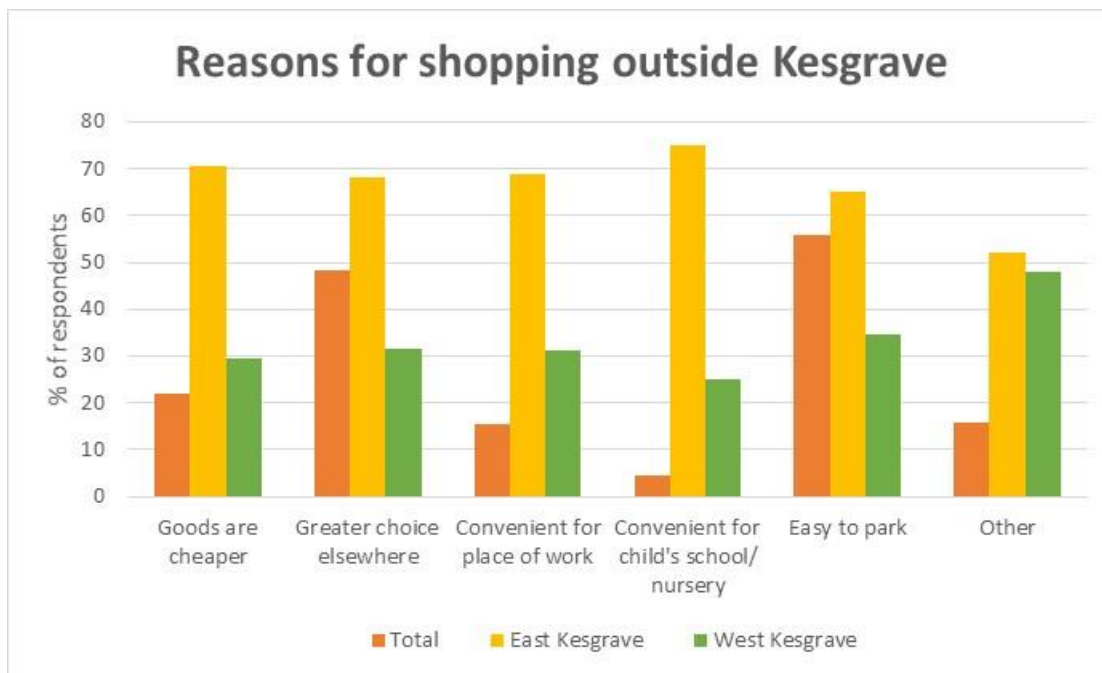


- 5.10. A small proportion of comments specified using cars less and reducing carbon footprint as a reason for shopping locally. A larger proportion of comments mentioned walking to local shops, reflecting the number of respondents who recorded reasons of time saving, convenience and saving on transport costs. Proximity, convenience and the community experience together seem to be large reasons for local shopping – significant enough that the perceived value of goods sold in local shops is less of an issue than transport costs incurred by shopping elsewhere.

## Shopping away from Kesgrave

- 5.11. Question 14 asked respondents the reasons why they usually shop away from Kesgrave. The ease of parking was the most common reason cited (56% of respondents), followed by there being greater choice elsewhere (48%). Other reasons were cited much less frequently but included goods being cheaper elsewhere (22%) and convenience for places of work or child's school (20%).
- 5.12. As with responses to Question 13, there was no difference by where people lived (East or West Kesgrave).
- 5.13. This is shown in Figure 21.

**Figure 21: Reasons for shopping away from Kesgrave**



- 5.14. A notable proportion of comments regarding choice specifically cited the presence of larger supermarkets such as Tesco and Sainsbury's as the reason they shopped elsewhere. This is useful in concluding that the most likely mode of travel to shopping destinations outside of Kesgrave is by driving a car, as well as in explaining the ease of parking as a common answer among all respondents.

## 6. Community infrastructure

6.1. Question 15 asked respondents how often they used community amenities in Kesgrave. The response rate varied by amenity, with the highest number being recorded for the Community Centre at 683 respondents or 91%. Except for the 'other' category, the lowest number of responses were recorded for the teen shelter at 82%, still a higher proportion.

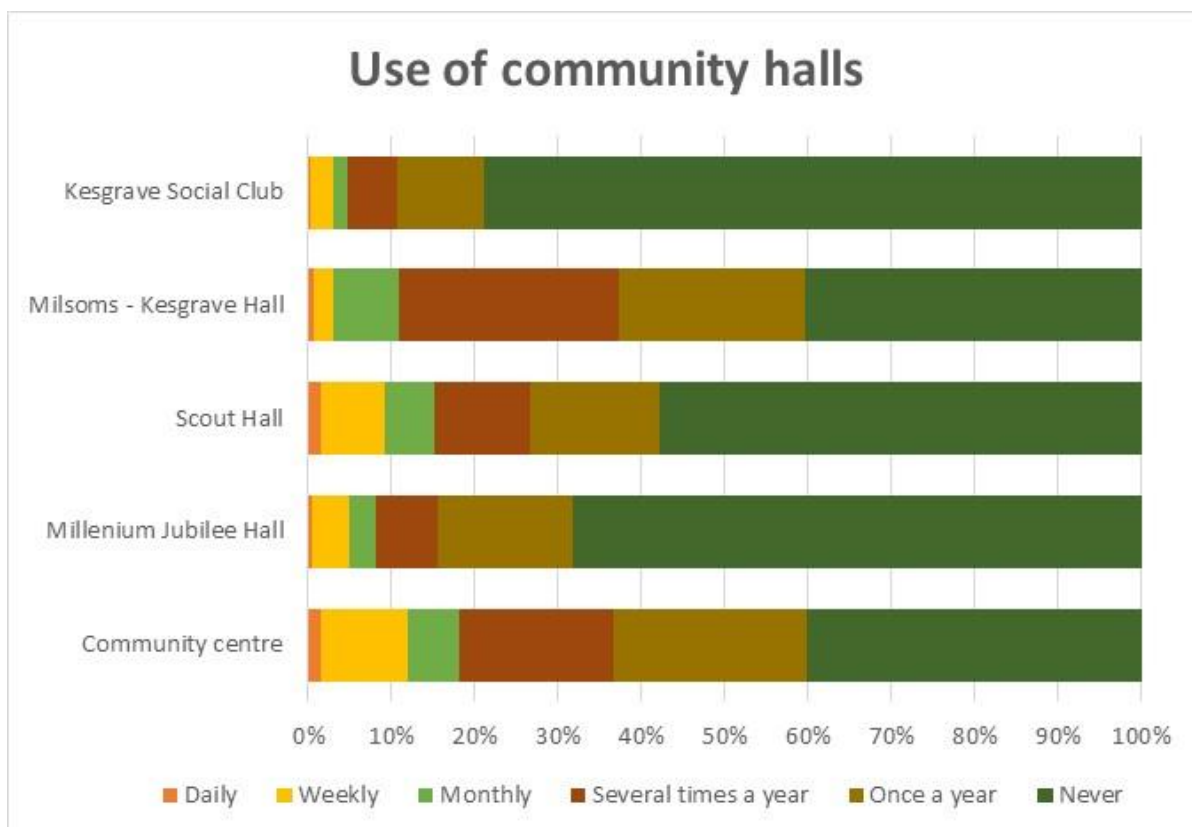
### Use of existing community buildings

6.2. Of the publicly accessible community facilities, the Community Centre and Milsoms Kesgrave Hall had the highest number of respondents attending often (i.e. daily, weekly, or several times a year), both at 37%. The Community Centre was used the most regularly, with 12% using it at least weekly. Milsoms Kesgrave Hall, by the nature of the facilities there, sees more semi-annual and annual users. This indicates that the Community Centre is the most frequently used everyday venue.

6.3. Scout Hall is used next most used, with around 27% of respondents using it at least several times a year. Millennium Jubilee Hall and Kesgrave Social Club are used less frequently, but still more than 20% of respondents use both of them at least once a year.

6.4. This is shown in Figure 22 below.

**Figure 22: Use of publicly accessible facilities**

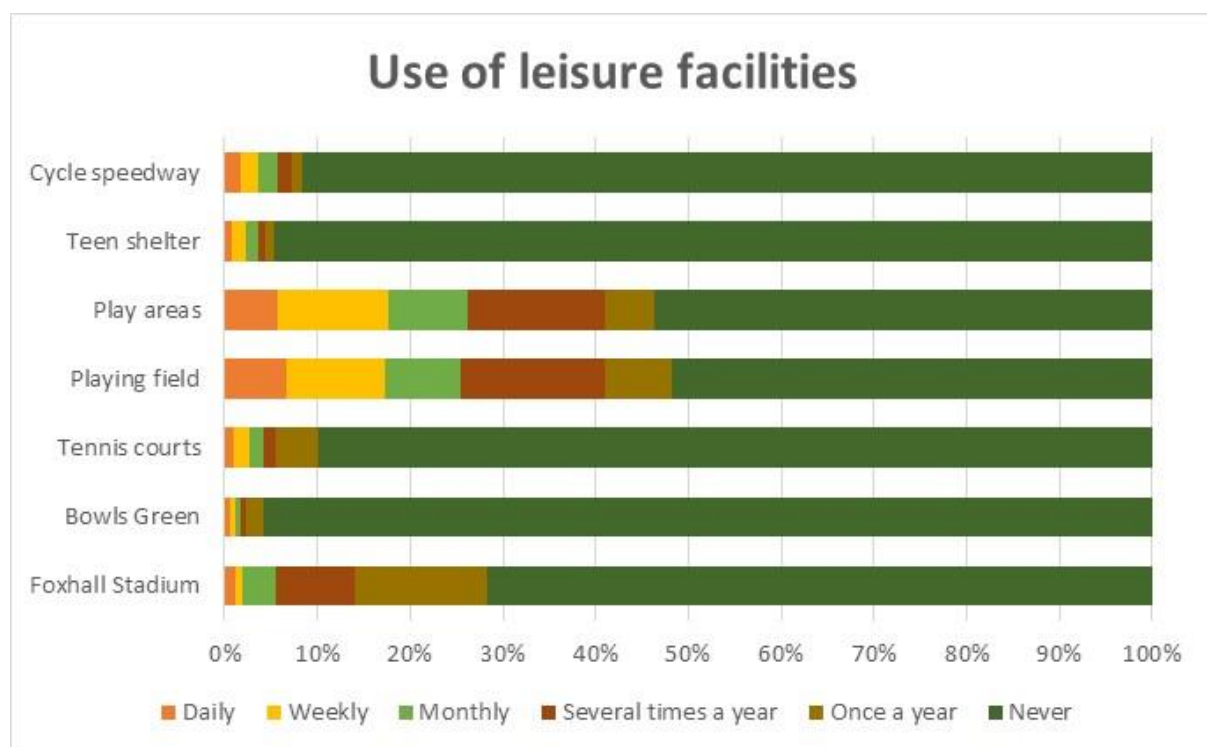




## Use of existing leisure/play facilities

- 6.5. Of the publicly accessible leisure and play facilities, the playing field and play areas had the highest levels of attendance. Both had similar levels of respondents (around 40%) who attend often, as well as those who visit once a year. The bowls green and the teen shelter are the least frequently used community facilities, with around 95% of respondees stating that they never attend. Given the narrower target market for these particular activities, this is perhaps not surprising.
- 6.6. Indeed, the proportion of respondents who frequently use facilities was lower (around 10% each) for more specific activities, like tennis, cycling and bowls; these leisure facilities saw the highest proportion of residents reporting never using them. This is also reflected in the more evenly distributed frequency of attendance seen for more general open and play areas, as these areas appeal to a wider variety of users. Foxhall Stadium saw similarly low levels of respondents who often attended, but more who attended once a year in line with the use of the facility for large events.
- 6.7. This is shown in Figure 23 below.

**Figure 23: Publicly accessible leisure facilities**



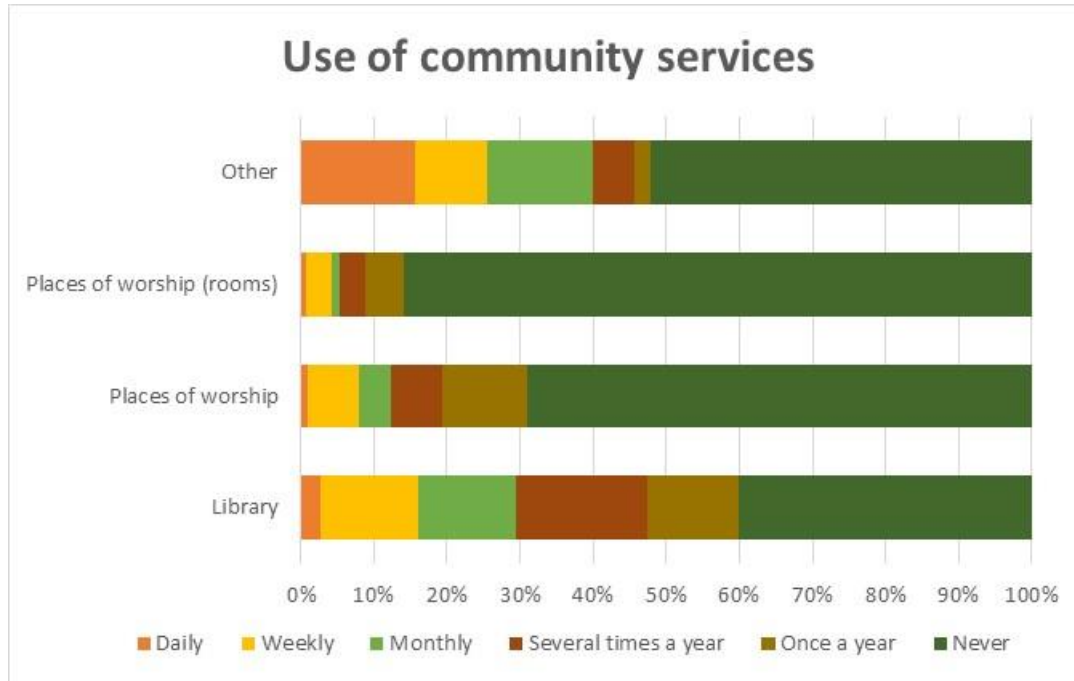
## Use of existing community services

- 6.8. Of the publicly accessible community services, Kesgrave Library is in line with the Community Centre as one of the most often attended by respondents (nearly 45%). The frequency of its use is relatively evenly distributed between weekly, monthly, semi-annual, and annual users, suggesting that it serves a variety of users in Kesgrave.
- 6.9. Places of worship are visited by around 31% of respondents, of whom a majority visit once a year (12%). Associated rooms of worship are used by 14% of respondents at least once a year.
- 6.10. 12% of respondents to Question 15 said they used another facility not listed as an option, with 40% of these people saying they attend such facilities at least monthly. Comments were varied and included

several references to weekly child centre use, local pubs, gyms and other outdoor activities like local walks.

6.11. This is shown in Figure 24.

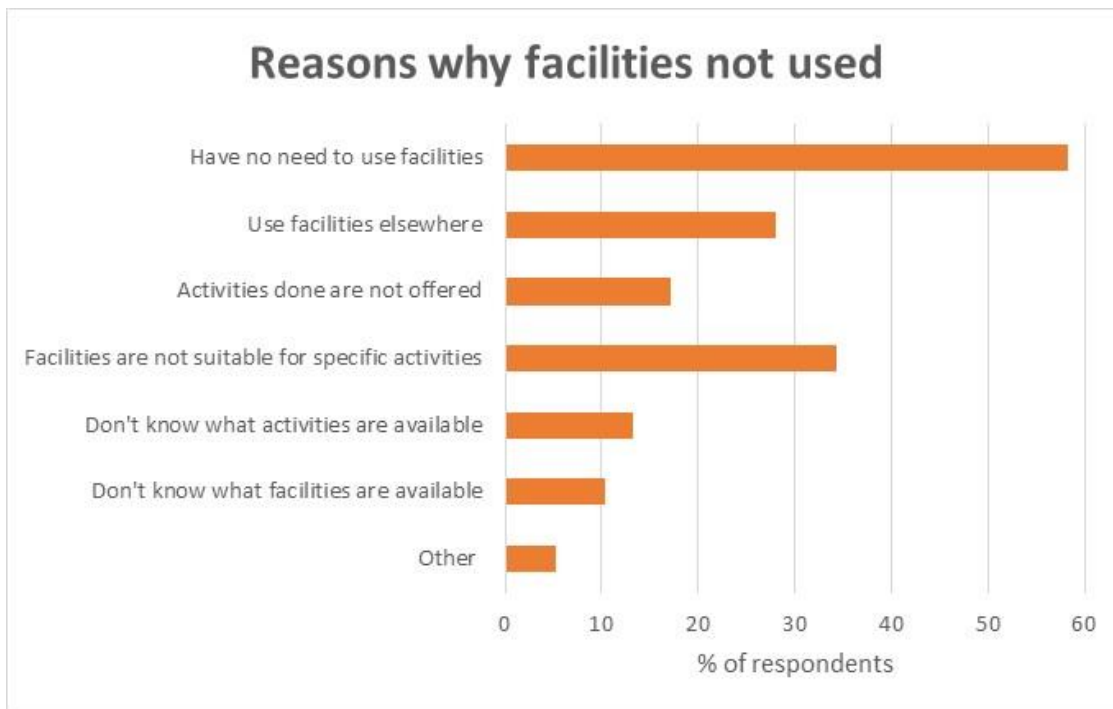
**Figure 24: Publicly accessible community services**



## Why people don't use facilities

- 6.12. Question 16 asked why respondents didn't use the existing community facilities. At nearly 60%, a majority of respondents reported having no use for the facilities in question. A further 34% said the facilities were not suitable for what they do and 28% said they use facilities elsewhere.
- 6.13. Comments frequently mentioned utilising swimming facilities elsewhere, e.g. Ipswich. Others commented on the cost and the need for a subscription at some facilities like Kesgrave Social Club and club-focused sports centres, which don't cater to casual users, as reasons why they didn't use them.

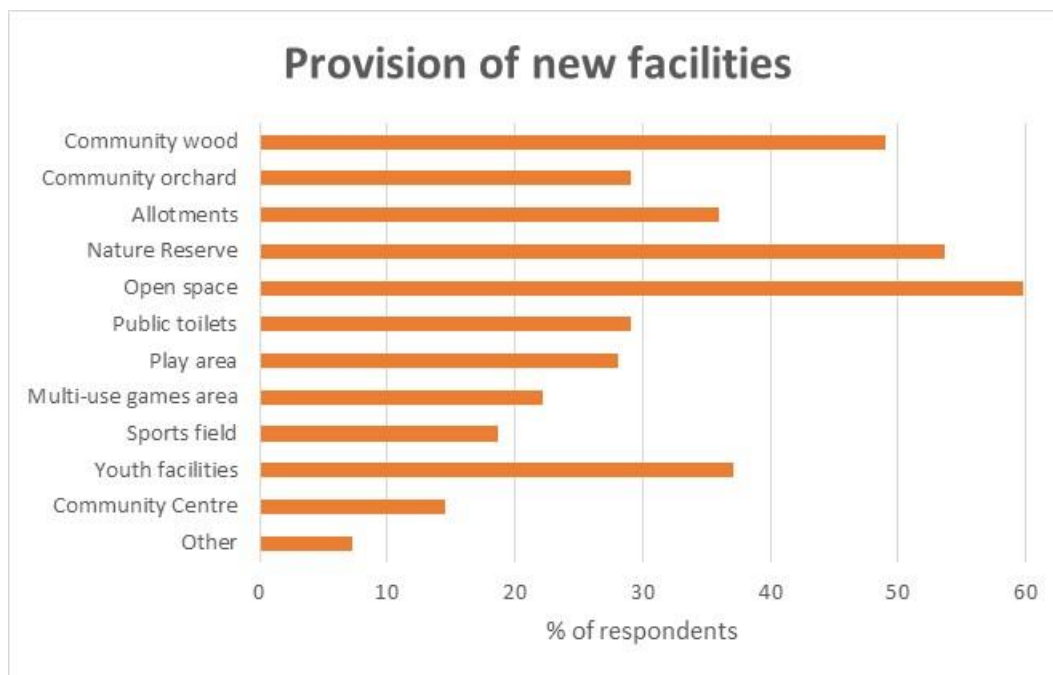
Figure 25: Reasons for not using community amenities



## What new provision should be made

- 6.14. Question 17 asked whether land or buildings should be purchased or adopted to provide additional local amenities. Nearly 60% of respondents thought more green space should be provided, with 54% identifying a nature reserve, 49% a community wood and 37% allotments. Comments frequently requested the development of a swimming pool and cinema, in line with comments indicating that these are activities which people currently take part in outside of Kesgrave.
- 6.15. Nearly 30% of respondents think that public toilets should be provided. There is also demand for more specific recreational uses; most commonly cited were youth facilities (37%), a play area (28%), a games area (22%) and sports fields (19%).

Figure 26: Desired amenity provision



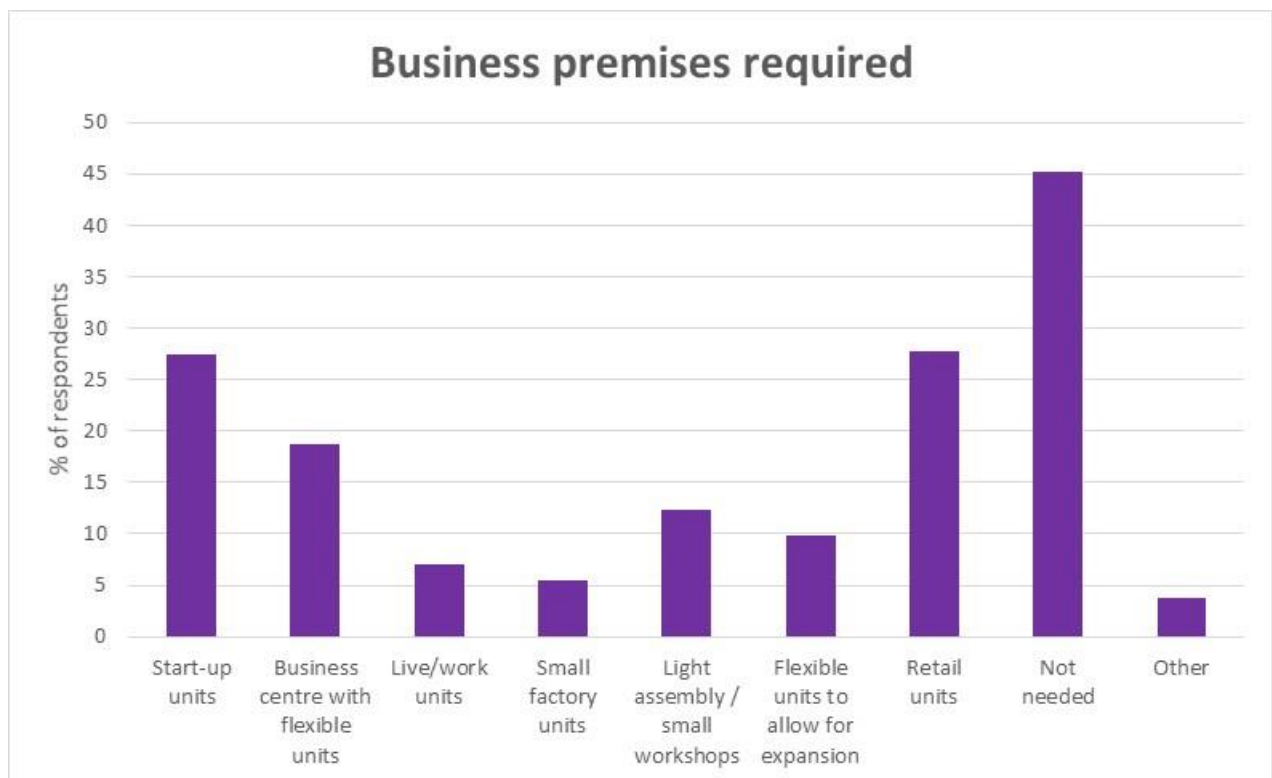
6.16. Question 18 asked respondents what uses could be made of the current public open space in Kesgrave. Most wish to see it protected as an open space and social centre (80% of respondents), with over 62% of respondents also wishing it to be maintained to encourage biodiversity and wildflowers. A lower proportion of respondents (34%) wish to see the space used in part for playing fields and play areas.

## 7. Business and employment

### Commercial needs to serve Kesgrave

- 7.1. Question 23 asked respondents what types of business properties people think are needed in Kesgrave. The question had only 325 responses, much less than half of those that took part in the survey in total. This suggests that matters relating to commercial activity in Kesgrave are less important to its residents than the other matters addressed in the survey.
- 7.2. The highest proportion of these responses indicated that further business space is not needed in Kesgrave (45% of respondents). Of those that responded indicating that there was a need for business space in Kesgrave, 28% identified a requirement for more retail units, 27% identified start-up commercial units for small businesses and 19% identified a need for flexible units in a business centre/co-working space.
- 7.3. There were a small number of specific comments on this question, but the majority of those who did provide a comment stated that they would like to see a new restaurant, café or pub in Kesgrave.

**Figure 27: Business needs in Kesgrave**



## 8. Next steps

- 8.1. There has been a wealth of information presented through the responses from the community to the survey. Many are perhaps to be expected, e.g. the desire to protect and provide green space. Equally, many relate to matters that will require further evidence gathering through the Neighbourhood Plan development process.
- 8.2. The next steps are to use this evidence to develop a draft Vision and Objectives which can be tested with the community and then refined in light of comments made.
- 8.3. It is important to stress that caution should be exercised in using the responses from this survey as evidence in isolation. As explained in the introduction, it is unwise to infer too much from responses to multiple survey questions. Further evidence should be gathered from the community on specific relevant matters and used alongside the technical evidence base in order to build up a robust rationale for the policies that will inform the emerging Neighbourhood Plan. The survey, of itself, is insufficient to justify any specific policy which may ultimately be included in the Plan.

## Appendix A Survey questions

### Personal Data

Q1) Where is your house located?

Q2) What is your gender?

Q3) Which age group are you in?

Q4) What type of house do you live in?

Q5) Would you support, or be interested to find out more about the following?

### Development

Q6) What type of housing would be acceptable in Kesgrave?

Q7) If new housing were to be built in Kesgrave what type is needed?

Q8) If new housing were to be built in Kesgrave, who do you think it should cater for?

Q9) How important are the following in respect of new buildings in Kesgrave?

Q10) How important are the following factors when considering new development?

Q11) Please would you nominate a piece of green space you feel is of value to the community.

### Services

Q12) Do you use any of these local shops and services?

Q13) If you usually shop in Kesgrave, is it because .....

Q14) If you usually shop away from Kesgrave, is it because .....

### Amenities

Q15) How often do you use the following amenities in Kesgrave?

Q16) If you don't use any of the amenities is this because?

Q17) Should land or buildings be purchased or adopted to provide the following local amenities?

Q18) What uses could be made of the current public open space in Kesgrave?

## Businesses/Employment

Q19) If you run a business in Kesgrave, is it located in?

Q20) Which category does it fall into?

Q21) How do you and your employees usually travel to work?

Q22) If you needed to expand the size of your business premises, would you be able to do that in Kesgrave?

Q23) What types of business properties do you think are needed?

Q24) Do you feel any of the following affect your business?

## Traffic, Highways and Parking

Q25) Do you think that traffic problems in Kesgrave are related to any of the following?

Q26) How many vehicles do you usually need to park at your house?

Q27) How many off road parking spaces are available to you?

Q28) Are you presently experiencing any of the following situations in Kesgrave?

Q29) Would you like to see any of the following forms of parking control introduced in Kesgrave?

Q30) If a third road exit was to exist from Grange farm, where would you locate it?

## Transport

Q31) How do you normally get about?

Q32) Are you having problems accessing any of the following due to lack of transport?

## Communication

Q33) How would you like to find out what is going on in Kesgrave?






## NAVIGUS PLANNING

Truro, Lushington Road, Manningtree, Essex, CO11 1EF

[info@navigusplanning.co.uk](mailto:info@navigusplanning.co.uk)

***[www.navigusplanning.co.uk](http://www.navigusplanning.co.uk)***

 [@NavigusTweets](https://twitter.com/NavigusTweets)

## **Appendix F**

### **KNP Young People Survey (2018)**

**KESGRAVE NP: YOUNG PEOPLE'S SURVEY - JUNE 2018**

Age range		11-16	17-22	23-28	other														
<b>Gender</b>		45	5	8	20														
m		20	1	5	10														
f		25	4	3	10														
<b>Do you like living in Kesgrave?</b>																			
m	yes	20																	
f	Yes	25																	
<b>What is it that you like about Kesgrave?</b>																			
		Boys	Girls		Total														
Schools		10	16		26														
Parks		10	13		23														
People (Neighbourly)		9	14		23														
Shops		9	11		20														
Things to do		10	9		19														
community		3	11		14														
Play Areas		4	9		13														
Environment (Open fields)		3	9		12														
Cycle paths		5	4		9														
Environment (pleasant / safe)		4	4		8														
Community Centre & Playing fields		4	3		7														
Events		4	2		6														
Houses (Nice)		2	4		6														
Not too busy		3	3		6														
Sports		2	0		2														
Churches			1		1														
Library		1	0		1														
Food outlets			1		1														
<b>What do you like to do and where do you do it?</b>																			
		BOYS					GIRLS												
		Kesgrave	Ipswich	Martlesham	Woodbridg	Felixstowe	Kesgrave	Ipswich	Martleshar	Woodbridg	Felixstowe	Kesgrave	Ipswich	Martleshar	Woodbridg	Felixstowe	total		
Swimming			4		4	2		9		10	6	0	13	0	14	8	35		
Youth club		3		1			5	1				8	1	1	0	0	10		
Football		6	1			1	2	2				8	3	0	0	1	12		
Pubs/Clubs		4	2	1	1	1	9	3	1	3	1	13	5	2	4	2	26		
Sports hall		9	2				8	1				17	3	0	0	0	20		
Martial Arts							2			1		2	0	0	1	0	3		
Cinema		1	15		3	2		21	1	2		1	36	1	5	2	45		
Meals Out		9	12	4	7	6	8	11	7	11	4	17	23	11	18	10	79		
Church		1	1				2	5				3	6	0	0	0	9		
Library		13	2				14	2		4	2	27	4	0	4	2	37		
Market		4	6	1	3	3	9	7			1	13	13	1	3	4	34		
<b>Other Activities</b>																			
Cricket		1										1	0	0	0	0	1		
Tennis		2	1									2	1	0	0	0	3		



## **Appendix G**

### **Poster for Community Engagement Day (2018)**

## What has happened so far?

Three community engagement events were held in July last year and these were followed up in October by an opinion questionnaire issued to every household. Around 800 replies were received. The results were analysed and documented in March. A further 58 young people filled in surveys at the Funday in June this year. Businesses and other interests are being consulted as part of the process too.

The objectives set out below came about as a direct result of your survey responses.

## OBJECTIVES of our PLAN

### Design and layout

- 1 To protect the character of Kesgrave, particularly in respect of preserving the established openness of the built up areas and surrounding countryside.

THIS MEANS we are looking to:

- Ensure our wooded areas and the Longstrops fields are preserved as now; and that
- residential infill development reflects the character of the surrounding area and protects the amenity of neighbours.

### Environment

- 2 To preserve and enhance the quality of green spaces and landscaping.

THIS MEANS we are looking to:

- Retain what we have, plant more trees, improve the facilities provided, and encourage their responsible use.

- 3 To ensure development does not worsen air quality.

THIS MEANS we are looking to:

- Encourage greater use of public transport by seeking improvements in services;
- reduce dependence on cars by enhancing local amenities.

- 4 To ensure wildlife thrives and wildlife corridors are protected and enhanced.

THIS MEANS we are looking to:

- Conserve and enhance our woods as recognised nature spots.

### Facilities & Well-being

- 5 To expand and enhance the range and quality of recreational and sporting facilities so that it fully serves the needs of Kesgrave's community today.

THIS MEANS we are looking to:

- Increase the number of sports fields and facilities and fill the gaps we have in providing opportunities compared to other Suffolk towns.


### Roads, Transport & Safety

- 6 To address issues of vehicle congestion and safety at key road junctions serving Kesgrave.
- 7 To provide better alternatives to the car for local journeys by expanding and improving the cycle path network.
- 8 To increase the provision of usable off-road parking in order to enhance the character of Kesgrave and improve pedestrian and cycle safety.



#### Kesgrave Town Council

 Ferguson Way, Kesgrave, Ipswich IP5 2FZ

 01473 625 179

 [kesgravetowncouncil.org.uk](http://kesgravetowncouncil.org.uk)

 [kesgravetowncouncil](https://www.facebook.com/kesgravetowncouncil)

 [@kesgravecouncil](https://twitter.com/kesgravecouncil)

## **Appendix H**

### **Report on Community Engagement Day (2018)**



# KESGRAVE COMMUNITY ENGAGEMENT DAY

## SATURDAY, 20 OCTOBER 2018

### Engagement Process

Posters advertising the event were put up around town and it was publicised through the In Touch magazine (Volume 8, Issue No.12, 12 October 2018). This carried an advertisement (see right) publicising the event and a full page explanation (see below) reminding residents of the purpose of the Neighbourhood Plan, last year's engagement events and that a key aim was to feed back on the residents' survey and give people an opportunity to comment on the emerging objectives.

### KESGRAVE NEIGHBOURHOOD PLAN

**What is a Neighbourhood Plan?**

A land use plan that sets out planning policies for Kesgrave. Alongside those in the Suffolk Coastal Local Plan these policies will be used to guide decisions on planning applications and the future development of our services, amenities and activities. It is written by the local community, the people who know and love the area, rather than Suffolk Coastal District Council. It is a powerful tool to ensure we get the right types of development that will better benefit our local community. Not everything can be delivered at once especially where there is a cost involved. The plan will set out our aspirations and priorities for the long term.

**What has happened so far?**

Three community engagement events were held in July last year and these were followed up in October by a questionnaire issued to every household. Around 800 replies were received. The results were analysed and documented in March. A further 58 young people filled in surveys at the Funday in June this year. Businesses and other interests are being consulted as part of the process too.

The objectives set out below came about as a direct result of your survey responses.

**OBJECTIVES of our PLAN**

**Design and layout**

- To protect the character of Kesgrave, particularly in respect of preserving the established openness of the built-up areas and surrounding countryside.

**THIS MEANS we are looking to:**

- Ensure our wooded areas and the Longstrops fields are preserved as now; and that
- residential infill development reflects the character of the surrounding area and protects the amenity of neighbours.

**Environment**

- To preserve and enhance the quality of green spaces and landscaping.

**THIS MEANS we are looking to:**

- Retain what we have, plant more trees, improve the facilities provided, and encourage their responsible use.

- To ensure development does not increase air pollution.

**THIS MEANS we are looking to:**

- Encourage greater use of public transport by seeking improvements in services; and
- reduce dependence on cars by enhancing local amenities.

- To ensure wildlife thrives and wildlife corridors are protected and enhanced.

**THIS MEANS we are looking to:**

- Conserve and enhance our woods as recognised nature spots.

**Facilities & Well-being**

- To expand and enhance the range and quality of recreational and sporting facilities so that it fully serves the needs of Kesgrave's community today.

**THIS MEANS we are looking to:**

- Increase the number of sports fields and facilities and fill the gaps we have in providing opportunities compared to other Suffolk towns.

**Roads, Transport & Safety**

- To address issues of vehicle congestion and safety at key road junctions serving Kesgrave.
- To provide better alternatives to the car for local journeys by expanding and improving the cycle path network.
- To increase the provision of usable off-road parking in order to enhance the character of Kesgrave and improve pedestrian and cycle safety.

**What are the NEXT STEPS?**

To take into account your feedback in designing a set of policies that expand on our OBJECTIVES in a more detailed and practical way.

Complete writing the PLAN document and put it forward to an independent Examiner for approval.

Everyone will then have an opportunity to accept or reject the PLAN through a referendum which we hope will be called before the end of 2019.

**What can I DO?**

Come along to the Community Day at Kesgrave Market on Saturday, 20th October and give us your opinions in person – tell us what YOU think are priorities for the future development of Kesgrave! Or, if you cannot attend and you have an opinion, write to us by 30th November 2018 at:

NHP Opinion,  
C/O Kesgrave Town Council,  
Ferguson Way,  
Kesgrave IP5 2FZ.  
Email: enquiry@kesgravetowncouncil.org.uk

### On The Day

A stall was set up at the corner of the scout hall between Tesco car park and The Birches. This proved to be a good place for footfall moving between the two locations. It was an unusually sunny and warm day for October which helped in attracting resident numbers.

Leaflets based on the Neighbourhood Plan objectives were handed out to passers-by who identified themselves, when asked, that they were, in fact, a resident of Kesgrave. Each person was given an explanation of the background and purpose and invited to "have

their say" by placing green stick-on dots (in favour) and red ones (not in favour) against each objective area on a poster-sized print of the objectives. This was located on a board at the corner of our stall.

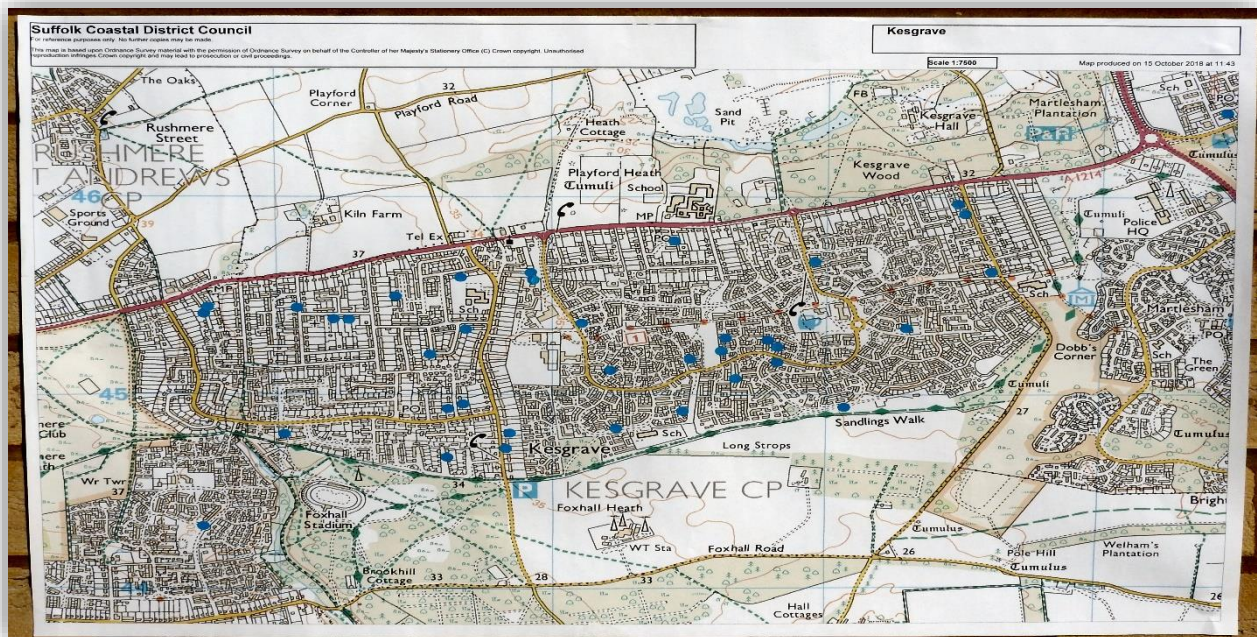
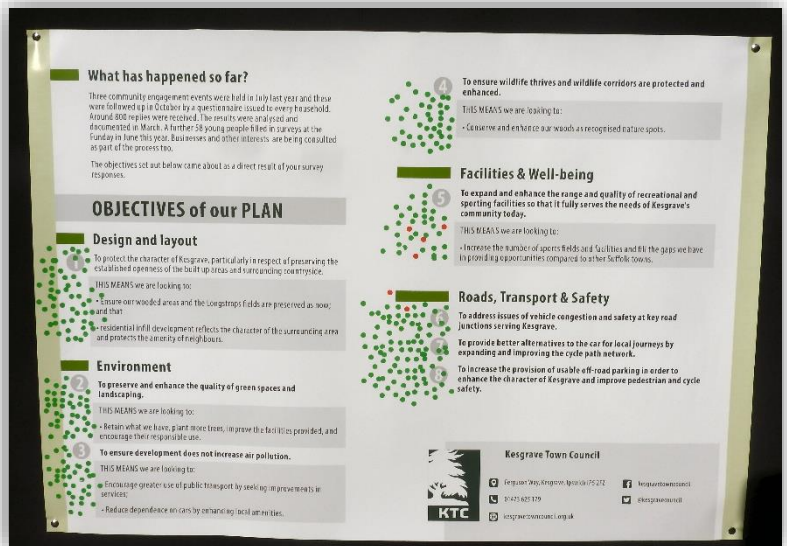


Town councillors were also in attendance for the purpose of testing resident opinion on budget priorities for 2019. This involved an informal interview focusing on key topics.

## Outcomes

Albeit an unscientific straw poll, the results show that residents expressing an opinion were overwhelmingly in support of the draft objectives. For example, 57 green dots were placed against the first Design & Layout section with no red dots; and 93 green dots were placed against the Roads, Transport & Safety section with 2 red ones. It is likely that some individuals put more than one dot on the Roads, Transport & Safety area because there are three objectives.

Residents were also asked to place a blue dot on the town map to show where they live which 35 did, showing an even spread across town; and were given an opportunity to make written comments on post-it notes.



These are recounted below as they were written:

*"Dobbs Lane where it meets the main road is in need of another lane to let people out to let people out turning left out."*

*"Make residents aware of parking on area of zig zags outside Cedarwood School is illegal. 6 points on licence & a fine."*

*"Speeding vehicles from Elmers"*

*"Parking on Ropes Drive"*

*"Speeding Here on Dobbs Lane!! Needs speedometer where drivers come off A12. Anything to slow traffic down please."*

*"Solar and/or wind subsidise cost environment Public & other community building."*

*"Anti-Social Behaviour In The Area of Tesco."*

*"Some parks are blocked by overgrown hedges. This is a safety hazard to children. Unadopted & houses."*

*"Roads & path not properly repaired for over 30yrs! Paths broken & in poor condition for many elderly people."*

*"Support residents around Oak meadow – help them with parking – residents unable to park in their own private car park spaces due to visitors to Oak Meadow."*

*"Cars going over speed limit e.g. Dobbs Lane, Bell Lane, Ropes Drive."*

*"We have had a lot of things happening on Oak Meadow Park, with criminal damage to property."*

*"Address the 6<sup>th</sup> From KHS parking on Windrush & Ashdale Rd. Safety concerns!"*

*"Poor uneven cycle paths resurface?"*

*"Please put some funding aside for broken paths & roads caused by lorries cutting through constantly."*

*"Warden to see over Mobile Homes Caravans in gardens overlooking the path."*

*"Electric shuttles on cycle paths! Electric rickshaws."*

The following four comments were all from the same person:

*"Noise from Oak Meadow, need to move Equipment away From House, Drunk Teenagers late at night I lock [?] it up Non Grange Farm residents, parking on Private Car park and Road. Can't sit in open as too noisy."*

*"If providing recreational facilities consider residents with additional anti social behaviour at night – residents need to sleep & go to work! – Oak meadow."*

*"Consider closing hedge gaps on Oak Meadow for residents in Sheppards Way & Banyard Close to reduce anti parking and crime damage."*

*"Consider higher fencing & locked gates at nights around Oak Meadow – seek & speak with local residents around Oak Meadow."*

One person handed over a three page typed note covering many different issues which was passed over to council and is not replicated here.

More than 100 other residents received the leaflet and explanation but did not have time to stop and carry out the other engagement procedures.

**RSG/22.10.2018**

## **Appendix I**

### **Businesses Questionnaire**



# Kesgrave Town Council

Clerk: *Susan Clements*

*Ferguson Way, Kesgrave, Ipswich, Suffolk, IP5 2FZ*

Telephone: (01473) 625179

Email: [enquiry@kesgravetowncouncil.org.uk](mailto:enquiry@kesgravetowncouncil.org.uk)

Webpage: [www.kesgravetowncouncil.org.uk](http://www.kesgravetowncouncil.org.uk)

## KESGRAVE NEIGHBOURHOOD PLAN - BUSINESS QUESTIONNAIRE

Kesgrave Town Council and its residents have embarked on writing a Neighbourhood plan.

It is written by the local community, the people who know the area, rather than Suffolk Coastal District Council and it is a powerful legal document that aims to get the right types of development that will better benefit the local community. It will set out our aspirations and priorities for the long term.

A Neighbourhood Plan is a land use plan that sets out planning policies for the town to run alongside those in the Suffolk Coastal Local Plan. These policies will be used to guide decisions on planning applications and the future development of our services, amenities and activities in town.

Three community engagement events were held in September 2017 and these were followed up by a Residents opinion questionnaire that were issued to every household in early October.

We engaged with young people seeking their views at the Family Fun day event in June this year and have analysed all these results. The data will form part of the evidence to commence writing the plan and our next step is to involve your business in the process.

We would very much appreciate it if you could take time out of your busy schedule to complete this short questionnaire which has been compiled by the team volunteering their time to develop our plan.

1) Which of the following categories best describes your business?

<input type="checkbox"/>	Retail outlet/shop	<input type="checkbox"/>	Medical/health related/veterinary
<input type="checkbox"/>	Agriculture/farming/horticulture	<input type="checkbox"/>	Building/transport/allied trades
<input type="checkbox"/>	Public house/café/restaurant	<input type="checkbox"/>	Service industry
<input type="checkbox"/>	Hair/Beauty related	<input type="checkbox"/>	Estate agency/letting
<input type="checkbox"/>	Leisure related	<input type="checkbox"/>	Professional/scientific/technical
<input type="checkbox"/>	Manufacturing	<input type="checkbox"/>	Charity sector

2) How many paid employees are there in your business?

	Full time	Part time
<input type="checkbox"/>	None (sole proprietor/working on own)	
<input type="checkbox"/>	1-5 employees	1-5 employees
<input type="checkbox"/>	6-10 employees	6-10 employees
<input type="checkbox"/>	11-20 employees	11-20 employees
<input type="checkbox"/>	More than 20 employees	More than 20 employees



3) How long has your business been established in Kesgrave?

	Less than 1 year		1-4 years
	5-10 years		11-25 years
	More than 25 years		

4) What constraints, if any, do you feel inhibit the growth of your business?

Comments:

5) What do you think Kesgrave Town Council could do to enable your business to prosper?

Comments:

6) Please write here anything else you would care to add to the above.

Comments:

Your Name: \_\_\_\_\_ Business Name: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Thank you very much for taking the time to complete this questionnaire.

Please either scan your results and email it to [Rod@rodgibson.net](mailto:Rod@rodgibson.net) OR return completed form to:- Neighbourhood Plan, 52 Century Drive, Kesgrave Suffolk IP5 2EL

## **Appendix J**

### **Community Groups Questionnaire**



# Kesgrave Town Council

Clerk: *Susan Clements*

*Ferguson Way, Kesgrave, Ipswich, Suffolk, IP5 2FZ*

Telephone: (01473) 625179

Email: [enquiry@kesgravetowncouncil.org.uk](mailto:enquiry@kesgravetowncouncil.org.uk)

Webpage: [www.kesgravetowncouncil.org.uk](http://www.kesgravetowncouncil.org.uk)

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Three community engagement events were held in September 2017 and these were followed up by a Residents opinion questionnaire issued to every household in early October.

We engaged with young people seeking their views at the Family Fun day event in June this year and have analysed all these results. The data will form part of the evidence to commence writing the plan and our next step is to involve your organisation in the process.

We would very much appreciate it if you could take time out of your busy schedule to complete this short questionnaire which has been compiled by the team volunteering their time to develop our plan.

1) How many paid employees or volunteers do you have running your organisation?

	Employees	Volunteers
	1-5	1-5
	6-10	6-10
	11-20	11-20
	More than 20	More than 20

2) How long has your organisation been established in Kesgrave?

	Less than 1 year	1-4 years
	5-10 years	11-25 years
	More than 25 years	

3) What constraints, if any, do you feel inhibit the development of your organisation?

Comments:

4) What do you think Kesgrave Town Council could do to enable your organisation to prosper?

Comments:

5) Please write here anything else you would care to add to the above.

Comments:

Your Name: \_\_\_\_\_ Organisation Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Thank you very much for taking the time to complete this questionnaire.

Please either scan your results and email it to [Rod@rodgibson.net](mailto:Rod@rodgibson.net) OR  
return completed form to:- Neighbourhood Plan, 52 Century Drive, Kesgrave Suffolk IP5 2EL



## **Appendix K**

### **Businesses & Community Groups Engagement Programme & Analysis**

Business / Organisation	Type	Qustnaire Drop	Response	Follow up or 1st email	Further Reminder	Response	Visit/ Meeting
<b>Businesses</b>							
Alice Grange	Care Home	16-Aug-18	03-Sep-18				
<u>Alishan Pavillion Restaurant</u>	Social	16-Aug-18		16-Sep-18			
<u>Austwick Berry Agents</u>	Estate Agent	16-Aug-18		16-Sep-18	06-Oct-18		
B E Sewell / MRL Cars	Retail	16-Aug-18	31-Aug-18				
<u>Bean House Café</u>	Café	16-Aug-18					
<u>Beauty at the Grange</u>	Retail	16-Aug-18		16-Sep-18			
Bell Inn	Pub Restaurant	16-Aug-18		13-Sep-18			
<u>Creasey Car Trimmers</u>	Car Repairs			16-Sep-18			
<u>Dobbs Lane Convenience Store</u>	Retail	16-Aug-18					
<u>Dominos Pizzeria</u>	Fast Food	16-Aug-18					
<u>East of England Co-op Funeral</u>	Care	16-Aug-18		30-Oct-18			
<u>Elmers Hardware &amp; Cookware</u>	Retail	16-Aug-18		16-Sep-18		28-Sep-18	
<u>Farmhouse Pub &amp; Restaurant</u>	Pub Restaurant	16-Aug-18		16-Sep-18		20-Sep-18	
<u>Fenn Wright Estate Agents</u>	Estate Agent	16-Aug-18		16-Sep-18		17-Sep-18	
<u>Foam Shop</u>	Retail	16-Aug-18		16-Sep-18		17-Sep-18	
<u>Grange Lodge (NHS Found Trust)</u>	Care Home	16-Aug-18					
<u>Grangeside Fitness</u>	Social	16-Aug-18		17-Sep-18			
<u>Haart Estate Agent</u>	Estate Agent	16-Aug-18		17-Sep-18	06-Oct-18	17-Nov-18	
<u>Hairlistic</u>	Hairdresser	16-Aug-18		17-Sep-18			
<u>House of Hair</u>	Hairdresser	16-Aug-18		17-Sep-18			
<u>Humpty Dumpty Playgroup</u>	Playgroup			24-Sep-18			
<u>Just Bea Hypnotherapy</u>	Retail	16-Aug-18					
<u>Kay Fletcher Fitness</u>	Fitness			12-Oct-18		23-Oct-18	
<u>Kesgrave Arts</u>	Retail	16-Aug-18		14-Sep-18		18-Sep-18	
<u>Kesgrave Butchers</u>	Retail	16-Aug-18		19-Sep-18			
<u>Kesgrave Carpets Ltd</u>	Retail	16-Aug-18					
<u>Kesgrave Cars</u>	Retail	16-Aug-18		19-Sep-18			
<u>Kesgrave Chiropractic Clinic</u>	Medical	16-Aug-18		16-Sep-18			
<u>Kesgrave Dry Cleaners</u>	Cleaners	16-Aug-18		19-Sep-18		24-Sep-18	
<u>Kesgrave Fisheries</u>	Retail	16-Aug-18					

<u>Kesgrave Kitchen</u>	Social	16-Aug-18					
Kesgrave Pharmacy	Medical	16-Aug-18		19-Sep-18			
<u>Kesgrave Tropicals</u>	Retail	16-Aug-18		19-Sep-18	Ack		
<u>Kiln Farm Nursery</u>	Retail	16-Aug-18		12-Sep-18			13-Sep-18
<u>Little Luxuries Hair</u>	Hairdresser	16-Aug-18		19-Sep-18			
<u>Milsoms Hotel &amp; Restaurant</u>	Hotel	16-Aug-18		19-Sep-18	06-Oct-18	16-Oct-18	
Oakwood House (De Vere Care)	Care Home			16-Sep-18			
One-Stop Convenience Store	Retail	16-Aug-18					
<u>Orwell Veterinary</u>	Veterinary	16-Aug-18		20-Sep-18			
<u>Patrick Allen Associates</u>	Architects	16-Aug-18		20-Sep-18			
Penzance Road Post Office	Retail	16-Aug-18					
<u>Rhymes Nursery</u>	Child Care	16-Aug-18		20-Sep-18	30-Oct-18		
<u>Ross Coates</u>	Solicitor	16-Aug-18	11-Sep-18				
<u>Suffolk Babies</u>	Care	16-Aug-18		20-Sep-18		21-Sep-18	21-Sep-18
Tesco Metro Supermarket	Retail	16-Aug-18		06-Oct-18		10-Oct-18	01-Nov-18
<u>Tonic Hair &amp; Beauty</u>	Hairdresser	16-Aug-18		20-Sep-18			
<u>Trucks R Us</u>	Vehicle Hire	16-Aug-18		20-Sep-18	30-Oct-18		
<u>Weddingcraft</u>	Retail			20-Sep-18			
<b>Schools</b>							
Cedar Wood Primary School	School			15-Sep-18	28-Sep-18	02-Oct-18	11-Oct-18
Gorseland Primary School	School			15-Sep-18	Several	29-Oct-18	30-Oct-18
Heath Primary School	School			12-Sep-18	28-Sep-18	02-Oct-18	09-Oct-18
Kesgrave High School	School			12-Sep-18			21-Sep-18

## Clubs & Museums

1st Kesgrave Scout Group	Club			24-Sep-18	30-Oct-18	22-Nov-18	
AFC Kesgrave	Club				02-Oct-18	02-Oct-18	08-Oct-18
Co-op Womens Guild	Club			19-Sep-18			16-Oct-18
Deben Archers Club	Club			24-Sep-18			
Friendship Club				20-Sep-18	30-Oct-18	30-Oct-18	
Indoor Short Mat Bowls							
Kesgrave Allotment and Leisure Gardeners Assoc				21-Sep-18		21-Sep-18	
Kesgrave Bowls Club	Club						
Kesgrave Computer Club							03-Jan-19
Kesgrave Cricket Club	Club					21-Sep-18	
Kesgrave Kestrels	Club					11-Nov-18	
Kesgrave Karate	Club			24-Sep-18			
Kesgrave Kruisers				12-Oct-18	30-Oct-18	02-Nov-18	
Kesgrave Library	Library			20-Sep-18		19-Oct-18	
Kesgrave Panthers Cycle Speedway	Club			30-Sep-18	30-Oct-18	30-Oct-18	
Kesgrave Social Club	Social	16-Aug-18		21-Sep-18	30-Oct-18	Ack	
Kesgrave Tennis Club	Club			21-Sep-18	30-Oct-18	08-Nov-18	
Kesgrave Women's Institute	Club			20-Sep-18	09-Oct-18	30-Oct-18	03-Jan-19
Masque Players	Club			24-Sep-18			
Spedeworth Foxhall Stadium				30-Sep-18			
Suffolk Aviation Her Gp Museum	Museum						07-Sep-18
Suffolk Fire & Ambulance				26-Oct-18			
Suffolk Users Forum Mental Health Charity	Charity	16-Aug-18		21-Sep-18			
Torwood Wheelers	Club						

<b>Churches</b>							
<u>All Saints Church Hall</u>	Pastoral			30-Sep-18	25-Oct-18		
<u>Catholic Church of the Holy Family and Saint Michael</u>	Pastoral			30-Sep-18	25-Oct-18	28-Nov-18	
<u>Fields Church</u>	Pastoral			30-Sep-18	25-Oct-18	05-Dec-18	
<u>Kesgrave Baptist Church</u>	Pastoral			30-Sep-18			
<u>Kesgrave Bretheren</u>	Pastoral			30-Sep-18		18-Oct-18	
<b>Other</b>							
<u>Birches Medical Centre</u>	Medical Centre	16-Aug-18		16-Sep-18	30-Sep-18	03-Oct-18	
<u>Fentons</u>	Landowner			16-Sep-18		18-Sep-18	21-Sep-18
<u>Grainger/Turnberry</u>	Landowner/Agent						07-Sep-18
<u>Kesgrave WMCC Trust</u>	Land Trust		17-Sep-18				26-Sep-18
<u>The Kesgrave Covenant Ltd</u>	Landowner			Several		08-Oct-18	17-Oct-18
<u>Royal British Legion Hall</u>	Charity	16-Aug-18		06-Oct-18		30-Oct-18	
<u>SPARK/2nd Stop Shop</u>	Charity	16-Aug-18					07-Sep-18

	<b>Businesses</b>	<b>Others</b>	<b>Total</b>	
Totals	48	40	88	
Questionnaires originally hand delivered 16 August	43	5	48	
Emails/Messenger/Webform/Letter - first contact & reminders sent	39	42	81	<b>Rate of Engagement</b>
Green: engaged = questionnaire returned, meeting taken place or talk given	16	28	44	50.0%
Grey: branches of nat enterprises, and/or those with no email/website	7	3	10	56.4%

## Business and Community Group Engagement Outcomes

The analysis shown in the table above shows that a rate of engagement of 50% was achieved across all sectors. This rises to 56%+ when a lack of response from nationally owned businesses is taken into account.

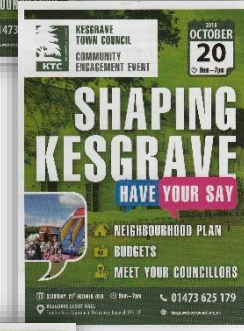
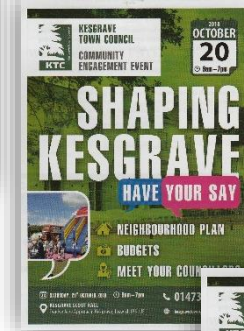
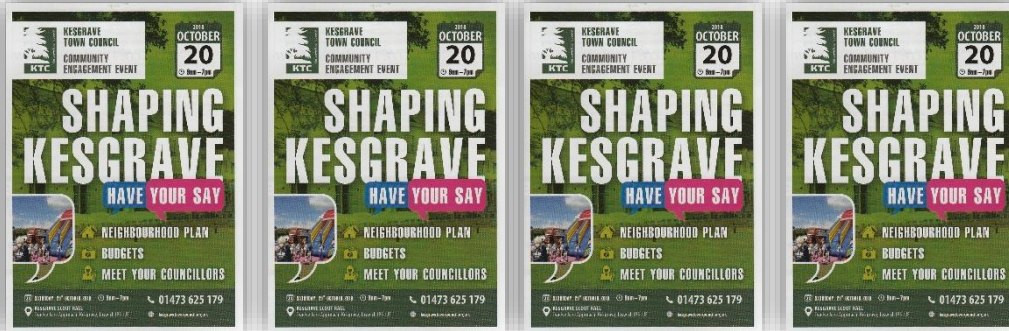
Where expressed there was general support for the draft vision and objectives albeit feedback comments largely focused on matters of interest to the entity itself rather than the community as a whole. The key themes and outcomes were as follows:

- Desire for business networking – directed to the Community Centre network recently established.
- Venues for matches (football) and training (running) – consulted with Kesgrave High School on their pavilion project; represented in favour of SCDC Local Plan which stipulates the retention of the playing fields at the Martlesham Police HQ (400mtrs from Kesgrave) for wide community use.
- Facilities (equipment and training for coaches) – facilitated connection with Sport, Amenities, Recreation in Kesgrave (SPARK) and funding was secured by Kesgrave Kruisers for coaching courses.
- Space for development and expansion (churches) – offered to provide pre-planning advice on new building proposals.
- Pick-up and drop-off parking issues (schools) – KTC directed the attention of the sponsored CPSO to show a presence at appropriate times to tackle the inconsiderate parking habits.
- Landowners were for the most part objected to our proposed Local Green Space designations

## **Appendix L**

### **Local Green Space Analysis, Designation and Landowner Consultation**

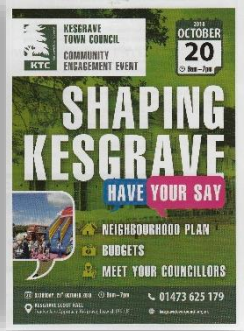
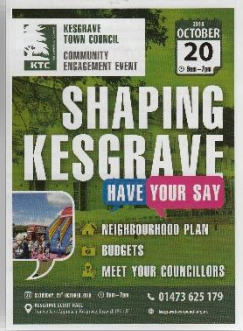
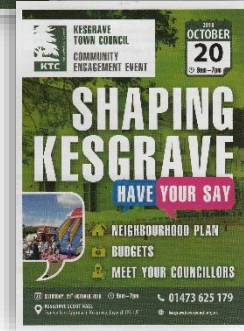
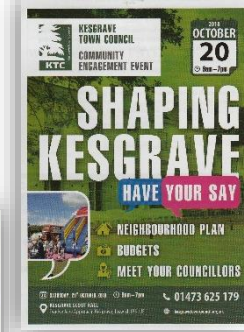




## Kesgrave Neighbourhood Plan

## Local Green Space Analysis, Designation & Consultation

July 2019



Area	Land Registry Title/Location	Landowner(s)	Reasonably close to the community	Demonstrably special and holds a particular local significance because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife			Local in character, not an extensive tract of land
1. Long Strops (inc all adjacent wooded areas and hedgrows; and the Millenium Sportsground) part of the Sandlings Way.	a) SK173305 Dobbs Wood (North side) (encompasses other sites in Kesgrave)	Patrick Francis Jolly, Crispin Michael Rope, Philip Hugh Jolly	Yes, borders the South side of the East ward built-up area.	Recreational value: <ul style="list-style-type: none"> <li>• Important and well-used walking area for dog owners and others; off-road route for cyclists; and a bridle way used by horse riders.</li> <li>• Hosts weekly Parkruns on Saturday and Sunday that run the length of the bridle way and around Dobbs Wood; the sportsground has four junior football pitches.</li> <li>• Houses the Millenium Jubille Hall which is a venue for Amateur Dramatics; Art Classes; Brownies, Guides &amp; Rainbows; Fitness/Pilates classes; Street Dance, Toddlers and Zumbini classes; and Youth Clubs.</li> </ul> Historic significance: <ul style="list-style-type: none"> <li>• Dobbs Wood contains Dobbs Grave and two bowl barrows (tumuli).</li> </ul> Richness of wildlife: <ul style="list-style-type: none"> <li>• contains the managed wildlife pond renovated in 2018 by the Greenway Project; and</li> <li>• the wooded areas are important habitats where the following species have been recorded in addition to the more common types e.g. Blackbirds, Crows, Gulls, Robins, Sparrows, Starlings, Tits and White butterflies:</li> </ul>			2.2kms long but only 20 metres wide for half its length therefore not an extensive tract of land.
	b) SK152118 Dobbs Wood (Middle section) + Western section of Bridle Way	Patrick Francis Jolly, Timothy Andrew Jolly and Norah Jolly					
	c) SK233872 Land on the East and West sides of bell Lane (hatched area)	BPT Limited					
	d) SK152117 Millennium Sportsfield, part Bridle Way and wooded area at Millennium Way	The Kesgrave Covenant Limited					
	e) SK171349 Land Lying to the South of Evans Drift (part of sportsground)	W O & P O Jolly Holdings Limited					
	f) SK351898 Fenton's Wood	Oasis Fenton's Wood & Hartree Way Limited					
	g) SK342864 Land on the SW side of Century Drive (wood adjoining the bridle way)	Suffolk Coastal DC					
	h) SK335044 Land at Curtis Way (adjoining the bridle way) and Peart Grove						
				<b>Birds:</b> Blackcap, Chiffchaff Cuckoo, Fieldfare Garden Warbler Goldcrest, Goldfinch Great Spotted & Green Woodpeckers, House Martin, Jay, Kestrel, Nightingale, Pied Wagtail, Redwing, Skylark, Treecreeper, Whitethroat	<b>Butterflies:</b> Comma, Common Blue, Green-veined White, Meadow Brown, Orange Tip Painted Lady, Peacock, Red Admiral, Ringlet Small Skipper Speckled Wood Small Tortoiseshell White Admiral	<b>Others:</b> Deer Fox Squirrel Muntjac	

Area	Land Registry Title/Location	Landowner(s)	Reasonably close to the community	Demonstrably special and holds a particular local significance because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife	Local in character, not an extensive tract of land
2. Cedarwood Green & Cedarwood Walk	SK293181 Amenity land on the South side of Ropes Drive (adjoins the bridle way and attaches part grassed walkway through to Ropes Drive)	Kesgrave Town Council	Yes, located on the northern edge of Long Strops adjoining Cedarwood School.	Recreational value: <ul style="list-style-type: none"> <li>• Houses a Multi-Use Games Area (MUGA) teen shelter for young people that were involving their consultation.</li> <li>• Cedarwood Walk is an open space that is a purpose built community walk way separating nearby built up areas and forming an avenue of access to Long Strops. It is popular with dog walkers and cyclists.</li> </ul> Historic significance: <ul style="list-style-type: none"> <li>• Cedarwood Walk has a series of four sculptures at the Southern end created by Laurence Edwards (Fellow of the Royal Society of British Sculptors) that look to the previous uses of the land setting objects against each other, to represent the present and the past.</li> </ul>	Yes.
3. Legion Green	SK222863 Land on the West side of Ropes Drive, Kesgrave, IP5 1AA	Kesgrave Town Council	Yes, borders Ropes Drive and runs North of the KTC offices to Main Road.	Historic significance, a place of tranquility: <ul style="list-style-type: none"> <li>• hosts the town's war memorial and for that reason is of particular local significance.</li> </ul>	Yes
4. Oaks Meadow & Pergola Piece	SK365095 Land at Grange Farm, Kesgrave, Ipswich	Kesgrave Town Council	Yes, centrally located in the Grange Farm area of town.	Recreational value: <ul style="list-style-type: none"> <li>• Most significant open space in the first part of the Grange Farm development.</li> <li>• Play area for all ages; all weather junior football pitch.</li> </ul>	Yes
5. Bretts Wood	SK258473 Land at Agnes Way, IP5 1HX. Covers an area	Suffolk Coastal DC	Yes, close to residential areas	Recreational value: <ul style="list-style-type: none"> <li>• Approx 5 acres of densely wooded terrain with paths popular with dog walkers on the east and west sides leading uphill to St Agnes Way.</li> </ul> Richness of wildlife: <ul style="list-style-type: none"> <li>• Significant habitat for a range of birds and insects.</li> </ul>	Yes
6. Grange Meadow (inc Cardew Drift, Jubilee Copse, Pilboroughs Walk and the Sundial)	SK286634 Land on the west side of Saint Isidores, Kesgrave SK214306 Public open spaces at Ropes Drive, Kesgrave	Suffolk Coastal DC	Yes, centre of the East Ward	Recreational Value: <ul style="list-style-type: none"> <li>• significant amenity space, inc junior play area.</li> <li>• subject of volunteers tree planting project.</li> <li>• popular with dog walkers.</li> </ul>	Yes

## Landowner Consultation

Designation	Sub-Area	Landowner	Consultation
1. Long Strops	Millennium Sportsfield & part bridle Way	The Kesgrave Covenant Limited (directors Crispin Rope and Patrick Jolly)	<p>17 October 2018 - Initial informal meeting followed up with correspondence..</p> <p>07 January 2019 – Request for KTC to deal through family/company legal representatives; formal invitation to make representation sent accordingly to Howes Percival.</p> <p>13 February 2019 - Reminder issued by KTC.</p> <p>05 March 2019 - Reply received expressing reluctance to enter into further designation in view of “existing obligations”.</p> <p>09 May 2019 - Reply by KTC addressed concerns raised and requested withdrawal of objection. No further response prior to Public Consultation.</p> <p>11 February 2019 – KTC invitation to make representation.</p> <p>19 February 2019 - Request received from Turnberry (agent acting for landowner) for a map of the area. Map forwarded by KTC.</p> <p>08 March 2019 - Request received from Turnberry for an alteration to the proposed designated area.</p> <p>01 April 2019 - Reply from KTC maintaining original area and requesting withdrawal of objection.</p> <p>29 May 2019 – Telephone discussion; Turnberry to set out terms for withdrawing objection. Not followed up prior to Public Consultation.</p> <p>11 December 2018 – KTC invitation to make representation sent.</p> <p>26 February 2019 - Reminder issued.</p> <p>27 March 2019 - Reply received offering to agree an adjusted area in return for payment of legal fees.</p> <p>01 April 2019 - Reply from KTC addressing concerns and requesting withdrawal of objection.</p> <p>18 April 2019 - Reply rec'd wishing to maintain objection.</p> <p>24 April 2019.- Objection acknowledged.</p> <p>07 January 2019 – KTC invitation to make representation.</p> <p>13 February 2019 - Confirmed no objections.</p>
		W O & P O Jolly Holdings Limited	
	Dobbs Wood	Patrick Francis Jolly, Crispin Michael Rope, Philip Hugh Jolly	
		Patrick Francis Jolly, Timothy Andrew Jolly and Norah Jolly	
		BPT Limited	
	Fenton's Wood	Oasis Fenton's Wood & Hartree Way Limited	
	Woods at Century Drive and Millennium Way	Suffolk Coastal DC	
Part of Bridle Way			

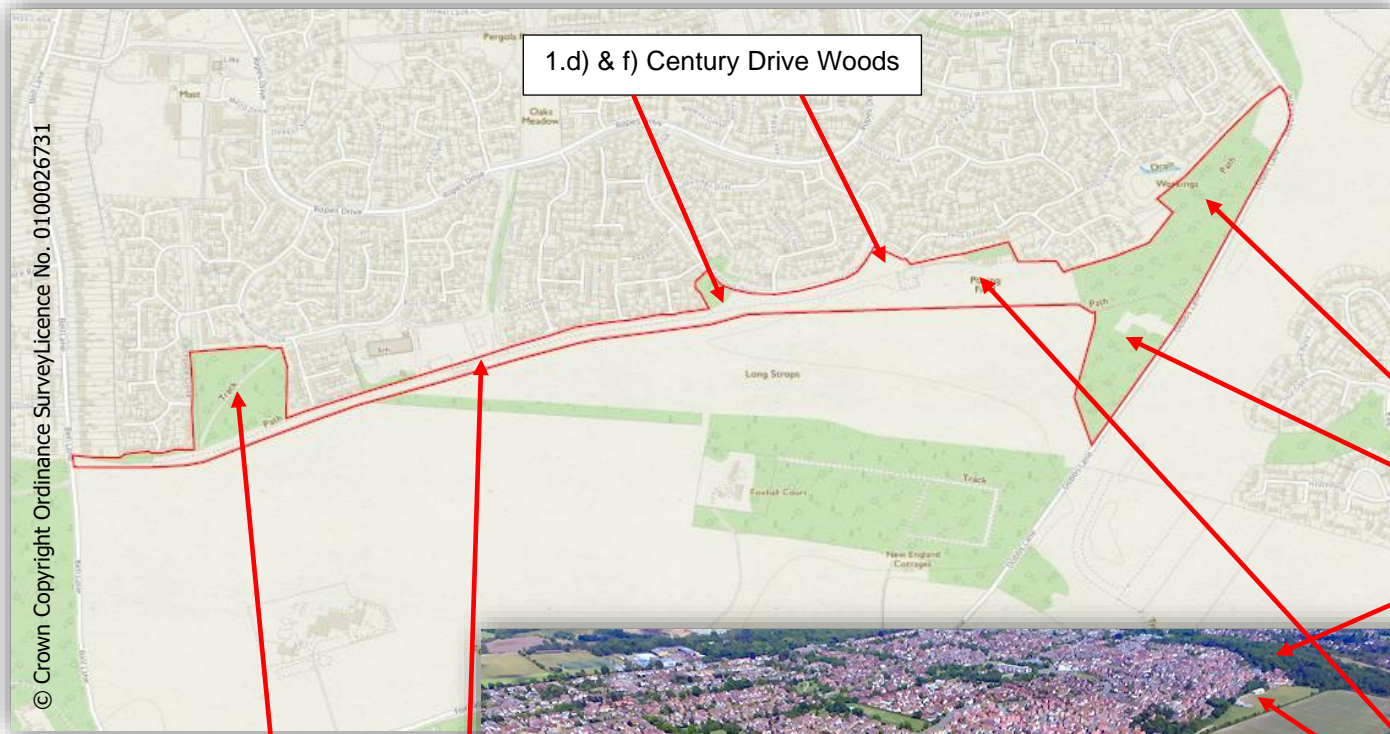
2. Cedarwood Green & Cedarwood Walk		Kesgrave Town Council	N/A
3. Legion Green		Kesgrave Town Council	N/A
4. Oaks Meadow		Kesgrave Town Council	N/A
5. Bretts Wood		Suffolk Coastal DC	04 February 2019 - Reminder sent on the Long Strops request and advised these additional proposed designations. 13 February 2019 – As above, confirmed no objections.
6. Grange Meadow (inc Cardew Drift, Jubilee Copse, Pilboroughs Walk and the Sundial)			

## Non-designated Listed Open Spaces

<p>The areas listed here were also considered for designation as part of the review for the NP. They are much valued open spaces but were not put forward for designation for the reason(s) stated.</p> <p>A map is lodged with Kesgrave Town Council identifying each space.</p>	Area			Reason not proposed for designation
	Foxhall Heath			<p>Not considered to have met all of the eligibility criteria; these areas are identified as <i>countryside</i> in the SCDC Final Draft Local Plan (Paragraph 5.15) and protected by Policy SCLP5.3: <i>Housing Development in the Countryside</i>.</p>
	Land within the Kesgrave Map to the South of Long Stropps from Bell Lane to Dobbs Lane			
	Land within the Kesgrave Map to the North of the A1214			
	Foxhall Radio Station and Aviation Museum site			<p>Not considered to have met all of the eligibility criteria under advisement of our landscape assessment consultant.</p>
	Twelve Acres site occupied by Kesgrave War Memorial Conference Centre			<p>Land occupier representation – not in favour of designation.</p>
<p>Arial Green Ashdale Green/Walk Badgers Bank Bell Lane Green Braken Avenue Cedar Avenue Dobbs Drift Fenton's Link</p>	<p>Fox Lea Holly Gardens Jolly's Pightle Largent Grove Nock Gardens Padstow Road Penryn Road St Austell Close</p>	<p>St Lawrence Green St Martins Court The Walk Thomas Crescent Through Jollys Trinity Close Truro Crescent Wright Lane</p>	<p>Not considered to have fully met all of the eligibility criteria.</p>	



# 1. Long Strops (inc all associated wooded areas and the Millenium Sportsground)



1. a), b) & c) Dobbs Wood



1.f) Fenton's Wood

1.d) & e) Sportsground

Bridle Way





## 2. Cedarwood Green & Walkway





### 3. Legion Green



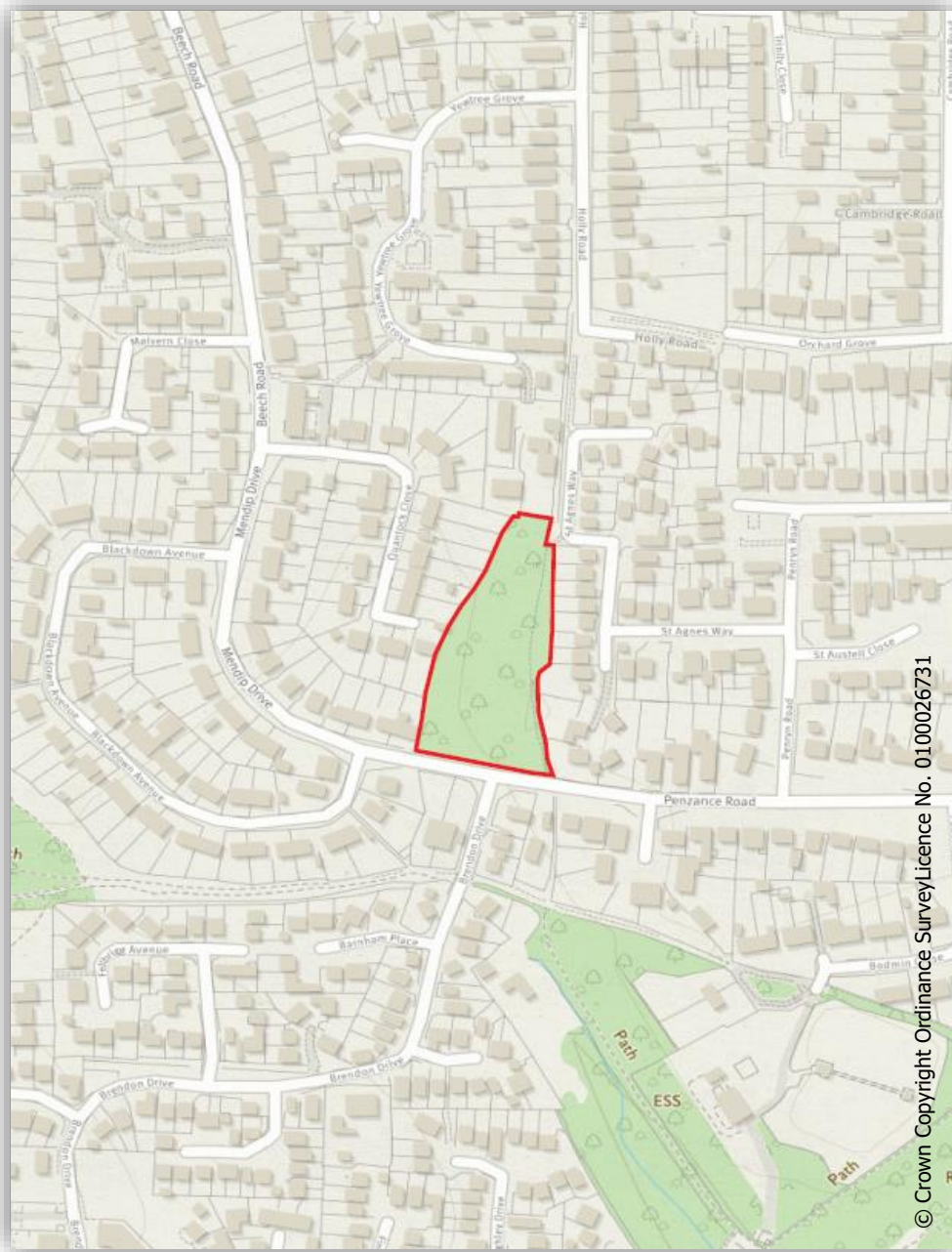


#### 4. Oaks Meadow (including Pergola Piece)





## 5. Bretts Wood

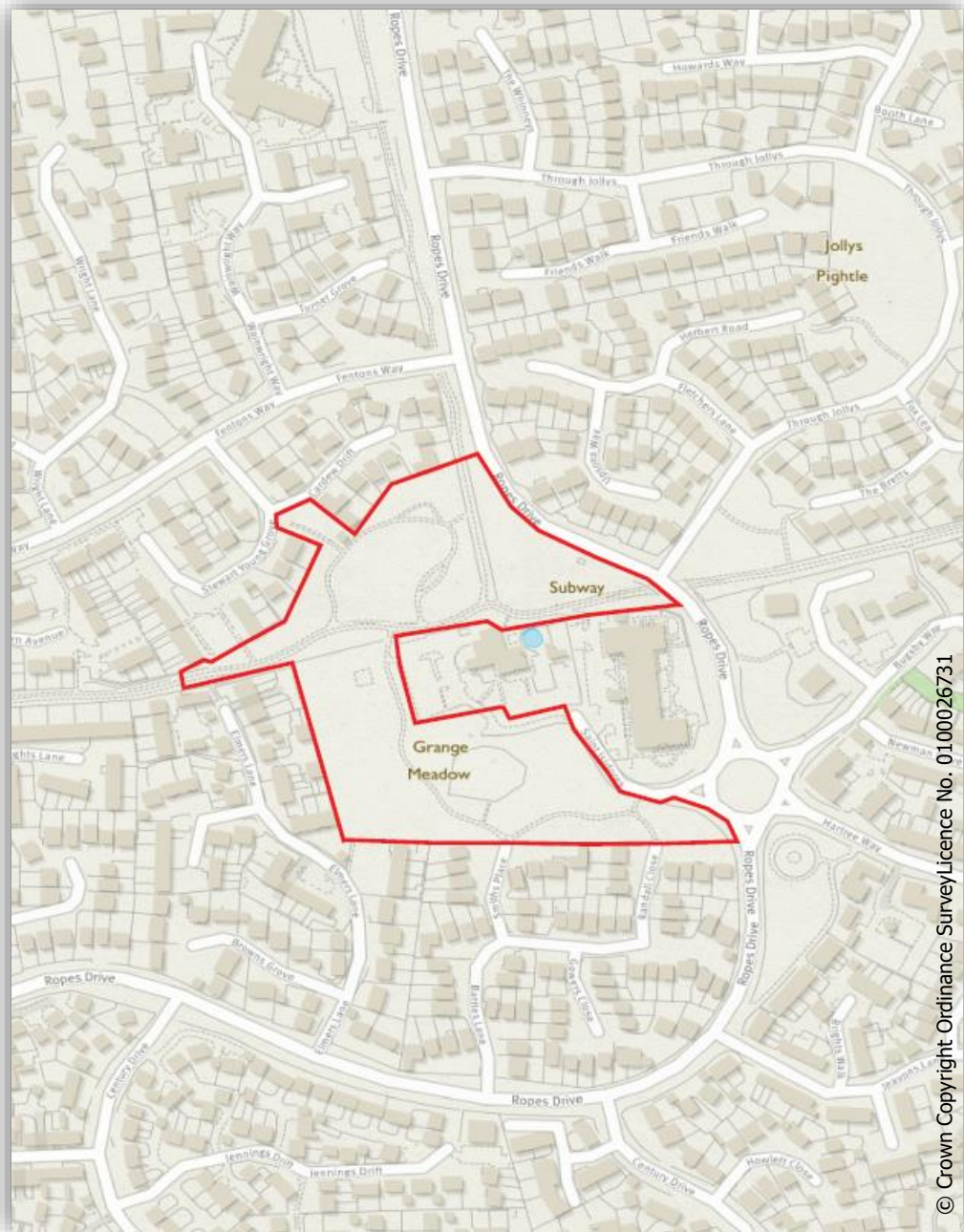


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**Grange Meadow (inc Cardew Drift, Jubilee Copse, Pilboroughs Walk and the Sundial)**



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## **Appendix M**

### **KNP Public Consultation Leaflet**

# Kesgrave Neighbourhood Plan

## **What is it?**

The Kesgrave Neighbourhood Plan and supporting documents have been prepared by the community to establish a vision for the future of our town and set out how it will be realised through planning and controlling land use and development over the next 17 years.

## **What's in it?**

It contains planning policies which will be used by the East Suffolk Council Planning Authority to determine planning applications in conjunction with the Suffolk Coastal Core Strategy (and then its forthcoming replacement, the Local Plan).

## **Who has been consulted so far?**

All sections of the community have been given the opportunity to guide the plan's development. Considerable effort has been made to involve people as widely as possible. This began with an extensive resident survey in October 2017, community engagement days in June 2018 (focusing on young people) and in October 2018, and engagement in various ways with landowners, businesses, schools, churches and community groups throughout the second half of 2018. The various topics covered in the Plan reflect those matters identified through this consultation to be of interest and importance.

## **What's happening now?**

A first draft of the Plan is now being put to public consultation for a period of 8 weeks. It was posted onto the Kesgrave Town Council website on 8 July and a limited number of printed copies are available at the Town Council office. Drop-in sessions will be held in July and August at the Town Council office for people to come along and ask questions. There will also be committee representatives available for a chat at the Kesgrave Market in July and August. Supportive comments and any concerns can be submitted in writing.

## **What happens next?**

The plan (will be reviewed in light of comments made and a final version) will be submitted formally to East Suffolk Council who will arrange for it to be examined by an independent Inspector. Any comments from the Inspector will be publicised as will the Town Council's response. When the Inspector's comments have been satisfactorily addressed in a final version, the examiner will confirm to East Suffolk Council that the Plan is sound, and they will then put it to the vote in a referendum of Kesgrave residents. A simple majority is sufficient for the plan to be accepted or "made" and form a part of East Suffolk Council's planning guidance documentation.

## **Can it be changed later?**

Yes it can and may need to be, for instance, if the East Suffolk Local Plan changes in its intentions for Kesgrave at a subsequent review.





# Kesgrave Neighbourhood Plan Public Consultation

## 8<sup>th</sup> July – 2<sup>nd</sup> September 2019



We have now got to a point where we need to submit the plan to the Planning Inspector. Before we do this, we need to re-affirm support from Kesgrave residents.

**The consultation will take place for 8 weeks.**

The draft Neighbourhood Plan is available on the Town Council website and in print in the Town Council office for residents to view and make comments.

[www.kesgravetowncouncil.org.uk/listings/kesgrave-neighbourhood-plan](http://www.kesgravetowncouncil.org.uk/listings/kesgrave-neighbourhood-plan)

**To support this, we will also provide question and answer sessions at:**

Kesgrave Market, Twelve Acre Approach, Kesgrave – 20<sup>th</sup> July and 17<sup>th</sup> August 2019

Drop in sessions at Kesgrave Town Council office, Ferguson Way, Kesgrave –

9<sup>th</sup> July 2pm – 4pm, 12<sup>th</sup> July 10am - 12pm, 17<sup>th</sup> July 6pm - 8pm

6<sup>th</sup> August 2pm – 4pm, 27<sup>th</sup> August 6pm – 8pm

***Comments need to be sent in writing to Kesgrave Town Council either as a letter or email.***

***COMMENTS MUST BE RECEIVED BY 12pm on 2<sup>nd</sup> SEPTEMBER 2019. COMMENTS RECEIVED AFTER THIS TIME CANNOT BE TAKEN INTO CONSIDERATION.***

Kesgrave Neighbourhood Plan Public Consultation  
Kesgrave Town Council, Ferguson Way, Kesgrave, IP5 2FZ  
[enquiry@kesgravetowncouncil.org.uk](mailto:enquiry@kesgravetowncouncil.org.uk)

***Comments will need to include your name and address, in order to validate your response.***

***Our General Privacy Notice (GDPR) policy applies. (Please see our website for details)***

## **Appendix N**

### **EADT Article (July 2019)**

# Have your say on Kesgrave's Neighbourhood Plan

Adam Howlett  
adam.howlett@archant.co.uk  
@EADTadam  
12 July, 2019 - 07:00

Kesgrave - plans have been put forward to shape its future Picture: JAMIE NIBLOCK

Kesgrave Town Council has put out its neighbourhood plan for consultation - which looks to tackle the big issues in the area such as parking and the lack of open spaces and leisure facilities.

The plan, which the public have been invited to comment on, is available to view on the council's website and at a series of public question and answer sessions until September 2.

According to the plan, the town's minimum housing requirement is 20, with 11 already in the pipeline.

Among the issues raised in the neighbourhood plan are:

## **- Kesgrave's lack of leisure facilities compared to population**

The town is now Suffolk's ninth biggest town by population but has no football ground, despite having two football clubs running 47 teams, no ambulance or fire station, no bus station, no cinema, no citizens advice bureau, no petrol station and no railway link.

A third of residents feel that facilities are not suitable and 28% use facilities elsewhere.

## **- The importance of maintaining Kesgrave's character and identity**

The plan says maintaining gaps between the built-up areas of Kesgrave to keep it separate from Rushmere St Andrew and Martlesham Heath, and to prevent them being viewed as a single 'East Ipswich' territory, is 'essential'.

## **- Road congestion, parking and lack of open spaces**

The report says in Old Kesgrave, homes were originally built with large gardens to combat the lack of nearby open spaces. In the years since, homeowners have sold parts of their gardens for development, creating problems in relation to cramming, air quality and tight access roads.

In more recent developments, such as Grange Farm, the layout is more dense with small gardens and narrow access roads which has created complaints over road and pavement parking and the fear emergency vehicles can't get through.

## **What the plan proposes:**

To tackle these issues, Kesgrave's Neighbourhood Plan looks to limit the building of homes in residential gardens to prevent homes being built too close together and to prevent homes being built in areas that separate the town from surrounding villages.

It also looks to protect local green spaces by preventing development, to promote projects that would add to the town's leisure facilities and to encourage better design and layouts in any new developments, including more off-street parking to avoid street cramming.

To view the plans yourself and to give feedback

visit [www.kesgravetowncouncil.org.uk/listings/kesgrave-neighbourhood-plan](http://www.kesgravetowncouncil.org.uk/listings/kesgrave-neighbourhood-plan)

**Kesgrave Town Council is hosting a series of drop-in sessions to give the public their say on the plans.**

**Kesgrave Market, Twelve Acre Approach, Kesgrave**

**June 15 (9am - 12pm)**

**July 20**

**August 17**

**Kesgrave Town Council office, Ferguson Way, Kesgrave**

**July 12 10am - 12pm,**

**July 17 6pm - 8pm**

**August 6 2pm -4pm**

**August 27 6pm - 8pm**

**If you would like to comment on the plans, send a letter to:**

**Kesgrave Neighbourhood Plan Public Consultation, Ferguson Way, Kesgrave, IP5 2FZ**

**Or email: [enquiry@kesgravetowncouncil.org.uk](mailto:enquiry@kesgravetowncouncil.org.uk)**

**Comments must be received by September 2. They must include your name and address to be accepted for consideration.**

## **Appendix O**

### **Regulation 14 Representations, Responses & Actions**

## Kesgrave Neighbourhood Plan - Regulation 14 Representations, Responses & Actions

Ref.		Name/ Representation	NP Area	Response by Qualifying Body	Amendment to Plan	
In this document the same abbreviations are adopted as in the Neighbourhood Plan, viz ESC (East Suffolk Council), KNP (Kesgrave Neighbourhood Plan), KNPS (Kesgrave Neighbourhood Plan Sub-committee), KTC (Kesgrave Town Council), SCCS (Suffolk Coastal Core Strategy 2013), SCLP (emerging former Suffolk Coastal Local Plan)						
1		Mr Andrew Taylor on behalf of Suffolk Aviation Heritage Gp				
	a)	Proposed amendments to the history of the asset site.	Appendix D	Agreed. Several exchanges of correspondence to obtain correct history.	Appendix D revised and content attributed by agreement to Mr Taylor.	
2		MS Jodie Allard, Football Development Manager, Suffolk FA				
	a)	Proposed correction to number of football teams in paragraph 7.8 and the levels they play at.	Section 7	Agreed. Checked details with one of the club chairmen who is also a member of KNPS and he concurred.	Corrections implemented at paragraph 7.8.	
3		Mr Andrew Webber (Kesgrave resident) on behalf of Plymouth Brethren Christian Church				
	a)	Sought advice on the planning system and wanted to make sure nothing in the NP would stand in the way of the church's potential future growth plans.	General	Explanation provided on how planning procedures operate and whilst pointing out that the authority for granting permission lies with ESC we offered informal pre-application discussions should the church require it, noting the provision of formal pre-application advice is an ESC function.	None considered necessary.	
4		Ms Rachel Wilson, Practice Manager, Birches Medical Centre				
	a)	Expressed no wish for any form of liaison with KTC.	Section 10	We offered to meet to discuss residents' concerns in a spirit of offering help but this was declined.	Relevant Non-Policy Action under Medical Services deleted.	
5		Wood Plc on behalf of National Grid				
	a)	Standard "nil return" response.	N/A	Acknowledgement only.	None considered necessary.	
6		Mr Stewart Patience, Spatial Planning Mgr, Anglian Water Services Limited				
	a)	No comments to make regarding our policies as these do not appear to raise any issue for them.	N/A	Acknowledgement only.	None considered necessary.	
7		Ms Alice Watson, Consultations Team, Natural England				
	a)	No specific comments to make.	N/A	Acknowledgement only.	None considered necessary.	
8		Mr Edward James, Historic Places Advisor, East of England, Historic England				
	a)	Welcomed the production of KNP, but do not wish to make any comments at this time.	N/A	Acknowledgement only.	None considered necessary.	

9	Mr Mark Norman, Assistant Asset Manager, Operations (East), Highways England				
	a)	Welcomed that the promotion of sustainable development, provision of facilities and services and sustainable transport is promoted; no other comments.	Sections 7 & 8	Acknowledgement only.	None considered necessary.
10	Mr Mark Ling (Rushmere St Andrew parish resident)				
	a)	Considers it dangerous and deluded to suggest or promote Kesgrave as “self-sufficient” and that “ <i>The Kesgrave Town Council mentality is dangerously outdated.</i> ”	General	Acknowledgement only.	None considered necessary.
11	Little Bealings Parish Council				
	a)	No comments to make.	N/A	Acknowledgement only.	None considered necessary.
12	Martlesham Parish Council				
	a)	Expressed support for KTC and wished us well with the next phases and implementation.	N/A	Acknowledgement only.	None considered necessary.
13	Planning Administration Team, Sport England				
	a)	Generic response raising no specific issues.	N/A	Acknowledgement only.	None considered necessary.
14	Ms Maggie Lusher, Executive Library Manager, Kesgrave				
	a)	Expressed thanks for the supportive write up for the library, very much appreciated.	Paragraphs (now) 2.16 and 2.17	Acknowledgement only.	None considered necessary.
15	Email from Mr Henry Brown attaching letter from Mr Chris Pattison, Turnberry acting on behalf of Grainger Plc				
	a)	States benefits accrue from their land south of the designation having an access point to Dobbs Lane located south of the area proposed for designation and to ensure safe operation of this access point, appropriate sightlines either side of the access must be maintained. This may involve the removal or pruning of trees/vegetation within the designated woodland and given their long term (development) plans for the site they are keen that further enhancements of the visibility splay are not prejudiced. Amendment to the boundary is the preferred approach but would be willing to withdraw objection if the following wording was added at the end of KE5: “ <i>The pruning and removal of trees and vegetation will be permitted within Local Green Spaces where necessary to provide appropriate sightlines and access to adjacent land or the Local Green Space itself.</i> ”	KE5 (No.1 designatn.)	The pruning and removal of trees is not considered development nor would the designation prevent the management required to maintain the woodland in question in its current form.	Clarifying narrative inserted in new para (now) 6.15.



	b)	Makes reference to Paragraph 99 of NPPF which states, " <i>Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.</i> "	KE5 (No.1 designatn.)	It is the intention of KNPS to set designations that will endure and we see no reason why they would not, rather the reverse where Local Plan strategies may change over time we would hope our designations could be maintained irrespective. Noted the position at present is that all of the land south of the designation within the Kesgrave boundary is defined as countryside in both SCCS and SCLP. The level of permitted development here is therefore very restricted.	None considered necessary.
	c)	States that the emerging Local Plan has acknowledged that housing need for the East of Ipswich area will need to be reviewed in response to the Ipswich Northern Route plus Ipswich's housing need is also presently unclear and may require additional land East of Ipswich to be released. On the basis that a review is likely and that they are promoting the land south of Long Strops through the current Examination and in response to any review, the designation of Local Green Space needs to be cognisant of these dynamic issues if it is to accord with the NPPF.		It is not within scope of KNP to comment on or to take into account Ipswich Borough Council's ability or otherwise to achieve its housing needs. Noted there is no such acknowledgement in SCLP that housing need for the East of Ipswich area specifically will need to be reviewed in response to the Ipswich Northern Route: <ul style="list-style-type: none"> <li>• SCLP Infrastructure paragraph 2.16 states, "<i>Suffolk County Council published an Ipswich Northern Route Study in January 2017, which assessed three indicative broad routes. The Council fully supports the ongoing work of Suffolk County Council in considering potential options for routes, and it is expected that the next review of the Suffolk Coastal Local Plan (along with other Local Plans in the Ipswich Strategic Planning Area) will examine route options in more detail, including the extent to which the options might support potential future scenarios for housing and employment growth <b>beyond that which is being planned for within this Local Plan.</b></i>"</li> <li>• SCLP paragraph 12.178 states, "<i>Suffolk County Council has consulted on the potential for an Ipswich Northern Route. Decisions on any potential route have not yet been taken and the Council will continue to work in partnership with Suffolk County Council. Working in partnership will ensure that any Northern Route provides a number of significant benefits to the local community as well as realising the economic benefits that may be brought about in the future. Due to the uncertainties surrounding the Ipswich Northern Route at this stage, <b>the Local Plan does not seek to identify any large scale developments which could potentially blight future options.</b></i>"</li> </ul>	None considered necessary.
	d)	Suggests that KE3 has been conceived not to 'shape, direct and help to deliver sustainable development' (para 29, NPPF), but ' <i>...to assist the planning authority in making informed decisions as to whether any future development accords with policies in this Neighbourhood Plan</i> '... States that as KNP is not	Section 5 KE3	Noted SCLP Policy SCLP10.5 (Settlement Coalescence) states that development of undeveloped land and intensification of developed land between settlements will only be permitted where it does not lead to the coalescence of settlements through a reduction in openness and space or the creation of urbanising effects between settlements and	None considered necessary.

		allocating any sites it has no need for a Policy that is considering the impact of future development that may or may not occur. It strays beyond identity and is seeking to develop a green buffer around Kesgrave in a landscape which has no protection beyond being countryside. States KNP is therefore inconsistent with National Guidance and goes beyond considering issues of coalescence by forming a new policy to protect Kesgrave from future reviews of the Local Plan. Contends that the key views are generic and long range with no justification for their selection, value or significance. Maintaining views of surrounding countryside in the face of a Local Plan Review is not justified by national policy. Therefore proposes deletion of clause c and the associated Policy Map No.1.		<b>that neighbourhood plans may include policies addressing local issues related to settlement coalescence.</b> The proposition justifying why the area has landscape merit is in the supporting evidence base. Noted the position at present is that all of the land south of the designation within the Kesgrave boundary is defined as countryside in both SCCS and SCLP. The level of permitted development in this area is therefore very restricted. If the position changes as the result of a future review of the Local Plan it is accepted that KNP may need to be reviewed also.	
	e)	Proposes KE7 be amended to identify the assets only as the second half of the policy duplicates the NPPF and is therefore not in conformity with paragraph 16f of the NPPF. The detailed history of the Foxhall Radio Station in Appendix D acknowledges it as being an important non-designated heritage asset. States importance of local heritage is shown in Objective Five of KNP, which states that KNP should preserve the town's heritage assets. In support of this objective, KNP should include wording which is supportive of development which would fund the renovation and enhancement of the heritage asset, and the opportunity to revitalise the existing Suffolk Aviation Heritage Museum. The majority of the Radio Station buildings are dis-used and in need of substantial repair, and without proper investment their heritage value will deteriorate.	Section 6 KE7	Agreed that it would be better to have the specific assets named in the policy rather than referring solely to Appendix D. It is otherwise helpful to have the text in to assist the reader. Noted all of the buildings were in a state of disrepair and subject to vandalism for several years until the Suffolk Aviation Heritage Group intervened in 2012 and transformed two of the buildings and established the museum. There is no evidence to support the notion that the only way the asset can be preserved and enhanced is through housing development on the land that surrounds it.	Amendment to KE5 including a Policies Map reference.
16		Email from Mr Jamie Childs, Senior Associate, Howes Percival LLP attaching a letter on behalf Wo & PO Jolly and The Kesgrave Covenant Ltd			
	a)	Proposed objection to Policy KE5 regarding designation No.1 providing a "Brief history and current operation of Longstrops".	KE5 (No.1 designatn.)	Noted that the brief history omitted mention of the Section 106 Planning Instrument 1998 which provided for the transfer of most of the land in question to Kesgrave Parish Council via a Deed of Gift within 3-5yrs which was not implemented.	None considered necessary.
	b)	Proposed that due to existing requirements the LGS designation is not needed.	KE5 (No.1 designatn.)	The majority of the area is subject to a timebound lease which provides no guarantee in the long term.	None considered necessary.
	c)	Proposed that the land is an "extensive tract of land" and therefore ineligible.	KE5 (No.1 designatn.)	Noted that many residents and others enjoy recreational value through dog walking, jogging, cycling and the weekly Parkruns for the whole length and breadth of the space which	None considered necessary.

				for half its length it is only 20mtrs wide. Not regarded as an “extensive tract of land” and therefore eligible.	
	d)	Proposed that the designation will confer no additional public rights of access and no need to designate “linear corridors” to protect such rights of way.	KE5 (No.1 designatn.)	Not objectives per se. We wish to take the opportunity granted in formulating a neighbourhood plan to make a designation which is considered to be appropriate.	None considered necessary.
	e)	Proposed that the hedged area of width 1.5 mtrs between fences erected by their client on the southern boundary of the designation does not satisfy the requirements.	KE5 (No.1 designatn.)	The hedges on the borders are integral to the community value placed on the designated area. They are cherished from having been partly planted by local school children (see paragraph (now) 6.28) and being home to diverse wildlife including annually nesting Whitethroat birds. The protection against hedge removal or damage due to development is thought justified and highly appropriate.	Clarifications made at (now) 6.12, KE5 and Appendix B that all associated wooded areas and hedgerows are included in the designation.
	f)	Proposed that KE5 is too restrictive in managing development placing it in conflict with paragraph 101 of the NPPF and fails to account for the contents of paragraphs 145 and 146 of NPPF, in particular that it would prevent the development or improvement of facilities for outdoor sport and recreation.	KE5 (No.1 designatn.)	We will delete “ <i>small in scale (in terms of height and bulk)</i> ” leaving “ <i>it is clearly demonstrated that it will <del>is required to</del> enhance the role and function of the identified Local Green Space</i> ”.	Amendment to Policy KE5.
	g)	Proposed that future developments in the vicinity of Kesgrave should benefit from easily accessible green spaces and this may require development to be carried out on Longstrops.	KE5 (No.1 designatn.)	Not clear on what this representation means since the core purpose is to protect the designation and it is difficult to see how this of itself could lead to development. Noted in regard to the area in the vicinity of designation that is not already built up (i.e. the agricultural land to the south) this defined as countryside in both SCCS and SCLP where permitted development is very restricted.	None considered necessary.
	h)	Proposed that the town council may be prevented from carrying out development to improve or enhance facilities on the sportsground.	KE5 (No.1 designatn.)	The amended wording to KE5 resulting from the above response will provide sufficient flexibility to enhance facilities on the sportsground if desired.	See above - none further considered necessary.
17	Ms Sue Hall (Kesgrave resident)				
	a)	Proposed amendments to paragraphs 5.15 and 5.16 to advocate “ <i>additional text describing the high value attributes, character and setting of Landscape Parcel 1</i> ”.	Paras 5.15 and 5.16	5.15 (now 5.17) is a generic description of the landscape’s physical features and perceptual attributes. It would not be appropriate to single out one particular parcel. 5.16 (now 5.18) describes landscape “ <i>attributes, some beyond the parish boundary, (that) contribute to the landscape setting of the town</i> ”. The list includes: <ul style="list-style-type: none"> <li>• “<i>Agricultural land and woodland between the parishes of Playford and Little Bealings to the north.</i>”</li> <li>• “<i>Land around Kiln Farm that functions as a gap between Kesgrave and Rushmere St Andrew.</i>”</li> </ul> These two encompass Landscape Parcel 1. No reference to it in the text by name seems appropriate when none of the other land parcels have been named either.	None considered necessary.

b)	Policy Map 2 to highlight Landscape Setting Parcel 1 and the corresponding view.	Policies Map	Reference to this parcel and view contained in the evidence document is not within the Kesgrave boundary and was excluded for that reason on the advice of ESC.	None considered necessary.
c)	Proposed addition to Policy KE6 Wildlife Conservation Development to include provision for protecting trees for the benefit of wildlife and providing additional trees.	Section 6 KE6	Agreed and considered in conjunction with rep 18.d) from Suffolk County Council.	Policy KE6 strengthened.
d)	Proposes a separate paragraph and new policy on climate change.	Section 6	KNP includes related content and policies including air quality and wildlife conservation but there are limitations to the way in which a local planning document can usefully address this topic.	New Non-Policy Action 2.a) added suggesting KTC declare a climate emergency.
e)	Proposed inclusion of cycle parking standards in Section 6.	Section 6	Agreed.	New paragraph 6.9 added.
f)	Proposed additional information to be included in Section 6 related to allotments.	Section 6	Agreed.	Expansion of (now) paragraph 6.10.
g)	Proposed insertion of cycling path planning references in Section 8.	Section 8	Agreed.	Insertion made at paragraph 8.11 and new Non-Policy Action 4.k) added.
h)	Raised concern about September reductions in bus services and frequencies.	Section 8	Agreed a comment would be appropriate.	New paragraph 8.11 Inserted.
i)	Proposes KE10 could be strengthened by reference to the support for public transport given by SCLP12.18 (Strategy for Communities surrounding Ipswich)	Section 8 KE10	Agreed.	New paragraph (now) 8.9 inserted..
j)	Proposed updating the bus route map in Section 8 as services have since been changed.	Section 8	It has been decided to delete the graphic as the Kesgrave Town Guide website updates the bus services map as and when it changes and is the more appropriate repository.	Bus route graphic deleted.
k)	Proposed strengthening the KE10 policy wording.	Section 8	Feedback received from ESC was to consider the policy wording in relation to the scale of development expected to come forward and whether it is something that is more appropriate as an aspiration than an expectation on all new development. However, in light also of rep Item 18g) from Suffolk County Council agreement was reached to strengthen the policy wording.	Policy KE10 strengthened.
l)	Proposes corrections to certain Non-Policy Actions and suggested an additional one on waiting areas at bus stops.	Section 10	All agreed.	Non-Policy Actions corrected and new one, 4.j) added.
m)	Proposes a delay in the completion of KNP to enable "future proofing" against possible developments such as a decision to go ahead with the Ipswich Northern Route and a perceived possibility that the next review of SCLP will be brought forward.	General	Not considered to be within KNP remit.	None considered necessary.

18	Cameron Clow, Planning Officer, Growth, Highways and Infrastructure, Suffolk County Council				
	a)	Proposed a broader background of archaeological heritage would be helpful.	Section 2	Agreed.	New 2.4 inserted.
	b)	Provided maps and data on flooding incidents for inclusion in the evidence base.	Section 5	The information and maps are well received.	New bullet point included in paragraph 5.2 and new Appendix E with Flood Incident Maps added.
	c)	Proposed a policy for supporting housing for older people.	Section 5	This would be a more effective aim of housing policies if KNP were allocating sites but as it stands the emerging Local Plan has Policy SCLP5.8 which supports sheltered and extra care housing and this is considered sufficient. The suggested policy wording would duplicate this.	None considered necessary.
	d)	Proposed Policy KE6: Wildlife Conservation could be improved and suggests wording.	KE6	Agreed.	Policy KE6 amended.
	e)	Public rights of way - proposed that KNP could add to NPPF and general Local Plan policy protection by highlighting where enhancement would be beneficial.	Section 6	Section 6	Amendment to Policy KE9 as suggested.
	f)	Proposed changes to KNP's transport policies to give effect to the promotion of modal shift to sustainable means.	Section 8	Whilst agreeing the principles we feel this is a policy matter that falls outside the remit of KNP and may be progressed by KTC under a climate emergency initiative.	Non-Policy Action added.
	g)	Supports Policy KE10 but proposes could go further to encourage improvement to bus services, not just avoidance of detriment as development should support and enable improvements to bus services where possible. Amendment to wording suggested.	Section 8 KE10	Agreed.	Policy KE10 amended to include suggestions.
	h)	Supports streets with well-designed parking and the provision for access of emergency and refuse vehicles, however is concerned that the current policy suggests that all parking should be off street. It is appropriate that a proportion of parking is provided on street as some on street parking is inevitable, from visitors, deliveries and some people preferring to park on the street. Following best practice development should be able to incorporate on street parking without obstructing other users, emergency vehicles or refuse collection. Proposed changes to Policy KE11 accordingly.	Section 8 KE11	Agreed.	Policy KE11 amended to the wording suggested.
	i)	Recommended that the Suffolk Guidance for Parking is referenced in the explanatory text to indicate good practice to developers.	Section 8	Accepted.	New paragraph 8.16 inserted.

19	Ian Johns, Planning Officer, East Suffolk Council			
a)	The figure of 20 dwellings set out in Policy SCLP12.1 (Neighbourhood Plans) of the Suffolk Coastal Final Draft Local Plan to be delivered in the Kesgrave Neighbourhood Plan area is a minimum. Paragraph 103 (ID 41-103-20190509) of the Neighbourhood Planning section of the national Planning Practice Guidance states clearly that neighbourhood plans are encouraged to meet minimum housing targets and where possible to exceed them. It is advised that the wording in paragraph 1.10, which states that the permissions for 11 leave a further nine to be delivered, could be revised to more closely reflect the positive approach expected by national policy.	Policy Context	Noted the final sentence in 1.10 states: <i>“Accordingly, the policies in the Neighbourhood Plan provide a framework to ensure that the 1 dwelling remaining of the 20 is delivered as a minimum.”</i> Noted the opportunities to deliver higher numbers within the Kesgrave Settlement Boundary are limited by the fact that it is already overwhelmingly built upon.	None considered necessary.
b)	Some of the shading in peripheral areas (outside of Kesgrave) appears incorrect and it is recommended that this is checked for accuracy. It would also be worth identifying the source of the mapping information.	Map 2.1 Timeline for Growth of the Town	Checked with our supplier who has provided the Ordnance Survey source references.	Source references inserted into Figure (now) 2.5: <i>Timeline for growth of the town.</i>
c)	To ensure consistency with other objectives in the Neighbourhood Plan it is preferable that this objective does not relate specifically to development, but to provide an overarching objective towards air quality.	Objective 3	Agreed.	Objective 3 amended.
d)	Proposes that policy KE1 part b), is not consistent with the NPPF or in general conformity with policy DM7 of the adopted Core Strategy and policy SCLP5.7 of the emerging Local Plan.	KE1	We strongly believe KE1b) adheres to NPPF and that as well as SCLP5.7, KNP as a whole is very much in conformity with both SCCS and SCLP. Our explanation for this is too lengthy to be included here and has been set out in a separate Evidence Paper.	Item 08 <i>Review of Impact of Policy and Rationale for Policy KE1</i> inserted on List of Evidence
e)	Suggests inconsistency between KE1 part b) and the NPPF and Local Plan policies, as well as KE1 part a), could result in significant issues with the ability to use the policy to determine planning applications. It may also be possible to combine KE1 parts a) and b) in order to retain the emphasis upon the importance of garden space but to remove potential conflict with the NPPF and Local Plan policies.	KE1	There should be no difficulty in determining planning applications – this is the local role in policy making afforded to neighbourhood plans in action. Adopting an approach whereby the ‘positivity’ of certain policies outweigh more fine-grained development management policies serves to undermine the role of neighbourhood planning as a core part of the development plan. Nonetheless, to address this concern we have reviewed the policy wording to show a clear distinction between the approach to Infill (KE1a) and Residential Garden Development (KE1b)). This reflects NPPF (Paragraph 70) which refers only to residential garden development – a distinction not seemingly recognised in SCCS or SCLP policies which may be leading to the difficulty suggested. We have also reviewed the narrative within Section 5 to include further contextualising information related to NPPF.	KE1a)&b) wording amended. Various amendments made to paragraphs (now) 5.2 – 5.6.

				The approach to recent actual planning applications involving detached annexes in gardens also calls for further amendment.	Paragraph 5.8 amended and see Section 6 of Item 08 <i>Review of Impact of Policy and Rationale for Policy KE1</i> on the List of Evidence.
f)	States that there is no evidence presented to justify the prevention of all garden developments.	KE1		This is incorrect since the evidence presented in Section 5 of KNP, coupled with Appendices A and E together make the case in respect of the harm and cumulative harm such development causes and has caused in Kesgrave. Noted that these representations make no comment on the contents of Appendices A and E.	None considered necessary.
g)	Welcomes paragraph 5.8 and policy KE2, which sees a role for residential uses above the ground floor level in the District Centre but states its inclusion should not be at the expense of setting out a positive framework which is supportive of appropriate housing development through the rest of KNP.	KE2		The point about setting a positive framework for supporting appropriate housing development throughout KNP is not affected in any way by Policy KE2. Policy KE2 is one articulation of that and the remainder of the policies in KNP, coupled with those in the Suffolk Coastal Local Plan, provide that positive framework. The purpose of Policy KE2 is to identify an opportunity for housing growth which might otherwise be restricted by the policy framework. It also should be recognised that the town's scope for delivering additional development is limited by the fact that within the Settlement Boundary it is already overwhelmingly built upon.	None considered necessary.
h)	Points out a need to update the map above policy KE2, labelled ' <i>Permission for the use of this land has been applied for and is pending</i> '. Recommended that the labelling on the map is amended to reflect the planning permissions.	KE2		Permission for the use of KNP diagram (not the <i>land</i> ) has been obtained.	Comment on plan diagram updated - after (now) 5.11.
i)	States that planning permission has been granted on this site for this form of development under DC/18/2292/FUL (this was revised under DC/19/2183/AME and DC/19/2500/VOC). There is no current application. It is recommended that the labelling on the map is amended to reflect these planning permissions.	Section 5 Mead Drive plan figure		KNP is using the example of a development that has been approved to point up the sort of development it will encourage as the primary means of fulfilling its obligations. The detailed planning permission referencing is not considered necessary.	None considered necessary.
j)	Supports the aims behind KE4 and comments on implementation of part b). Considers it important to be aware that only a limited amount of development is likely to come forward during the life of the neighbourhood plan meaning only a small amount of green and community growing spaces will be delivered. As it is ultimately not possible to control how occupants use their gardens, strongly advises that clarification be made in the wording of part b) as to	KE4		The point about clarifying where community growing spaces should be provided is noted. It is intended that these would be in communal areas where it is feasible to provide them. It should be noted that a community growing space could be as small as a 4m <sup>2</sup> planter, therefore good design should reasonably be able to incorporate this into almost any development. The Town Council would not be looking to take on the management of such communal spaces but ownership via residents could be transferred to a management company	Policy KE4b amended.

		whether it refers to communal areas, such as allotments or amenity areas, or specific defined growing spaces within individual plots or gardens.		and funded by residents who in turn would have the opportunity to access/manage the spaces.	
	k)	An evidence base demonstrating the need for green and community growing spaces could help to identify the amount of space needed for particular types of development and thereby strengthen the policy.	KE4	Noted but it is not considered necessary to make the case for more growing spaces, given the increasing national recognition of the importance of communities building resilience against food shortages and the recognition of the health benefits of spending time outdoors, including gardening activities.	(Now) paragraph 6.10 amended.
	l)	Community growing spaces created would require future management and it is unclear who is intended to own, maintain or manage these areas, or how this would be secured in the longer term. Suggests consideration be given to the inclusion of an action point relating to ways in which both existing and future residents could be encouraged to grow their own produce, which may be more effective than a policy requirement.	KE4	In respect of management, as noted above these are likely to be small spaces which will have minimal maintenance needs beyond weeding. There is no need to over-complicate basic provision of things to help people grow their own and reconnect with nature, albeit in a very simple way.	None considered necessary.
	m)	Considers it important for the correct terminology to be used when referring to nitrogen dioxide air quality objectives. The terms 'annual mean air quality objective' and 'annual mean objective level' should be used instead of 'UK target' (paragraph 6.18); 'maximum target' (paragraph 6.17) and 'target maximum' (Figure 6.1).	Section 6	Noted.	The terms have been replaced by " <i>annual mean air quality objective and European obligation</i> ".
	n)	Suggests some of the information in table 6.1 is amended/updated to include lower NO <sub>2</sub> monitoring results for the temporary equipment in 2017 on Bell Lane and Dobbs Lane.	Fig 6.1	In the context of supporting the relevant policy our focus is on the congestion along the A1214 not down Bell Lane or Dobbs Lane. Adding more development and more cars into Old Kesgrave would exacerbate air quality issues that are already fragile and under threat from increased traffic along the A1214 coming from Brightwell Lakes (as confirmed by SCC Highways) and this seems likely to have a detrimental effect on the diffuser results which are not too far short of the mean objective level (and European obligation level).	Amendments made to Figure 6.1 and in paragraph (now) 6.19.
	o)	It is acknowledged that the text in paragraph 7.2 states that Figure 7.1 is not a like for like comparison. Kesgrave is located within the East of Ipswich Major Centre in the adopted and emerging Local Plan and due to this location its role is different to that of the market towns and the text should be amended to acknowledge this. It would be worth adding a sentence that states that the information contained in table 7.1 is that which is within the town boundary however that	Para 7.2	This was addressed during our informal feedback prior to Regulation 14 consultation, in particular through the introduction of the phrase " <i>Although not a precise like for like comparison, and acknowledging that market towns also serve a hinterland and have a tourism role...</i> " This is considered an adequate response. The desire to include Kesgrave in the East of Ipswich Major Centre speaks to a long held and voiced concern on the part of residents that the town is treated merely as a suburb of Ipswich and not a discrete town in its own right. This "role"	None considered necessary.



		there are facilities relatively nearby in neighbouring areas.		ascribed to Kesgrave is not one residents recognise, want or have been given a choice in accepting. The approach also serves to downplay the importance expressed by residents to have absent facilities in closer proximity so that car miles can be reduced, congestion alleviated, threats to air quality reduced and health and well-being improved through more walking and cycling.	
	p)	Recommended greater clarity regarding infrastructure. In addition using the phrase 'associated infrastructure' would ensure consistency with paragraph 8.9 and avoid any future debate or confusion.	KE10	Agreed.	Policy KE10 amended (see also response to rep 18g)).
	q)	This is a new policy which was inserted after the SEA and HRA screening processes were completed, and these therefore may need to be revisited.	General	Noted.	Rescreening to be arranged accordingly.
	r)	Map 2 is taken from the Suffolk Coastal Final Draft Local Plan. Recommends that policies maps should be produced by the neighbourhood planning group, however is able to assist in this respect.	Policy Map 2	Noted.	All maps redone to meet ESC's technical requirements. All policies put on one map. Confirmed subsequently that colouring does not cause technical difficulties for ESC.