

# **Melton Neighbourhood Plan 2016-2029 Consultation Statement**



**December 2016**

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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 Melton Neighbourhood Plan (MNP).
- 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.
- 1.3 The policies contained in the MNP are as a result of considerable interaction and consultation with the community and businesses within the parish. Work has involved community groups over approximately three years, as well as surveys, public meetings and events. This has been overseen and coordinated by firstly Melton Parish Council, secondly the Planning Committee of Melton Parish Council and thirdly the MNP Working Group, which was formed to lead the MNP at the beginning. In the latter stages of the MNP process a Consultant was employed to put the Plan together, using the evidence we gathered from our consultation. Views and interactions from this entire process led to the Vision and Objectives in the MNP, and subsequently therefore form the basis for the key policies set out in the MNP.

## Organisational structure of the MNP

- 1.4 The MNP has been prepared after extensive community involvement and engagement. The MNP has reflected the views of the community and expressly of the need for a small amount of affordable development principally to address local needs, along with the provision of community infrastructure. Traffic was the principal issue for most people and the MNP seeks to address this along with supplying the small amount of housing that is deemed necessary.
- 1.5 The structure put in place was a Working Group comprised mainly of residents with a few Parish Councillors. The Working Group was overseen by the Planning Committee of Melton Parish Council, who in turn reported to the Full Council. The Working Group also worked closely with Planning Aid who helped and advised on major points in the process. The Working Group was, periodically, split into smaller groups who looked at specific key areas such as business, residential development, rural issues, traffic and transport etc.
- 1.6 The Working Group changed somewhat over the period of time it took to complete the MNP but originally comprised 10 volunteers from the community and 6 members of the Parish Council Planning Committee. At one point we had 18 community volunteers and a Working Group of 24 people in total. The Planning Committee oversaw the process and met regularly once a month and the Full Council also had a regular report on the MNP, in both cases all updates and discussions were also minuted. There is more detail about the Working Group on the Melton Neighbourhood Plan website (<http://www.meltonneighbourhoodplan.co.uk/#!documents/g8va6>).

This includes all of the minutes of meetings held throughout the preparation of the Neighbourhood Plan.

**Melton Neighbourhood Plan TIMELINE**

Date	Action	Notes
2005	Meeting for residents at St Andrews Church asking them to look at Site Specific Allocations Map from SCDC and mark where they did and didn't want housing.	Area around the Station / brownfield preferred.
September 2010	Affordable Housing Needs Survey completed for Melton Parish by Melton Parish Council (MPC)	A need for 14 affordable houses was identified and MPC asked Community Action Suffolk (CAS) to help them identify an 'exception site' in Melton for these. After much discussion and time it transpired that CAS were unable to help.
March/June 2012	MPC Planning Committee and then Full Council agree to do a Neighbourhood Plan (NP) for Melton and set up Terms of Reference	
June 2012	Initial Working Group (WG) is formed, initially comprising 7 residents and 4 Councillors	
October 2012	Project Plan and Draft Budget sent to WG and MPC	
October 2012	Formal Submission to do a NP first submitted by hand to Suffolk Coastal District Council (SCDC)	
November 2012	Call to Action Page in Melton Messenger	
11 <sup>th</sup> December 2012	NP Working Group Meeting	
11 January 2013	Formal Submission to do a NP re-submitted by email to Suffolk Coastal District Council (SCDC)	
9 <sup>th</sup> April 2013	NP Working Group Meeting	
April 2013	SCDC acknowledge Formal Submission for NP	
April 2013	NP Leaflet goes to every household alongside Melton Messenger magazine	
18 <sup>th</sup> April 2013	NP website launched	
8 <sup>th</sup> May 2013	NP Grant Application sent and received	
May 2013	Letter sent to all Businesses in Melton asking them to get involved in NP	
June 2013	Young Persons Questionnaire advertised in Melton Messenger, on Notice Boards, shops, Fete, School, Church etc	Made available to fill in online.
June 2013	Open Day	
July 2013	SCDC and other Parish meeting	
July 2013	NP Display at Melton Fete	
19 <sup>th</sup> September 2013	NP Working Group Meeting	
30 <sup>th</sup> October	Joint Planning Aid / Working Group meeting	

Date	Action	Notes
2013		
November 2013	Call to Action Page in Melton Messenger	
December 2013	SCDC / Joint Parish meeting	
January 2014	Area Designation finally agreed by SCDC	
January 2014	Household Questionnaire sent to every Household in Melton	
January 2014	Business Questionnaire and letter sent to every Business in Melton	
April/June 2014	Request for feedback sent to Safer Neighbourhood Team and Farlingaye School	
27 <sup>th</sup> May 2014	Working Group Meeting	
July 2014	Letter to Landowners	
July 2014	Letter to Businesses	
July 2014	NP Display at Melton Fete	
July 2014	Open Days	
July 2014	Planning Aid Workshop with Working Group	
October 2014	Planning Aid Workshop with Working Group	
March 2015	Character Assessment Workshop with Planning Aid / Working Group	
23 <sup>rd</sup> June 2015	Working Group Meeting	
September 2015	Working Together Letter sent by MPC	
November 2015	SCDC Planning Liason Meeting	
March 2016	3 Open Days	
May 2016	APM and AGM	

1.7 Alongside the above events the following communications were included throughout this process:

- Regular Reports and Updates through Melton Messenger Magazine, which goes to every household once a month.
- Reports / Updates and Calls to Action on E-News which goes to approx. 150 Melton residents who have signed up to this service.
- Posters displayed on Parish Notice Boards, in St Andrews Church, at the Fish and Chip Shop, Butcher, Pub etc.
- Email updates and Calls to Action to those who signed up to this at events or via the website (215 people).
- Leaflets sent to households
- Website running throughout process with regular updates
- Handouts / Displays at Fetes and Annual Parish Meetings
- Involvement of Melton Primary School
- Updates at every Full Council Meeting and Planning Committee meeting – Minutes published online

## **Public events and other consultation activities**

- 1.8 Following on from the timeline given above, these are the main surveys and consultation activities undertaken:
- A Neighbourhood Plan Open Session, June 2013
  - A Neighbourhood Plan Questionnaire to Households and Businesses, January 2014
  - A Neighbourhood Plan Questionnaire to Businesses, January 2014
  - Two Neighbourhood Plan Open Sessions, July 2014
  - Three Neighbourhood Plan Open Sessions, March 2016
- 1.9 The June 2013 Neighbourhood Plan Open Session was the first opportunity for the community to come and give its views about the future development of the parish. The event was advertised via the following methods:
- The Parish Council (<http://melton-suffolk-pc.gov.uk/>) and MNP websites (<http://www.meltonneighbourhoodplan.co.uk/>)
  - The village newsletter (Melton Messenger) which is distributed to all households each month
  - Village e-newsletter (E-News)
  - Emails from individual members of the BPC and the MNP Group to other members of the village
  - Posters on the village noticeboards, lining the streets, in shops and the pub and Fish and Chip shop
- 1.10 At this Open Session, a series of exhibition boards were presented with various question headings e.g. What is your opinion on new housing developments in Melton? / What is your opinion on facilities for Young people in Melton? / What is your opinion about traffic and transport? etc along with a map of the parish showing the settlement boundaries, footpaths, conservation area, etc, and also a general Parish map where people could put a red or green sticker depending on how they felt about housing being put there (see Appendix O). Parishioners were invited to write their ideas and comments on post-it notes to say what they felt was important in the parish and in answer to the questions posed. Members of the MNP Working Group, Parish Councillors and representatives from Planning Aid were present to talk people through the concept of the Neighbourhood Plan and to answer any questions. The welcome handout, text that was provided on the exhibition boards and a full feedback report is shown in Appendix D.
- 1.11 In January 2014 the Household Questionnaire was distributed to every household in the parish via a mailing company. A stamp-addressed envelope was provided with each copy. Parishioners were given approx. six weeks (till 1<sup>st</sup> March) to complete and return the questionnaire and as an incentive every returned copy entered the household into a Prize Draw for £100.
- 1.12 In January 2014 a letter was sent to every business in the parish, mailed out by the Clerk of the Parish Council. The business was asked to complete their Business Questionnaire online and they were given a link to the 'Survey Monkey' questionnaire we had set up. As an incentive we offered free advertising in the completed MNP, once published, to those who completed one.
- 1.13 Following the results of both Questionnaires two further open sessions were held in July 2014 to get feedback from the community. We set up display boards as before and asked them to

comment on Key Issues and Focus Points that had come out of the analysis done. The welcome handout, text for displays and full feedback analysis is contained in Appendix G.

- 1.14 2015 was a slow year for the MNP and things were delayed from progressing due to changes in Parish Councillors overseeing the process, a huge amount of work that had to be done by the Parish Council to fight a big planning application and also an inability to engage with specific landowners due to the move of the SCDC main office building to a crucial site in Melton. A Consultant was engaged however and work was able to start on the initial Draft MNP.
- 1.15 In March 2016 we held three Open Sessions at Melton Primary School so that the community could look at the DRAFT MNP and its proposed policies as well as look at a potential development proposal for 50 affordable houses and community facilities. Again display boards were set up showing the Vision, Mission, Objectives and main Policies and their backgrounds and why we had proposed them. A big section was dedicated to the new development proposal on the Carter/Warburg site and as part of that the Pitstop Out of School Club and their Community Farm had a stand, as they were part of the development proposal. Appendix M and N show the Welcome Handout and Feedback from these three sessions.

### ***Stakeholder consultations***

- 1.16 Throughout the process, The MNP Group worked with Suffolk Coastal District Council (SCDC).  
Meetings were held at various intervals with officers from SCDC to address matters pertaining to, the progression of the MNP and these included two meetings which also included neighbouring NP Groups from Woodbridge Town, Martlesham and Great Bealings.
- 1.17 Other consultees that the MNP engaged with included:
  - Suffolk County Council Highways Department
  - Local landowners
  - Owners of local businesses and retail stores serving the local area
  - Melton Primary School
  - Local Parish Councils within an approx. 5 mile radius

### **Engaging with hard-to-reach groups**

- 1.18 Throughout the process, the MNP Working Group was aware that, particularly in a rural area such as Melton, there was the potential for engagement to fail to reach certain groups. The Group reviewed not just the feedback from the main sources of engagement (the Open Sessions and the Questionnaires) to ascertain whether there were any particular sections of the community that were being under-represented. However, it was felt that this was not the case and that a reasonable cross-section of the community had given their views. A presence at the Melton Village Fete in 2013 and 2014, the Young Persons Questionnaire sent in June 2013 and engagement with the Primary School was also good way to engage with typically hard-to-reach groups such as young working families.



It was also felt that the scope of our general engagement and communications was sufficient to capture all age groups in the area.



### **Strategic Environmental Assessment**

- 1.19 The MNP Group submitted a draft Scoping Report in respect of the Strategic Environmental Assessment (SEA) of the draft MNP in December 2015. SCDC consulted with the statutory bodies (Historic England, Natural England and Environment Agency in October and November 2016). The responses informed the preparation of the SEA which was completed in December 2016.

### **Habitats Regulations Assessment**

- 1.20 SCDC advised at an early stage that the potential impact of plan policies on the Natura 200 network, an Appropriate Assessment (Habitats Regulations Assessment) would likely be required. This was confirmed in a Screening Opinion undertaken by SCDC and published in June 2016. An HRA was undertaken in November 2016. Both the screening opinion and the HRA documents are provided separately.



## 2 KEY RESPONSES FROM CONSULTATION

### 2013 Open Session

2.1 The Neighbourhood Plan Open Session in June 2013 produced a range of responses on various topics. In summary, the main points raised were:

- Traffic was the major worry for most people, especially along the A1152 / Woods Lane / Station Road. A bypass off the peninsular to the A12 often mentioned.
- Small developments, but no more big estates
- Many comments about Green spaces needing protection and better use of the river frontage
- Lack of Parking a big issue especially in the village centre
- More Allotments wanted
- Type of housing development preferred: Affordable housing
- More employment needed: Yes but for small local businesses
- Village facilities for young and old needed, play spaces, outdoor exercise equipment, meeting places etc
- Other priorities: Request for cycle paths and better joining of footpaths and bridleways
- Overall vision for Melton: Need to maintain rural village aspects, protect its historic character and prevent Melton becoming a suburb of Woodbridge
- A general map of the Parish giving people an opportunity to mark where they would and wouldn't want to see new houses or development showed a preference for the sites around the Station.

### Household Questionnaire

2.2 The Neighbourhood Plan questionnaire had a 25% response (448 returned) from all households in Melton. The full report is in the Appendix but these are the following key messages that came out:

- 14% of respondents said that they wanted more affordable houses and to protect Melton from overdevelopment.
- 13% wanted to specifically encourage affordable housing development, 10% small business premises, 17% small residential development, 12% special needs housing and 9% community facilities.
- 49% felt there was Too Much Development and Inadequate Infrastructure
- 23% felt there was an opportunity for an increased sense of community.
- 72% felt that the A1152 had serious traffic problems that needed addressing.
- 60% did not think there were enough facilities for young people.
- 24% wanted a day room or some social place for elderly residents to meet regularly.
- 91% felt that the design criteria for new houses was very important.
- 45% felt that views across the river contributed significantly to the character of Melton.

- 52% wanted better footpath maintenance.
- 21% wanted to re-build the Pavilion on the playing fields and create a new and better Village Hall.
- 18% wanted development on part of the Carter site and land around the Station. 13% wanted development on the Warburg land next to the Carter site. 10% wanted to re-develop the site where Avocet House stands.
- The land along Woods Lane got the most votes for NO development with sites on that stretch getting 11%.
- The priority for restrictions to development in Melton were to stop large retail and commercial sites (like Tesco) and large dense estates.
- Better Footpath maintenance, cycle lanes, allotments, public loos, facilities for old and young were also highly favoured again by many respondents.
- 41% wanted to see controlled expansion of Melton over the next 10-20 years.

### **Business Questionnaire**

2.3 The Business Questionnaire was sent to 111 identified businesses in Melton and had 17 responses (15% response rate) and the key issues which came out of it were:

- 81% expected to create job opportunities in the future.
- Traffic flow through the village did not appear to affect them much in terms of business success BUT there were still a lot of comments about congestion and issues with traffic on Woods Lane, Dock Lane and parking around the school.
- Better Wi-Fi and Mobile Phone signals were needed
- 56% felt positive about new business developments in Melton and how it would affect them

### **July 2014 Open Sessions**

2.4 The majority of those who attended the July 2014 Open Sessions agreed with the Focus Points and Key Issues we had put to them. Further comments on these were as follows:

- Small scale affordable housing would be welcome but sustainability needed to be looked at carefully
- The same map from the Questionnaire which showed specific sites where landowners had approached SCDC for comments / permission to build was presented and people were given the opportunity to put red dots where they didn't want houses and blue where they did. This again showed a preference for the sites around the Station / Girdlestones / Carter / Warburg land. There was also some preference shown for land above St. Audreys, near Ufford. See Appendix O.
- More parking needed in Melton and all new houses need sufficient off-street parking
- Wildlife corridors linking different villages, tree preservation and protection of current green spaces still very important to a lot of people
- Allotments still a constant request
- More requests to look at ways of diverting traffic off peninsular (Rendlesham area) onto the A12 and away from Melton

### March 2016 Open Sessions

2.5 The following issues were raised at the March 2016 Open Session (where approx.. 150 residents attended) in respect of the draft Neighbourhood Plan policies and the proposed Carter/Warburg development:

- The proposed development was generally seen as positive by those not living nearby and by some living nearby. Those who were negative about it were mainly from the St Andrews Estate next door and were concerned with traffic issues and specifically with the access being through the current St Andrews Estate. Therefore this access point was changed.
- The idea of having the lake, café, allotments and community farm and green space was very positively received.
- Traffic in Melton in general was still the major issue for most people and Station Road was highlighted, especially in light of the proposed development site and potential increase to traffic from there.
- There were a number of very negative comments about the BMX/skatepark idea so it was felt this would be too controversial and was taken out of the Draft MNP.
- Many people commented on how much they liked the houseboats and so this policy was re-visited but it was felt that it was a policy to restrict new boats only and not get rid of what was already there. Therefore this policy was kept.



### 3 REGULATION 14 PRE-SUBMISSION CONSULTATION

3.1 The Neighbourhood Plan Steering Group finalised the Draft MNP in May 2016. The Regulation 14 Pre-Submission Consultation ran for an initial six-week period from 1st July 2016 to 23rd September 2016, an extended period to reflect the summer holiday period. Paper copies of the draft MNP were made available at Woodbridge Library, the Coach and Horses Pub, the Fish and Chip Shop, St Andrews Church, and on request. The document could also be read on the website [www.meltonneighbourhoodplan.co.uk](http://www.meltonneighbourhoodplan.co.uk). A consultation survey was also issued using Survey Monkey to enable people to input their views, although views were also accepted by post and email

#### Distribution to statutory and non-statutory consultees

3.2 In accordance with requirements of the Neighbourhood Planning Regulations, relevant statutory consultees were notified by letter. In addition, a range of parties that the Steering Group considered were likely to have an interest in the plan were also written to. All parties were advised to download a copy of the plan, but were advised that hard copies could be issued on request.

3.3 The full list of statutory consultees that were written to is as follows:

Consultee
<b>Statutory</b>
Homes and Communities Agency
Natural England
NHS Property Services
Environment Agency
Historic England
Network Rail
Highways Agency
Marine Management Organisation
Anglian Water
Deben Estuary Partnership
Planning Policy SCDC
Highways England
Planning Policy SCC
UK Power Networks
Essex and Suffolk Water
National Grid
<b>Local Organisations</b>
Suffolk Wildlife Trust
St Andrews Church
The Melton Old Church Society
Melton Under Fives Pre-School
Melton Primary School
Woodbridge Primary School
Farlingaye High School
Melton Montessori School
Melton Day Nursery
St Andrews Parent and Toddler Group
St Audrey's Bowls Club
St Audrey's Golf Club
Pitstop Out of School Club
Women's Institute

<b>Consultee</b>
Melton Local History Society
<b>Neighbouring Parishes</b>
Great Bealings
Martlesham
Woodbridge Town
Bredfield
Sutton Heath
Sutton
Rendlesham
Eye
Bromswell
Ufford
Grundisburgh
Wickham Market
<b>Local and Adjacent Councillors / Ward Members</b>
As above plus Melton

- 3.4 In addition, all local businesses that had been identified throughout the process were written to, as were landowners that had been engaged in respect of potential allocations.

### **Responses**

- 3.5 In total there were 66 representations:
- 5 letters
  - 35 emails
  - 26 responses to the Survey Monkey survey
- 3.6 The representations and the responses are shown in Appendix P

## **Appendix A      Community Engagement Strategy**

# MELTON VILLAGE NEIGHBOURHOOD PLAN



## COMMUNITY ENGAGEMENT STRATEGY



## Introduction

This Strategy has been prepared to help guide the process of community and stakeholder engagement needed to produce a fully focused community-led Neighbourhood Plan for Melton. It sets out a range of activities and actions that can be taken to draw information from the community in and around Melton.

Effective engagement with local residents, community groups, businesses, and service providers and adjoining Parish areas, including Woodbridge Town is a crucial aspect in creating a well-informed plan and a sense of community ownership.

We need to secure confidence from the community and those organisations and businesses that serve our needs. Confidence in the process and support for the outcomes will be more certain by starting this process in a demonstrably transparent way and continuing in that way through all stages of plan preparation.

We will do this by:

1. Showing a willingness to openly encourage opinions and suggestions from all individuals and organisations within the community, whether or not these present potentially conflicting, challenging or critical views of the Plan or the process itself
2. Making every effort to understand all views expressed from all individuals and groups and respond clearly on all matters raised in a timely manner
3. Demonstrating, in a form that is readily accessible and easily understood by the whole community, how the Plan reflects the views and opinions expressed during each stage of engagement and, where those views cannot legitimately be taken into account, explaining why that is the case

## **Why do we need an Engagement Strategy?**

The Engagement Strategy is a way of explaining the steps we intend to take, from the start to the end of the process, it has been prepared to demonstrate from the start that this is a process that **needs** community involvement and that the community knows this.

It describes the processes and methods that may be employed in community engagement activity and presents a set of commitments to the community about how we will seek to inform, communicate with and involve them throughout the project.

The Objective of the Melton Neighbourhood Plan Working Group is to:

*“Ensure rigorous and effective communication, engagement and consultation with all members of the Melton Community. This includes Residents, Landowners, Businesses, Service Providers and Neighbours. We need to work towards creating a Neighbourhood Plan based entirely on the weight of evidence gathered through this process and resulting in a document that contains effective and strategic Policies agreed by the community as a whole.”*

## **When to consult?**

The Project Plan defines some of the key times to consult i.e.

- The consultation about agreeing the Parish Boundary as the boundary for the Neighbourhood Plan
- The beginning of the evidence gathering process to glean views about Melton and it's pressures, problems and needs
- Through a Questionnaire to every household and business
- At the stage before Policies are written so that we know we are focusing on the right things
- After the first DRAFT plan is made so that everyone can check we are still on the right course

Best practice suggests that we need to consider the following when organizing events:

- think about the time of year – what else is happening - try to avoid major holiday times such as Christmas or school holidays
- are there any other local events planned which might clash with an event or could they be used to complement the event?
- be clear about when decisions will be taken and plan back from that
- be prepared to offer a range of dates and time of day / evening for events to ensure
- that all groups can take part
- build in sufficient time for analyzing what has been learnt and for feedback and
- evaluation

## **Who to consult?**

It is important to recognize the mix of people in the community to ensure that everyone has the chance to engage in the process. Grouping residents and businesses into stakeholder groups will help identify what methods are needed to ensure their views are obtained.

Typical stakeholders groups include:

- Schoolchildren (aged 5-16)
- Young people (aged 16 – 30)
- Older groups
- Commuters (people living in the community but working outside)
- Housing estate representatives
- Community groups and societies
- Single parent families
- People with physical needs
- People with learning needs
- Faith groups
- People employed in the community
- Local businesses
- Black and minority ethnic groups

- Travellers and gypsies
- Families
- Migrant workers
- Voluntary bodies acting in the area
- Farmers
- Visitors/tourists
- Landowners
- Developers

Other bodies may also need to be consulted, those whose interests may be affected by the Neighbourhood Plan. These include:

- The Environment Agency
- English Heritage
- Natural England
- The Police
- Adjoining parishes
- Highways Agency

## **How to consult?**

There are a range of methods that are particularly suited to Neighbourhood planning and that we intend to use but this list is not to be regarded as exhaustive:

- Questionnaires
- Public meetings / Exhibitions / Open Days
- Focus groups
- In depth interviews / face to face
- Telephone conversations / surveys
- Stakeholder meetings
- Website
- Local e-news and Magazine articles
- Workshop or group events
- Photo surveys
- Social Media – Facebook/Twitter ??
- Using other local events to showcase.

Several methods will more than likely have to be used to get the whole community involved. The following questions need to be asked before embarking on a chosen method:

- What are we trying to find out?
- From whom is the information required?
- How would they prefer to respond?
- What information do they need before they can respond?
- Is something more than a simple exchange of information required?
- How will this information be recorded?
- What resources are needed and what resources do we have?

- How much time is needed and how much time do we have?

## **Where to consult?**

Consideration needs to be given to using different venues to help reach the whole community. Often an effective way is to “piggy back” on other events, meetings or gatherings where people will already be in attendance.

Possible venues include:

- Community Centre’s such as Lindos / Burness
- Primary School
- Pub
- Church
- Shops
- On the street
- Community/festival events such as School Christmas Fair / Fete
- Clubs/society meeting rooms

**Appendix B      November 2012 Page in Melton  
Messenger**

# NEIGHBOURHOOD PLAN

## Why do we need this?

**So YOU can be involved in planning matters, which directly affect you**

**Ensuring development is in the right places**

Melton Parish Council has agreed that it is in our interests as a village to do a Neighbourhood Plan.

This is basically an update to the existing Village Plan BUT it will have statutory power when planning decisions are being made.

If you have felt helpless in the past when it comes to decisions made about developments in Melton that you feel strongly about then **THIS IS YOUR CHANCE** to get involved in creating something that will give us all **A WAY OF MAKING SURE THAT MELTON IS THE VILLAGE WE WANT IT TO BE**, now and in the future.

### Vision

*A strong and empowered village where all residents feel they are involved positively in the planning process which directly affects them.*

### Key Objectives

1. Build and develop positively for our future
2. Protect and Preserve our unique rural and historical assets and heritage
3. Maintain our identity as a village and our strengths as a community

A working group of 14 people has been formed from residents and members of the Parish Council and we are giving our Formal Submission to do a Neighbourhood Plan to SCDC on 9<sup>th</sup> November.

If you would like to know more about this OR get involved OR become part of the working group then please contact either:

**clerk@melton-suffolk-pc.gov.uk**

or

**buffy@eaescape.co.uk**

**Watch this space and get ready to get involved....**

## Appendix C April 2013 - Flyer sent to all households with Melton Messenger

### What is the Plan for?

The main purpose for the Plan will be to look at how the village of Melton will develop in the next 5-10 years.

The Plan will have policies which we have created together which protect and control new development and show how the local economy will grow.

One of the most important parts of the plan will be consultation with residents, local organisations and business to find out what is important to them and how this can shape the village for the people who live and work here.

### Your involvement is crucial!

We can't develop our village plan without the support and involvement of ALL the residents.

Please think about the planning issues which have affected you recently and consider how you would like to see a change for the better.

*This is your village and for the first time you have the power to protect it.*

Having an actual say in your village's development is no longer a dream, it will be a reality and you can be part of it.

### When will the Plan be finished?

Melton Parish Council and the District Council need to agree on the Plan as soon as possible and we would like to be putting it to **YOUR VOTE** by the end of next year if possible.

Between now and that date, there will be a lengthy consultation process. Once the plan is complete there will be a *referendum* – everyone in Melton will be able to vote on the Neighbourhood Plan.

### If you are concerned about:

- Where houses will be built
- What new buildings will look like
- Where business can grow
- The siting of new roads
- The future for open & rural space
- The park & play spaces

### Then this Plan needs your input!





## What happens next?

Neighbourhood Plans are a big change in how local planning works. To make sure that the Plan is as good as it can be and that it meets the standard required by the Government, there needs to be lots of consultation in the Village.

The first **public meeting** will be held on the morning of:

**Saturday 29<sup>th</sup> June**

**Lindos Centre in Saddlemakers Lane**

Please also look out for:

- Posters in the village
- E-newsletters
- Information on the Melton Neighbourhood Plan website

The Parish Council will be producing a **questionnaire** which will be sent to every household in the village.

The questionnaire will allow everyone, including children under 16, to have their views taken in to account.

## Can you help?

The Neighbourhood Plan is a once in a generation opportunity to help shape our village.

To make sure that the Plan is as good as it can be and to make sure that everyone who wants to have a say in it can do so – the Parish Council will need help.

You do not need to be a “planning expert” or an “activist” – just someone who can help in any way. It could be helping put up signs, telling your neighbours, or helping with documents.

**If you have the time we would very much like to hear from you!**



## Want to know more about the Melton Neighbourhood Plan?

Keep updated with progress at:

[www.meltonneighbourhoodplan.co.uk](http://www.meltonneighbourhoodplan.co.uk)

For general info:

[www.ourneighbourhoodplanning.org.uk](http://www.ourneighbourhoodplanning.org.uk)



This leaflet was prepared and distributed in April 2013 by:

### Melton Parish Council

The Lindos Centre  
Saddlemakers Lane  
Melton  
Woodbridge  
IP12 1PP  
Tel/Fax: 01394 382224  
[www.melton-suffolk-pc.gov.uk](http://www.melton-suffolk-pc.gov.uk)



## Melton needs your help!

*Are you fed up with planning decisions?*

*Do you see inappropriate development spoiling this village?*

*Would you like to shape how Melton will look in the future?*

Like all villages, Melton will need to develop a Neighbourhood Plan.

A Neighbourhood Plan is the **ONLY** way we can have some control over these issues.

This is the first time we have had an opportunity to legally affect planning decisions in our neighbourhood.

This is **your opportunity** to have a real say in planning decisions and that is why we **NEED** a Neighbourhood Plan.

**Appendix D Welcome Handout / Questions Asked  
and Feedback Report for 29<sup>th</sup> June 2013  
Open Day**

## Welcome Handout

**WELCOME and THANK YOU for coming today.....**

Please have a look at the display boards.

There is information about how we will create a Neighbourhood Plan and what it will cover.

There are boards with areas for you to write your specific comments and concerns.

There are people to speak to who can guide you around and also take down any general comments you want to make.

**Refreshments** are available – please enjoy a cup of tea/coffee and a biscuit.

Keep up to date with any news about the Melton Neighbourhood Plan by looking at the website:

[www.meltonvillageneighbourhoodplan.co.uk](http://www.meltonvillageneighbourhoodplan.co.uk)

## **Questions Asked:**

- 1. What is your Opinion on New houses & New housing developments?**
- 2. What is your Opinion on Commercial Spaces and a need for Business Growth?**
- 3. What is your Opinion on a Need for Play Spaces and Amenities for Young People?**
- 4. What is your Opinion on current Facilities and Amenities for Older people?**
- 5. What is your Opinion on the Preservation of Historical Buildings and Preserving the 'look' of Melton's historic centre?**
- 6. What is your Opinion on Traffic Issues and How New Development Affects Traffic?**
- 7. What is your Opinion on the Preservation of Wildlife and Rural Areas and our River Frontage?**
- 8. Do you have any other General Comments?**

## **Feedback from Open Morning 29<sup>th</sup> June**

### **New Houses and New Housing Developments (15 comments)**

- Ensure Full use of existing houses before building more.
- Happy to see small new developments enhancing Melton. Don't want a spread into fields and along roads. Put off our merging with nearby towns. Fill in gaps in existing towns and villages first.
- New affordable houses for local people. As in the case of Grundisburgh. Not outsiders.
- More affordable ¾ bed houses with gardens big enough for families or shared ownership.
- Affordable homes for local people esp. younger people. No large developments. Infill only.
- Surely very little population increase?
- The former Girdlestons site is totally unsuitable for commercial use in the C21. Some well-designed housing including affordable housing would be more appropriate.
- Small developments however serious will need to give serious thought to the already overloaded roads.
- Careful consideration of safety and traffic.
- Development of any area is reliant on adequate transport infrastructure. In the case of Melton Road network and local transport is woefully inadequate and therefore any development should be limited.
- Preserve all wooded areas.
- Hall Farm lane green stays green.
- Triangular area end station?? Wilford Bridge Rd to be kept as green space and tidied up.
- Hall Farm Road green kept as a play area for social events.

### **Traffic Issues and How New Development Affects Traffic (29 comments)**

- Melton traffic lights are ill timed and cause congestion.
- Traffic lights and railway crossing create a backlog of traffic am and pm.
- Traffic also backs up in Station Rd and Yarmouth Rd towards traffic lights.
- Traffic on The Street and Wilford Bridge Rd stop and slow from 7am-9.10 + 3pm-6pm.
- Traffic lights should give more time for pedestrian crossing.
- There should be a relief road to link Rendlesham with the A12 to relieve the traffic throughput in Melton by the school and up Melton Hill.
- Relief road from Bentwaters needed to A12 to reduce traffic through Melton.
- Melton should be bypassed. Current roads are already overloaded and cannot cope any more with demands.
- Traffic in Woods Lane is becoming a serious pollution issue and dangerous for children crossing to Farlingaye.
- Worried about pollution.
- Make crossing Woods Lane to Bury Hill safer.
- There is no safe and direct route to Farlingaye. Need safe crossing for Woods Lane and Melton Road.

- Make crossing Woods Lane into Lees Hill safer.
- Make Woods Lane a slower road. Heavy lorries are too quick!
- 'Slow' flashing sign on Woods Lane Hill as come down hill too fast from A12.
- More speed cameras on Woods Lane A12.
- Traffic calming/speed control of traffic urgently needed in Station Road.
- Flashing 30MPH or even 20-25 MPH restrictions on Melton Road.
- Saddlemakers Lane should have speed restrictions...lots of children, dog walkers, horses etc.
- Station Road is increasingly used as a rat run for those frustrated by the build up of traffic at Wilford Bridge Spur.
- Improved road layout at Railway crossing including improvements to rail station forecast and access.
- A bicycle lane on Melton Road would help safe and healthy travel to Woodbridge.
- Cycling is becoming increasingly dangerous because of non-adherence to speed limits. And increased volume of cars especially between 8am-9.30am and 4pm-6pm. A cycle lane would help but there is little scope for this. More buildings will increase this issue.
- Improve car parking in Melton village.
- Chronic in the village centre and becoming worse as time passes. Huge vehicles using Station Road and v unsafe.
- Stop parking on lawn outside old people home and car park.
- Traffic should control development not vice-versa. Therefore MINIMAL development in Melton. Don't destroy the essence of the village.
- More development for business will mean more traffic and the workforce neither will nor be using bus services but travel to work via car unless car sharing.

#### **Facilities for young people (18 comments)**

- Youth Club attached to Lindos Centre
- In park add equipment for older children
- The BMX track was a great idea. Skateboard park in Woodbridge took years but has been well used and has not caused the problems people imagined.
- BMX track for all to use.
- Need a proper youth club and more outdoor space for full size basketball court
- Melton Playing Fields towards the Woodbridge side turn into a marsh during winter months and wet weather. They need draining.
- Sort out drainage problem in the rec.
- Wooden play area in the woods for climbing.
- Play area on green at Hall Farm Road.
- Get rid of Pitstop. The supervisors are rude and loud and don't supervise. Bring in a more controlled out of school club. My children will not be going there.
- The Playing Fields and woods provide open spaces for all to enjoy. I visit most days and there are always people enjoying these areas.
- A new building for young people's clubs.
- Could the building on the playing field be developed?
- We must keep Melton Playing Field for young people, no development ever!
- Play area needed for Hall Farm Rd Green.



- Keep and protect play spaces.
- Preserve Playing fields and Melton Woods.
- The Playing Fields and woods must be protected from development now and forever.

**Affordable Housing (2 comments)**

- Affordable in lifetime terms?
- Needs to be defined in terms of cost not size.

**Commercial Spaces and Need for Business Growth (5 comments)**

- Many available units unused.
- Small local businesses needed but not any big business like Tesco's 5 miles up the road.
- Supportive of local business development but not national multiples. Development must be to appropriate scale.
- No more!
- Girdlestone's site should not be reserved solely for commercial use. Some could be used for housing with rest for high-tech type units rather than heavy commercial.

**Facilities and Amenities for older People (9 comments)**

- Sheltered bungalows with gardens and allow pets.
- Sheltered flats and dementia care.
- With ageing population undoubtedly there should be more provision for sheltered flats, care homes and care for dementia.
- Houses on Guardian site.
- Site opposite John Grose garage should be retirement properties.
- Have seen wonderful 'sports' facilities on recreation grounds for older people in the north of England. Very gentle exercise via special equipment for older people.
- More "quiet areas" for older people.
- More social activities to get elderly people out and about to meet and see people.
- Every Wednesday any parishioners could come over to lunch in the church hall for £3.

**Preservation of historical buildings and Melton Centre (10 comments)**

- Please leave it as it is!
- Really want to see the look of Melton's two churches kept as they are.
- Keep upkeep of station and old-world style.
- If you look at old photos of Melton is it so changed. We need to keep what character is left.
- Preserve Burness rooms and station.
- Very important, improve and maintain, make a centre.

- Imperative as it provides a sense of identity, belonging and pride.
- It is the reason we come here and is essential.
- Preserve church.
- Conservation areas should be conserved! There has been (sadly) too much development in the conservation area of Melton in recent years.

#### **Preservation of Wildlife, Rural areas and river frontage (21 comments)**

- River frontage protected particularly against people like the Environment Agency destroying habitats.
- The green area adjacent to Hall Farm Close must be preserved.
- Maintain as many trees as possible on the former Girdlestons site.
- Must preserve open spaces and green fields around the footpaths and bridleways.
- Protecting the vulnerable means protection of green areas. This is an imperative, a duty and a necessity.
- Preserve the Melton environment and atmosphere. Do not destroy it with over development.
- What has happened to the river frontage? It used to have lovely bushes, small trees have been uprooted and “??” to be left with messy scrubland ripe for nettles.
- What will happen when all the cuts to local gvt etc. kick in? Will everywhere look a mess with no funds to maintain it?
- Preserve river frontage as wild natural area. There has been too much cutting down and tidying up along the river path.
- Preservation of wildlife is immensely important and we must have open green spaces. There is far too much infilling going on at the present time.
- Must be preserved as an amenity for peace and happiness.
- The commercial site across from the station will pollute the nature and wildlife across the road / pond etc.
- Riverside walk and areas on riverfront should be preserved how they are.
- Keep the duck pond and encourage the ducks to return.
- Keep nature reserve by the railway.
- Definitely resist any change to Leeks Hill woodland area.
- Essential to preserve green spaces and be aware of environmental / preservation issues.
- Melton Station front/foreground to be preserved.
- Look after the green space.
- Avocet House would make a great riverside pub!
- Essential to preserve riverside, wildlife and biodiversity.

#### **General Comments (8 comments)**

- Need to find a way to communicate complex details boundaries and terminology more simply.
- Allotments: For well-being and sustainability Melton should be more proactive in providing allotments or improving management of existing allotments as required by law!

- More allotments please.
- It would help to have a map to take away and think about possible development sites.
- Maps need to be labelled more clearly i.e. the PnR in yellow if labelled would get more objections.
- Has anyone taken over responsibility for the plant tubs at Melton Station?
- Thanks to all for the hard work. I know you are all volunteers.
- Develop better communication strategy / public awareness of this initiative.

## **Appendix E Fete Handout July 2013**

# Melton Village Neighbourhood Plan

Keep up to date with any news about the Melton Neighbourhood Plan by looking at the website:

[www.meltonvillageneighbourhoodplan.co.uk](http://www.meltonvillageneighbourhoodplan.co.uk)

A Neighbourhood Plan is NOT an update to the Village Plan. It is a new document and it specifically deals with housing and development.

If you feel strongly about new development in your village, if you want to have your say and if you want to be involved in a process which will allow us to:

1. Identify acceptable sites for development as well as the kinds of development we want (such as small family homes, affordable housing, small/medium scale commercial units, play areas etc)
2. Protect the conservation area, riverside and rural aspects of our village through the control of unacceptable applications or unacceptable design criteria
3. Encourage development where WE want it and not just where the developers want it
4. Meet the needs of older residents
5. Decide what is best for our village and safeguard our children's heritage.....

**then PLEASE GET INVOLVED!!!**

We will be holding a number of meetings and sending out a questionnaire to all households later this year. There will be many opportunities for you to have your say.

## **Appendix F    Melton Messenger Page – November 2013**

# Melton Neighbourhood Plan

## YOUR CHANCE TO CHANGE THINGS

As hopefully most of you know now, we are committed to doing a Neighbourhood Plan for this village but we need the help of all residents to achieve this.

A Neighbourhood Plan is **NOT** a Village Plan. It is specifically about housing and future development.

A Neighbourhood Plan is a document that WE CAN ALL CREATE that will have policies WE WANT to achieve new housing developments WHERE WE WANT THEM and in the PLACES WE AGREE and designed in a way we are all HAPPY WITH.

Part of the Neighbourhood Plan is also looking at the issues we need to tackle that affect and are effected by housing developments i.e. traffic, road systems, general infrastructure.

We can also look at getting housing for SPECIFIC NEEDS such as housing for the elderly, supported housing for those with special needs and locations for affordable houses so those living in Melton can continue to live in Melton in the future.

There is more information about all this at:

[www.meltonneighbourhoodplan.co.uk](http://www.meltonneighbourhoodplan.co.uk)

### PLEASE GET INVOLVED!!!

- You can do this by attending any open sessions we have for residents to gather views and opinions.
- You can contact the Working Group (23 residents and councillors) to express any specific views you have.
- You can join the working group!
- You can keep a look out for all information we will be sending round over the next year...

And most importantly:

- PLEASE fill in the **QUESTIONNAIRE** that we will be sending round to every household in **January 2014**. There will be a **£100 Prize Draw** and everyone who fills in their questionnaire and returns it will be entered into the draw.

Watch this page in every edition of the Melton Messenger for further updates



**Appendix G    Public Consultation Poster / All  
Questions Asked / Feedback Report for  
July 2014 Open Sessions**

**Public Consultation Poster:**

**MELTON NEIGHBOURHOOD PLAN**

**PUBLIC CONSULTATION**

**Sunday 13<sup>th</sup> July 3pm-6pm**

**Tuesday 15<sup>th</sup> July 6.30pm-8.30pm**

**Lindos Centre**

Please come along to look at the  
**NEXT STAGE** of our Plan.

We need your views on:

Results of the Questionnaire

Objectives we will focus on

POLICIES we will begin to write

We look forward to seeing you!!!

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

## **Welcome.**

**This Open Event is so we can get YOUR feedback on the next stage of our Neighbourhood Plan.**

**You will see here the results of both the Household and Business Questionnaires as well as all the information we have gathered so far. These have been sorted into specific ISSUE AREAS.**

**The Issues raised point to OBJECTIVES and in turn these point towards FOCUS POINTS, which may or may not lead to the eventual policies we might write. Some things may well already be covered by Policies in other forms i.e. through the Core Strategy that Suffolk Coastal have written or through National Planning Policies.**

**We will assess each Focus Point against the protection we already have through either of these existing frameworks but BEFORE we do that we need you to just confirm that we are FOCUSING on all the right things.**

- 1. Please look at each section and let us know whether you agree with the way in which we have analysed the information.**
- 2. Do you agree with the direction we are moving towards and do you agree with the general area we are focussing on?**
- 3. Please tick the boxes provided according to your thoughts OR use the post it notes to write your comments.**

**If you have ANY questions please ask someone wearing a badge and they will be able to help.**

**Many thanks for taking the time to come today and please help yourself to some refreshments before you go.**

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

## **What is Neighbourhood Planning?**

Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area.

They are potentially able to choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like and what infrastructure should be provided, and grant planning permission for the new buildings they want to see go ahead.

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

## **What Neighbourhood Planning is Not....**

Neighbourhood Planning is not a way to stop all development in your community.

The Neighbourhood Plan also has to be in total alignment with the National Planning Policies and District Planning Policies that are already in place. It can not create a policy in direct contravention of any of the

above but as a document sits underneath these. It is more a way of FOCUSING on a small area – rather than separating it.

On the table are copies of the Core Strategy and Saved Policies of Suffolk Coastal District Council. You will see that many of the areas highlighted by you in the questionnaires are also areas already covered to a large extent by policies we already have in place in these documents.

The aim of the Melton Neighbourhood Plan is to focus in on certain key issues, which may need additional thought, protection and work. It is also to make sure that ALL your concerns are dealt with either through a new Policy or an Objective that has to be fulfilled.

## SITES you might APPROVE for DEVELOPMENT

The sites around the station (coloured green) received the highest number of votes for development.

729, 833, 488, 634b

However Sites 501 and 706 (marked in yellow) to the North of Melton Park did get a significant number of people saying both that they would not want these developed at all but also they would want 'careful' and 'minor' development here.

(N.B. A large number of people also wanted to protect the woodlands on site 501)

# SITES where you DO NOT WANT DEVELOPMENT

Sites which were voted very definitely for NO DEVELOPMENT were:

722, 634, 635, 751, 851, 750 and 750a (marked in red on the map)

You were less sure, but still negative about development on the following sites:

634a, 839, 640, 705 (marked in orange)

# **Business Objectives and Policies**

1. Traffic / Infrastructure improvements needed
2. More Parking needed
3. Encourage more small businesses
4. Mobile Phone signals
5. Create more opportunities for young people in Melton to get work experience
6. Community Farm – ‘Pitstop’

The above points are the 6 main issues to come out of the Business Questionnaire.

Points 1, 2, 3 and 6 are also issues highlighted by the Household Questionnaire.

Points 4 and 5 will be additional issues, possibly to be addressed by the Neighbourhood Plan.



## **Community Assets**

Springside Nursery and Shop

McColls

Burness Parish Rooms

Both Pubs, especially the Coach and Horses

Playing Field

Woods

Lindos Centre

St Andrews Church and Melton Old Church

Station

Fish and Chip Shop

(These were all mentioned and favoured by respondents to the  
Questionnaire)

A community asset is a local building or piece of land that the community considers to be of particular value. Each community is free to decide for itself what it values.

This includes assets such as social centres, cricket pitches, swimming pools, playgrounds, village shops, pubs and lots more.

There are a variety of tools available that the community can use to protect those assets most valued. These include:

### **The Community Right to Bid**

Assets that presently, or recently used to, promote social wellbeing can be nominated to the local authority as 'Assets of Community Value'. If the asset is listed by the Local Authority it cannot be sold, unless the community is also given the opportunity to bid for it.

Some assets are excluded from this process including operational land owned by statutory undertakers such as transport providers (i.e. The Station).

## **Designated Community Assets in the Neighbourhood Plan**

Community assets can also be defined and designated in the Neighbourhood Plan. This will protect them from a change of use.

## **Buildings you want PROTECTED**

All Old Period Houses on The Street

Whitwell House

Houses on Yarmouth Road in CA brick

Decoy House

Foxborough House

Melton Lodge

Long Springs

Melton Grange

Archway House

Melton Meade

Primary School

St Audrey's Hospital, Water Tower and Chapel

Phyllis Memorial Home

The Beeches

Old School House

Turnpike House

Cedar House

Through the questionnaire you mentioned these buildings as the main ones you would like to see protected. (Please note that the Map at the entrance of the room shows all currently LISTED buildings in Melton).

Are there any other very important ones you feel might have been missed?

Please use a Post It Note to tell us....

# Other Projects

Community Orchard / Garden / Farm

Allotments

Re-Build the Pavilion with a Café and Public Loos

More Picnic Tables

More Dog-mess Bins

Exercise Equipment on Playing Field (for the elderly too)

BMX Track / Zip Wire / Skate Park

Additional Play equipment on Hall Farm Road Green

Additional Play Equipment on Site 634B Saddlemakers Lane

Heritage Trail

More Signage and Wildlife Info Boards on Footpaths / Woodland Walks

Part of the various work we have done, including the Questionnaire, to consult with the community in Melton a number of OTHER PROJECTS have been highlighted.

These are things we can work on doing as part of the Neighbourhood Plan - BUT they won't be specifically covered by a Policy they will be a general objective to do something.

As most of the projects require funding we will need to look at ways of obtaining this.

One way will be if Suffolk Coastal District Council formally adopt the Community Infrastructure Levy.

If they do we will get 25% of any Levy applied to new developments in Melton.

## DO YOU AGREE THAT THESE PROJECTS LISTED ARE WORTH PURSUING?

(please tick inside one box)

YES	NO

If your answer is NO or you think we have missed a vital project for Melton please use a POST IT NOTE to tell us why or what it is.....



# **Focus Point 1**

## **Scale of New Developments / Phasing**

This would seek to ensure future developments in Melton are small scale and therefore sustainable.

It would also require that IF a larger scale development were to be deemed necessary or appropriate that it would be phased carefully over time to allow infrastructure to be geared up to accommodate it.

## **Focus Point 2**

### **Favour Brownfield Sites**

This would require all developers to assess brownfield land for development before any approach is made for greenfield sites.

This would also link to the SPECIFIC SITES highlighted by the Neighbourhood Plan consultation exercise, that shows that the majority of residents are keen to develop the brownfield land in Melton as a priority.

## **Focus Point 3**

### **Design Criteria**

This would set out specific Design Criteria for ALL new housing in Melton encompassing the need to mix eco-friendly modern designs with a balance of period design to complement existing period buildings.

This will be linked to a Housing Design Map of Melton that will show the main design features in each part of the village.

## **Focus Point 4**

### **Affordable / Special Needs Housing**

This will require that any new development must achieve a % of Affordable Houses as well as some houses for those with special needs.

This will also link to the SPECIFIC SITES highlighted by the Neighbourhood Plan consultation exercise, showing which sites would be favoured for small groups of Affordable Houses and houses for those with special needs.

## **Focus Point 5**

### **Facilities / Service Provision and Access to Them**

This would require that Developers would ensure that for any development of 5 or more houses:

- new footpaths OR improvements to existing footpaths/bridleways were made to give pedestrian access to key services within the village
- new cycle lanes are created to give residents safe and enjoyable access by bike to key services in the main village area
- current services i.e. schools, doctors surgeries etc. can cope with the rise in population and if not that funding is made available to increase / support such existing services to cope with it

## **Focus Point 6**

### **Traffic Management**

This would aim to ensure that all applications for development should identify and demonstrate the additional level of traffic they are likely to generate.

The impact of any such additional traffic should be assessed with regards to how it affects pedestrians, cyclists, road safety, parking, congestion on key roads (such as Woods Lane) and safe access to and from all local schools.

Proposals which are likely to increase the impact of traffic on road users will need to demonstrate fully how this will be managed and what new infrastructure will be put in place to deal with it BEFORE the houses are built.

## **Focus Point 7**

### **Off Road Parking**

This would require that ANY new development i.e. houses, retail or business, would be provided with off street parking facilities, sufficient for the needs of the new residents/employees.

## **Focus Point 8**

### **Support Small Retail and Business Growth**

This would seek to encourage further growth of small retail outlets and small local businesses within Melton.

Such developments can be creatively mixed within any new housing so that we do not create any more mini business parks or 'industrial zones' i.e. along the river.



## **Focus Point 9**

### **Trees and Landscape protection for New Developments**

This would ask that any Applications to fell significant trees must be supported by appropriate evidence and that SHOULD such evidence support felling of trees developers should be asked to plant a new tree for every one they fell.

All applications for development on sites or land in the rural area of the parish should demonstrate within their Design and Access Statements how to minimise negative visual or landscape impact as part of the scheme design – preserving any beautiful views which are important to current residents.

## **Focus Point 10**

### **Wildlife Corridors and Green Buffer Zones**

This would require that all proposals for development in ‘buffer zones’ or ‘green/wildlife corridors’ must not harm or impact these protected areas.

A map would be provided to show where these specific areas are – based on research and analysis done through the Neighbourhood Plan.

## **Focus Point 11**

### **'Green Lung' protected area**

This will protect specific green/rural areas of Melton as mapped.

The objective being to enhance, maintain and create NEW green/wildlife corridors in the Parish and work with landowners and other key stakeholders to achieve this.

It will specifically focus on the 'Green Lung' between Woods Lane and Saddlemakers Lane/New Road.

## Ensuring the Built Environment meets residents' needs:

### WHY?

- No more major developments in the parish, aim for small scale and sustainable
- Any acceptable larger development should be phased over a number of years
- Development MUST favour brownfield sites first
- Agreed Design Criteria should be applied
- New buildings must reflect the historical character of the village esp. any within its centre
- Better mix of housing (tenure and price)

1. Development is inevitable and welcome BUT it is important that the scale and design is appropriate for the community.
2. New development should not be prominent in scale, visually dominant, too dense or significantly change the character of the village or outlying hamlets.
3. A new development should pay attention to key distinctive views in and out of the parish and design accordingly in terms of height, massing, appearance. Special attention should be paid to views to and from listed buildings, key open space, landscape features and the Conservation Area.
4. Developers should give consideration to any existing brownfield sites before putting forward any plans within open countryside.
5. New development should be incremental to allow for infrastructure changes (especially roads / traffic management) and evolution of new facilities, which can gradually change to cope with the increase.
6. All new market and affordable houses across the parish should maintain and add to the vitality of the community. Developers should therefore demonstrate how their proposals would help maintain a balanced and thriving community in the future.
7. All new housing should help broaden the range of stock available in the parish. It should also complement the existing stock and broaden the choices available to people. The type, tenure and cost of new housing should meet the needs of those in the local area. A target should be set whereby at least 35% of all housing should be affordable to local people.
8. The Neighbourhood Plan will identify sites that residents feel would be appropriate for new housing and also identify the scale of new developments that would be felt to be acceptable.
9. A design statement for new houses will also be created based upon feedback received during the Neighbourhood Plan process

## Better facilities for local people:

- Maintain current and where possible extend community and social facilities
- Encourage local clubs, societies and other recreational facilities
- Provide better facilities for younger people

### WHY?

1. Current key facilities such as the Primary School, nurseries, churches, vet, shops and community buildings (Burness Parish Rooms / Lindos Centre) should be supported and retained.
2. Any development will have an impact on these facilities and developers should demonstrate what the impact is likely to be and how such facilities can be enhanced to meet the needs of such proposed growth.
3. All developers should ensure that there is safe and easy access for residents from the new site to current local facilities and services.
4. Offer members of the community of all ages opportunities to get involved with parish activities.
5. Continue to look at the needs of young people and try to implement some of the suggestions that were given through the Young People's Questionnaire that Melton parish Council sent out in 2013 and the Neighbourhood Plan Questionnaire in 2014.
6. Look at ways of improving local facilities and service for older people in the parish and try to implement some of the suggestions given through the Neighbourhood Plan Questionnaire in 2014.
7. Look at options for re-building / modernising the Pavilion on the playing fields.

## Transport and Infrastructure:

- Traffic management issues esp. congestion on Woods Lane and the length of the A1152
  
- Availability, reliability and cost of local bus services
  
- More footpaths needed to link different parts of Melton and create circular routes
  
- Safety / parking issues especially with getting children to and from local schools

### WHY?

1. All applications for development should identify and demonstrate the additional level of traffic they are likely to generate. The impact of any such additional traffic should be assessed with regards to how it affects pedestrians, cyclists, road safety, parking, congestion on key roads (such as Woods Lane) and safe access to and from all local schools. Proposals which are likely to increase the impact of traffic on road users will need to demonstrate fully how this will be managed and what new infrastructure will be put in place to deal with it.
2. All applications need to provide off-road parking.
3. All applications for development in the village or outlying settlements should demonstrate how they would improve safe and enjoyable movement by pedestrians and cyclists to the main village area and its facilities. This may include creating new cycle lanes.
4. All developments should explore how they can enhance and/or provide new footpaths and bridleways to connect outlying hamlets to the main village.
5. Investigate ways to improve the bus service through Melton village.

## Supporting the local economy:

- Improve local job opportunities esp. for young people
- Encourage small business and small retail units but NOT large scale industrial or retail sites

### WHY?

1. Work with local businesses through Melton Parish Council to encourage them to offer employment and apprenticeships to local people
2. Support applications for new small business units and local small retail units provided the proposal has no unacceptable impact on other key areas and services.

## Protecting landscape and nature conservation interests:

- Extend the current Conservation Area
- Create a Village Green
- Protects local wildlife sites and habitats including woodlands, riverbanks and open farmland
- Protect the green corridor currently in place between Woods Lane and Saddlemakers Lane / New Road
- Support the development of wildlife / green corridors especially taking note of endangered local species and their needs
- Protect beautiful views. Protect current trees and plant more

### WHY?

1. All proposals for development in 'buffer zones' or 'green/wildlife corridors' must not harm or impact these protected areas.
2. All applications for development on sites or land in the rural area of the parish should demonstrate within their Design and Access Statements how to minimise negative visual or landscape impact as part of the scheme design.
3. Ensure all development proposals adhere to national government landscape and nature conservation policy.
4. Enhance, maintain and create NEW green/wildlife corridors in the Parish and work with landowners and other key stakeholders to achieve this – looking specifically at the 'Green Lung' between Woods Lane and Saddlemakers Lane/New Road.
5. Protect and wherever possible restore, create and manage all actual and potential wildlife sites in the Parish.
6. Applications to fell significant trees must be supported by appropriate evidence.
7. All developers should be asked to plant a new tree for every one they fell, due to new building.
8. Extend the Conservation Area to include the Playing Fields and Melton Woods and possibly other suggested areas.
9. Create a proper Village Green in the centre of the village, working alongside parking needs. More seating. Planted areas.



**DO YOU AGREE WITH THIS**  
**KEY ISSUE AND THESE**  
**FOCUS POINTS?**

<b>YES</b> (Please put a tick in this box if you agree)	<b>NO</b> (Please put a tick in this box if you don't agree)

**IF YOU DON'T  
AGREE WITH THIS  
KEY ISSUE OR THESE  
FOCUS POINTS  
PLEASE TELL US  
WHY... OR SUGGEST  
SOMETHING ELSE.**

**(PLEASE WRITE ON THE  
POST IT NOTES PROVIDED  
AND STICK TO THIS SHEET)**

## **Feedback Report**

### **July 2014 OPEN EVENTS**

#### **Public Consultation**

**To gather feedback on the 'NEXT STAGE' of the Melton  
Neighbourhood Plan**

**In total 71 people came to these two events.**

**These are the results of this consultation....**

## Ensuring the Built Environment meets residents' needs:

### WHY?

- No more major developments in the parish, aim for small scale and sustainable
- Any acceptable larger development should be phased over a number of years
- Development MUST favour brownfield sites first
- Agreed Design Criteria should be applied
- New buildings must reflect the historical character of the village esp. any within its centre
- Better mix of housing (tenure and price)

10. Development is inevitable and welcome BUT it is important that the scale and design is appropriate for the community.
11. New development should not be prominent in scale, visually dominant, too dense or significantly change the character of the village or outlying hamlets.
12. A new development should pay attention to key distinctive views in and out of the parish and design accordingly in terms of height, massing, appearance. Special attention should be paid to views to and from listed buildings, key open space, landscape features and the Conservation Area.
13. Developers should give consideration to any existing brownfield sites before putting forward any plans within open countryside.
14. New development should be incremental to allow for infrastructure changes (especially roads / traffic management) and evolution of new facilities, which can gradually change to cope with the increase.
15. All new market and affordable houses across the parish should maintain and add to the vitality of the community. Developers should therefore demonstrate how their proposals would help maintain a balanced and thriving community in the future.
16. All new housing should help broaden the range of stock available in the parish. It should also complement the existing stock and broaden the choices available to people. The type, tenure and cost of new housing should meet the needs of those in the local area. A target should be set whereby at least 35% of all housing should be affordable to local people.
17. The Neighbourhood Plan will identify sites that residents feel would be appropriate for new housing and also identify the scale of new developments that would be felt to be acceptable.

18. A design statement for new houses will also be created based upon feedback received during the Neighbourhood Plan process

## **Focus Point 1**

### **Scale of New Developments / Phasing**

This would seek to ensure future developments in Melton are small scale and therefore sustainable.

It would also require that IF a larger scale development were to be deemed necessary or appropriate that it would be phased carefully over time to allow infrastructure to be geared up to accommodate it.

## **Focus Point 2**

### **Favour Brownfield Sites**

This would require all developers to assess brownfield land for development before any approach is made for greenfield sites.

This would also link to the SPECIFIC SITES highlighted by the Neighbourhood Plan consultation exercise, that shows that the majority of residents are keen to develop the brownfield land in Melton as a priority.

## **Focus Point 3**

### **Design Criteria**

This would set out specific Design Criteria for ALL new housing in Melton encompassing the need to mix eco-friendly modern designs with a balance of period design to complement existing period buildings.

This will be linked to a Housing Design Map of Melton that will show the main design features in each part of the village.

## **Focus Point 4**

### **Affordable / Special Needs Housing**

This will require that any new development must achieve a % of Affordable Houses as well as some houses for those with special needs.

This will also link to the SPECIFIC SITES highlighted by the Neighbourhood Plan consultation exercise, showing which sites would be favoured for small groups of Affordable Houses and houses for those with special needs.

## **FEEDBACK**

### **41 people agreed with this Key Issue and Focus Points**

#### **Comments:**

- Small Sustainable Development. Local Community Needs Addressed
- What is the definition of 'small scale?'
- Please get 'Affordable Housing' not 'Executive Homes'
- No to Point 2 – needs investment in parking, upgrade of roads, sewage etc.

### **1 person didn't agree with this Key Issue and these Focus Points**

#### **Comments:**

- Do not use Brownfield Sites first as business should be integrated with housing to cut out migration of people to go to work thus reducing traffic and creating sustainable employment.
- A1152 is far too narrow for existing traffic and further housing and development in Melton must be considered.
- Yarmouth Rd Development is on a greenfield site. The developer claims SCDC doesn't have a viable plan to build sufficient houses.
- What is the definition of 'small' and 'large' and all other terminology
- What size development is small and would any 'small development' include affordable housing
- At what point does an increase of housing/residents impact on other infrastructure e.g. woods/school/leisure facilities



## Better facilities for local people:

- Maintain current and where possible extend community and social facilities
- Encourage local clubs, societies and other recreational facilities
- Provide better facilities for younger people

### WHY?

8. Current key facilities such as the Primary School, nurseries, churches, vet, shops and community buildings (Burness Parish Rooms / Lindos Centre) should be supported and retained.
9. Any development will have an impact on these facilities and developers should demonstrate what the impact is likely to be and how such facilities can be enhanced to meet the needs of such proposed growth.
10. All developers should ensure that there is safe and easy access for residents from the new site to current local facilities and services.
11. Offer members of the community of all ages opportunities to get involved with parish activities.
12. Continue to look at the needs of young people and try to implement some of the suggestions that were given through the Young People's Questionnaire that Melton parish Council sent out in 2013 and the Neighbourhood Plan Questionnaire in 2014.
13. Look at ways of improving local facilities and service for older people in the parish and try to implement some of the suggestions given through the Neighbourhood Plan Questionnaire in 2014.
14. Look at options for re-building / modernising the Pavilion on the playing fields.

## Focus Point 5

### Facilities / Service Provision and Access to Them

This would require that Developers would ensure that for any development of 5 or more houses:

- new footpaths OR improvements to existing footpaths/bridleways were made to give pedestrian access to key services within the village
- new cycle lanes are created to give residents safe and enjoyable access by bike to key services in the main village area
- current services i.e. schools, doctors surgeries etc. can cope with the rise in population and if not that funding is made available to increase / support such existing services to cope with it

## **FEEDBACK**

### **35 people agreed with this Key Issue and Focus Point**

#### **Comments:**

- Primary school important part of community
- Definitely a youth club/sports facility
- A car free village square area
- The playing field is a great asset lets look after it

## Transport and Infrastructure:

- Traffic management issues esp. congestion on Woods Lane and the length of the A1152
- Availability, reliability and cost of local bus services
- More footpaths needed to link different parts of Melton and create circular routes
- Safety / parking issues especially with getting children to and from local schools

### WHY?

6. All applications for development should identify and demonstrate the additional level of traffic they are likely to generate. The impact of any such additional traffic should be assessed with regards to how it affects pedestrians, cyclists, road safety, parking, congestion on key roads (such as Woods Lane) and safe access to and from all local schools. Proposals which are likely to increase the impact of traffic on road users will need to demonstrate fully how this will be managed and what new infrastructure will be put in place to deal with it.
7. All applications need to provide off-road parking.
8. All applications for development in the village or outlying settlements should demonstrate how they would improve safe and enjoyable movement by pedestrians and cyclists to the main village area and its facilities. This may include creating new cycle lanes.
9. All developments should explore how they can enhance and/or provide new footpaths and bridleways to connect outlying hamlets to the main village.
10. Investigate ways to improve the bus service through Melton village.

## **Focus Point 6**

### **Traffic Management**

This would aim to ensure that all applications for development should identify and demonstrate the additional level of traffic they are likely to generate.

The impact of any such additional traffic should be assessed with regards to how it affects pedestrians, cyclists, road safety, parking, congestion on key roads (such as Woods Lane) and safe access to and from all local schools.

Proposals which are likely to increase the impact of traffic on road users will need to demonstrate fully how this will be managed and what new infrastructure will be put in place to deal with it BEFORE the houses are built.

## **Focus Point 7**

### **Off Road Parking**

This would require that ANY new development i.e. houses, retail or business, would be provided with off street parking facilities, sufficient for the needs of the new residents/employees.

## **FEEDBACK**

### **36 people agreed with this Key Issue and Focus Points**

#### **Comments:**

- Woods Lane Traffic Big Issue
- Woods Lane and Yarmouth Rd big issue
- Include parking in St Andrews Place
- More bus shelters required
- More parking in Melton needed
- Parking is already an issue
- Can Focus Points be strengthened?
- Timetables at ALL bus stops
- Junction at Pytches Rd/Melton Hill an issue esp. with buses
- Volume of traffic on main roads, woods lane and towards Rendlesham already an issue
- Definitely agree with point 6
- No more building unless roads improved first

- Woods lane very dangerous needs action now
- Parking by far the biggest problem
- It's easy to write what we want, who is going to help obtain it? Sign on the dotted line...ha.
- Agree Woods Lane awful traffic
- Church View Close only has one entrance/exit, which is extremely difficult to gain access to the main road at peak traffic times
- Cycle paths for families and pupils going to Farlingaye. Very dangerous journey from Melton. 20's Plenty zones.

## **2 people didn't agree with this Key Issue and these Focus Points**

### **Comments:**

- Any development great than 5 houses must explain how pedestrians and car owners will get around without creating additional adverse consequences for the village
- Woods Lane more than dangerous, need action now!!!
- Stop Parking on the green space in Melton village adjacent to post box, opposite car park please.
- We need a subway at the traffic lights at Melton to help keep the traffic moving over the peninsular. The lights stay red too long, it's hopeless for businesses and unsafe to cross

## Supporting the local economy:

- Improve local job opportunities esp. for young people
- Encourage small business and small retail units but NOT large scale industrial or retail sites

### WHY?

3. Work with local businesses through Melton Parish Council to encourage them to offer employment and apprenticeships to local people
4. Support applications for new small business units and local small retail units provided the proposal has no unacceptable impact on other key areas and services.

## Focus Point 8

### Support Small Retail and Business Growth

This would seek to encourage further growth of small retail outlets and small local businesses within Melton.

Such developments can be creatively mixed within any new housing so that we do not create any more mini business parks or 'industrial zones' i.e. along the river.

### 34 people agreed with this Key Issue and Focus Points

#### Comments:

- Diverse small businesses
- Be sure of tenants before building units
- More small food shops (Not Tesco) and a café
- We already have enough industrial units of Wilford Bridge
- V. small businesses required plus a doctors and dentist
- High-speed broadband required
- Create and identify learning hubs for the unemployed and specifically for 18-25 year olds
- Basic need is to make sure people are trained for jobs – is this Melton's job?
- What about an internet café or high-speed broadband hub for community use?
- Training needed!

## **1 person didn't agree with this Key Issue and this Focus Point**

### **Comments:**

- Encourage local employment but don't dismiss medium sized business enterprises
- You wont get small business if you destroy the brownfield sites for houses
- What is meant by small? What is wrong with medium? Small no's of employees (e.g. so not a small call centre employing 50 people)
- Small footprint area? (e.g. so not a warehouse operation)
- Small effect on transport/infrastructure
- A healthy sports facility for all ages / outdoor pool?? Girdlestones would be a wonderful location. (the owner wouldn't agree)

## Protecting landscape and nature conservation interests:

- Extend the current Conservation Area
- Create a Village Green
- Protects local wildlife sites and habitats including woodlands, riverbanks and open farmland
- Protect the green corridor currently in place between Woods Lane and Saddlemakers Lane / New Road
- Support the development of wildlife / green corridors especially taking note of endangered local species and their needs
- Protect beautiful views. Protect current trees and plant more.

### WHY?

10. All proposals for development in 'buffer zones' or 'green/wildlife corridors' must not harm or impact these protected areas.
11. All applications for development on sites or land in the rural area of the parish should demonstrate within their Design and Access Statements how to minimise negative visual or landscape impact as part of the scheme design.
12. Ensure all development proposals adhere to national government landscape and nature conservation policy.
13. Enhance, maintain and create NEW green/wildlife corridors in the Parish and work with landowners and other key stakeholders to achieve this – looking specifically at the 'Green Lung' between Woods Lane and Saddlemakers Lane/New Road.
14. Protect and wherever possible restore, create and manage all actual and potential wildlife sites in the Parish.
15. Applications to fell significant trees must be supported by appropriate evidence.
16. All developers should be asked to plant a new tree for every one they fell, due to new building.
17. Extend the Conservation Area to include the Playing Fields and Melton Woods and possibly other suggested areas.
18. Create a proper Village Green in the centre of the village, working alongside parking needs. More seating. Planted areas.



## **Focus Point 9**

### **Trees and Landscape protection for New Developments**

This would ask that any Applications to fell significant trees must be supported by appropriate evidence and that SHOULD such evidence support felling of trees developers should be asked to plant a new tree for every one they fell.

All applications for development on sites or land in the rural area of the parish should demonstrate within their Design and Access Statements how to minimise negative visual or landscape impact as part of the scheme design – preserving any beautiful views which are important to current residents.

## **Focus Point 10**

### **Wildlife Corridors and Green Buffer Zones**

This would require that all proposals for development in ‘buffer zones’ or ‘green/wildlife corridors’ must not harm or impact these protected areas.

A map would be provided to show where these specific areas are – based on research and analysis done through the Neighbourhood Plan.

## **Focus Point 11**

### **‘Green Lung’ protected area**

This will protect specific green/rural areas of Melton as mapped.

The objective being to enhance, maintain and create NEW green/wildlife corridors in the Parish and work with landowners and other key stakeholders to achieve this.

It will specifically focus on the ‘Green Lung’ between Woods Lane and Saddlemakers Lane/New Road.

**39 people agreed with this Key Issue and Focus Points**

## **Comments:**

- 1 tree for 1 felled is insufficient. 1 major oak should require ¼ acre of saplings
- Protect wildlife areas, more flower gardens, benches and grass
- Protect Melton riverside and don't forget the tree preservation orders on the Girdlestones site
- The idea of a village green is a positive one but not included in the focus points
- Protect duck pond, playing fields, fishing lake, river wall etc.
- What about community beehives?
- Yarmouth Road, Church Lane and Saddlemakers Lane should be designated 'green lung' areas
- 2 - 10 replacement trees for every one felled depending on maturity or species
- Wildlife corridors should link to corridors in other parishes / a larger scale of coordination is required

## **SITE PROPOSALS MAP - COMMENTS**

- No development preferred on 706/501 but if we HAVE to have it would prefer 501 please.
- Do not build on sites 706/501 please!
- Developments in green will require new roads through St Andrews please and across railway
- No new roads around St Andrews please. All exiting roads too narrow, Wilford Bridge Rd exit too narrow and busy

## **BUILDINGS YOU WANT PROTECTED - COMMENTS**

- Old school building
- Burness Rooms and architecture on Station Road should be protected
- Archway House is part of Melton Grange Mews. There is already planning permission for a 6 bedroom house in the garden – passed 2012. Residents of the rest of the Mews applied for Grade 2 listing which was refused.

## **COMMUNITY ASSETS – COMMENTS**

- Hall Farm Road – children need a space to play
- The pre-school in Hall Farm Road is an asset
- The river path from Wilford Bridge to Woodbridge needs maintenance

## **OTHER PROJECTS – COMMENTS**

## **22 people agreed with the OTHER PROJECTS we listed.**

- Melton Old Church and Graveyard should never be touched
- Hall Farm Road Green would get lots of use
- Protect Burness Rooms and buildings opposite St Andrews Church
- Exercise equipment would need information/instructions
- Allotments please
- Pavilion to be café with loos (a la Kingston Field) – Parish office?
- More circular walk footpaths needed

## **GENERAL COMMENTS / FEEDBACK**

- Better mobile signals badly needed
- Extend conservation area North and South
- ONLY allow buildings in green and yellow areas with very strict control on traffic
- If the sizewell lorry park happens by the station a new road is needed from Rendlesham out to the A12
- Businesses cost of start-up premises – is it possible to get this cheaply? What are business rate levels?
- Melton Messenger is a great community resource and source of local info
- The parish council have worked really hard to bring the village together and create a Melton identity
- The village would benefit from allotments, is there any land available
- This is all motherhood and apple pie, who could possibly disagree?!
- Great exhibition! Logical, easy to follow. Thanks you!
- Exhibition, a bit of a muddle – needed to spend longer here to interpret it!
- Use social media to attract younger people and people who don't walk around the village to see signs to these meetings etc.
- Very interesting, I feel definitely needs some youth club/fitness centres for all. Beccles outdoor lido is very successful, this might work here.
- Must protect green areas! Beehives? Maybe school children could volunteer to work/look after green areas during holidays plus earn an 'eco/community' badge
- There were comments on the desirability of creating more circular footpaths but there appears to be no Focus Point addressing this issue!
- Unfortunately the response sheet questions are leading questions and only direct towards one answer – the answer that you got – yes. Maybe at this stage that is all you want! I would like to see footpaths identified and prioritised and where necessary attempts should be made to create / modify paths to allow use for purpose (e.g. going to school, work, shops), Leisure (e.g. exercise, walking the dog) or tourism (e.g. sign posted/interpreted routes) ....Tourism maybe for outsiders for outsiders or locals! Thank you for all your hard work.
- I would agree with above – many facilities are available in Woodbridge – Melton. Development should be small the A1152 cannot cope as it is.

## **Appendix H Household Questionnaire**

# MELTON NEIGHBOURHOOD PLAN

“Shaping the future of Melton”

## Household QUESTIONNAIRE



Please complete this questionnaire and send it back by the 1<sup>st</sup> March 2014 in the SAE enclosed and we will enter you

into a

**£100 prize draw!!!!**

If you run a business from home and would like to have a copy of our Business Questionnaire please contact us and we will send you a copy.

We are offering **Free Advertising** to any business that completes one and sends it back.

## **What this is and why you are being asked to help.....**

Hopefully you are aware that a Neighbourhood Plan (NP) is being undertaken by residents and the Parish Council, in Melton. This is NOT a repeat of the village plan done a few years ago. **This is primarily about managing new development and housing within our Parish Boundary (see map 1).**

Melton is under lot of pressure to accept new housing developments and whilst we want and need some new housing in the future we also want to be able to have **more control over how much we get, where it goes and what it is.**

This Questionnaire and a Business Questionnaire will be used to gain wider community views.

Do you care about increased traffic volume on our roads caused by new developments?

Do you care about protecting our rural areas and preserving the natural environment?

Do you think we need more affordable houses?

**Your collective answers will form the main evidence base for the completed Neighbourhood Plan so it is really important that you**

**fill this in and send it back.** The Plan is for YOU and must reflect the wants and needs of the village residents. As far as money allows we will try to achieve the desires expressed by the community for improvements to Melton. The Plan itself will contain **Planning Policies** that encompass your major concerns. You'll then be asked to vote to accept the Plan in a referendum.

Once voted in and accepted the Plan can be used to encourage positive development in the future and fight any negative planning applications.

**Name:**

**Address:**

**E-mail:**

**Phone number:**

**Number of people in your house (please tick):**

**1**

**2**



3

4

Other:  (How many?)

Number of Adults:

Number of Children (under 18):

**Confidentiality**

We will retain the personal information that you provide (i.e. name, address) for no longer than two years after the end of the Neighbourhood Plan process, and will only use it for the purposes of communication via the Parish Council, and to enable the analysis and verification of the data provided by you in the survey. It will not be shown in any public document or disclosed to any third party. All general views, opinions and answers will be used publicly but anonymously for the purposes of the Neighbourhood Plan.

## **MELTON – YOUR VILLAGE**

### **1. Why did you choose to live in Melton? (tick any that apply)**

- Rural location
- Quality of urban environment
- Near to Woodbridge
- Near to work
- Near to family
- Availability of housing
- Near to good schools
- Other (please tell us what)

.....

### **2. After some consultation with residents in recent months the Neighbourhood Plan Working Group has suggested the following as our main objectives. Please tick those you agree with:**

- Build and develop positively for our future
- Protect and Preserve our unique rural and historical assets and heritage
- Maintain our identity as a village and our strengths as a community

### **3. Are there any other objectives you would like to add?**

.....

.....

**4. What do you think the threats to Melton are?**

.....

.....

**5. What do you think the opportunities for us are?**

.....

.....

## **TRAFFIC and TRANSPORT**

**1. Which, if any, roads in Melton do you think have regular traffic problems and why?**

.....

**2. Would you like to see more control over traffic speed through Melton? If so where specifically?**

.....

**3. Do you think we need any kind of 'by-pass' option and if so where would this go?**

.....

**4. What should be done to ensure future development is prevented from making traffic conditions worse?**

.....

.....

5. Is parking an issue on your street? Yes  No  Don't Know

6. Is it an issue anywhere else in Melton?  Yes  No  Don't Know

If yes, where and what other improvements could you make to car parking in Melton?

.....

.....

7. Do you use the bus service? Yes  No

8. If so, is it sufficient for your needs?  Yes  No

If not, suggest how you would improve it?

.....

9. Do you use the rail link from Melton station? Yes  No

10. Does the Melton rail service meet your needs?  Yes  No

If not, what is wrong and how would you improve it?

.....

11. Do you cycle in Melton?  Yes  No

12. If so, do you feel safe cycling in Melton?  Yes  No

If you don't feel safe, why not?

.....

13. Do you think there should be any cycle lanes? If so, where?

.....

.....

14. As a pedestrian in Melton do you feel the pavements in Melton are sufficient and safe? Yes  No

If not, state where and if possible suggest an improvement?

.....

.....

15. If you have children in your household, how do they get to school?

Walk  Cycle  Car  Bus  Train

16. Do you feel there are safe routes to their school?  Yes  No

If not, please state where and if possible, suggest an improvement:

.....  
  
.....

17. Please state any other important transport or traffic concerns in Melton that you have:

.....  
  
.....

**SERVICES**

1. Are you satisfied with broadband speeds?    Yes        No   

2. Are you satisfied with your mobile reception?    Yes        No   

If no - what network are you on?.....

3. Did anyone in your household fill in the Young Persons Questionnaire that we sent round in 2013?        Yes        No

4. If No – do you feel there are enough facilities for young people in Melton?

   Yes        No

**If not, how could they be provided and what would they be?**

.....  
  
.....

**5. Are there enough services for old people? If not, how could they be provided and what would they be?**

.....  
  
.....

**6. Are there other specific services that you would like to see provided in the village?**

.....  
  
.....

**7. We have the opportunity, as part of the NP, to identify and protect valued assets in this village e.g. pubs, shops, village halls etc. Which do you think these might be in Melton?**

.....  
  
.....

## **THE 'BUILT' ENVIRONMENT**

**1. Part of Melton lies in a Conservation Area, which helps protect the character of that part of the village. Do you believe this is important?**

Yes  No

2. Does the boundary covers the correct area? Yes  No   
(see map 1)

If no, please draw on the map where else it should cover.

3. Are there any specific buildings of great character in Melton that you feel should be protected in the long term? Please mark on either map or list below:

.....

.....

.....

4. The Parish Council is considering improvements to the green area in the centre of Melton, near the village sign and phone box. Would you like to see this improved?

a) Use it to provide more car parking?  Yes  No  Don't Know

b) Stop people parking there?  Yes  No  Don't Know

c) Something else? Please tell us what?  Yes  No

.....

## DESIGN CRITERIA



The Neighbourhood Plan could include broad DESIGN guidance covering future developments. It might enable us to make sure new houses built in certain areas looked similar to what was already there OR it could allow for new modern designs where appropriate OR ask developers to make sure a mix of designs is used in larger scale building projects.

1. Is this important?  Yes  No

If yes, do you have any suggestions as to what such guidance might be?

.....  
  
.....

2. Would these be specific to certain areas or sites?

.....  
  
.....

## **THE 'NATURAL' ENVIRONMENT**

**1. Would you like to see detailed policies for the village to protect or enhance its landscape, flora, fauna, etc?**     Yes     No

**If so, what should it include? (tick any that apply)**

- Tree planting
- River bank improvements
- Habitat management
- Woodland management
- Protection of beautiful views
- Other (please tell us what)

.....

.....

**2. Please suggest any views, single trees and/or groups of trees that you would like to see particularly preserved You can mark these on either map provided if you wish.**

.....

.....

**3. Are there views of countryside that in your opinion contribute to the character of the village? If so, please list them, or enclose photographs.**

.....

.....

**4. Is the River Deben important in terms of your quality of life in Melton?**

Yes  No  Don't Know

**If yes, is there some way we could make more of this major asset?**

.....

**5. Is the Playing Field and Melton Woods important in terms of your quality of life in Melton?**

Yes  No  Don't Know

**If yes, is there some way we could make more of this major asset?**

.....

## **HOUSING and DEVELOPMENT**

**N.B.** Melton will have to play its part in meeting the demand for new housing and employment over the next 15 years. The Neighbourhood Plan is not about saying No to new houses. It is to try and ensure we get the right number and types of new houses in the right places and in the right timescale.

**1. What kind of further development should be encouraged in Melton?**

Extensions

Infill / garden development

Small residential (i.e. up to 3 bedrooms)

- Large residential (i.e. more than 3 bedrooms)
  
- Affordable housing (for rent or shared ownership)
  
- Housing for those with special needs &/or the elderly
  
- Small business premises (offices or small industry)
  
- Large business premises (large blocks or large industrial sites)
  
- Small retail
  
- Large retail
  
- Community facilities
  
- Other .....

**2. Are there any particular types of development that should be restricted?**

.....

**3. Please suggest sites that could be developed (list below or mark with an “Y” on map 2):**

.....

.....

.....

**Please suggest sites that should NOT be developed (list below or mark with a “N” on map 2):**

.....

.....

.....

**4. Which positive planning applications or local developments in the last 5 years reflect your ideas about how Melton should develop in the future and why?**

.....

.....

.....

**5. Which planning applications / developments in the last 5 years do you feel DON'T reflect the way Melton should develop in the future and why?**

.....

.....

.....

## **RECREATION and ACCESS**

**1. Are there sufficient footpaths and bridleways in the village?**

Yes  No  Don't Know

**If not, do you have any suggestions as to possible new routes? Please mark on map 1 (which show the existing footpaths etc) or write down the route below.**

.....  
  
.....

**2. Do you feel our footpaths and bridleways are maintained properly?**

Yes  No  Don't Know

**If not what are your concerns and where?**

.....

**3. Are you satisfied that our main playing fields, play area and tennis courts meet the needs of the village?**

Yes  No  Don't Know

**If no would you add any further elements to this public recreation area (or others?) and what other changes would you make?**

.....

.....

**4. Are there any other areas or pieces of land that you feel should be protected and specifically used for public recreation, education or conservation?**

Yes    No    Don't Know

**If yes please mark on map 2 or write down where:**

.....

.....

**5. Would you like to see the Pavilion (in the Playing Fields) re-built?**

Yes    No    Don't Know

**If yes what should it be used for?**

.....

.....

## **OTHER MATTERS**

**1. Overall how do you see the village developing in 10 and 20 years time?**

.....

.....

.....

**2. Are there other issues you would like to see addressed in the Neighbourhood Plan?**

.....

.....

**3. How would you like to be kept informed of progress:**

- E-mail
- Letter
- Melton Messenger
- Village Notice Boards
- NP website
- Facebook
- No contact please

**THANK YOU** for taking the time to fill this in.

**Please send it back by 1<sup>st</sup> March 2014 in the stamped addressed envelope provided so that we can enter you into the **Prize Draw**.**





***For any questions you have, further information about the Neighbourhood Plan or to be part of Working Group, please contact the Melton Parish Council Office or go to:***

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

**If you would like to be signed up to Melton E-News and receive e-mails about local events, including updates on the Neighbourhood Plan please go to:**

**<http://melton-suffolk-pc.gov.uk/MeltonNews.html>**

**Our thanks to:**

Blake at Melton Primary School who came up with the Neighbourhood Plan Logo.

The Residents and Parish Councillors who are part of the Working Group for this Neighbourhood Plan.

Bettaprint in Woodbridge for printing this questionnaire.

Planning Aid and its kind volunteers for their help and advice throughout this process.

**Appendix I Business Questionnaire** (this was also available to be filled in Online and all Businesses in Melton were told where they could do this)

# Melton Neighbourhood Plan



*'Shaping the future of Melton'*

## Business Questionnaire

If you need help completing the questionnaire or have any questions relating to the Neighbourhood Plan please go to the contact page at:

[www.meltonneighbourhoodplan.co.uk](http://www.meltonneighbourhoodplan.co.uk)

All businesses that return their questionnaire will be given **FREE ADVERTISING** in the Neighbourhood Plan document.

**PLEASE COMPLETE AND RETURN BY 1<sup>st</sup> March 2014**

**(You can return via the SAE enclosed or go online to:....)**

## THE QUESTIONNAIRE IS IMPORTANT BECAUSE:

It may identify new ideas for improving the community of Melton.

It will give the Parish Council a list of key objectives.

It will provide the Parish Council with a mandate to implement the proposals that you favour and resist those, which you don't.

It will be used to submit views to Suffolk Coastal District Council on land use in and around Melton.

It will promote partnership between businesses and the community.

The information collected from the questionnaires will be used to prepare the Melton Neighbourhood Plan, which, if passed by referendum, will become planning policy and will form part of the Suffolk Coastal Local Development Plan.

## THE PLANNING SYSTEM

The LDF is an important part of local authority planning. It is a group of planning documents that will shape the future of our district for the foreseeable future. The Neighbourhood Plan, once voted in by referendum, will be one of these documents. The District Council is currently looking at their 15-year land supply that will include commercial as well as housing sites in Melton. Now is the opportunity to create the planning policy, through the Melton Neighbourhood Plan, to say where and how many commercial premises and houses should be built, and most importantly, the infrastructure that needs to be in place.

**NOW is the time for YOU to help shape the future of Melton.**

**Remember, it's your village; it's your Neighbourhood Plan. The greater the response to the questionnaire, the greater the credibility of the Plan.**

### Confidentiality

We will retain the personal information that you provide (i.e. name, address) for no longer than two years after the end of the Neighbourhood Plan process, and will only use it for the purposes of communication via the Parish Council, and to enable the analysis and verification of the data provided by you in the survey. It will not be shown in any public

document or disclosed to any third party. All general views, opinions and answers will be used publicly but anonymously for the purposes of the Neighbourhood Plan.

**Name of business:**

.....

**Address of**

**business:.....**

.....

.....

**Name of person completing this questionnaire:**

.....

**Position in the**

**business:.....**

**Q1) Are you self-employed?**     YES     NO

**Q2) Is your business located in?**

Domestic premises	
Agricultural holding	
Deben Mill	
Decoy Farm	
Dock Lane	
Melton Park	
Smithfield	
The Street / Melton Road	
The Sidings / Deben Way	
Wilford Bridge Road / Spur / Spur End	
Other (please specify)	

**Q3) Into which category does your business fall?**

Maritime	
Agriculture/Horticulture	
Construction	
Finance/Professional Services	
Engineering	
Manufacturing	
Catering/Food Processing	
Retail	
Tourism <i>e.g.</i> hotels, catering, B&B	
Transport	
Childcare/School/Nursery	
Healthcare/Care Home	
Health/Beauty/Wellbeing	
IT	
Animal Care	
Other (please specify)	

**Q4) How many people do you employ?**

Please write the relevant letter (A-E) in the box...

**A = 0; B =1-5; C = 6-10; D = 11-20; E = 21-40; F = 40+**

Sub-contract	
Seasonal Part-Time	
Seasonal Full-Time	
Permanent Part-Time	
Permanent Full-Time	
Temporary	
Apprentices	

**Q5) How many of those employees live in Melton or Woodbridge?**

Please write the relevant letter (A-E) in the box...

**A = 0; B =1-5; C = 6-10; D = 11-20; E = 21-40; F = 40+**

Sub-contract	
Seasonal Part-Time	
Seasonal Full-Time	
Permanent Part-Time	
Permanent Full-Time	
Temporary	
Apprentices	

**Q6) Do any of your local employees have problems in finding appropriate local accommodation in Melton?**

Yes, generally	
Occasionally	
No	
Don't know	

**Q7) If you needed to expand the size of your business premises, would you be able to do that in Melton?**

Yes	
No	
Don't know	

If 'Yes' please answer Q8. If not, please go straight to Q9.

**Q8) What type of premises would your business require? (Please tick all that apply)**

Small office	
Small workshop	
Medium office	
Medium workshop	
Large office	
Large workshop	
Other (please specify)	

**Q9) Do you expect to create job opportunities in the future?**

Yes	
No	
Don't know	

**Q10) Do you expect to reduce your workforce in the future?**

*(This information will be used only to provide an overall picture and will be kept strictly confidential)*

Yes	
No	
Don't know	

**Q11) Do you have a shortage of skilled employees?**

Yes	
No	

If 'No', please go to Q13.

**Q12) If 'Yes', what skill requirements is your business short of?**



--

**Q13) If you have had problems filling job vacancies over the last 12 months, was it because of:** (Please tick all that apply)

Lack of applicants with required qualifications/skills	<input type="checkbox"/>
Lack of applicants with required work experience	<input type="checkbox"/>
Lack of suitable candidates/basic ability	<input type="checkbox"/>
Lack of affordable housing	<input type="checkbox"/>
Unsocial hours/shift work	<input type="checkbox"/>
Lack of public transport	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>

--

**Q14) Does your business have a need for any of the following training in Melton?**

(Please tick all that apply)

Basic Literacy	<input type="checkbox"/>
Basic Numeracy	<input type="checkbox"/>
ICT Skills	<input type="checkbox"/>
Foreign Languages	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>

--



**Q15) How do you advertise your job vacancies? (Please tick all that apply)**

Local shops/notice boards	
Job Centre	
Local Radio	
Word of Mouth	
Local press	
County Press	
National Press	
Other (please specify)	

**Q16) How do you rate the following services?**

Please rate the following by writing the relevant number in the box.

If 'Poor', please comment on any problems with these services.

**1 = Very Good; 2 = Good; 3 = Average; 4 = Poor; 5 = Not Applicable**

Mains Water Supply	
Mains Gas Supply	
Mains Electricity Supply	
Sewerage	
Refuse Collection	
Street Lighting	
Street Cleaning	
Gritting and snow clearing	
Landline Telephone	
Mobile Phone Reception	
Internet	
Postal service	
Public Transport	

**Q17) What are your views on the standard of the following services provided to Melton?**

Please rate the following by writing the relevant number in the box.

**1** = Very Good; **2** = Good; **3** = Average; **4** = Poor; **5** = Have Not Used Them

Fire Brigade	
Police	
Police (Emergency)	
Community Police Officer	
Ambulance (Emergency)	
Hospital (Transport)	
Public Transport	

**Q18) How do the following affect the smooth-running of your business?**

Please write the relevant number in the box.

**1** = Not At All; **2** = To a Limited Degree; **3** = To A Large Degree

Traffic Flow through the Village	
Parking/Deliveries	
Signage	
Footfall	

(Please comment in more detail where appropriate)

**Q19) What other facilities/services would improve the day-to-day running of your business? For example, marketing and advertising opportunities, improved road infrastructure, networking opportunities...**

**Q20) If new business developments are proposed within Melton, how would this impact your own business?**

**Q21) What could your business do to engage with the community?**

(Please tick all that apply)

Links to schools/nurseries	
Sponsor community events and projects	
Donate raffle prizes	
Offer work experience	
Offer apprenticeships	
Give talks/tours of the business	
Offer practical help	
Other (Please specify)	

If you would like to tell us how your business could help the community, please comment below:

Thank you for completing this questionnaire. PLEASE make sure you return it in the SAE provided (**OR FILL IT IN ONLINE AT <http://www.surveygizmo.com/s3/1514858/Melton-Neighbourhood-Plan>**

by **1<sup>st</sup> March 2014**. Your views and comments will provide valuable information on shaping the future of Melton.

If you have any further suggestions/comments or issues that you would like to raise, please let us know via our website:

[www.meltonneighbourhoodplan.co.uk](http://www.meltonneighbourhoodplan.co.uk)



## **Appendix J    Feedback / Statistical Report for Household Questionnaire**

**Melton Village Neighbourhood Plan Household**  
**Questionnaire REPORT/STATISTICS**

**448** Melton Household Questionnaires completed

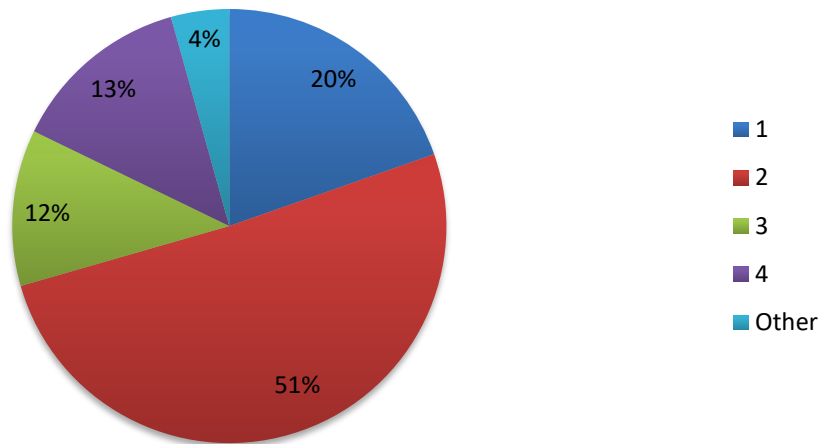
2011 Census No. of Households in Melton is **1,783**

This means we had an approx. overall **25% response**

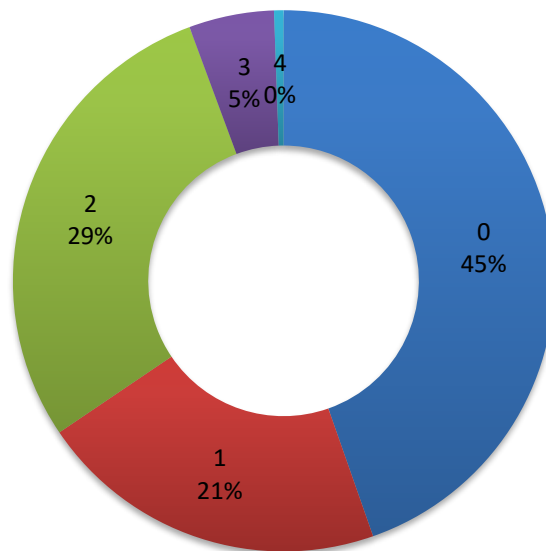
The statistics you can see in this report reflect the % of votes that certain questions got from the people who responded to them. However please note that **NOT ALL** respondents voted on **ALL** questions.

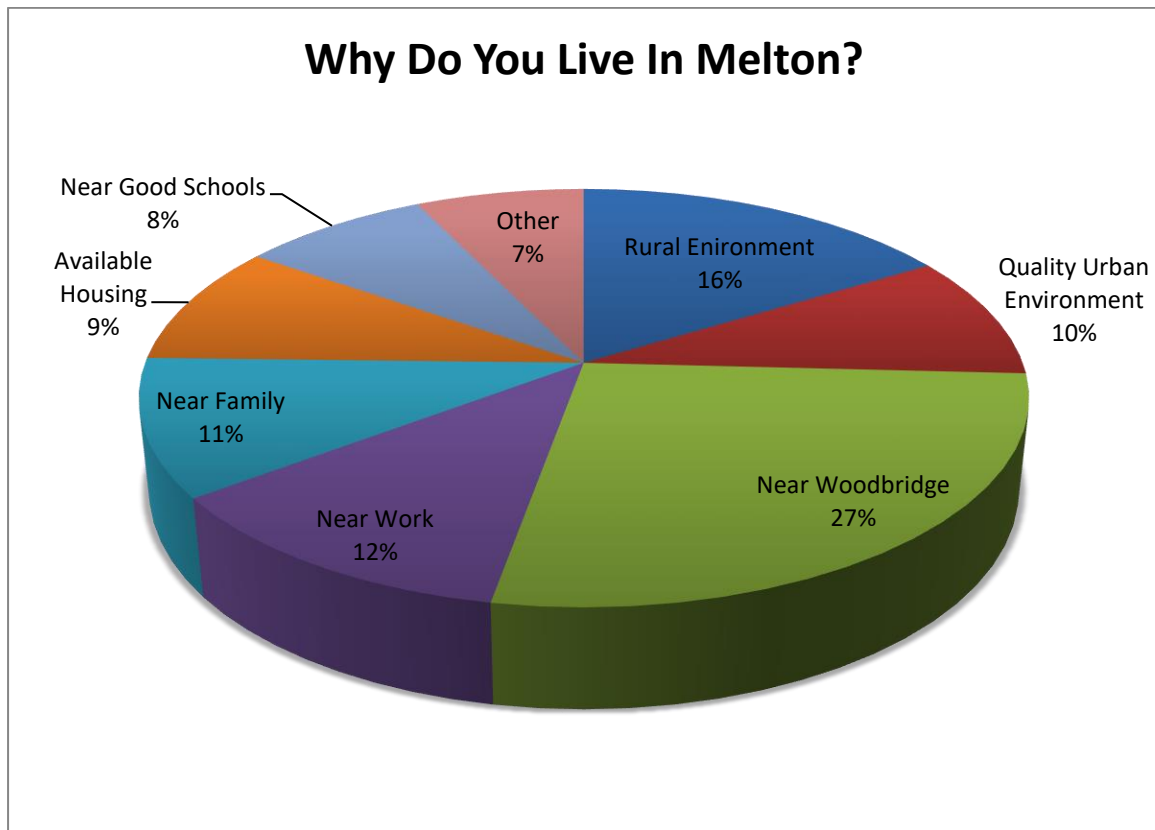


### Number of People in the House



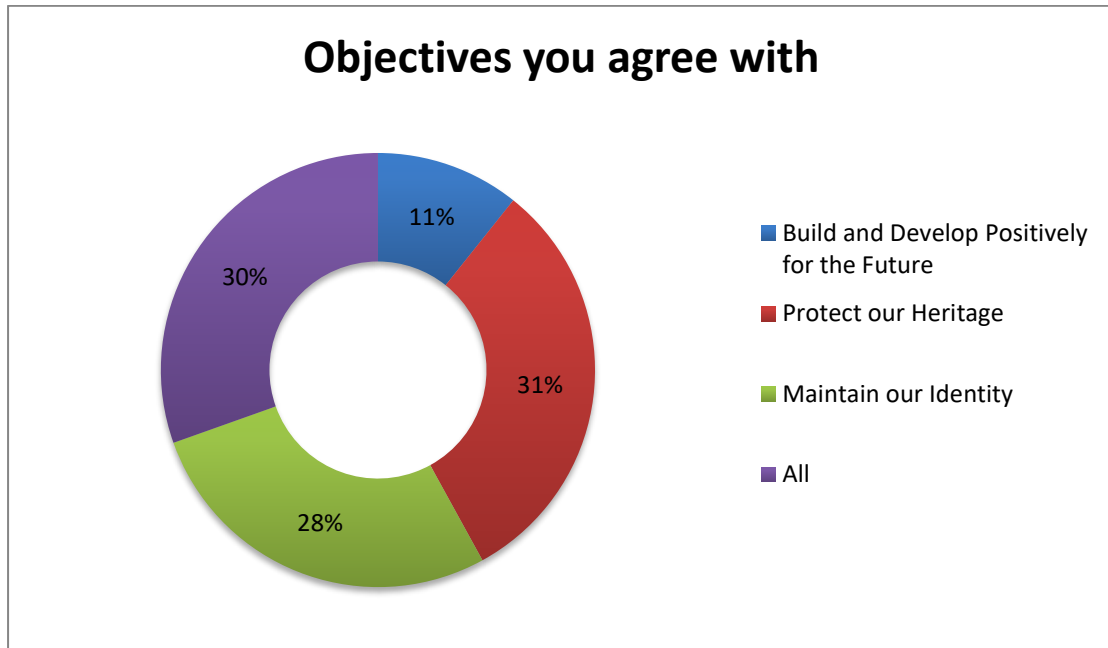
### Number of people in house under 18





### **OTHER main reasons given for living in Melton:**

- Affordable / Available housing
- Good transport links
- Sailing / near the river
- Quiet / Not overdeveloped
- Born here / family history



### Other Objectives suggested:

**14%** wanted **More Affordable Housing**

**14%** wanted to **Prevent Overdevelopment**

**13%** wanted **Better Services/Facilities**

**10%** wanted to **Maintain the Rural Character of Melton**

**9%** wanted to **Protect the Environment**

**9%** wanted to **Reduce traffic Speed & have more Sustainable Transport**

## **Perceived Threats to Melton**

**49%** felt there was **Too Much Development** and **Inadequate Infrastructure**

**36%** felt there was too much **Traffic**

**12%** worried about being **Absorbed into Woodbridge** and **Loss of Identity**

## Perceived Opportunities ?

**23%** thought there was an opportunity for an **Increased Sense of Community**

**13%** thought there was an opportunity for **Business Growth**

**11%** thought we had an opportunity to do some **Positive Planning** of Developments

**10%** felt there was an opportunity for **More Affordable Housing**

**10%** felt there was an opportunity for **More Services** to be provided

## Which Roads have Traffic Problems?

Strikingly **72%** of all respondents thought that the **A1152** had **Serious Problems**.

This included Woods Lane in general, the turning onto Woods Lane from Bredfield Road, The Crossroads and Traffic Lights, The Railway Crossing and Wilford Bridge Road in general.

**13%** felt that **The Street and Yarmouth Road** had problems with speed, narrowness, parked cars and queues at the traffic lights.

**12%** felt that **Melton Hill/Road** was a problem due mainly to speeding and people parking on both sides of the road.

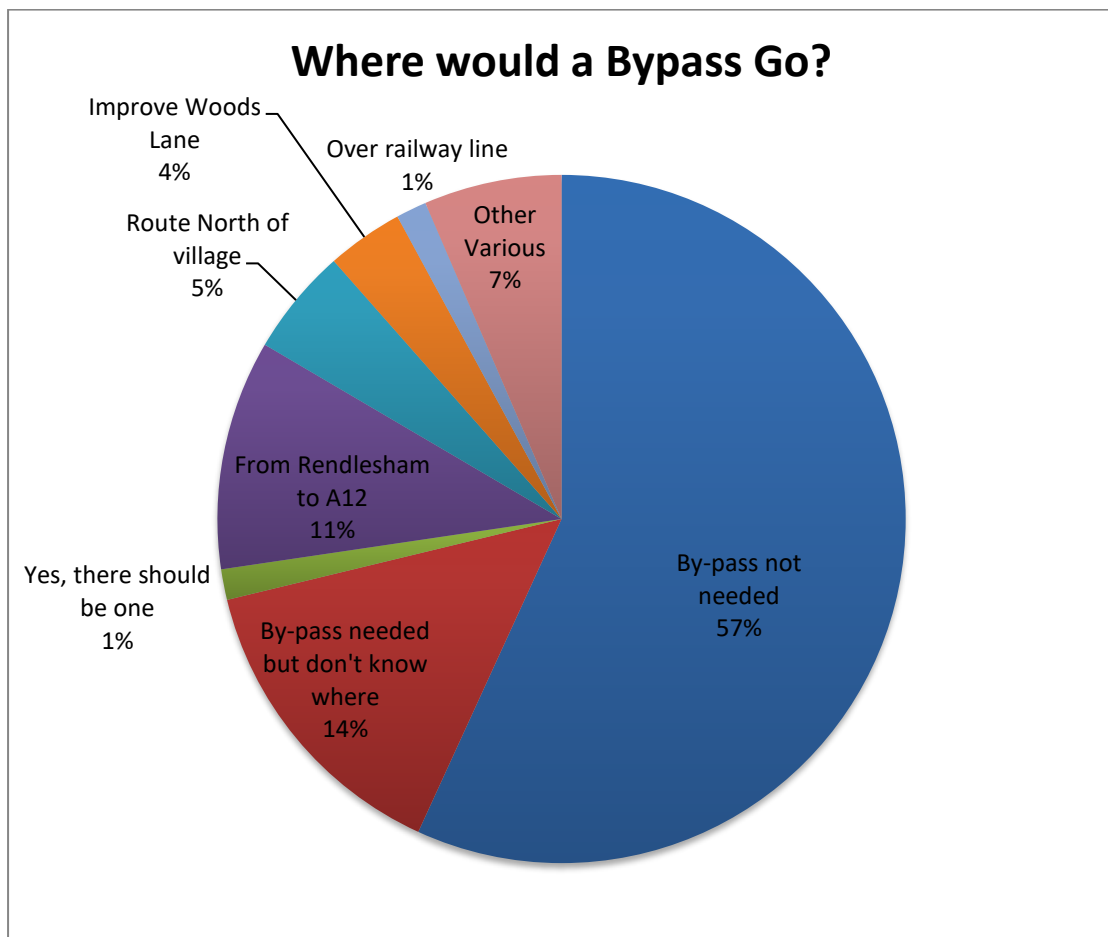
## Where should Traffic Speed be controlled?

**22%** thought that speeding was **Not a problem**

**21%** thought that speed was a big problem on **Woods Lane**

**13%** thought that speed should be more controlled on **Yarmouth Road**

**12%** thought that speeding was an issue on **The Street**



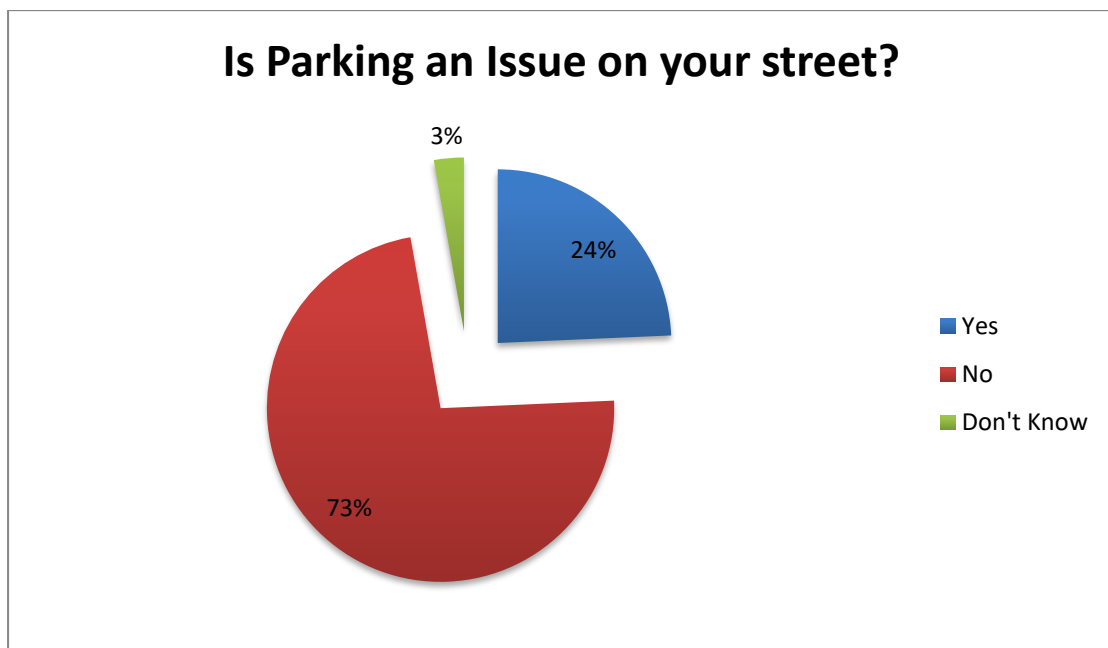
## How can we prevent future development from making traffic worse?

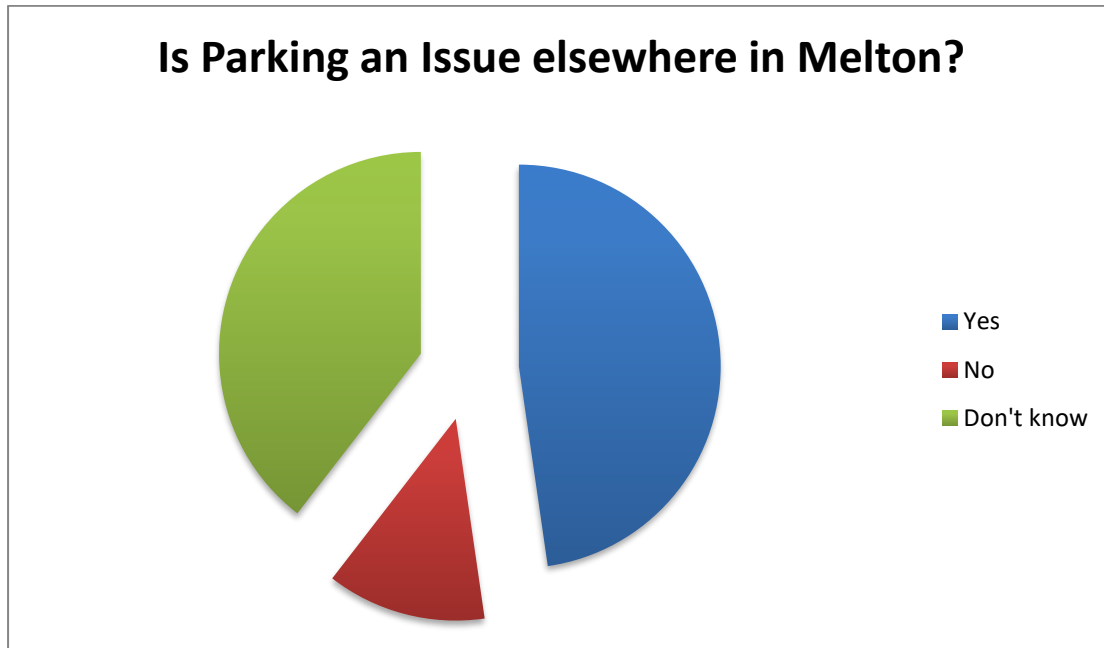
18% wanted no overdevelopment / restricted commercial development

12% wanted a restriction on housing

11% said that traffic management systems MUST be implemented with any new development / integrating it / having it in place before new houses were built.

10% suggested an alternative route to avoid Woods Lane





**If Parking IS an issue, where in particular? In Priority order:**

1. The Street
2. Station Road / by Fish and Chip Shop / St Andrews Place
3. Melton Hill (due to parking on both sides)
4. Around Woodbridge Primary School
5. Around Melton Primary School / Dock Lane

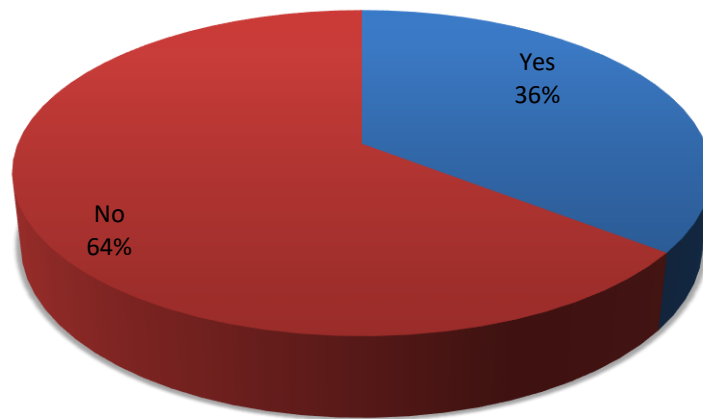
**Any suggestions for improvements?**

- Underground parking facility?
- Use the Girdlestons site!
- Can we use Thurlow Nun for parking out of hours?
- Need Cycle lanes!!
- Provide off-street parking for new developments!
- If car parking in Woodbridge itself was free (or cheaper) then people wouldn't park in The Street and on Melton Hill which is causing congestion.
- Provide passing places in Valley Farm Rd.

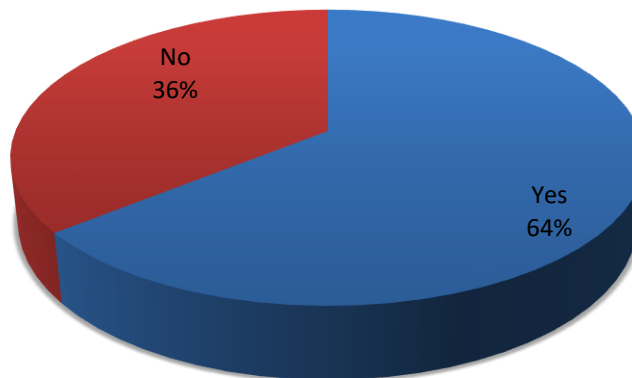


- Multi-storey car park - reasonable priced 1 hr parking to encourage shopping locally and investors investing in new shops generating revenue.
- Traffic lights at main junction turning into the street are very short in changing time making long queues at certain times.

### Do You Use the Bus Service?

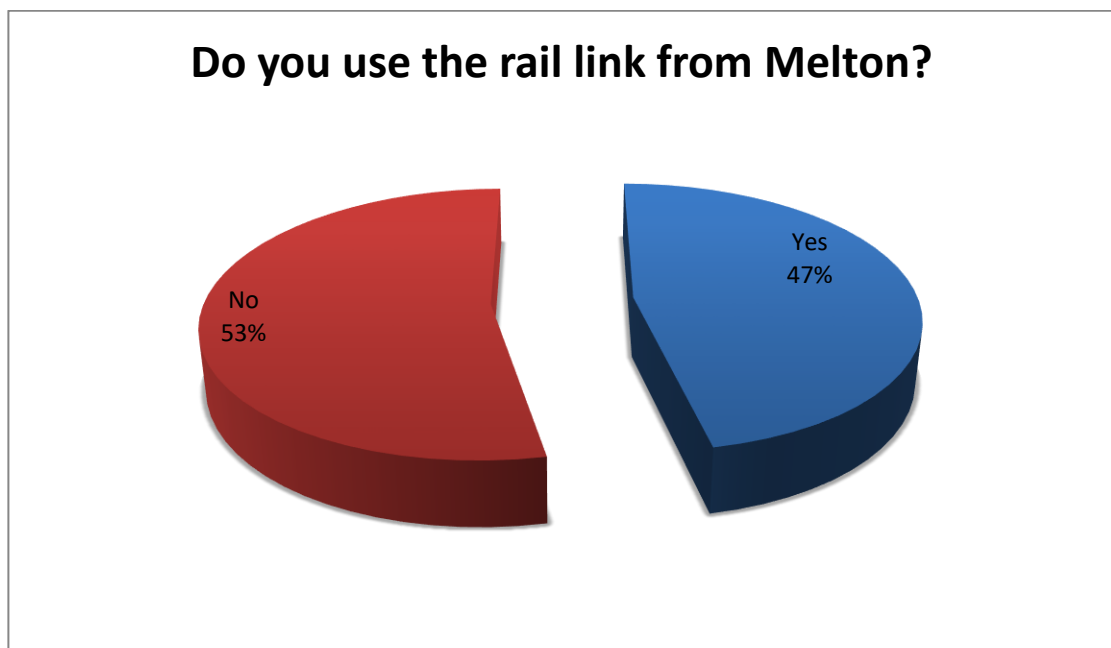


### Does the bus service meet your needs?

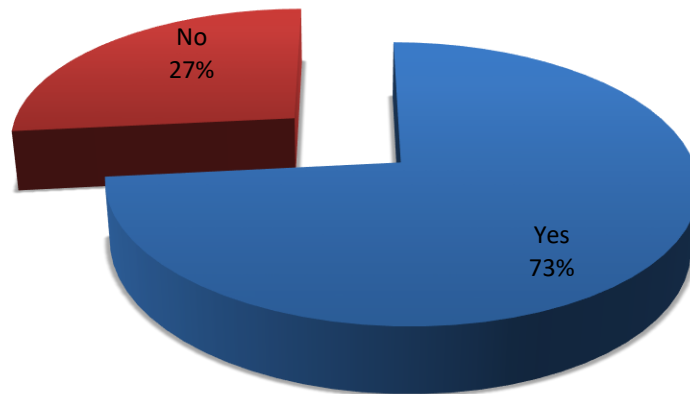


### Suggested improvements to the bus service, in priority order:

1. More frequency
2. Buses should run later and at weekends
3. Need a service to and from St Audreys
4. Make the fares cheaper
5. Bring back the Anglia Bus service
6. Better advertising of routes and timetables needed
7. Service needed to and from Park and Ride at Martlesham
8. Buses need to be pushchair friendly
9. More shelters and stops needed



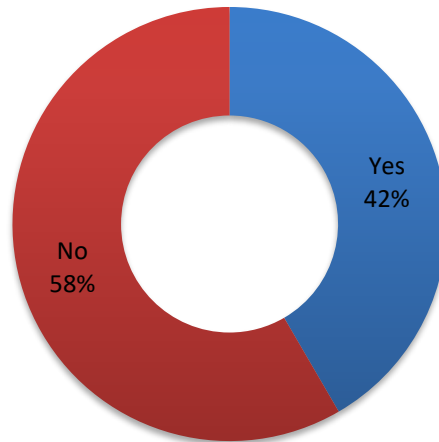
## Does the Rail service meet your needs?



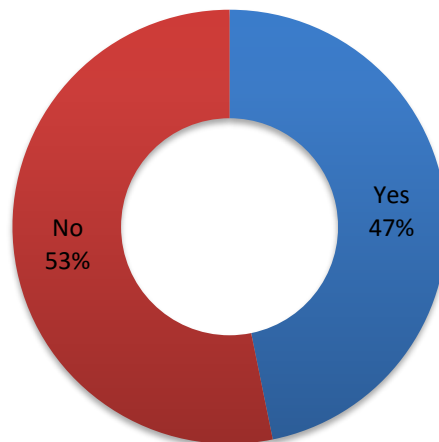
### **Issues with Rail service and ways to improve it, in priority order:**

1. More frequency, trains should run earlier and later too
2. The direct train to London should be re-introduced
3. The car park needs to be larger
4. Trains are not reliable and are often late
5. Tickets are too expensive
6. There should be a ticket machine and info boards
7. There is no real shelter or facilities for families
8. Lighting should be better
9. Buses should sync with trains
10. Should be a better sync with London connection
11. Trains should be quicker
12. There should be a link to West Anglia

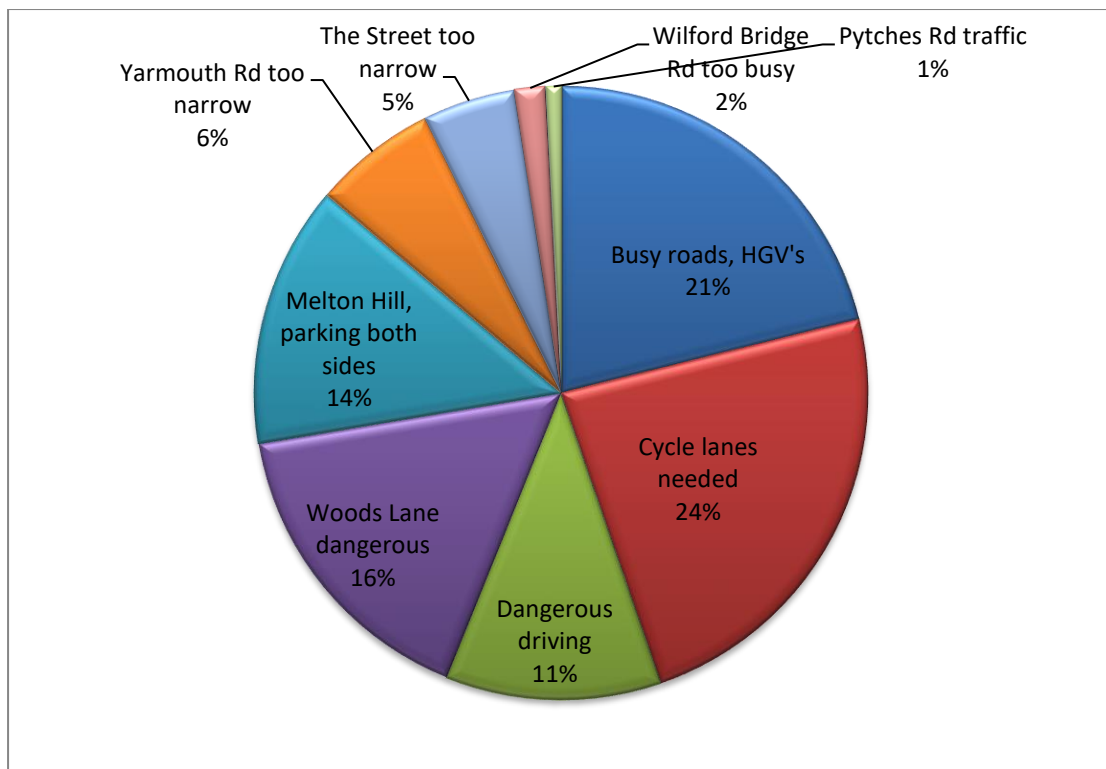
### Do You Cycle in Melton?



### Do you feel safe cycling in Melton?



### Why don't you feel safe cycling in Melton?



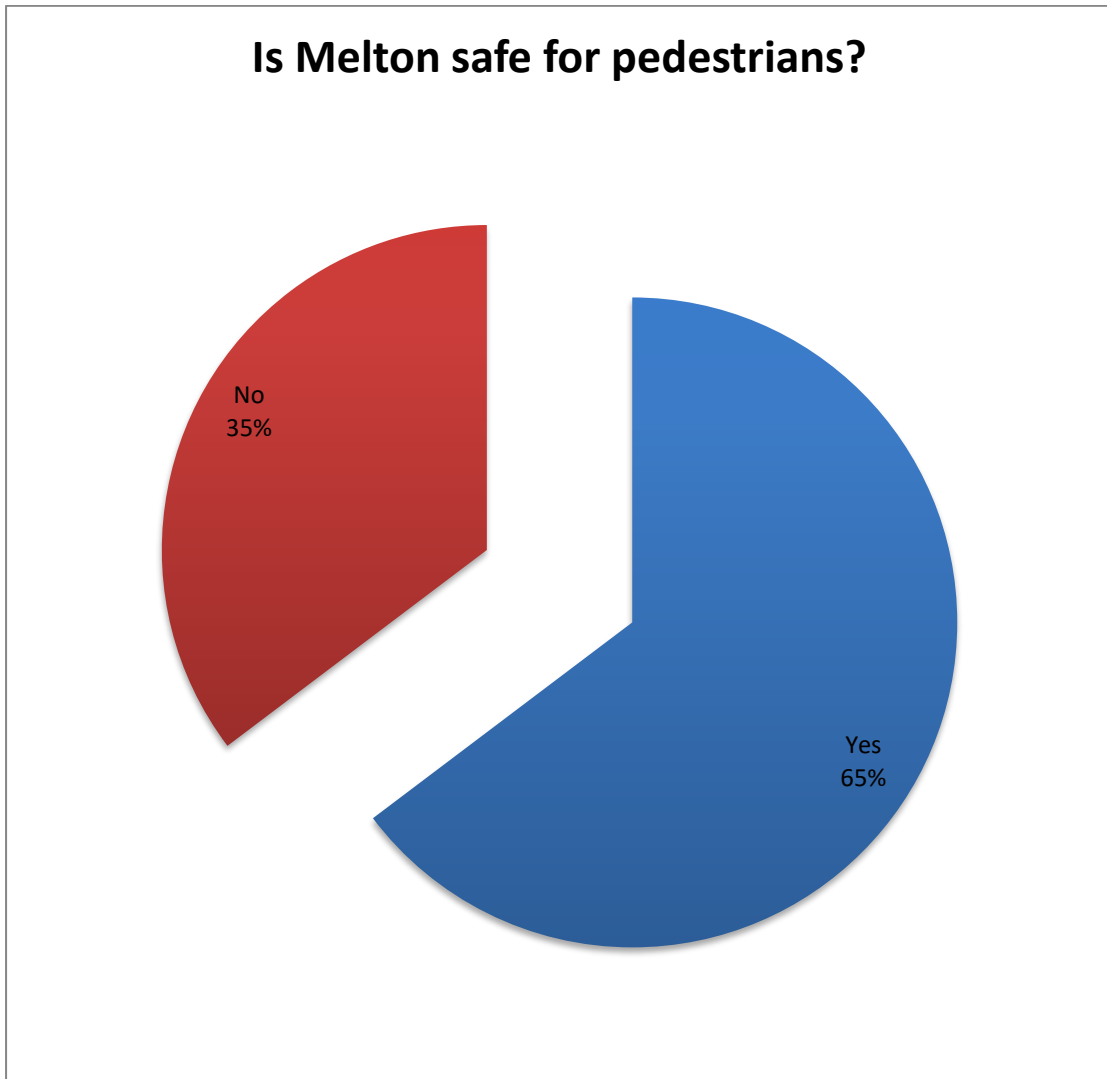
### Should we have cycle lanes? If so where?

1. Melton Hill / Road
2. Woods Lane
3. NO to any cycle lanes
4. Not possible as roads are too narrow

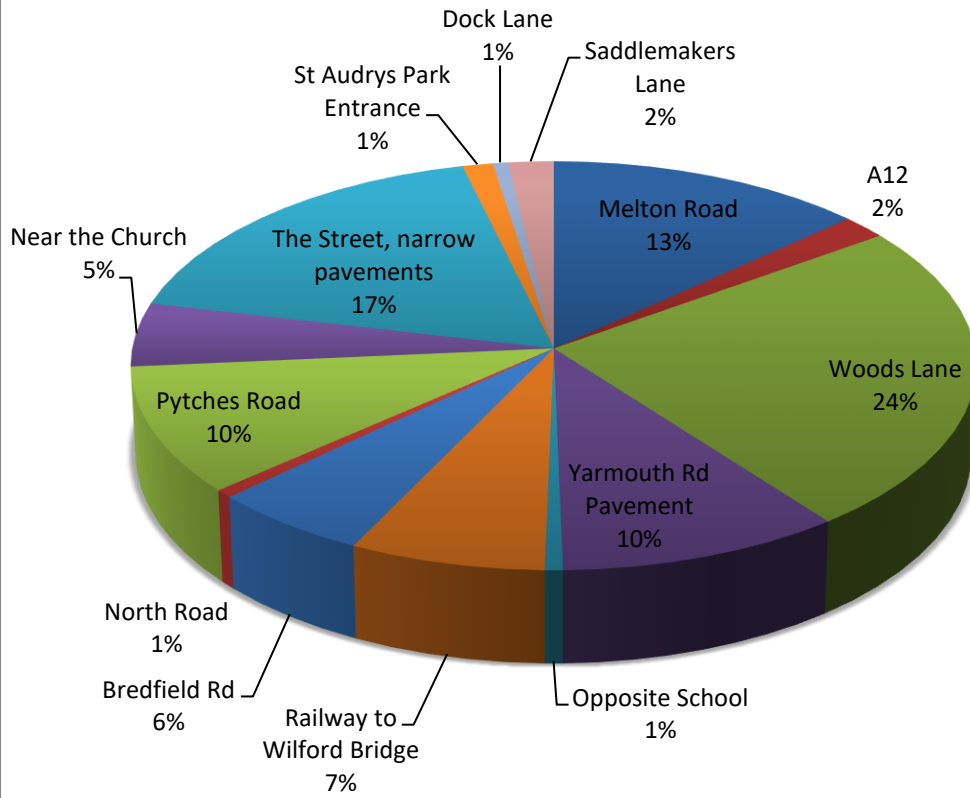
5. Wilford Bridge Road
6. The Street
7. Wherever possible
8. Melton to Ipswich
9. Use the footpaths!
10. Along the river
11. Bredfield Rd
12. To Rendlesham
13. Yarmouth Rd
14. Pytches Rd
15. Not possible when cars park on the road

### **Other suggestions with regards to Cycling:**

- Everywhere - adopt the European method. Good wide cycle lanes not on the road then there would be less cars and fitter people.
- Bike track down path from Melton Day Nursery to Wilford bridge. (Waterhead lane).
- Over the railway line where even lorries are sometimes over the other side of the road to get round.
- Melton crossroads to Woodbridge. Sign post the route from Melton to Woodbridge bypass / Farlingaye high school via Turnpike Lane, Melton Grange Road and Warwick Ave.
- General feeling that cycling should be encouraged
- Roads are too narrow and too busy but IF they could be widened and not become busier it would be welcomed

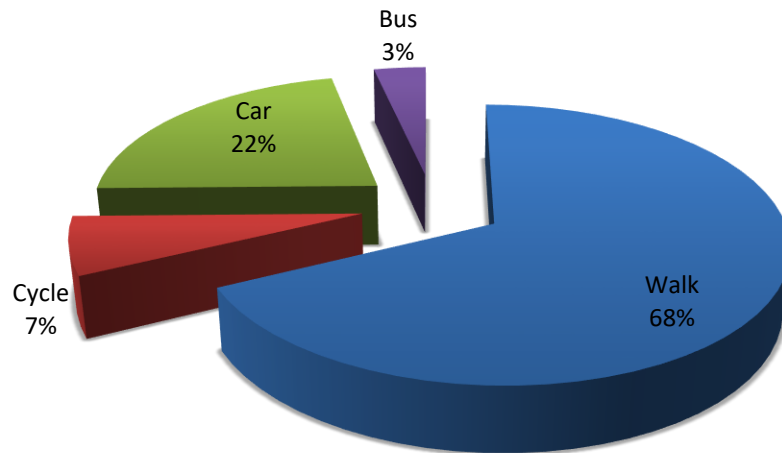


## Where are Pedestrians NOT safe?

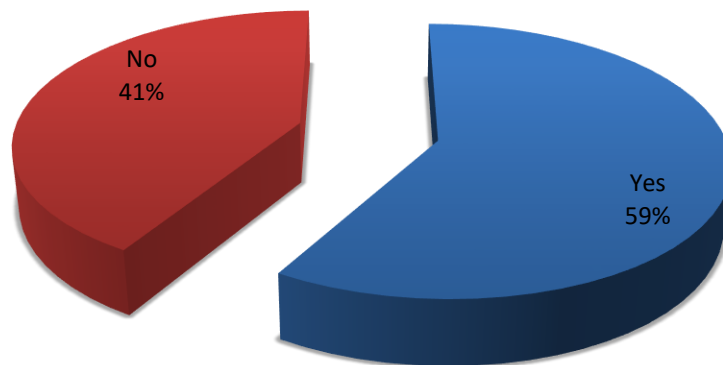




### How do your children get to school?



### Are there safe routes to school?



### Where should we make Improvements to the School Route?

40% wanted Improvements to the Pavement and General Safety of Woods Lane

**21%** wanted a **Cycle Lane to Farlingaye**

**13%** wanted a **Zebra Crossing on Bredfield Road**

**8%** wanted **Improvements to the Pavement on Pytches Road**

### **Other Important Traffic Concerns**

**12%** stated again about the dangers of the **Bredfield Rd Junction with Woods Lane**

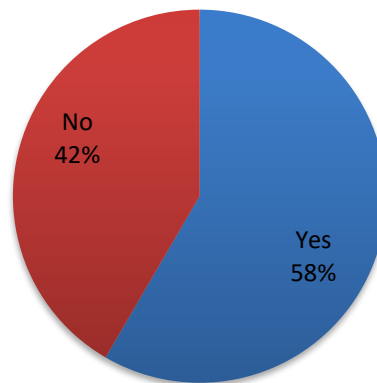
**10%** said **Woods Lane** in general needed to be sorted out as a matter of urgency

**11%** again said there was generally **Too Much Traffic** for Melton to cope with

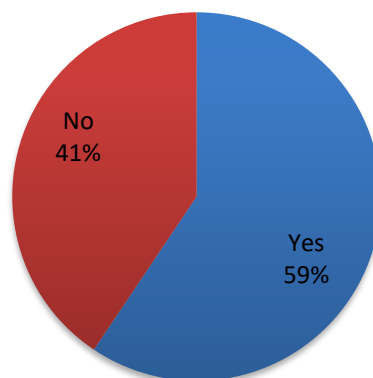
**10%** said **Speeding** was the biggest concern

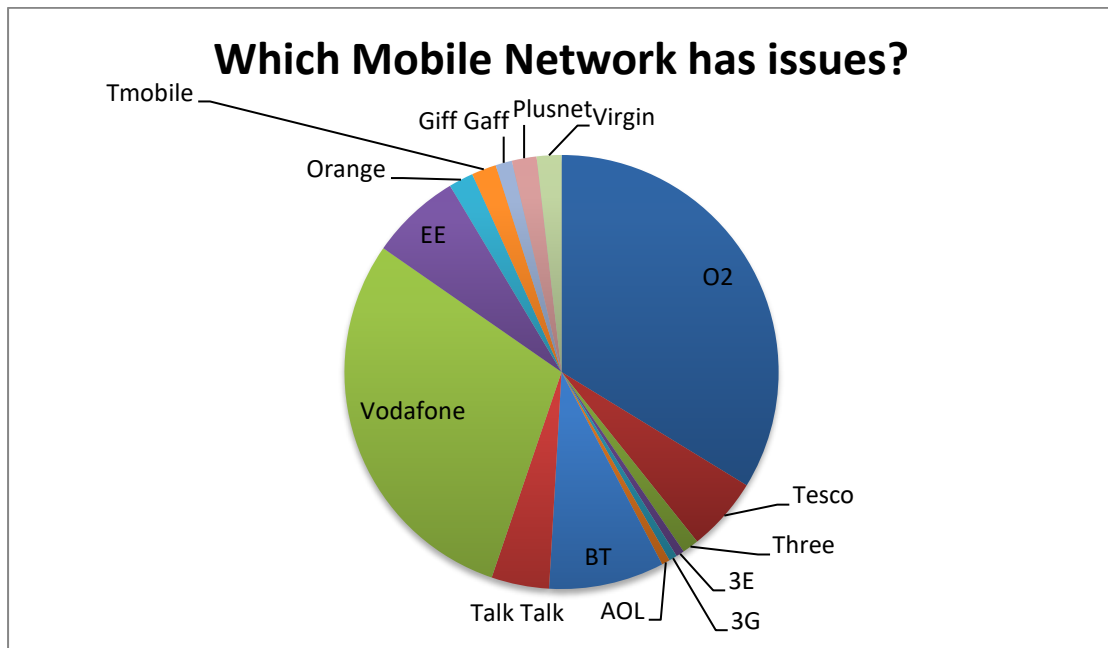
**6%** said **Parking in the Village Centre** was a problem

### Are you satisfied with Broadband Speeds?



### Are you satisfied with your Mobile Reception?





## Provision for Young People

Only **5%** of respondents had filled in a **Young Persons Questionnaire**.

**60%** of all respondents did **NOT** think there were enough facilities for young people.

**45%** felt there should be a **Youth Club/meeting place** with **Internet** provision.

**24%** felt there should be more **Sports** activities for young people.

**20%** felt that there should be a **Skate park/BMX** track on the playing field site.

Other suggestions were for:

- A zip wire
- Basketball court
- Dance, gym and martial arts classes for 5-10 year olds.

## **Provision for Older People**

**24%** of respondents felt that there should be a **Day Centre** for older people in Melton providing refreshments / social time / activities. Many suggested using the Burness Rooms.

**20%** of respondents felt that the **Bus Service** needed massive improvements including making them higher frequency, more accessible, more reliable and wheelchair friendly.

**10%** wanted a **Coffee shop/Tea room** in the village.

**8%** wanted a **Post Office**.

Other suggestions:

- A volunteer centre/service based in Melton could tackle unmet needs of older people to help them remain in their homes
- Social support offered for the elderly when coming out of hospital

- Linking younger families with old people or neighbour checking
- We need to develop a community scheme to support needs like hospital appointments, doctors appointments, collecting prescriptions, finding the lonely and visiting them
- Shopping for disabled and internet access for non-computer owners

## **Other Specific Services that should be provided in the village**

**18% want a Post Office**

**9% want a better Shop / more Unique shops / Shops to rival Woodbridge**

**7% want more Sport/Dance/Fitness classes**

**6% want a free ATM/Cash Machine**

**5% want a Medical centre / Doctor surgery**

**5% want Allotments**

**4% want better Recycling**

**4% want a Youth Club**

**4% want to Develop the Pavilion and make a Café in the park**

## Valued Assets in the village

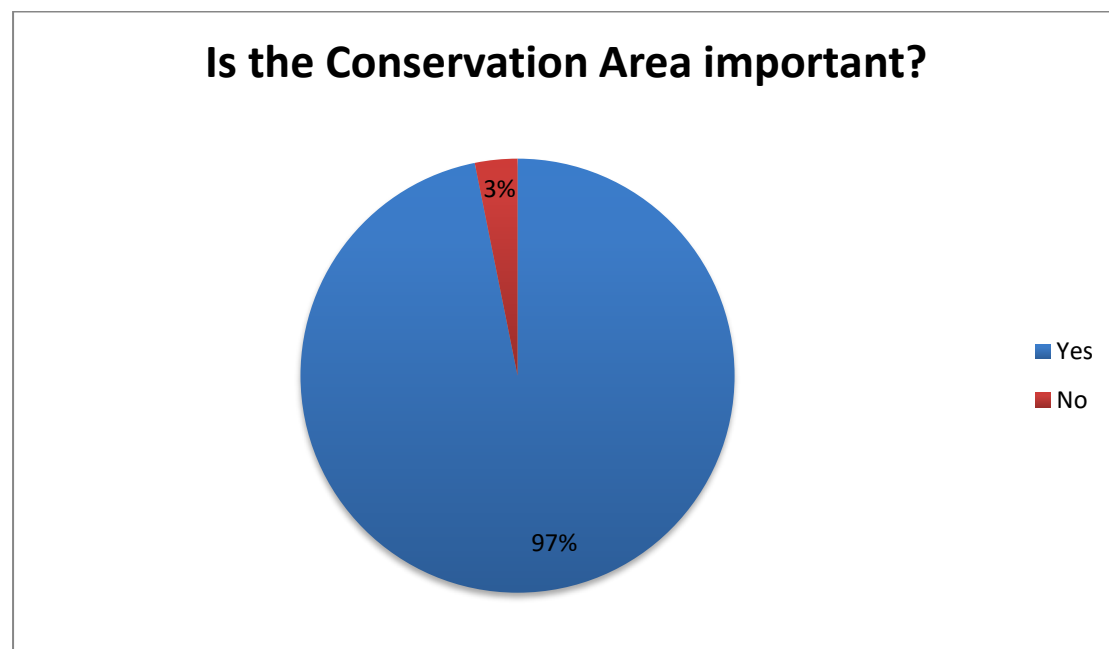
17% value the **Local Shops** we have

17% value the **Burness Parish Rooms**

15% value the two **Pubs**, especially the **Coach and Horses**

8% value the **Playing Field**

Others mentioned were the Woods, the Lindos Centre and the Churches



Those who wanted to extend the conservation area extended suggested the following:

- From Woods Lane, along Yarmouth Road, then along past the church.
- Extending out to Long Springs and to Foxborough Hall.
- Encompassing Melton Old Church
- To include Leeks Hill Woods and the Playing Field
- The fields around the Retreat towards the South East and West of Saddlemakers Lane where many people walk, ride, cycle, run and enjoy the countryside.

## **Specific buildings of character to be protected**

**25%** want to protect St Andrews Church

**23%** want to protect Melton Old Church

**9%** want to protect the Burness Parish Rooms

**6%** want to protect the Station

**5%** want to protect the old Houses on The Street

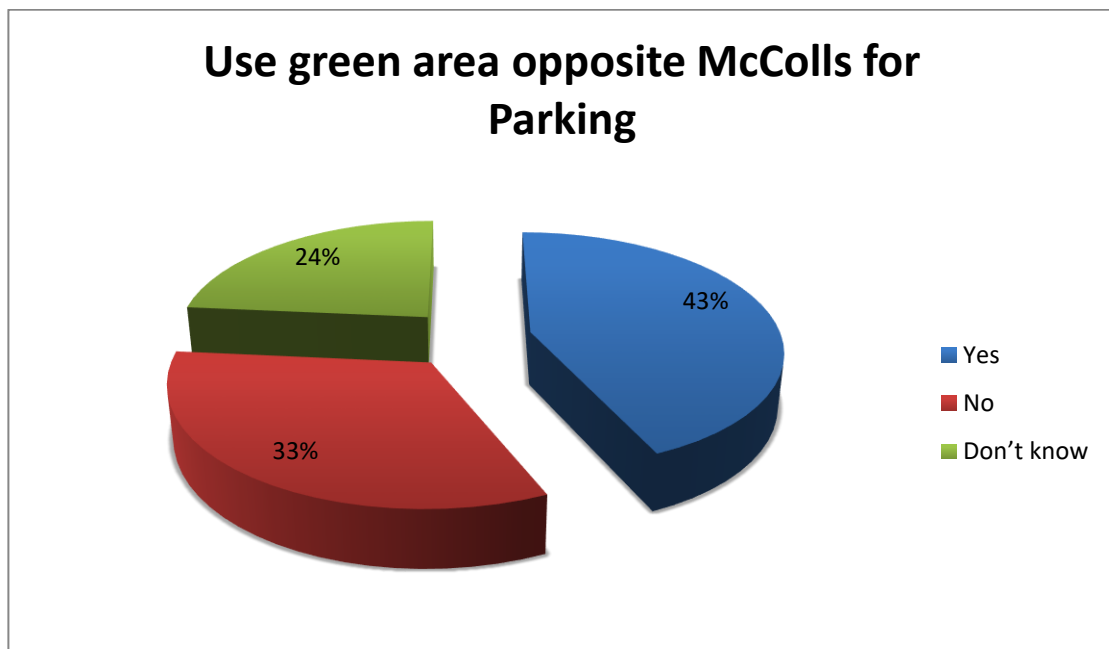
**5%** want to protect The Coach and Horses pub

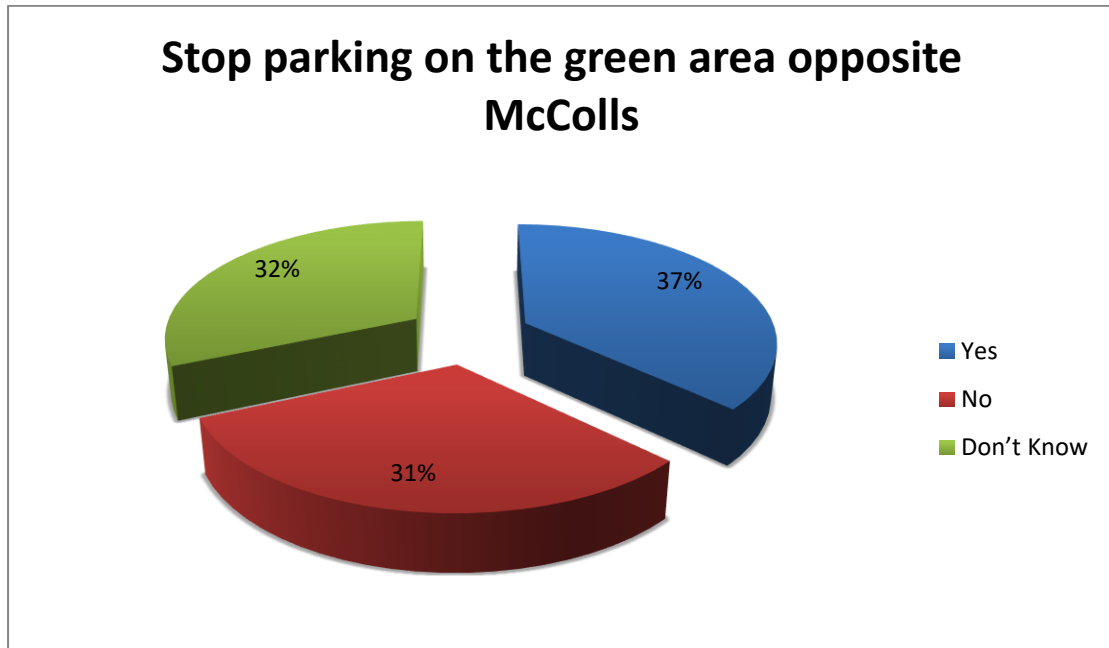
**4%** want to protect the Chapel at St Audreys



Others mentioned were:

- All old houses of character
- Lindos Centre
- Whitwell House
- Houses on Yarmouth Road in CA brick
- The Council Offices
- Decoy House
- Foxborough House
- Melton Lodge
- Long Springs
- Melton Grange
- Archway House
- Fish and Chip Shop
- Melton Meade
- Primary School
- St Audreys Hospital
- Phyllis Memorial Home
- The Beeches, McColls
- Old School House
- Wilford Bridge Pub
- Turnpike House
- Water Tower at St Audreys
- Cedar House

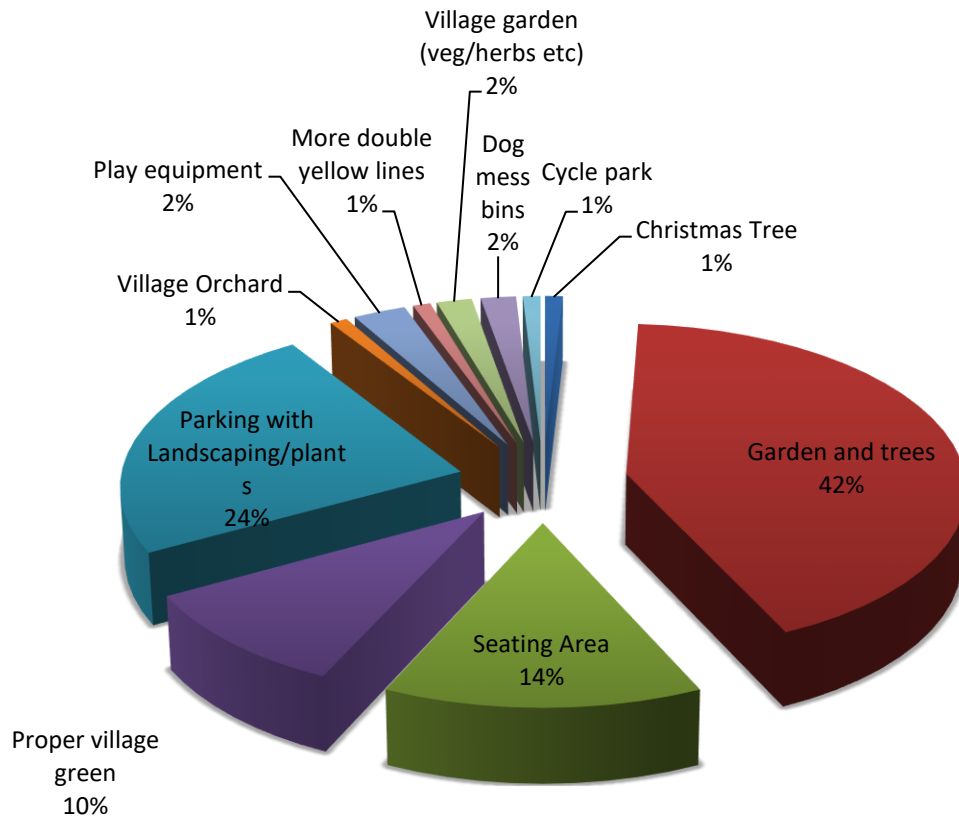


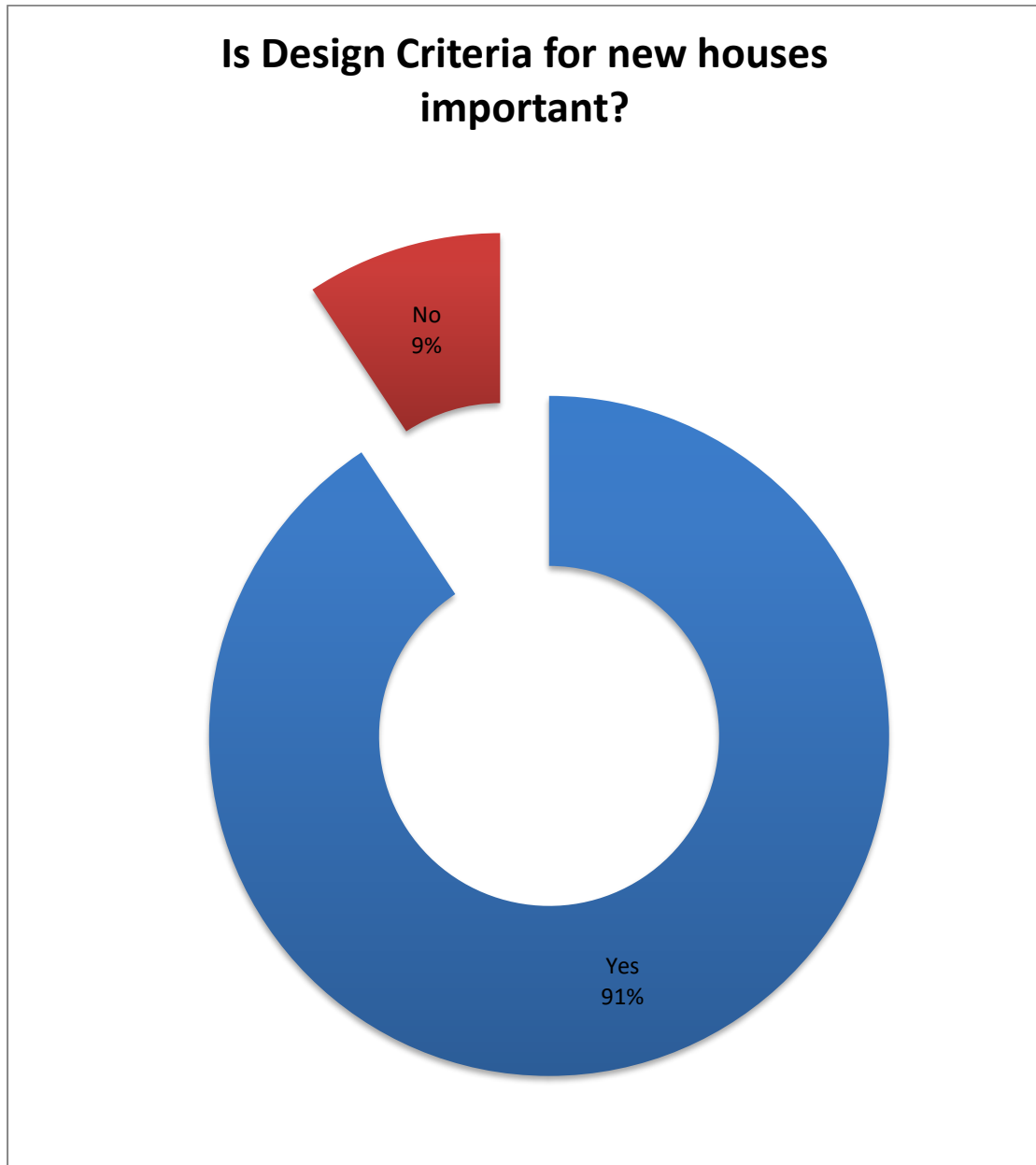


**65.3%** agreed that 'something else' should be done with the green space opposite McColls.

**34.7%** did not think anything else should be done.

## Your suggestions for the Green Space opposite McColls

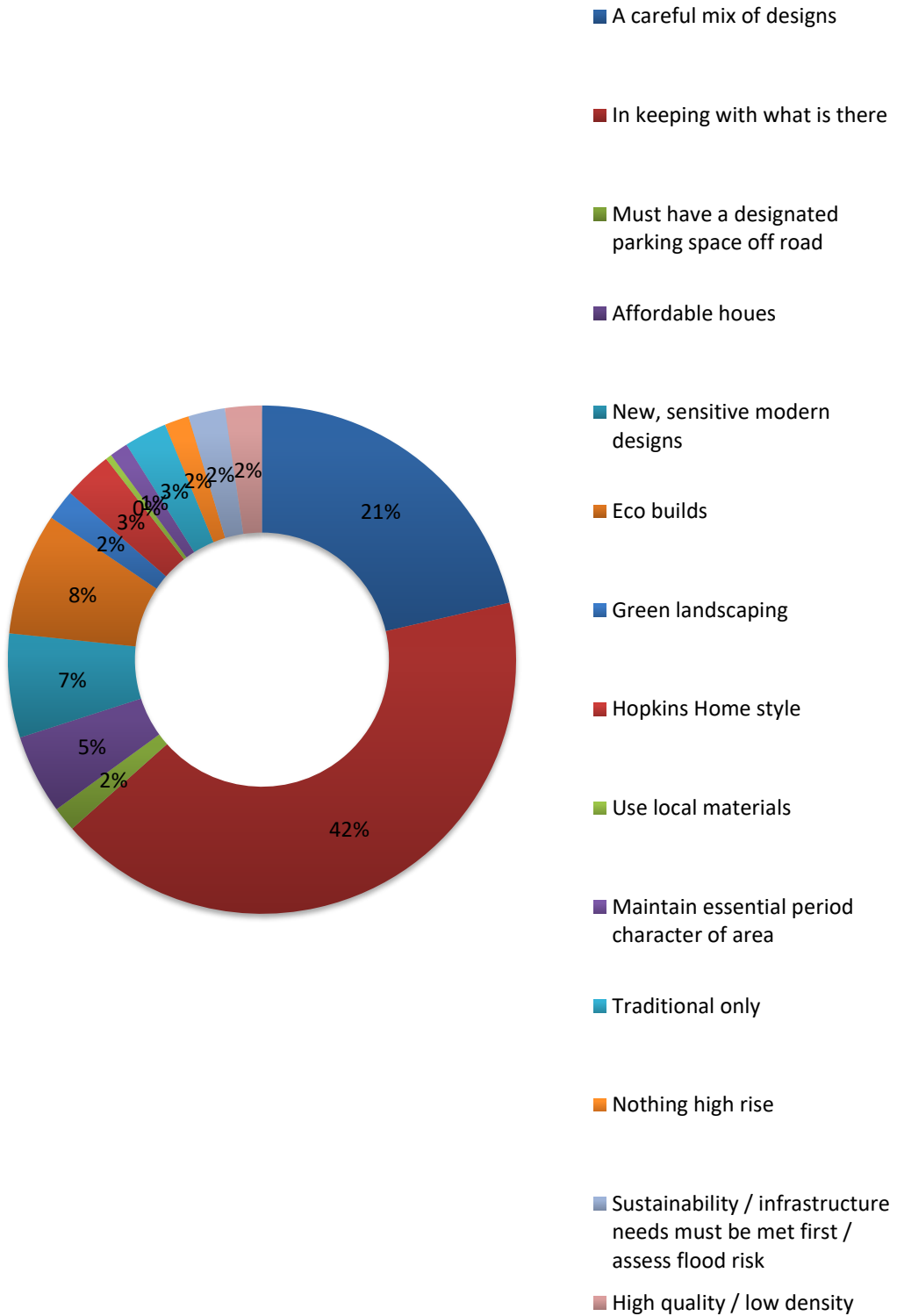


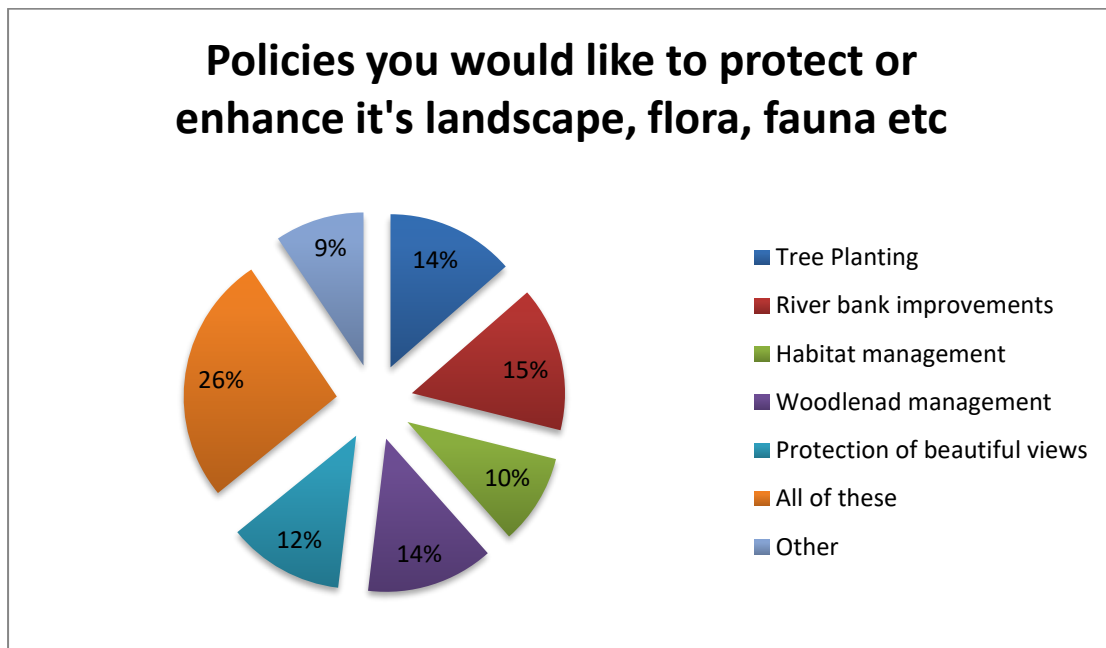


**67%** felt that Design Guidance should be attributed to **ALL AREAS** of Melton and for any new development.

The following chart shows the types of guidance people feel should be written into the Neighbourhood Plan.

## Suggest Design Criteria we should use

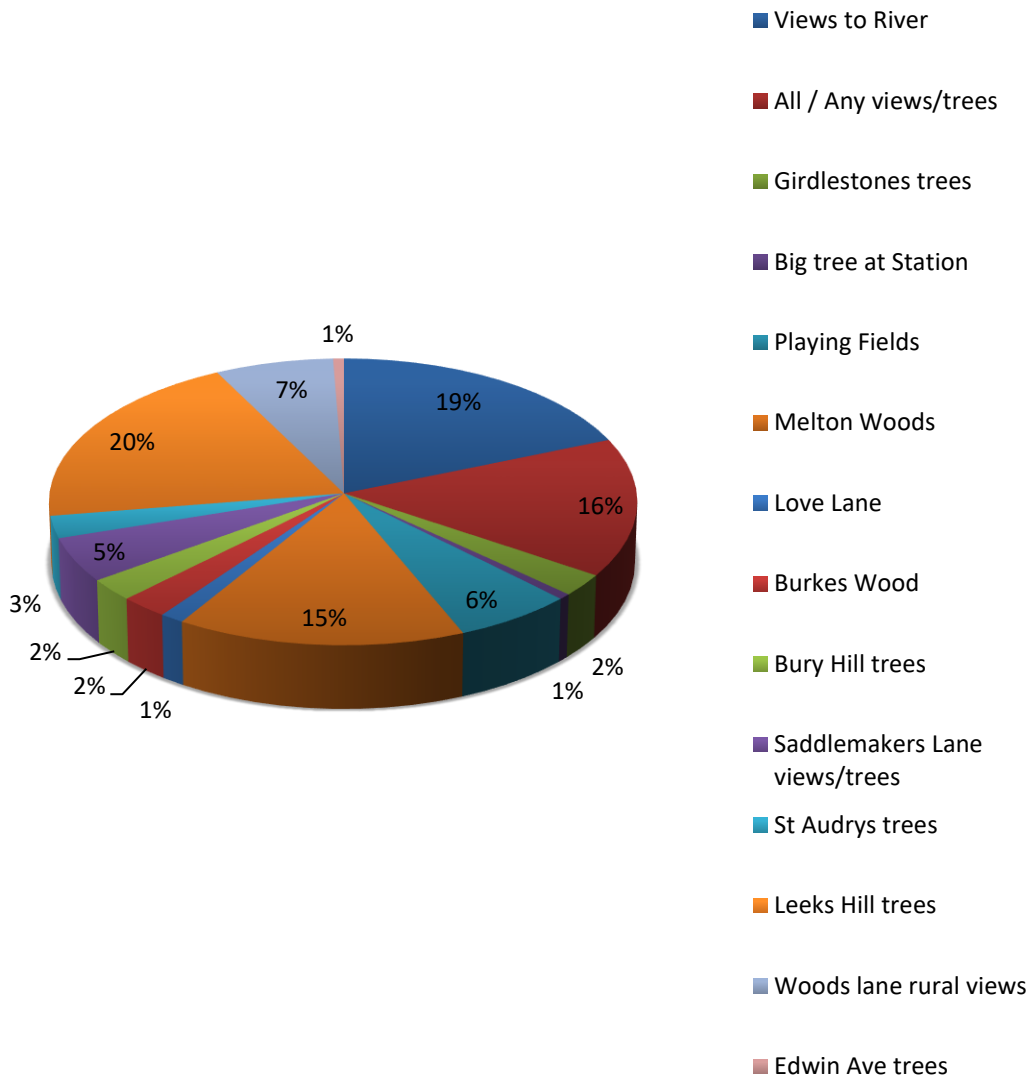




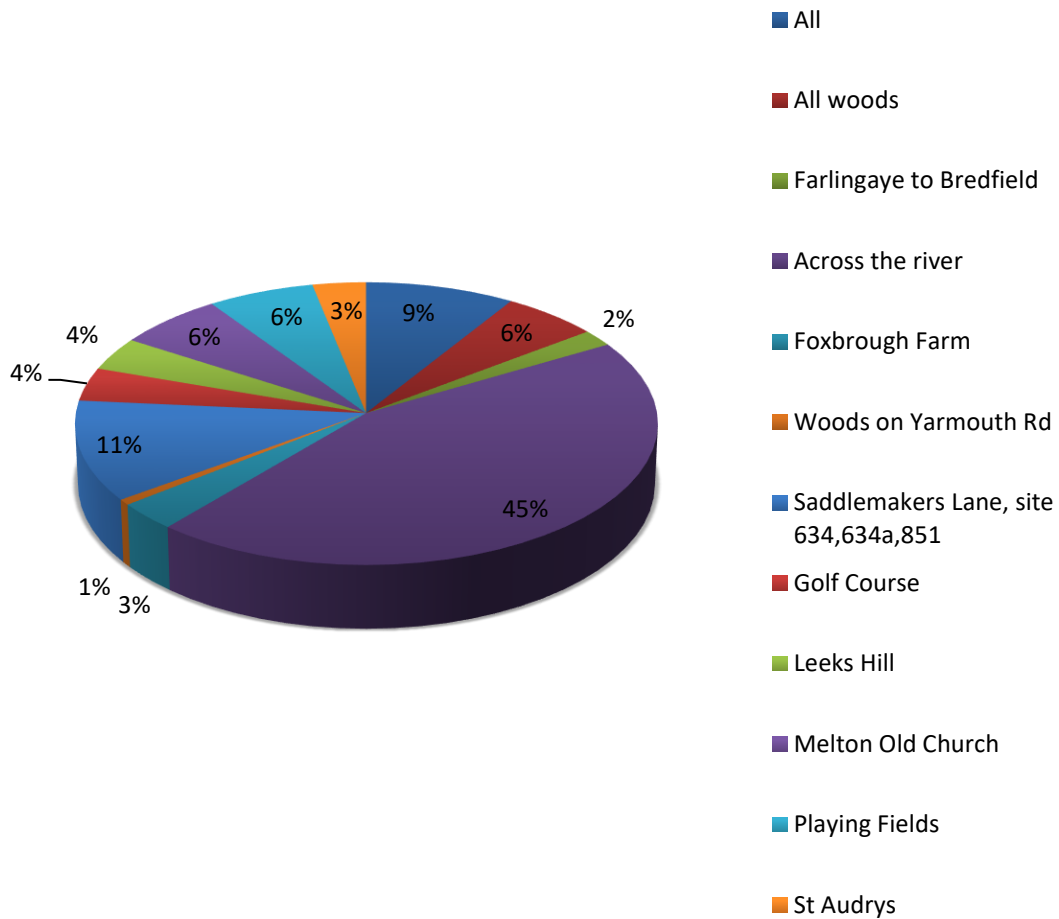
**Under OTHER:**

- Protection of Open Farmland
- Protection of Endangered species
- Protection of River Bank and riverbank improvement policies i.e. more seating
- Protection of green-field sites. Build on brownfield only.
- Protection of Physical Limits Boundary
- Protection of Beautiful Views
- Preservation / Improvement to the AONB gateway

## Suggest specific Views/Single Trees or Groups of Trees for protection

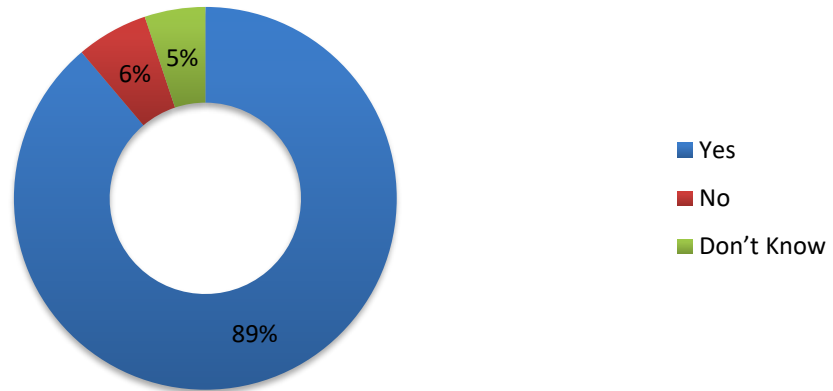


## Views of the countryside that contribute to the character of Melton

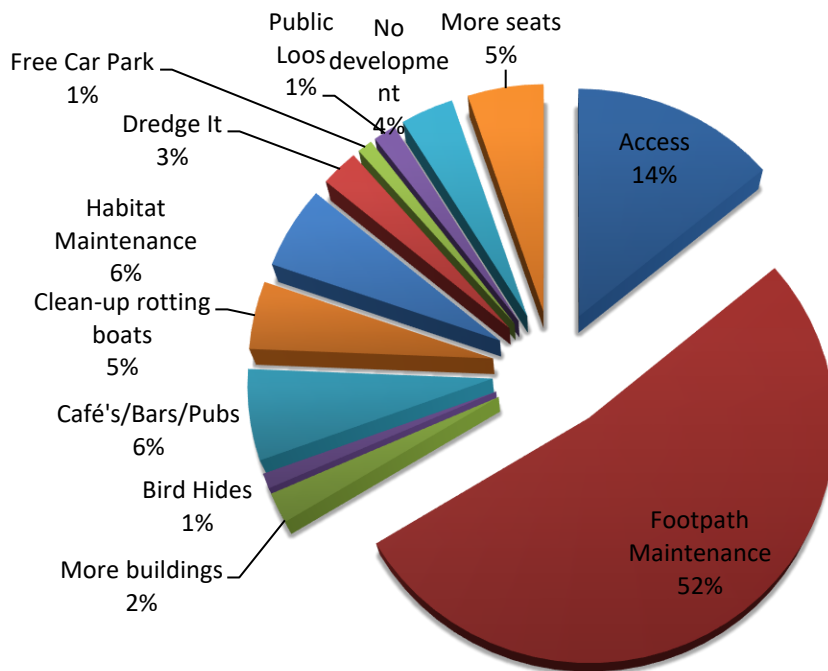


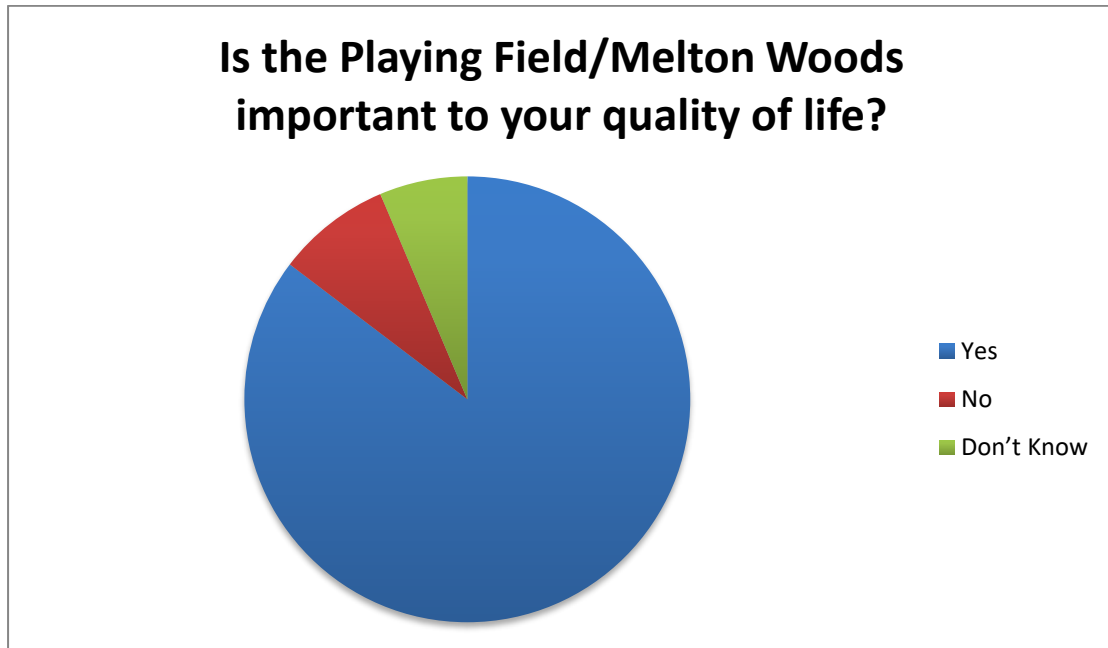


### Is the River Deben important to your quality of life?



### How can we make more of this major asset?





### **How can we improve the Playing Fields / Woods?**

21% wanted to rebuild the Pavilion and make it into another Village Hall / Café with public loos.

19% felt that they were fine as they are

14% wanted the drainage issue to be sorted out

7% wanted more big community events like the fete

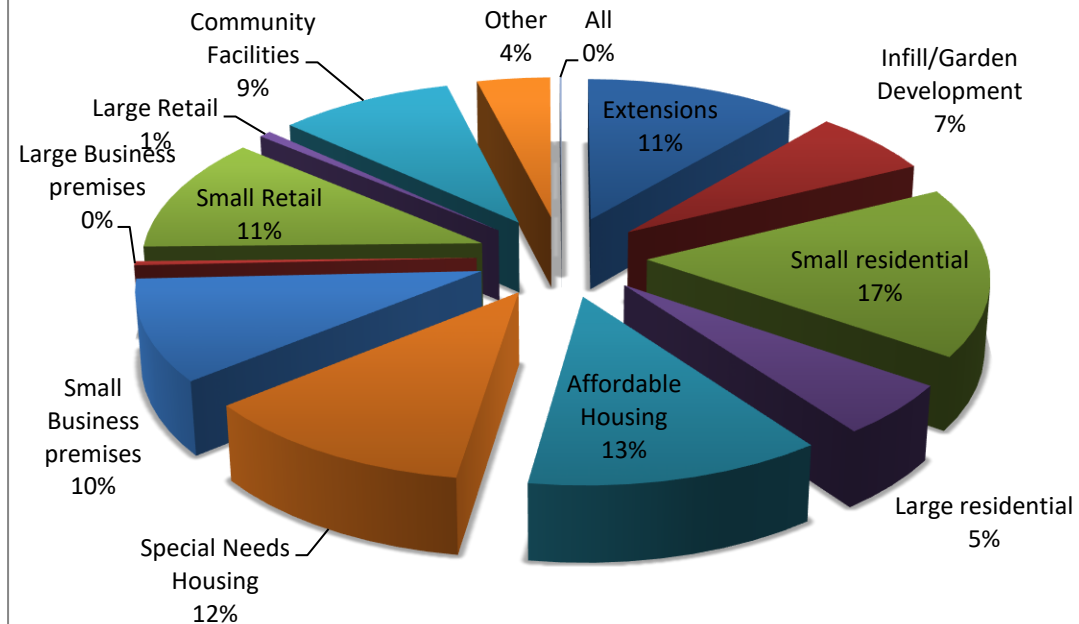
6% wanted the footpaths in better condition

6% wanted both these included in the Conservation Area

Other interesting suggestions were:

- Circus, fun fair, cricket pitch, winter ice skating, musical picnics
- Picnic tables relocated next to the children's play area
- Use half at the Woodbridge end for a modest housing development
- Farmers Markets
- Possibly get rid of smelly pond in woods and continue to safely fence the garden which backs on to the woods.
- Community Garden
- Fence around car park so dogs can't run out into the road and cause an accident and children are safe from the car park.
- The woodland is being thoughtfully maintained. We would support further planting of hazel and oaks to retain the traditional mix of trees. It is important to keep plenty of undergrowth for small mammals and birds so not too much clearance.
- Remove charges for tennis courts as this has become a 'white elephant' and could now be redeveloped into something used by the young.
- Landscape the area near the car park with more trees and shrubs & picnic tables.
- Build an Arts Centre

## What kinds of further development should be ENCOURAGED?



### OTHER suggestions for development:

- Apprenticeship training centre
- Cinema
- Allotments
- Small supermarket on Girdestones site
- Arts Centre

### Development that should be RESTRICTED/PROHIBITED

**25%** did not want any **large Retail or Commercial** builds ESPECIALLY Tesco's

**17%** didn't want **Large Dense Estates** with insufficient parking and poor quality housing

**14%** did not want **large Industrial builds**

**7%** did not want any more **Executive Houses with 4** or more bedrooms

**7%** didn't want **anything Large Scale** at all that **Increased Traffic** and had **No Infrastructural support**

**6%** didn't want anything **High Rise**

**3%** did not want garden **Infills**

**3%** did not want **Affordable/Social housing**

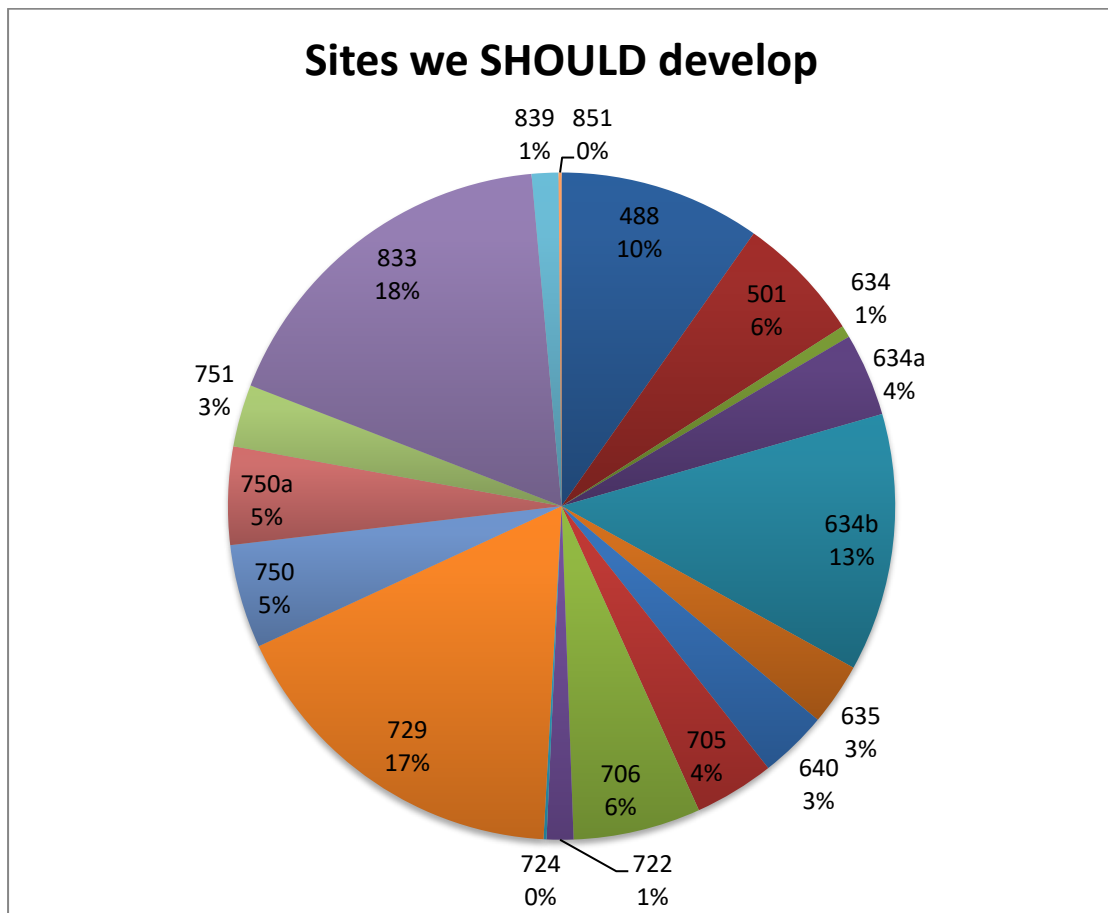
**2%** didn't want **Flats**

**2%** didn't want the **Park and Ride/Lorry Park** anywhere nearby

Other types of development mentioned that were unpopular were:

- Casinos and Betting shops
- Residential next to employment sites
- Shared ownership
- Strip club
- Bungalows
- Nothing north of woods lane
- Flood plain developments

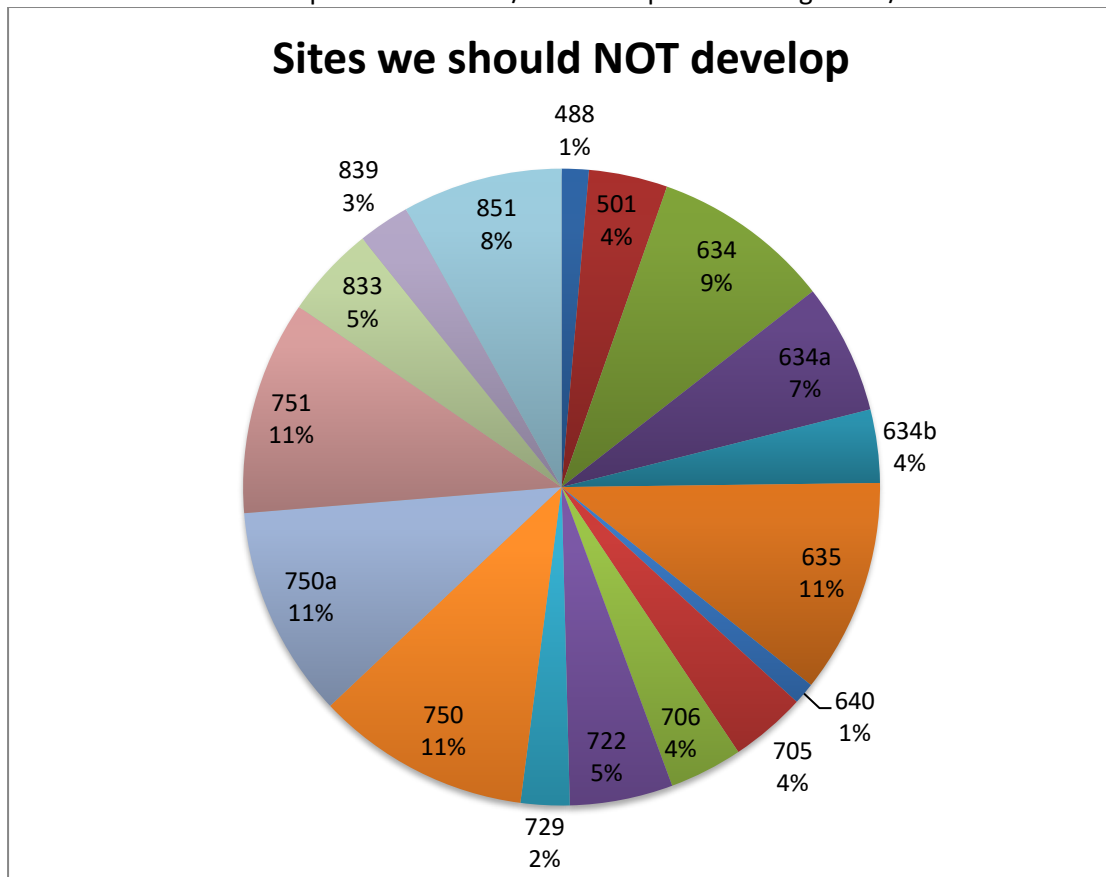
- Fast food outlets
- Avocet house types
- Old Peoples Homes
- Pylons/Wind Turbines/Phone masts
- Rented / Holiday properties
- Factories
- Anything near the river or woods
- Business units (many still empty)
- Anything on Greenbelt
- Bad designs
- Ribbon development on major roads



The above results show that all the major sites around the Train Station and Girdlestones site are most favoured for development.

Other suggested areas for development were:

- Old Chapel site at St Audreys
- Thurlow Nunn
- Melton Allotment Gardens or part of could be developed as infill (suggested by son of landowner)
- Around the duck pond area - a tea/coffee shop to encourage local/national tourism



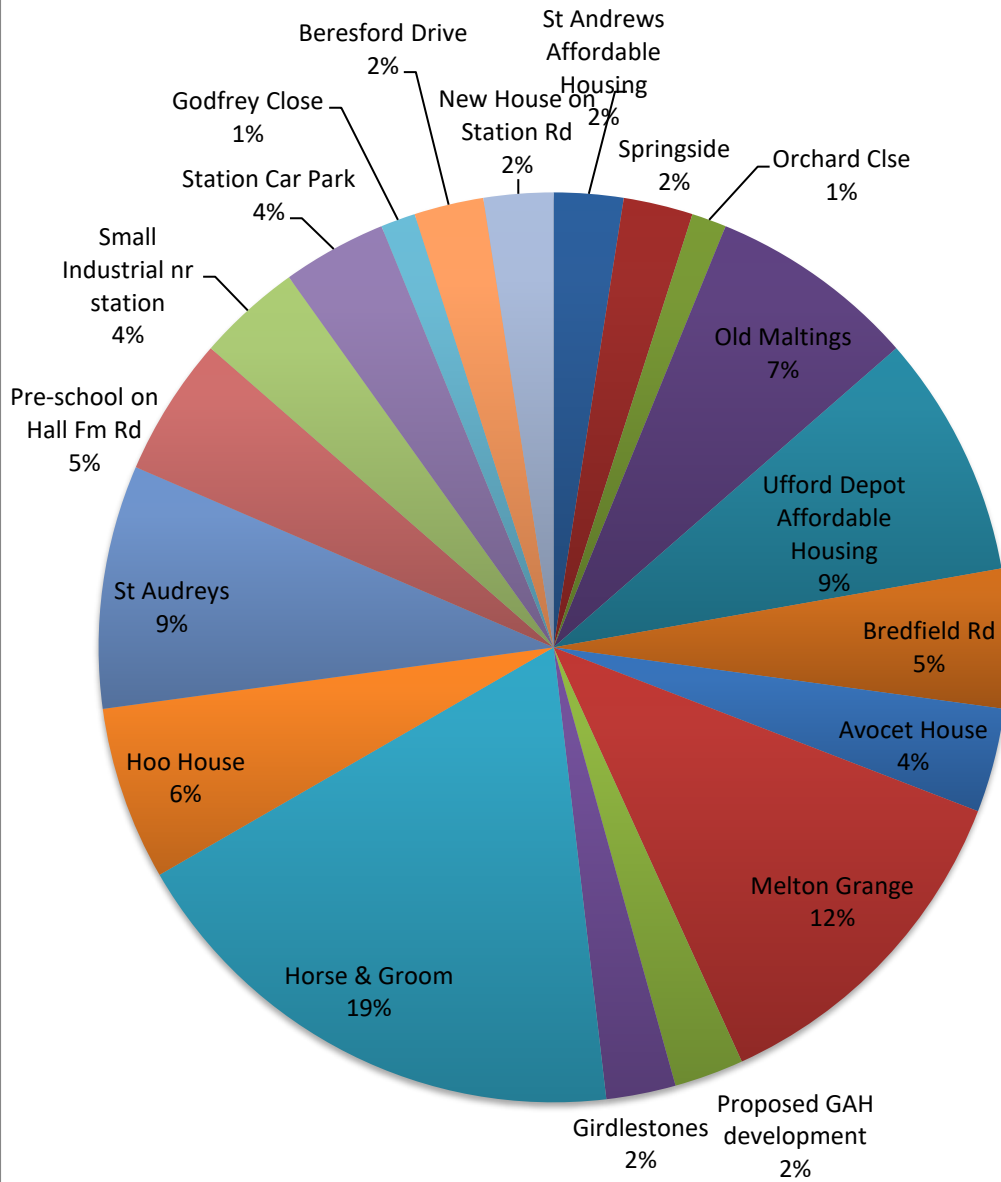
Other comments about where we should not develop:

- All sites adjacent to Woods Lane
- All existing and proposed conservation areas
- Anywhere causing significant traffic impact
- Anywhere along the river
- Anywhere off Saddlemakers Lane - too narrow and dangerous
- Nothing next to At Audreys
- Conservation areas
- Sports facility areas that provide buffer zones
- Current agricultural land e.g. field adjacent to St. Audrey's lane where deer, fox, badgers, flocks of geese and many other creatures use as a passage / route
- From the fishing lake (Wilford bridge) footpath to Decoy farm both sides once through wood and over railway line (views across to Bromeswell) lovely area

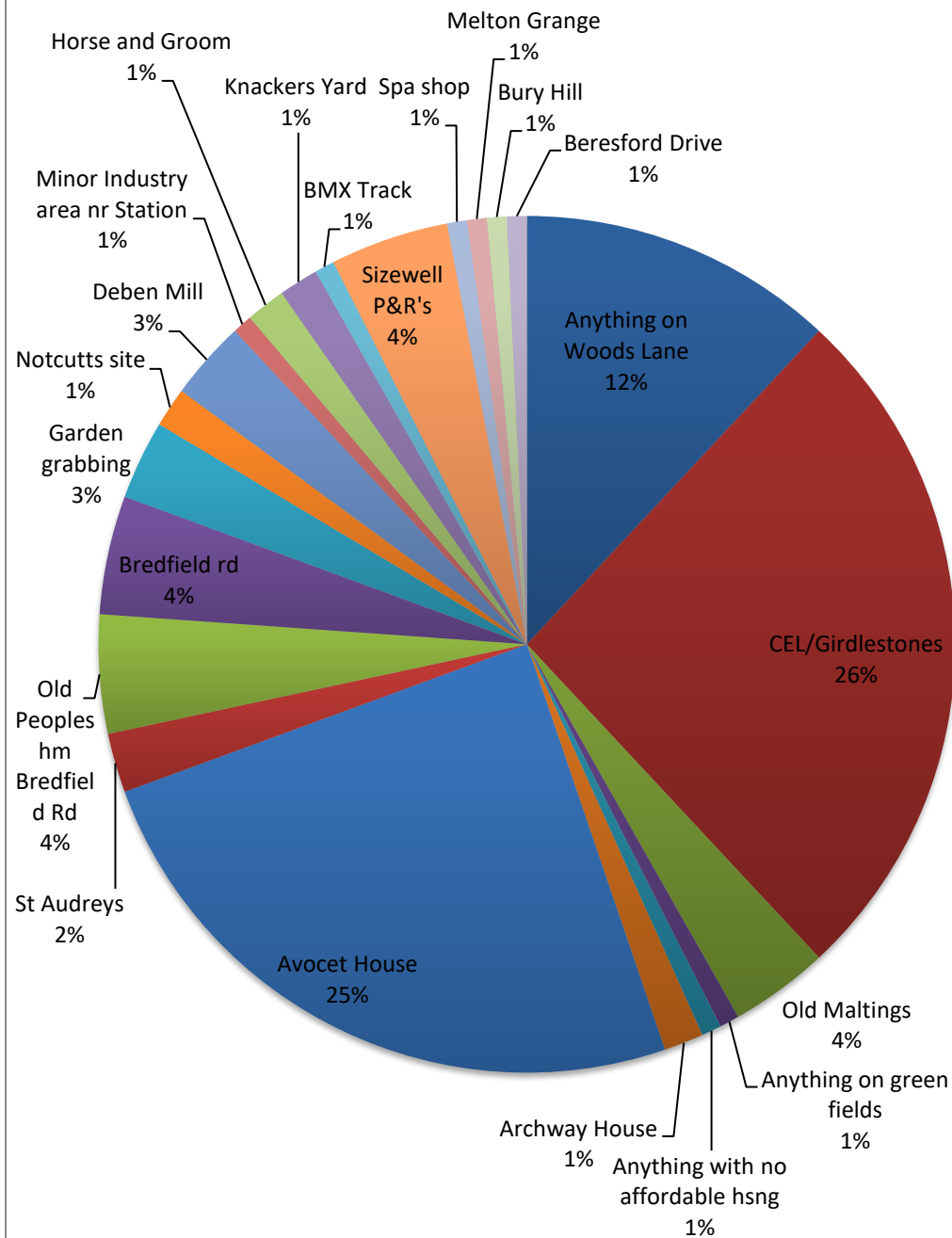


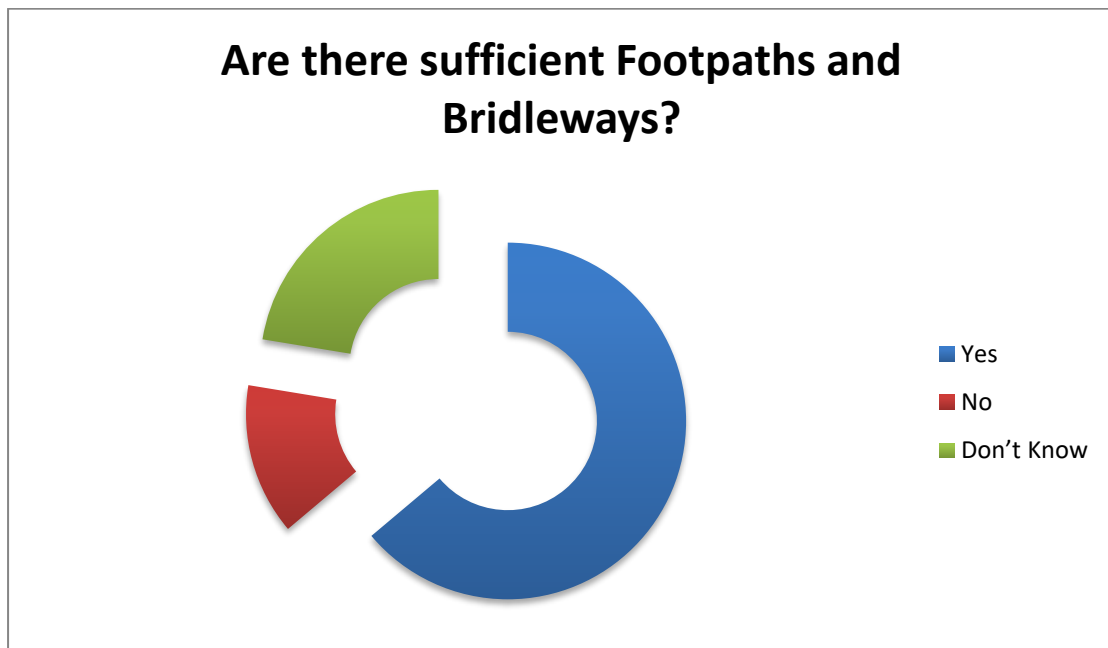


## Planning Applications seen as a Success



## Planning Applications viewed Unfavourably





## Suggestions for New Footpath Routes

**14%** wanted more access through **Leeks Hill and the Woods**

**12%** wanted **Better/Improved River Routes**

**10%** wanted more circular routes joining those off **Saddlemakers Lane and Foxborough**

**8%** wanted better **Signage** for footpaths and **Info. Boards about local Wildlife**

**8%** wanted better pathways to avoid **Woods Lane**

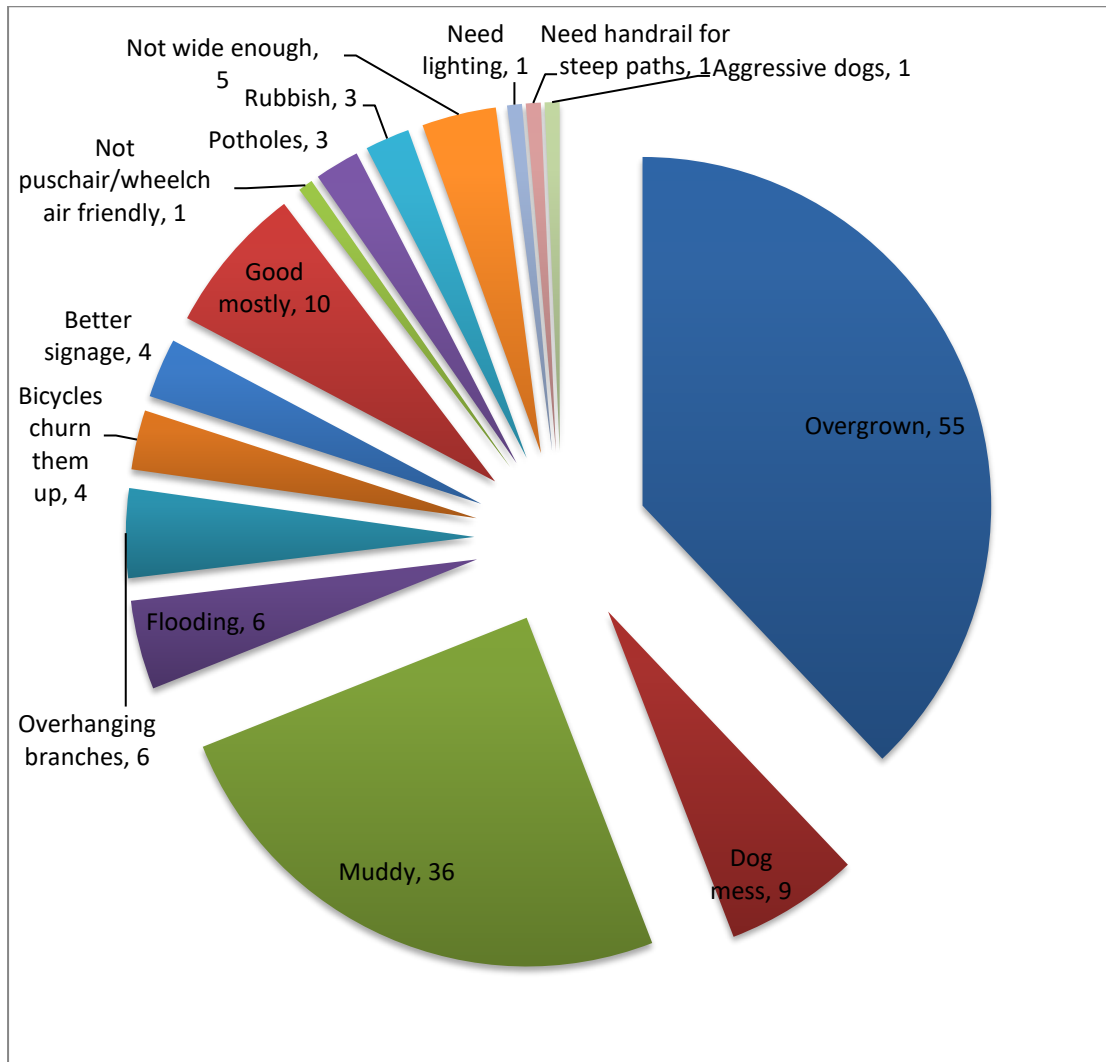
**6%** wanted more **Circular** routes upstream of **Wilford Bridge**

**6%** wanted a **Footpath connection** between the **River and Melton Old Church**

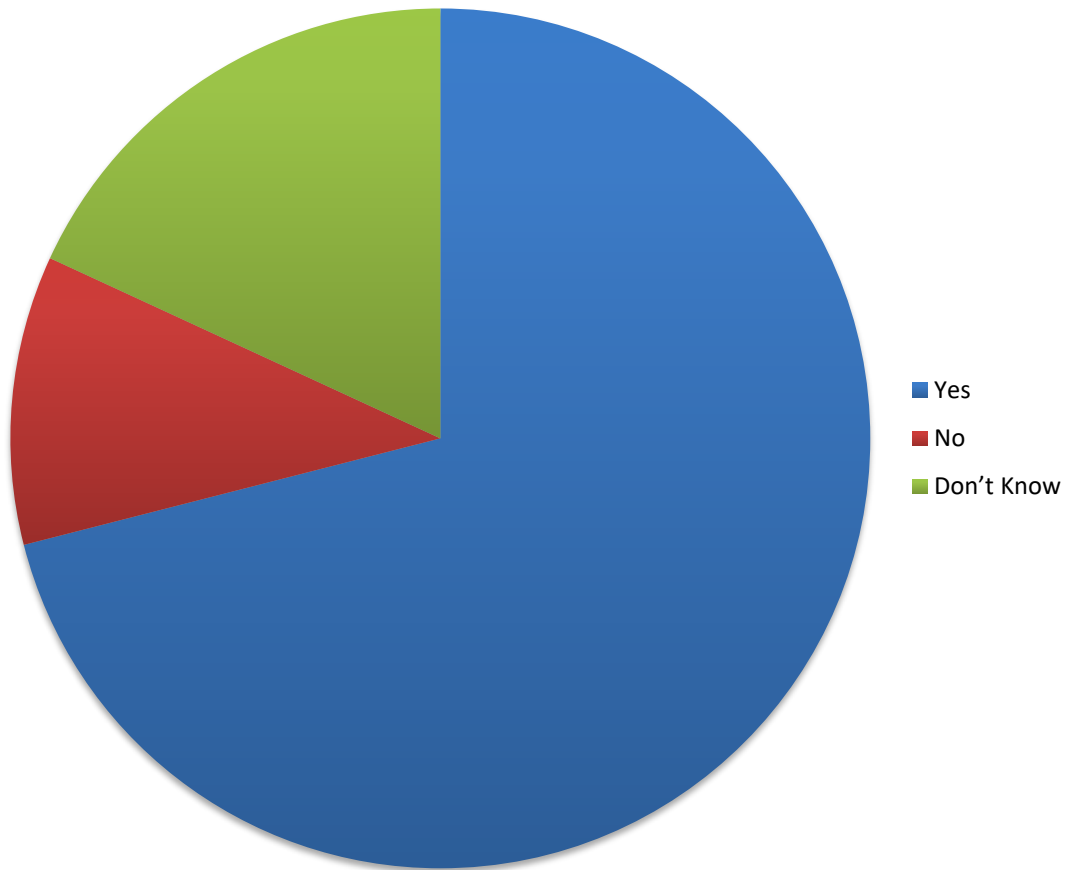
6% wanted **Circular routes Joining** what is already there



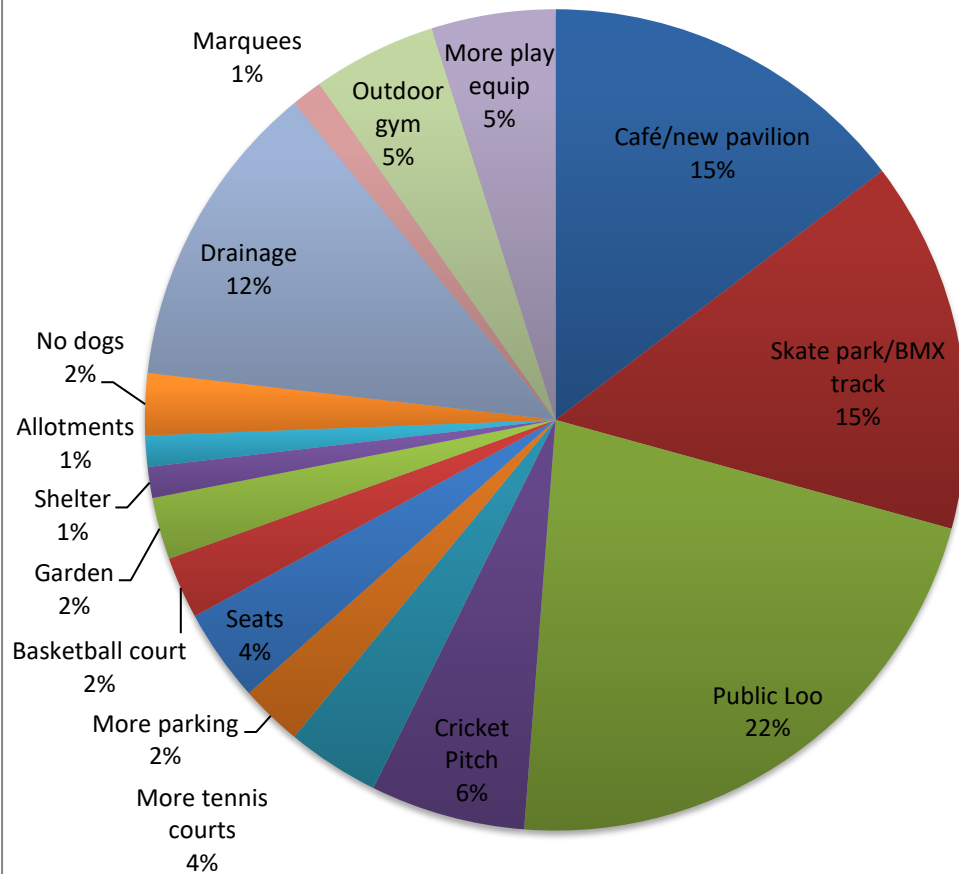
## Your Concerns about Footpath Maintenance



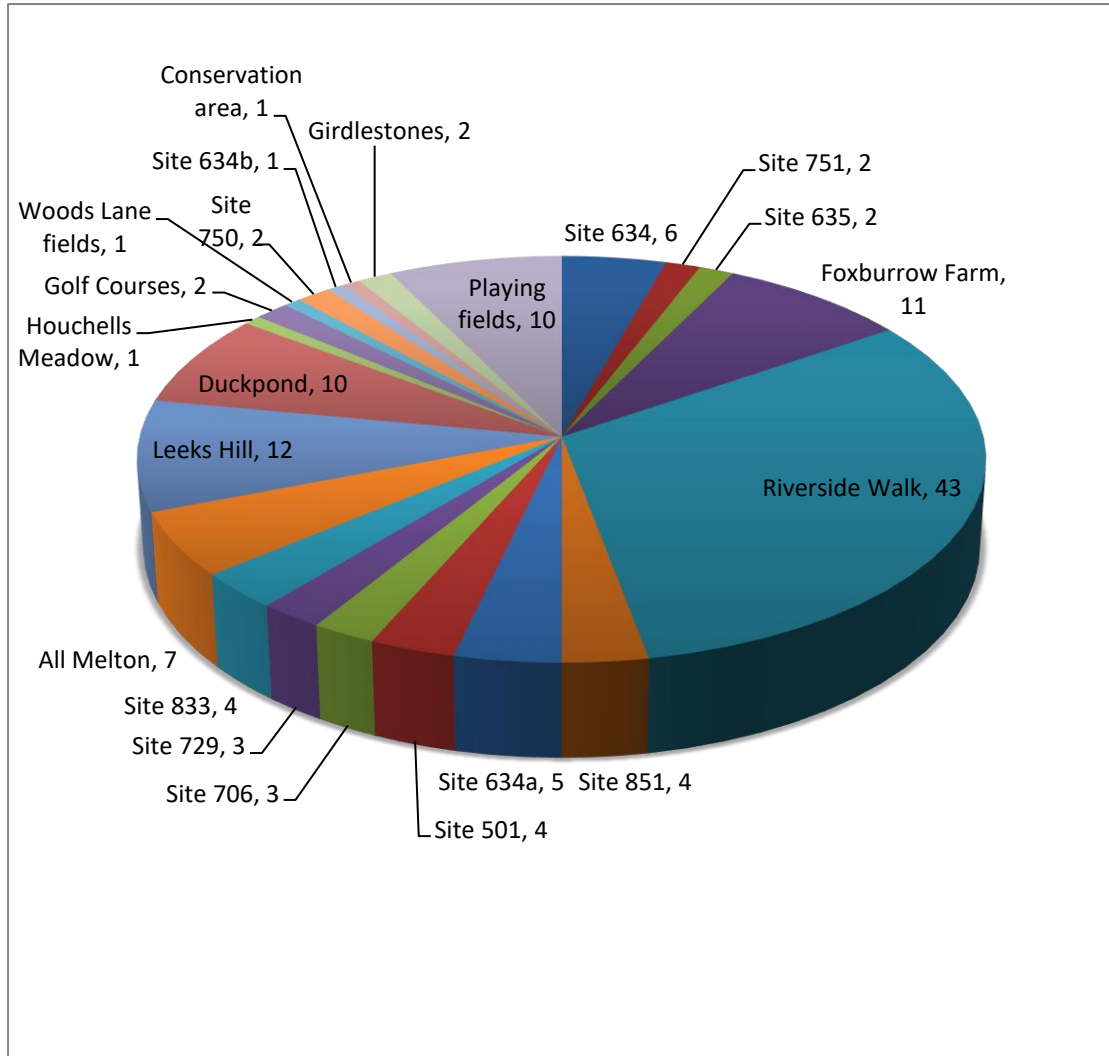
### Does the Playing Field area meet your needs?



## Improvements suggested for Playing Field area

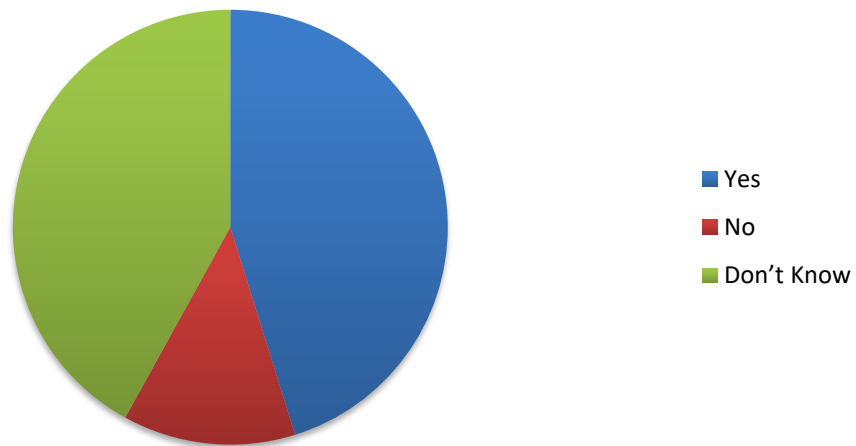


**Other areas, specific pieces of land that should be Protected  
or used for Public Recreation/Education/Conservation**

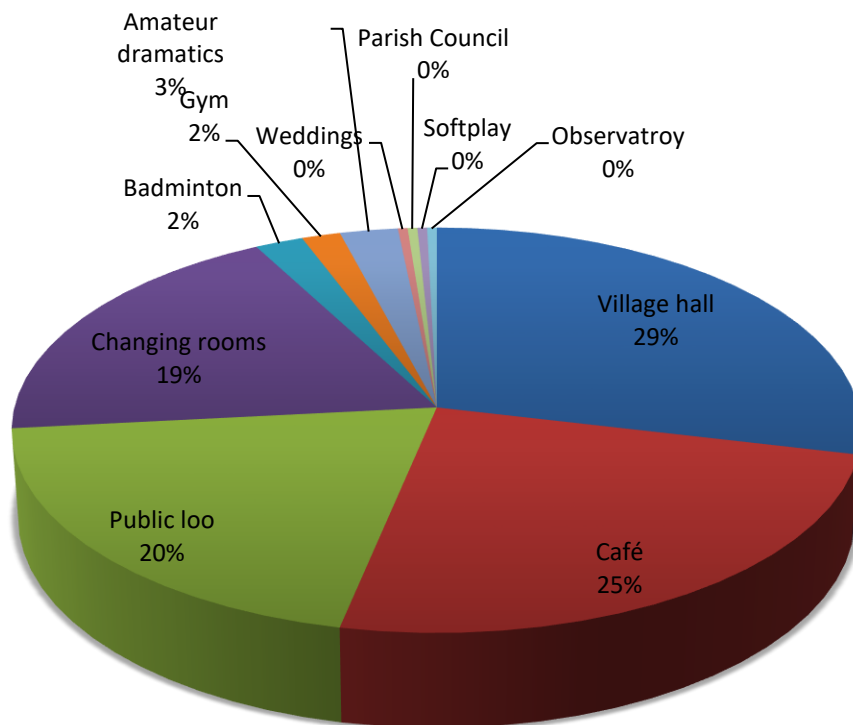




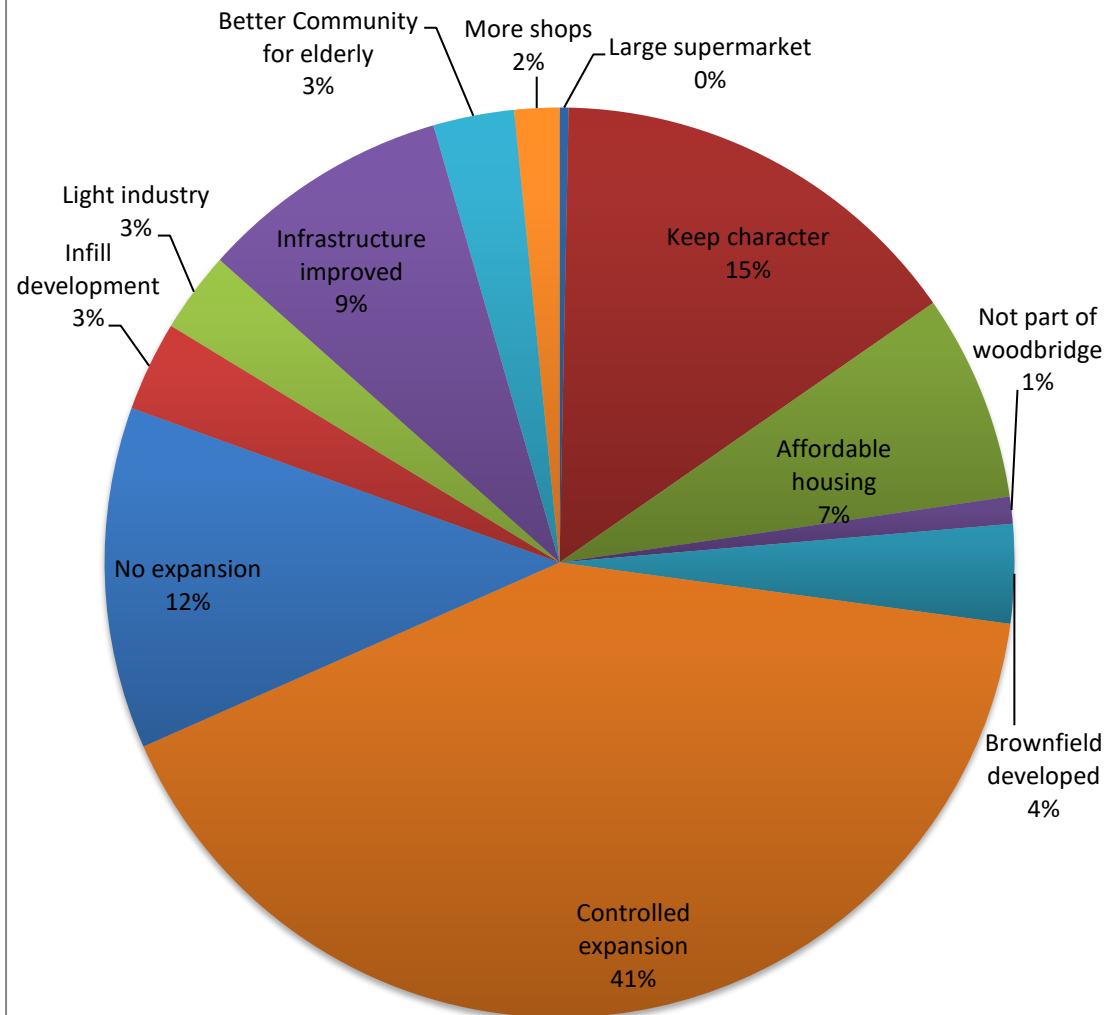
### Would you like to see the Pavilion rebuilt?



### If Pavilion rebuilt, what would it be used for?



### Overall Development of Melton in the next 10-20 years?



## **Other Issues to be addressed by the Neighbourhood Plan?**

### **Priority 1:**

Infrastructure i.e. Traffic Issues, cycle lanes, parking, street lighting, street sweeping etc.

### **Priority 2:**

Designated Green Spaces and Protect the Environment

### **Priority 3:**

No Park and Rides

### **Priority 4:**

Don't Overdevelop

## **Appendix K    Feedback Report for Business Questionnaire**

## Melton Neighbourhood Plan

### Business Questionnaire Analysis

111 Businesses were found and contacted in Melton. We wrote to each one and asked if they would fill in the Business Questionnaire online which they could access through the website.

17 businesses responded.

This gives us a **15% response rate** overall.

#### The businesses were:

Arkray Factory Ltd

DEBEN INNS LTD

EDUFOCUS LIMITED

Hopkins Homes Ltd

Infotex UK Ltd

Keystone IMC Ltd

Margary & Miller

Melton Primary School

Pitstop Out of School Club

Polestar (Woodbridge) Ltd.

REACT Computer Partnership

Rectory Garden Montessori School

Safetyboss

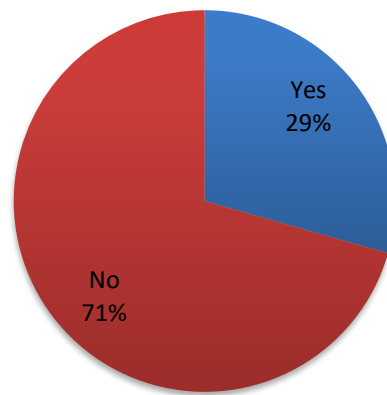
Springside shop

St.Audry's Golf Club

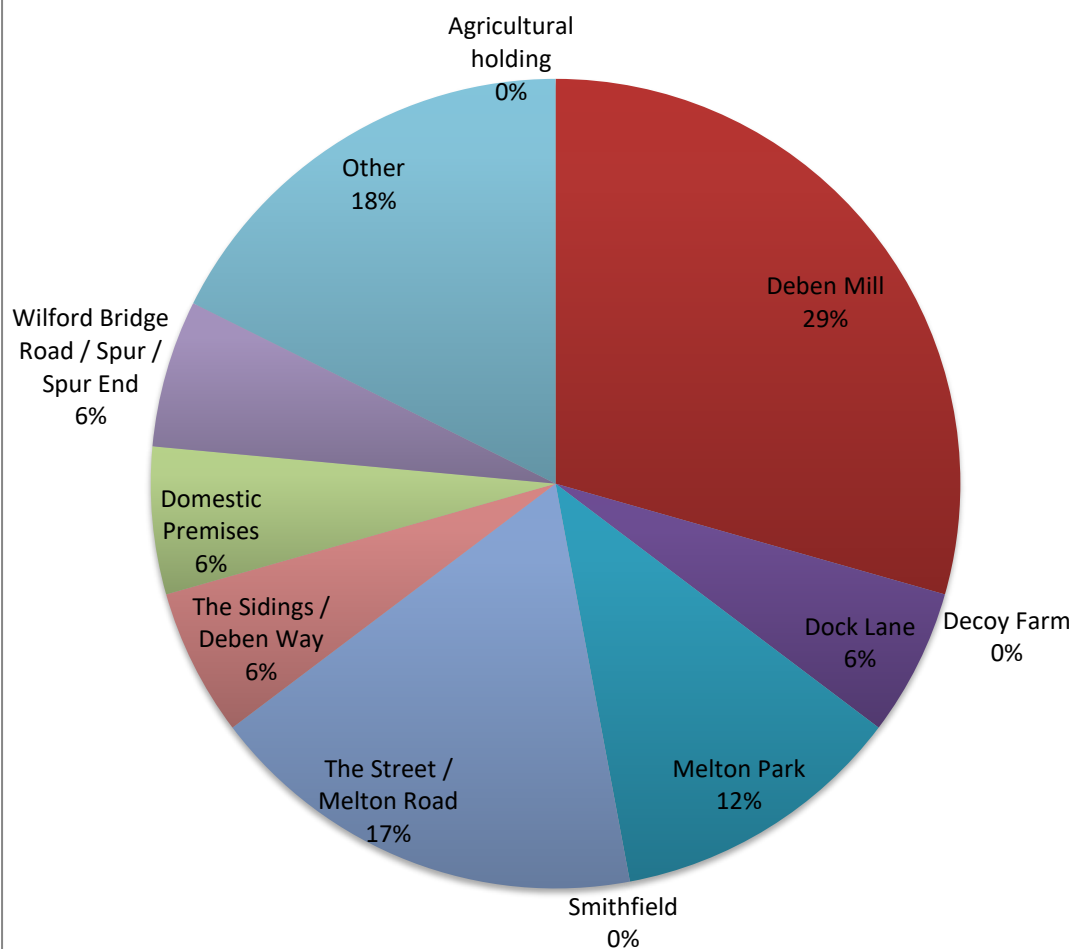
Ufford Park Woodbridge, Hotel Golf & Spa

Woodbridge Self Storage

### Are you Self Employed?



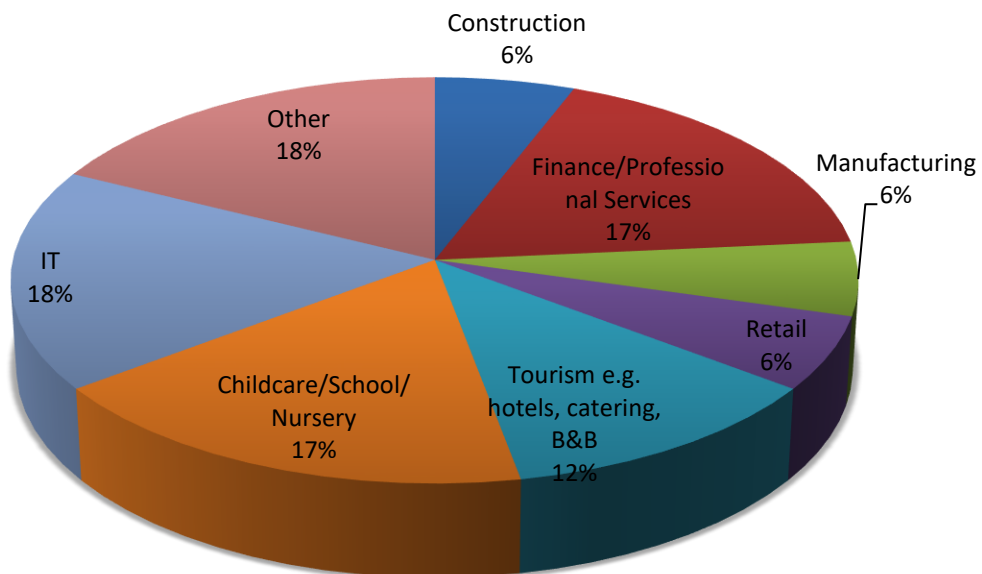
### Where is your business located?



**Other premises:**

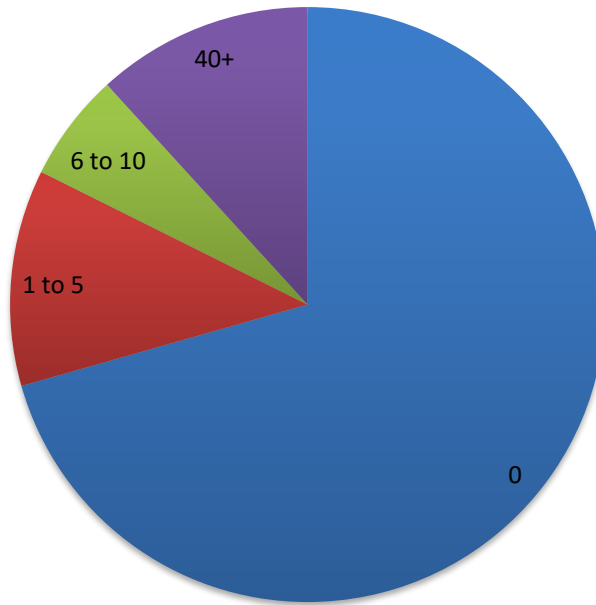
Old Church Road, Hall Farm Road and Yarmouth Road

**Into which category does your business fall?**

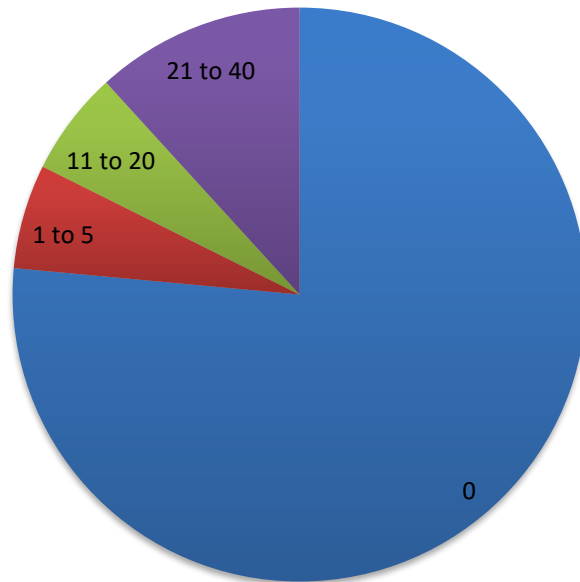




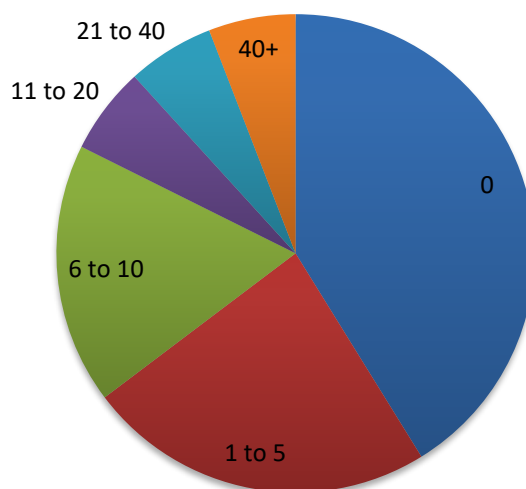
### How Many People do you Employ (subcontractors)?



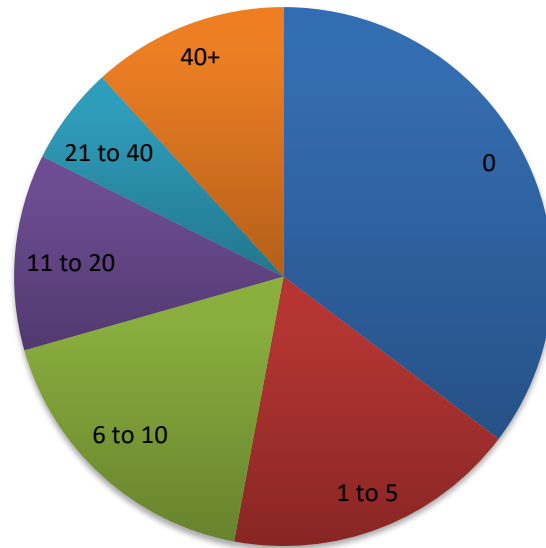
### How many People do you Employ (Seasonal Part Time)?



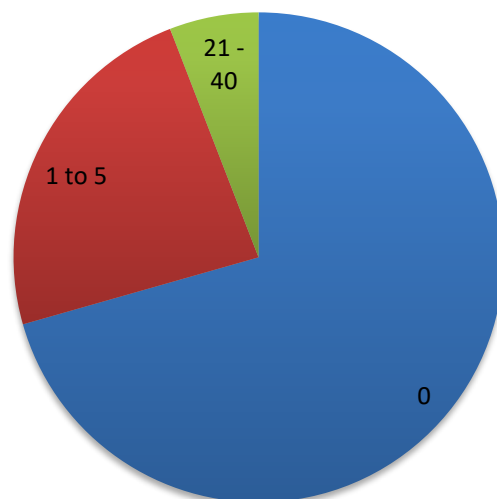
### How many People do you Employ (permanent part time)?



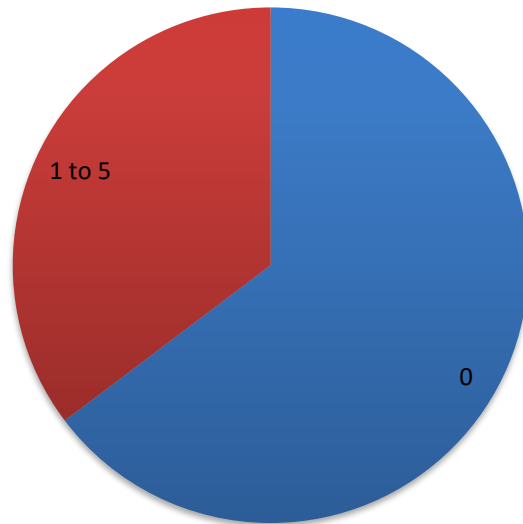
### How Many People do you Employ (permanent full time)?



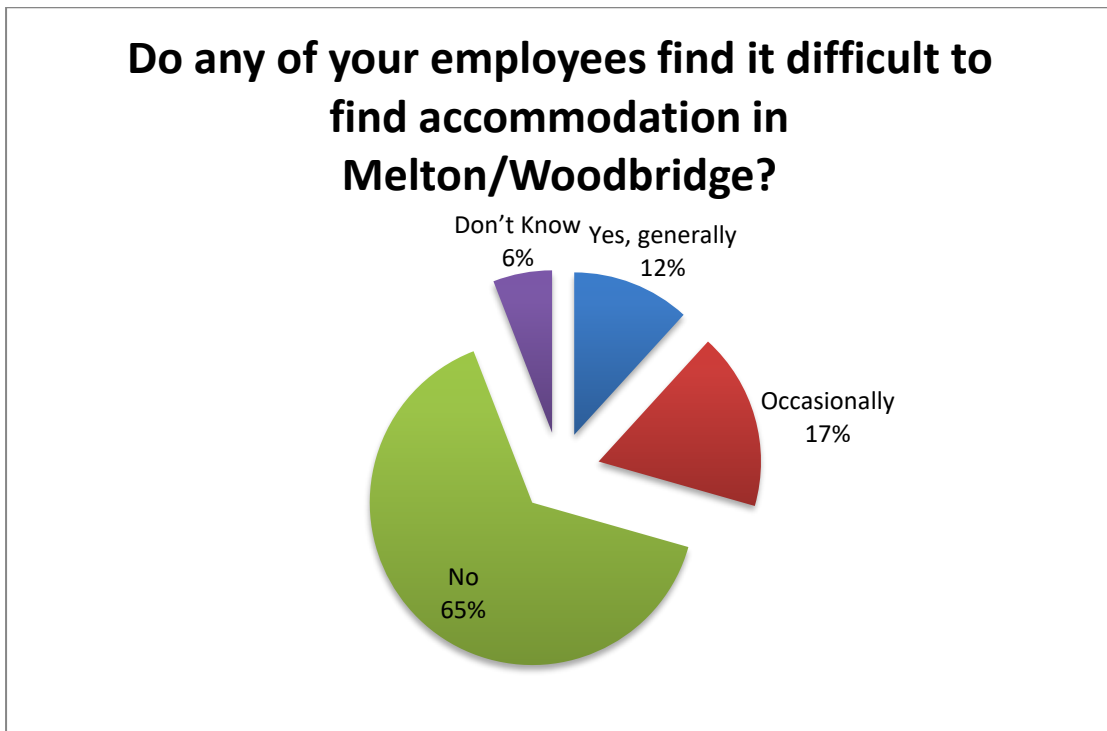
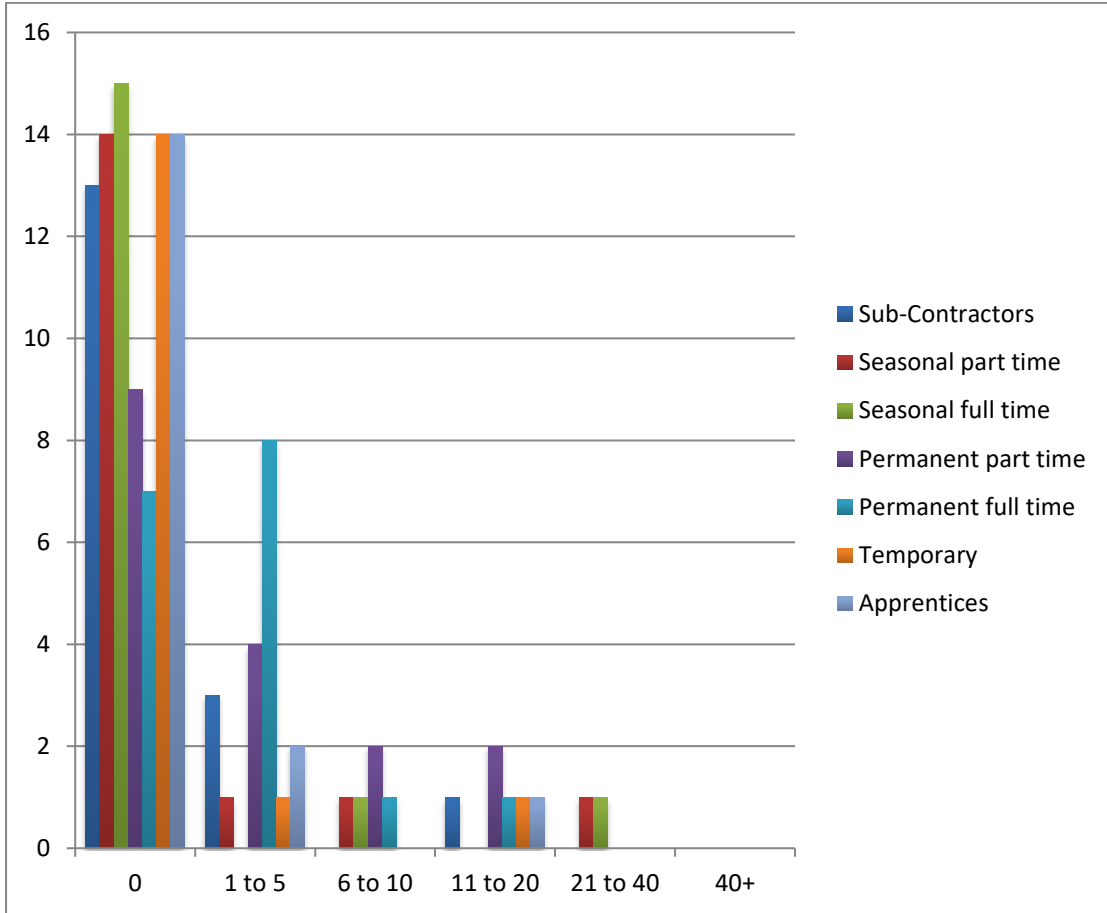
### How many People do you Employ (temporary)?



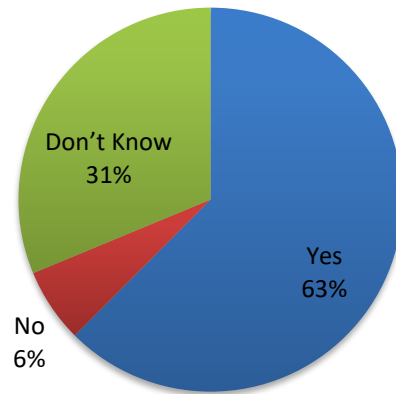
### How many People do you Employ (apprentices)?



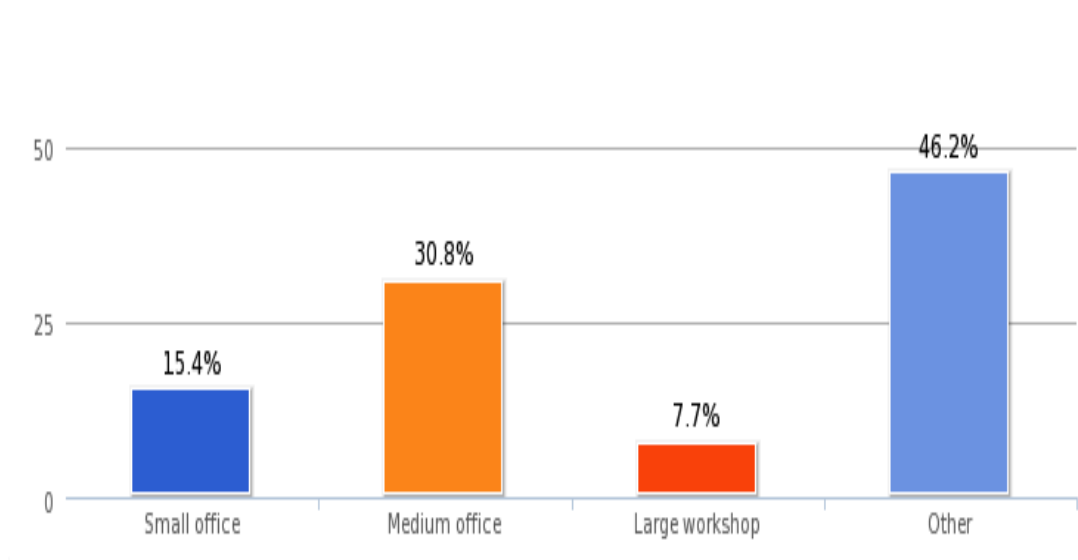
### How many of your Employees live in Melton or Woodbridge?



**If you needed to expand the size of your business premises would you be able to do that in Melton?**



**What type of premises would your business require?**

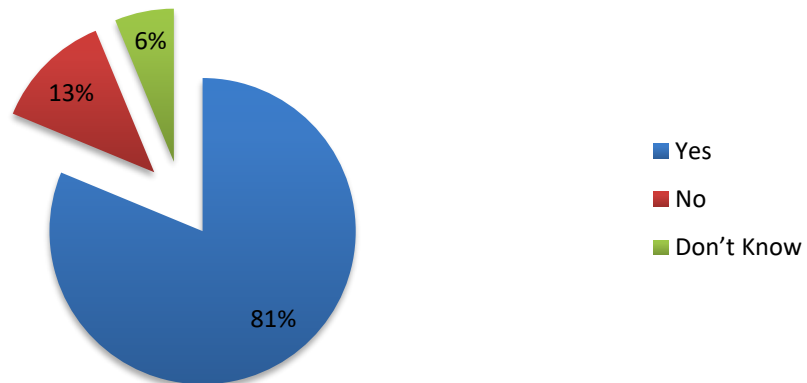


**Other:**

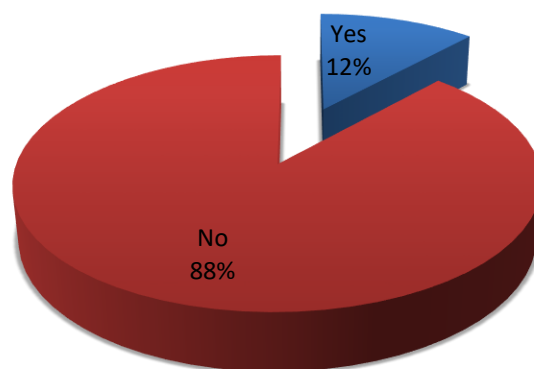
- Extension
- Medium sized building plus land for outdoor activities

- An increase in the Schools capacity would trigger an expansion of the premises
- Extend on existing sites
- Warehouse

### Do you expect to create Job Opportunities in the future?



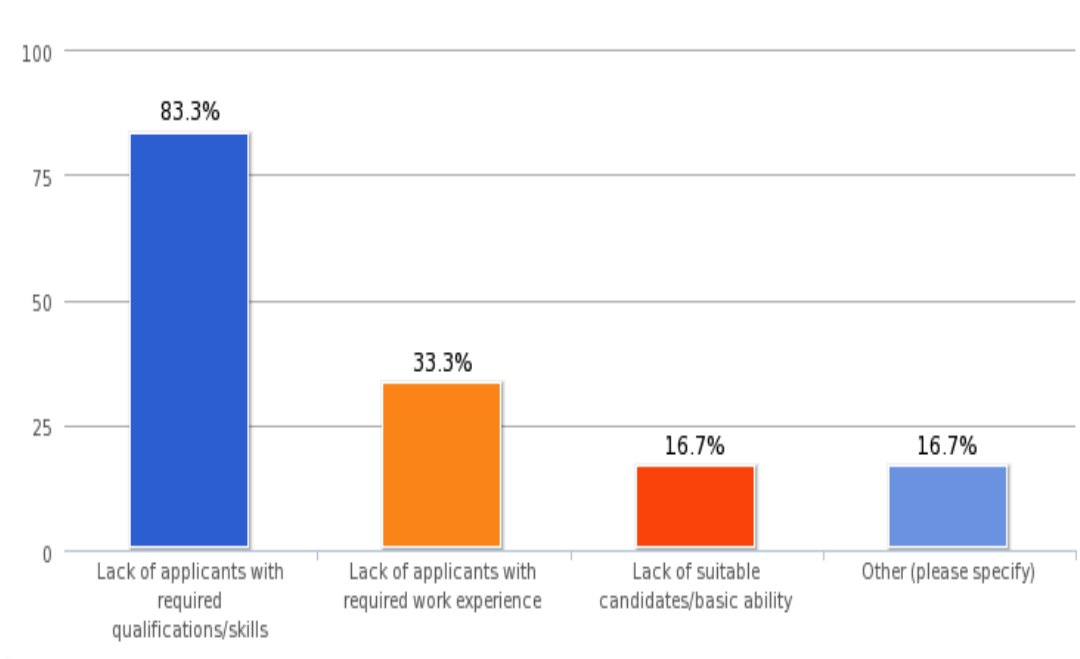
### Do you have a shortage of skilled employees?



### What skills do you require?

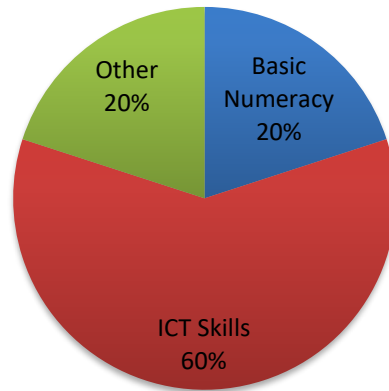
- Montessori qualified teachers
- Solicitors specialising in Trust work and related topics

**If you had problems filling job vacancies in the last 12 months  
why was it?**

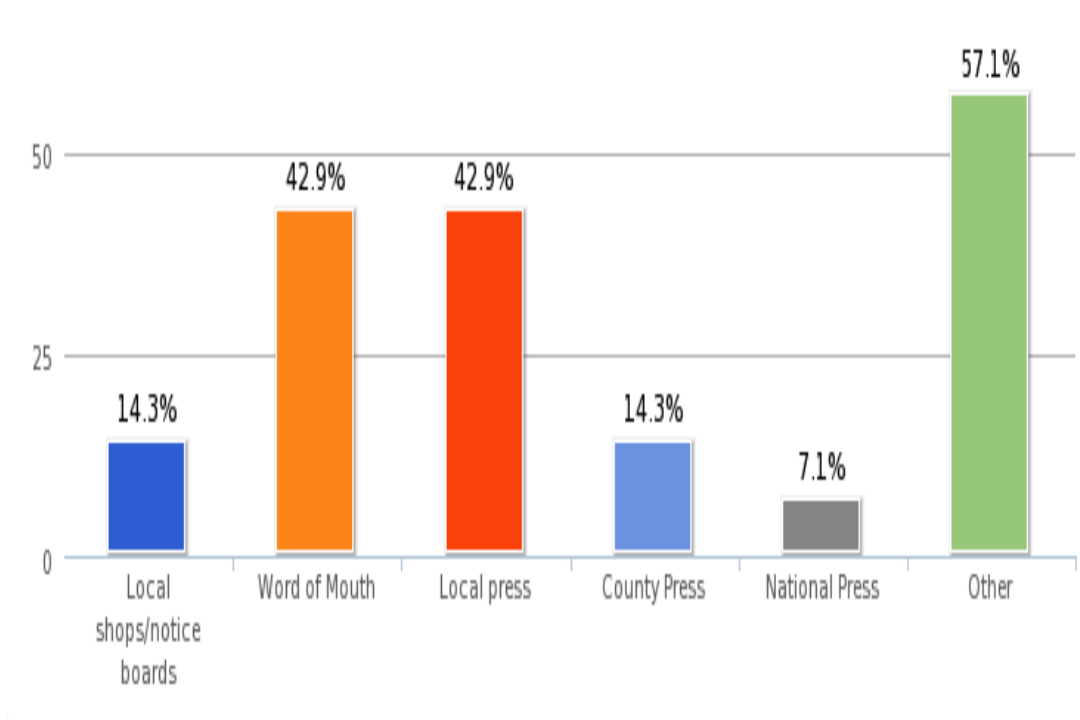




**Does your business have a need for any of  
the following Training in Melton?**



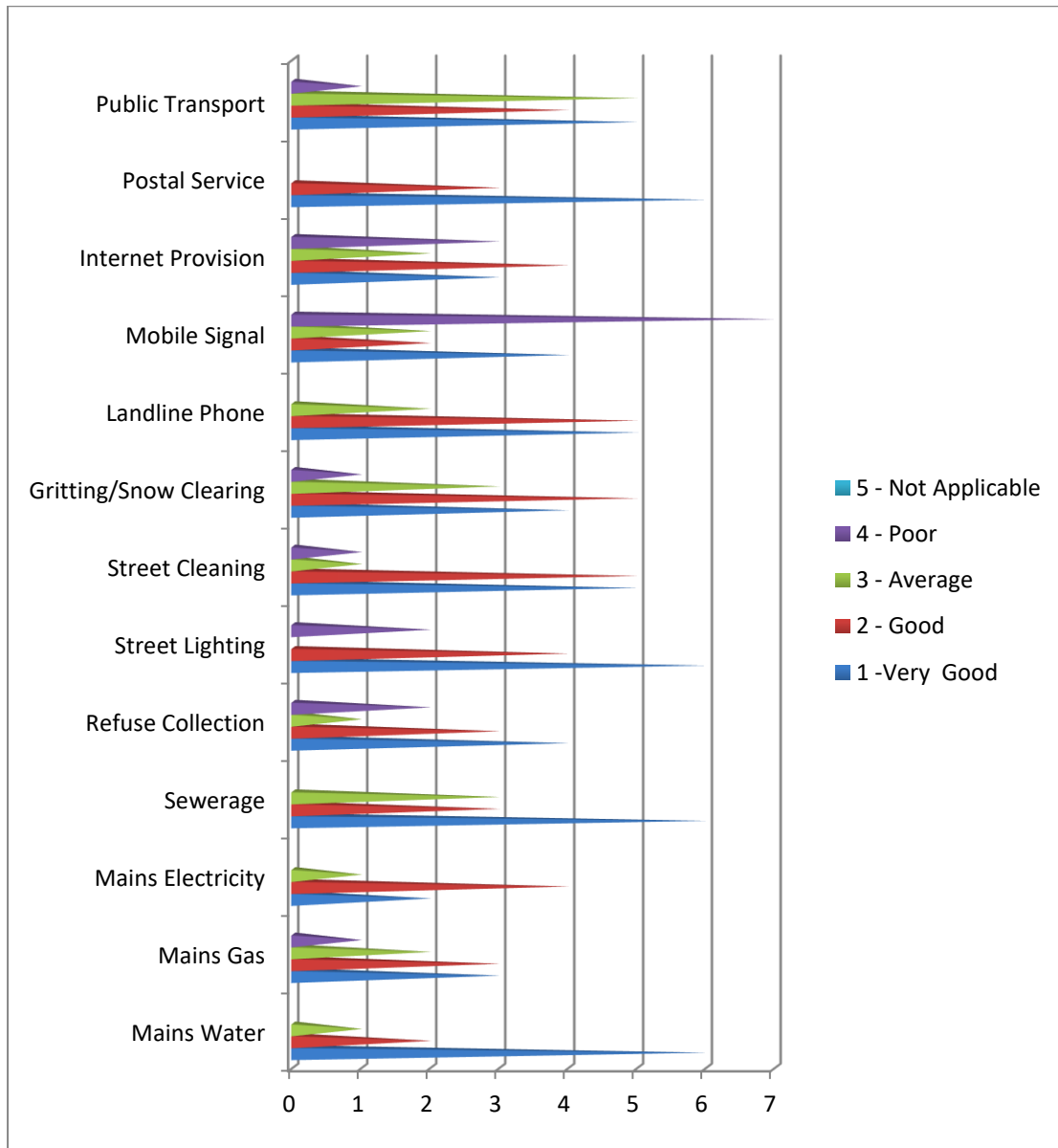
**How do you Advertise your Job Vacancies?**



**Other:**

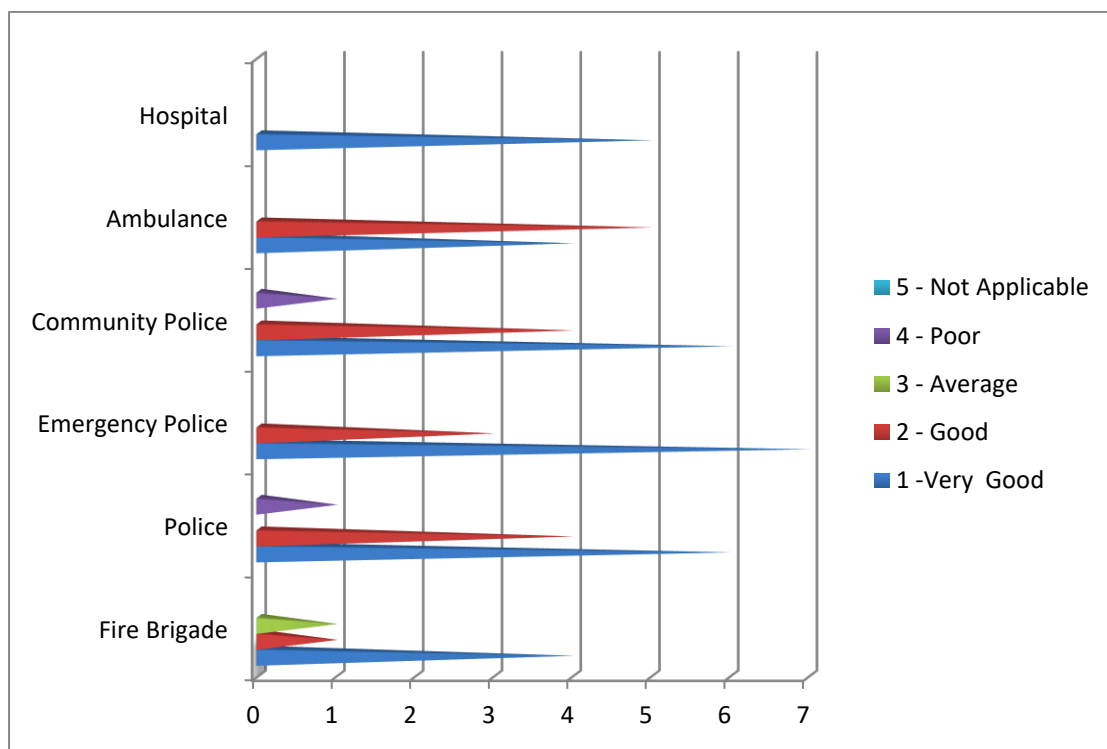
- Agencies
- Recruitment Agencies
- Specialist Agencies
- Specialist publications
- Suffolk County Council jobs site
- We are regularly approached by individuals who are seeking work
- Web Site

**How do you rate the following local Services in Melton?**

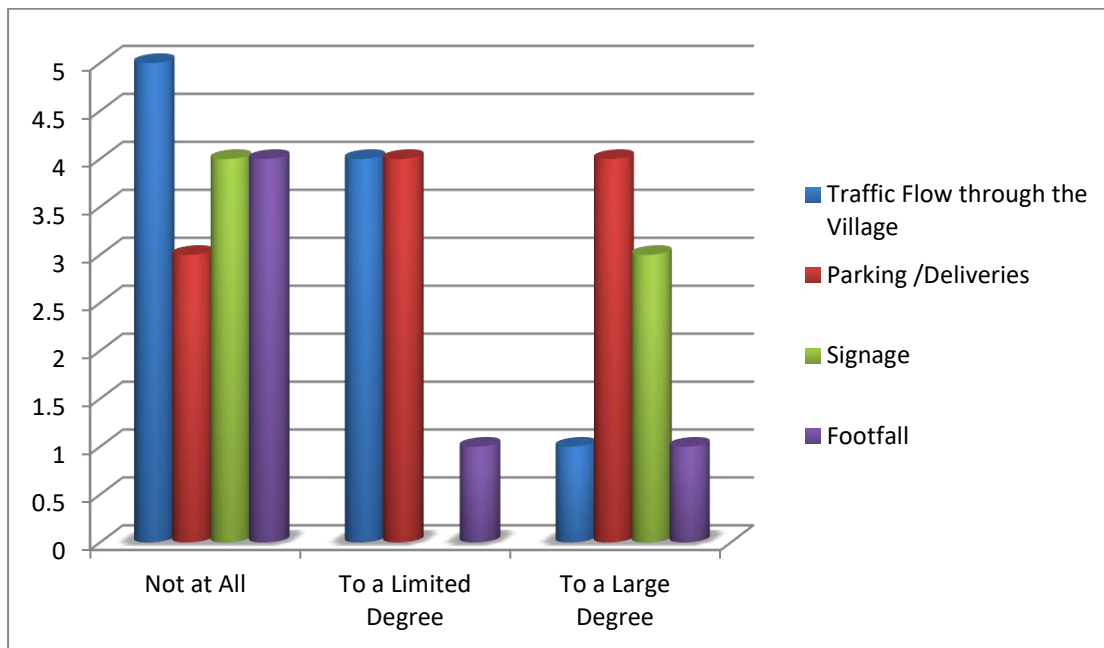


The only services to get a fairly high rating of ‘Average’ or ‘Poor’ were **Mobile Phone signals** and **Public Transport**.

**How do you rate the following public services in Melton?**



**How do the following effect the smooth running of your  
Business?**



**Other Comments:**

- Our business is self contained hence the only issue is directing visitors.
- The building works in Old Maltings approach can be disruptive at times
- The biggest problem we incur is the traffic lights in Melton Street from Ufford to Woodbridge. Often long delays.
- Access to site in Dock Lane can sometimes be restricted by cars in Dock Lane-some from residential, some from businesses and some from School
- Traffic congestion at the traffic lights can result in delays in picking up children from school. To explain - we collect children from 7 local schools and staff often collect from more than one school e.g. Eyke at 3.10pm then Woodbridge at 3.30pm.
- One of main advantages of being located on modern business park is availability of client parking on site and level access for wheelchair users and clients with limited mobility
- The smooth running of traffic locally is important for ease of access and customer perception of ease of access. We have parking on site so no problem there and signage and footfall are fine.
- All seems quite in order, the visual impact of A board advertising is sometimes off putting and dangerous when restricting views from cars.
- Parking is always an issue around the school in the mornings and afternoons. The Coach and Horses Pub kindly allow parents to park in their car park however we still do have issues with cars that illegally parked

- Parking in the road leading to Deben Mill has been extremely dangerous until recent yellow lines put down - understand that these will be removed once the building work is complete. These should be retained to enable persons coming to the offices to get here safely.
- If working outside home/attending meetings and leaving home at peak times I often waste time sitting in traffic queues. At peak times, when the fish and chip shop is open or there is an event in the church, it is impossible to park near my home. This means that I may need to make several journeys to my car with boxes of papers etc. that I need to take with me.

## **What Other Facilities would improve the Day-to-Day running of your Business?**

- Better roads in and out of Woodbridge and Melton
- Having a 30 mile an hour limit along Old Church Road as transport moves fast along this road.
- Improved road infrastructure, marketing and network opportunities.
- Mobile phone signals are the biggest problem.
- None
- Wi Fi & better mobile phone signals
- Marketing and Advertising signage
- The only thing that would help improve my business would be a bigger car park on Melton Playing Field to stop the constant bad parking in Melton road Stopping delivery to the shop and upsetting residents by parking on both sides of the road. The Recreation Committee should do more to stop all this bad parking with the car boot in the summer and the 2 football matches at the same time on Saturday in the winter. Parking facilities need to be improved on the field if the car boot and winter football are to continue It is getting dangerous!
- Nothing I can think off, but perhaps road verges maintained more efficiently would improve the visual appearance all round.
- Road infrastructure would help as long as children had a safe environment to walk to school. Increase in housing would of course allow for potentially more children to come to the school!

## **If new business developments were proposed in Melton how would this effect your own Business?**

**56% Positive**

**11% Negative**

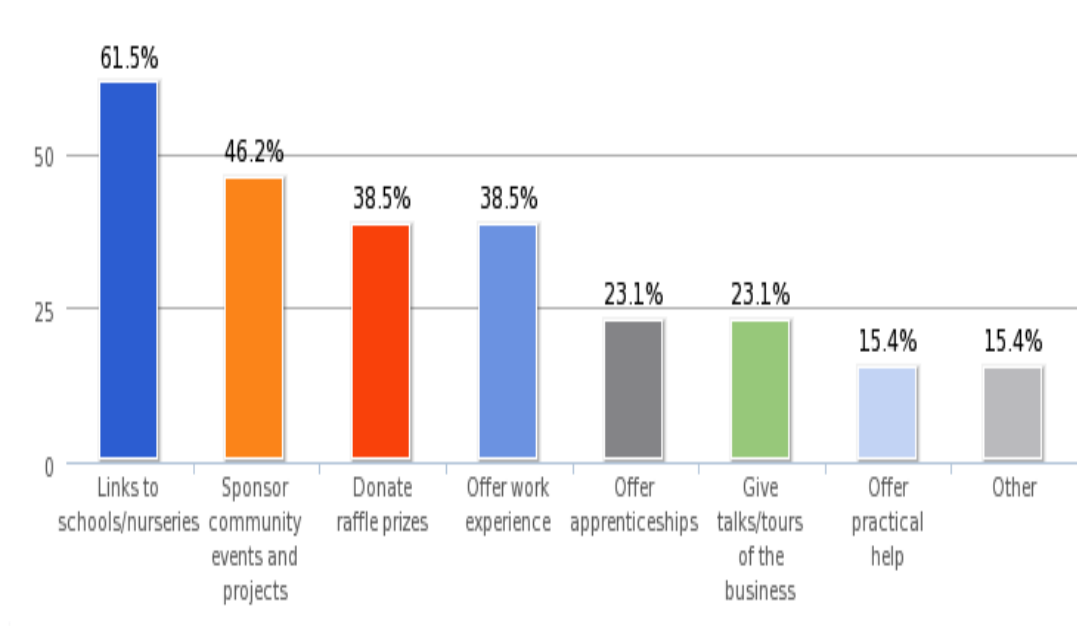
**33% No Effect**

**Comments:**

- We would welcome new business developments to enable expansion of the services we provide, which in turn would create additional employment opportunities. Current restrictions do little to help the viability of the business.
- It would depend on how they influenced traffic and whether any of the businesses were the same as ours.



## What can your Business do to Engage with the Community?



### Other ways your Business can Engage with the Community?

- Access to all our facilities is readily available. We are very active in all local activities.
- We hope, in the future, to offer informal meetings to provide info. about older client issues. We have confidentiality issues, which make it difficult for us to offer work experience, particularly to young people. I've answered the questions on basis of Melton but we're part of a larger group of offices where we do sponsor local events etc. Many of the questions aren't relevant to a small office like ours, which is part of a larger group. None of us reside in Melton but we all live within five miles.
- We supply an online service (EVOLVE) that enables schools (LA maintained, as well as independent) to safely and securely create, register and approve educational visits. We would happily demonstrate our services to schools in the local area that do not already use our system and could offer training to those that do.
- As a health and safety consultancy we could give practical advice and assistance for community projects etc. – we'd be prepared to assist in other projects involving the disadvantaged or elderly should the need arise.
- We're currently looking for land to expand the business and create a community farm. Ideally we would like to do this in Melton as it's been Pitstop's home since it started in 2003. The farm would encompass animals and horticulture, bring additional employment and training opportunities, as well as a local feature for the people of Melton to learn about the great outdoors. Our Business Plan on our new venture will be available in March and we would welcome the opportunity to discuss this further with the Parish Council.

## **Appendix L    March 2016 Melton Messenger Call to Action for Open Days**

**YOUR HELP AND FEEDBACK IS NEEDED on the DRAFT - MELTON  
NEIGHBOURHOOD PLAN**

Melton Parish Council has been preparing its Neighbourhood Plan for over 3 years. In the beginning much of the work was done by community volunteers and the Parish Council is now working on finalizing the plan with the help of a paid consultant.

The details needed for the plan are considerable and we have also faced a large number of obstacles to progress i.e. the possible Woods Lane Development. We are a small Parish Council and it has been hard to get the money and the man power to do the huge amount of work that it has involved.

**However we now have a DRAFT Plan for the Community to look at and comment on. This includes suggested development (affordable houses, small business units, a community orchard, farm and new allotments as well as a new lake and recreational area) which we need you to comment on!**

Once you have given us your feedback on this DRAFT we will re-write what is necessary and make any changes you have asked for and then we will be able to submit it to SCDC for final comments. We will need your opinions one last time on the final draft (hopefully in the Summer) and then we want to get this through the Inspector and on to Referendum by the end of the year.

**PLEASE HELP!**

We wish to invite you to any of the 3 Open Events which we have set up. This is where you can come along and read the key elements of the Draft Plan and give you comments – positive and negative.

The dates are:

**Thursday 10th March. 7.00 p.m - 9.00 p.m**

**Friday. 11th March. 7.00 p.m - 9.00 p.m**

**Saturday. 12th March. 10.00 a.m - 1.00 p.m**

The venue is: The main school hall in **Melton Primary School**.

Other notices will be posted in shops, pubs, notice boards, church halls and schools.

We hope that many of you will take part and help us to produce the best and most suitable plan that we can for the residents of Melton Parish Council. The plan and its implementation are of very real concern to residents living within Melton Parish.

We look forward to meeting with you on whichever date you can attend.

*Cllr Alan Porter - Chairman Melton Parish Council*

## **Appendix M Welcome Handout at March Open Sessions**

## Welcome.

**These Open Events are so we can get YOUR feedback on the DRAFT Melton Neighbourhood Plan.**

**As you move around the room in a clockwise direction you will see all the policies and objectives which are part of this Draft Plan set out in sections.**

**ISSUES, which have been raised by YOU through previous consultation have focused us towards OBJECTIVES and in turn these have enabled us to create POLICIES.**

**Please give your thoughts and feedback on each section.**

**Some things you have raised may not be part of a policy we have written into this plan and this is because it may already be covered by Policies in other forms i.e. through the Core Strategy that Suffolk Coastal have written or through National Planning Policies.**

- 1. Please look at each section and let us know whether you agree with the Policy that we have come up with. Is there any way to make it better? Have we missed something?**
- 2. Please tick the boxes provided according to your thoughts OR use the post it notes to write your comments.**
- 3. You will see that there is a section on DEVELOPMENT. WE have taken on board all the previous feedback and comments received and found the place we believe is best for a SMALL amount of development. This includes:**
  - AFFORDABLE market housing, suitable for first time buyers, elderly couples or those wishing to downsize but remain in Melton.**
  - small business and retail units, suitable for local people to build their business or as an alternative to working from home**
  - a recreational lake which we hope will be suitable for boating, picnics etc**
  - a large area of green space for picnics, dog walking etc**
  - the re-location of Pistop, Out of School Club including a community farm and lakefront café (they will also be looking to run new allotments and a community orchard on a small piece of land off Saddlemakers Lane).**

**- changing the A1152 so that the bend over the level-crossing is straightened out and makes it easier to pass larger vehicles**

**Please note that access to and from the new housing will only be through the St Andrews Estate. Access to the business units will be through the 'Girdstones' development.**

**If you have ANY questions please ask someone wearing a badge and hopefully they will be able to help.**

**Many thanks for taking the time to come today and please help yourself to some refreshments before you go.**

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

## **Appendix N    Feedback Report from March Open Sessions**



## **Feedback from March 2016 Open Sessions**

### **Development (general)**

I am very concerned that the proposed developments at Woods Lane and Yarmouth Rd are not mentioned anywhere as if they go ahead they will have a massive impact on Melton.

If children continue to live with parents why do we need the extra housing?

The elephant in the room is the lack of infrastructure to support proposals of this magnitude. The road system is inadequate and already at breaking point and so in fact is the sewerage system. See Planning Inspectorate Report to SCDC June 2013 on SCDC website.

### **Development Proposal Carter/Warburg Site**

In favour of housing development but with reservations on the traffic problems.

Development of new lake, housing, farm etc. looks very promising. Please forge ahead.

Ensure housing really IS affordable.

Under no circumstances should the Carter/Warburg site access directly into St Andrews and Station Rd. It should have access off the main road by way of a roundabout opposite the station. The current layout will just encourage traffic build up throughout the village.

Ludicrous plan to take the access road through St Andrews Place. Take the main road through the commercial area.

St Andrews Place is already a nightmare for traffic.

A lot of hard work has been done here. Appreciate your effort.

New development looks very good and I fully support this.

The size of this development will cause added problems for the existing congestion.

I don't think the road system will cope with the vast amount of increased traffic generated by this scheme.

Good masterplan. Good balance of development and use of floodplain. Like the green infrastructure.

Consider adding a circular running route to the green space.

Good design ideas well done!

What has happened to the traffic calming measures proposed for Station Rd?

If increased traffic is coming out of St Andrews then Station Rd needs to be one way.

This is such a major development with devastating consequences that every house in Melton should be sent a copy of the plan.

More recreational needed for children and young adults so a good improvement to the area.

Experience has shown that 'artists impressions' never turn into reality. The neat rows of business units end up empty and vandalised rubbish bins and skips overflow.

(??)There is no affordable housing included in these proposals. Many local people can't afford open market housing even if it is small. In general there is not enough information included to form an opinion about housing.

If you put a car park on the small plot of land opposite the council offices this will cause an accident black spot due to volume of traffic. Please put the Little Drummer Boy in there and create a proper garden of remembrance for Afghanistan and a community picnic area.

Disagree with proposal for parking on this amenity green space with protected trees.

Bring back the ducks.

Play equipment good and good to have another park.

It would have been helpful if the developer had been here.

If there is a flood risk don't build there.

All the neighbours at the top of St Andrews Place object to this needless development.

It will be nice to take the family for a walks in Melton and stop for a coffee.

Community farm and allotments a good idea!

2-3 bedroom shared ownership please!

Good use of brownfield site – we could get something a lot worse!

If the new site is accessed via Station Rd the junction should be configured such that traffic leaving the site cannot turn right and has to join the main road (one way system).

Where are the plans for improving the existing infrastructure of the village to cope with the increased pressure from the new development? Our roads and sewers are already overburdened – how will it cope with all the extra demand? Melton crossroads already suffers from significant air pollution. Do we really want Melton to be used as an industrial park for Woodbridge? I thought Melton residents wanted the rural character of the village to be retained? How does huge industrial development achieve this? It doesn't.

Object to more cars accessing St Andrews Place. Suggest hub is made via play area to commercial road serving business units.

I feel generally favourable to these plans provided the new housing does not have to be accessed via St Andrews Place as this has quite enough traffic using it already and children play on the green 'island' at the centre.

Ensure that small affordable houses have sufficient variety and interest to allow owners and individuals to feel different and add visual interest to area.

Concerned about 1. Lack of parking for Council Offices and new residential properties and 2. Terrible knock-on effect on already bad traffic.

Traffic volume in Melton is becoming a problem.

More parking at Melton Station and cycle racks.

OK but 'affordables' should include open market DISCOUNTS on dwellings. So called 'social housing' will soon be subject to the 'right to buy' and will be lost in time. SCDC needs to take a firm stance on this.

As this will improve the visual disaster that the current lorry park is I am in favour of some development.

It seems a lot of thought has been put into increasing the amount of business units, but very little has been put into the new housing. The proposal is a very unbalanced solution to the problems faced by Melton. The houses are tiny – do we really want to be forcing older residents to live in shoeboxes? Also 'open market housing' is not necessarily affordable – even if it is small.

It is detrimental to build a housing development in a quiet area. NOT A TOWN. It is also a natural area for wildlife.

Very sensible approach to the developemtn BUT the traffic / road issues need to be addressed.

We like the plans, concern about the traffic and access onto Wilford Bridge Rd.

Can there be alternative access?

Much more good than bad. Not sure about no. of housing units. More parking for station? Allotments by lake?

All well and good but more pressure on schools, Doctors etc

Well done some good ideas.

Would love to see priority for pedestrians and cyclists in any new development.

Please do not allow the traffic to access via St Andrews as the roads can not take this excess.

They didn't protect the trees on the western boundary of the Riduna site!!

Community Farm what a brilliant thing to have!!

What access road will be used to get to these new houses and facilities?? Already too much traffic in Station rd.

St Andrews Place is already very busy – when a church service is on it is almost impossible to negotiate the junction with cars larked all along the road.

Please do not open the 2 ends of St Andrews Place to traffic from the new houses. Make an exit road for that on the Eastern end.

Terrible congestion at level crossing – possible road straightening?

Station parking is already maxed out. Inevitable further demand means more parking must be provided. Suggestion: phase the permission for the units near the station until real need is established and the reality of parking at the commercial and business units is seen.

Who are these parking spaces for? Is this an admission that there wont be enough on the main site?

It doesn't look like there is sufficient parking on this industrial site.

Ask all developers to install 'swift boxes' in all new buildings.

There is too much traffic already. To assume that residents and workers will walk or cycle is naive.

More traffic. Enough.

Too much traffic going through Station Rd already. Too narrow to cope with any more.

Not in favour of any housing BUT 1/3 houses 1/3 green field and 1/3 business is better.

Consider tarmacking the start of the lane that comes off Yarmouth Rd as one of the access routes as this would take some traffic away from Station Rd and Wilford Bridge Rd.

Proposed extension of St Andrews Place is too large. SAP at times difficult to drive up with cars parked on both sides of the road.

Would allotments on new development be used? Existing ones in SAP have not been used and have been allowed to become overgrown.

Great to have more community facilities.

This proposal puts a huge increase on traffic in the village. Find alternative rd access.

Same as above.

Same as above. Please access opposite the station.

Same as above.

Could Brick Lane be used for access?

Very imaginative development. Full marks BUT need to split access to main road.

3 alternatives:

- through commercial park
- down track over level crossing
- exit around boundary and move lake upwards

There are 300 allocated parking spaces in the new development. What alterations will have to be made to the roads to accommodate these extra cars?

*1 letter received from a St Andrews resident: asking for no access through St Andrews but to use our imagination and skills to find a more environmentally acceptable route.*

### **Traffic and Transport**

Woods Lane is chaotic at times, difficult and hazardous at best. The 180 house development MUST be stopped. Mini roundabout at junction with Bredfield Rd should be installed as current T-junction arrangement is dangerous.

Wilford Bridge Rd is dangerous and congested and your plan seems to make it much worse. The Vision seems to be blurred.

Proposed traffic calming in Woods Lane and The Street will not improve the air quality.

Very concerned that the increased traffic at junction by Melton Primary School will cause raised pollution and raised risk of accidents as well as massive traffic problems.

I have been told that the air quality testing at Quay Stree shows the air quality to be below EU Standards. Has there or will there be similar testing at the traffic lights at Melton School? Pollution levels near the school may increase with more traffic.

There will be more standing traffic on The Street – air pollution will increase. Design green areas to reduce the impact of this increase.

Shared cycle ways and footpaths???

Shared cycle paths work well if both users are aware of their own space. Helps if paths split with a line or different coloured tarmac. Needs lots of width! Will this be a consideration?

Traffic calming should be carefully designed to allow safe routes for pedestrians whilst retaining use for residents.

Agree with cycle lanes and paths. Speed reminders on the hill – flashing ones.

This morning 11/3/16 Dock Lane had 38 commercial vehicle movements between 10.15am and 11.15am to the 3 businesses situated there. How many vans, lorries etc. will these new units produce to the new site on the proposed development?

Signals for traffic lights too quick in changing.

Traffic flow on Melton Hill becoming more difficult. Crossing for high school / cyclists concerning.

Recognise that traffic and parking is difficult to tackle. Keep trying to rise to the challenge.

Reminders of speed limit on Yarmouth Rd needed. No evident signage and haven't seen the police for some time.

Timing of traffic lights needs investigation

Woods lane pavement should be larger – very dangerous at present

Create cycle lane from Melton to Woodbridge

Pedestrian cycling paths needed from Bury Hill area to Melton and Woodbridge

Pytches Rd is dangerous for pedestrians and almost impossible for cyclists. New paths req'd.

There shouldn't be any more houses. If it does go ahead the entrance should be opposite the station. Station Rd needs to be one way!

Very dangerous to walk down Woods Lane

There should be a cycle lane linking Bredfield Rd with the top of the new Woods Lane development.

Road signs on Woods Lane should clearly show Bredfield Rd turning, Traffic is TOO fast

Getting out of Church View Close is a nightmare at peak times

Pavements becoming narrower due to overgrown banks on Yarmouth Rd and Woods Lane

The width of the current pavement could be increased by removing the soil that has, over the years, come across the pavement in Woods Lane

More cycle parking provision in Melton please. Less emphasis on cars and car parking.

Reduce the 'no cycling' signs through the countryside.

One way system down Station Rd, round Wilford bridge Rd and round to Traffic lights.

It might be useful to set up a small group to consider movements of pedestrians and cyclists within Melton at the moment (starting and finishing points / hazardous routes) and what could be done to improve this. Secondly what would enable local people to use cars less for local movements?

### **Parking**

People park in the car park in the morning and leave it there all day.

Policy MEL6 – very good standards to implement.

More parking req'd for local residents also capacity of main road junction needs increasing.

Agree strongly with this policy. People using local shop, some break the law by parking outside as the car park is always full.

This is a complete mis-representation. The cars and vans are parked overnight NOT just when the shops are open. Why are they allowed to continue to park there?

Do not reduce green areas OR compensate with trees. Air pollution is a growing health concern. Parking is an issue here. Keep conservation area to the fore.

Agree that more parking space is needed in this area. If cars are parking all day perhaps changes should be introduced i.e. free for one hour then pay?

Parking in Melton Rd is a problem, particularly from contractors working. Consider extending yellow lines / using residents parking permits.

Please sort out the flooding problem in Melton Rd.

There is a real problem with safety when traffic parks, often on double yellow lines and on the pavement outside our excellent fish and chip shop. HGVs and buses are often obstructed. More regularised parking needed.

Recognising that some people do park dangerously to get to the shops extra parking would probably be useful, although there is already a car park x 1. Think some people are just lazy and park immediately outside. Be nice to combine it with planting and landscaping. (by McColls)

Surely cars should be discouraged and cycling encouraged

Make commercial premises offer parking spaces for evening/weekends. E.g. Thurlow Nunn, SCDC

Need to sort parking in Dock Lane of Bowls Club players

PLEASE do not park by the Melton Village Sign on that lovely bit of green!!

Parking outside McColls prevents safe exit for cars at the bottom of Saddlemakers Lane

Stop green verge btw Fison House and McColls being destroyed by selfish parking. If necessary offer to get it transferred to Melton PC.

Some roads should be for access only.

Need to sort traffic in Dock Lane. Double yellow lines on one side of the road would help.

If amenity green space is lost e.g for parking then it should be provided elsewhere e.g. community hall.

Yes agree with footpath on Woods Lane. Make sure there is cycle provision creating a safe route from Melton (The Street) to the high school.

### **Commercial and Retail**

What about Dock Lane Industrial Area? 1 building now empty. What is going to happen to it?

I have a business in The Street. If the proposals go ahead there would be more people in the area and this could be good for business. But if a rival business opens on the development my own might fail.

### **Riverside and Boats**

Please do not agree planning for buildings such as Avocet House – this does not blend in!

Duckpond/wildlife area needs updating – it is looking overgrown and tired.

I like the more 'individual' boats. They add character and interest as long as they don't accumulate rubbish and clutter on the bank. I enjoy the boat 'garden.' The houseboats are more interesting than the expensive marina.

I strongly agree with the above comment.



Houseboats are a part of the river scene – please don't ban.

I agree with above.

We need a policy that houseboats can conform to – not an outright ban.

Houseboats fairly unique and therefore provide some sense of place for this area. We like them. Why are people discriminated against just because they decide to live on the water?

Houseboats MUST be controlled otherwise a free for all. No more should be permitted and SCDC should enforce against those not permitted.

I like the houseboats, as do many others I know.

A suggestion re. residential boats that there should be a condition they have full insurance cover as this would guarantee a certain level of maintenance and protect nearby boats, property etc in case of fire. (from a boat owner)

Houseboats are not a problem and enhance the riverside.

### **Environment**

Pedestrian footpaths should be shared with the cyclists when they pass through woods and countryside. Remain un-surfaced.

A laugh for a start. 'Protection of rural character'

Consider the air pollution around Melton Primary School. It will only get worse with more traffic.

Deplore the loss of mature trees on the Pytches Rd site.

No protection of the mature trees on the boundary of the Riduna site. Mature trees were felled and will take years to re-grow more and hedgerows are lost.

### **Non Land Use - votes**

Getting assets of community value registered. **(16)**

Creating a local list of heritage assets. **(24)**

Better maintenance of 'green lungs' and rural environments where they are used by people. **(26)**

Create more opportunities for young people in Melton to get work experience and create better links between schools and local businesses. **(28)**

More picnic tables and dog mess and litter bins. **(22)**

More play equipment on the green on Hall farm Rd or generally. **(12)**

### **Objectives**

If these are the stated objectives why are there proposals that don't meet objectives 1, 2 and 3?

### **Community Infrastructure**

Yes please – sooner rather than later!! Re. 1.5 bullet point (*Three main improvements were suggested to help support the users of this facility:*

- *The replacement of the existing pavilion with a modern village hall which incorporates public conveniences, a café and changing rooms for formal sports recreation users of the playing fields*
- *Skate park/BMX track*
- *Outdoor gym equipment for people of all ages)*

Re above. Very excited by this – as soon as possible please!

An outdoor gym a good idea!

Are trees community facilities?

Allotments should go ahead.

Why no badminton in Village Hall?

Yes great ideas. Like the green space improvements for the community.

If community hall goes ahead trees and hedges in NE corner of REC should be safeguarded and if pitches lost replaced.

If this is done car parking area. No more houses.

Yes please preserve the green lung of Melton Woods. It's size is important for visual impact, bio-diversity and our health.

Appreciate care and development of Melton Woods and Playing field. Excellent ongoing....

Re. BMX track/skatepark idea. What are the actual numbers (not %) of residents who actually suggested this? Is the demand really there?

BMX/Skatepark – how can long term management be guaranteed?

Re adult gym equip. Suggest consult with Bawdsey PC to see how much use it actually gets.

BMX/Skatepark: what proportion of our young community members will actually use this high capital cost amenity? Has the target proportion of our community who will consistently use this been properly quantified with demonstrated evidence? Cost / benefit for wider community? Is it the parents who think their children desire this or the children themselves?

### **Design / Heritage and Character**

Special attention to building materials. Don't make it too prescriptive e.g. in 1950s/60s black clapperboard was used.

It is vital to protect the unique heritage of Melton.

Planning Authority should not shirk away from insisting these development rules are adhered to in the proposal plans but also ensure that design infrastructure is maintained after construction.

Planning criteria for developments should not be over prescriptive so as to stifle innovative design. Best premise to 'reserve or enhance' character or appearance.

### **Vision**

Melton Road not Hill!

### **Challenges**

Has there been similar air quality monitoring as at Quay Street and what are the results?

## **Analysis**

In total **approx. 149** residents attended the 3 opens sessions on March 10/11/12<sup>th</sup> at the Primary School. We took a register, but not everyone signed in.

All the feedback received in writing is above, as written.

As with most things the positive comments tended to be verbal but anyone with a negative comment was more willing to put it in writing.

There are various parts of the Draft NP we need to look at again but in general the policies we have suggested were seen to be positive. We do need to have another look at the policy on houseboats, BMX/Skatepark proposals and the parking issue by McColls.

### **Proposed Development**

Parish Councillors in attendance reported that in general the feedback on the proposed development was positive BUT with one major exception – access / traffic issues. We had a large number of St Andrews residents who were very worried about the idea of access for the new houses through the site. To this end we need to think of an alternative solution.

Most people loved the idea of the lake, farm, café, allotments, play areas and public green space. A lot of people were also keen to see that we were trying to get affordable houses built. The Pitstop Community Farm idea was particularly well received.

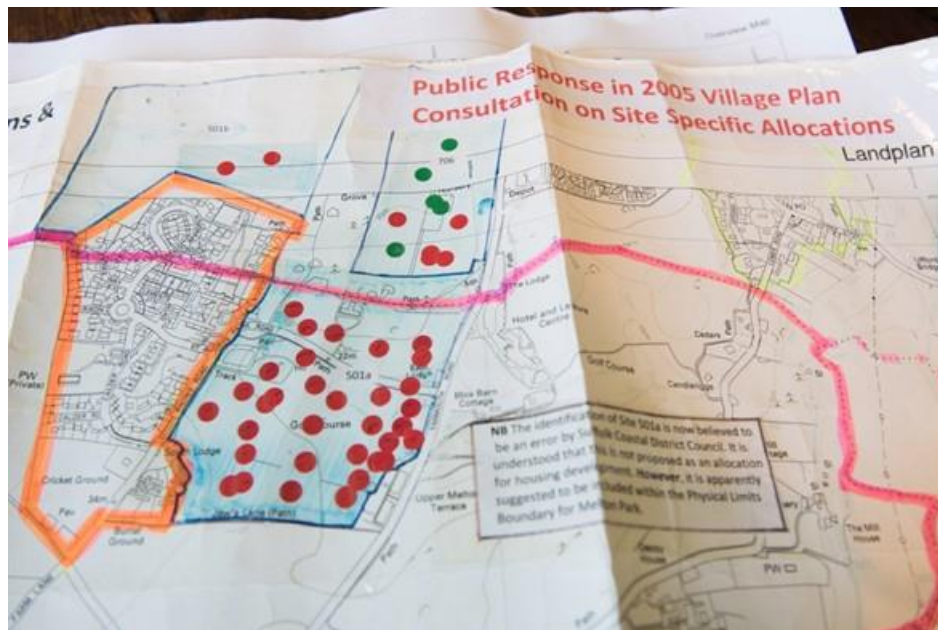
It was explained to anyone who was willing to discuss things that as a brownfield site this will be developed at some stage and it would surely be better to have a hand in what happens there. There have to be elements of compromise but as the Carter site is former industrial use and also a flood plain we have to have some small business units there and we can't have any more houses.

**Meetings will continue with MasterLord and SCDC and Highways but the thinking so far is as follows:**

- 1. We will look at getting access coming through the commercial site onto the A1152 with a possible mini roundabout or other solution – not through the estate.**
- 2. We will look at the possibility of making Station Rd one way or other solutions.**

## **Appendix O Maps showing where residents marked for development / or not**

In 2005 Melton Parish Council held a meeting at St Andrews Church to ask residents what they thought about putting houses on specific sites identified by SCDC:

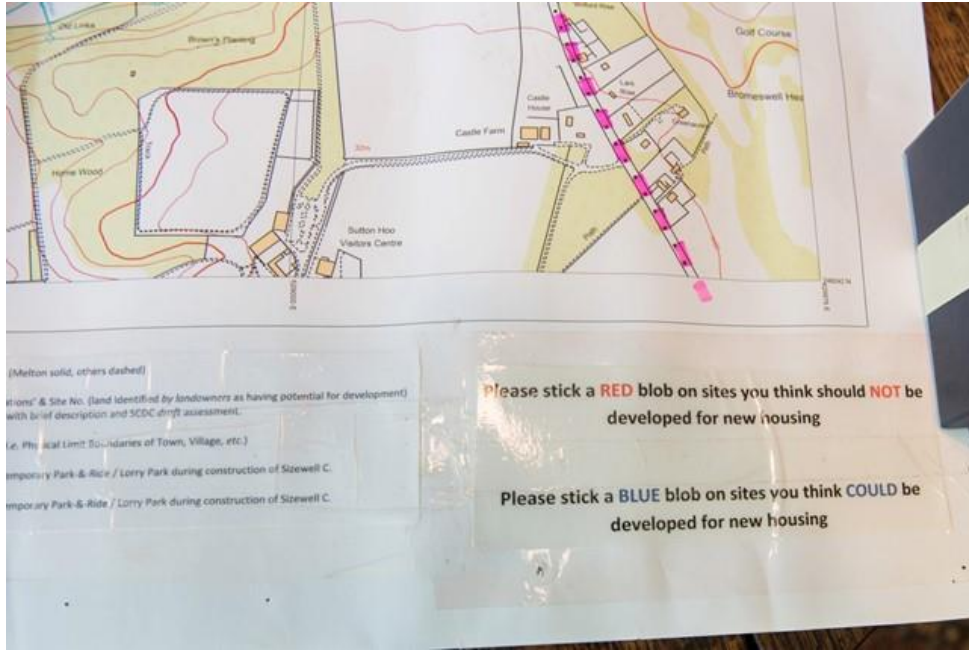


In June 2013 at the first NP Open Session residents were asked to put red dots for no housing, green for housing and blue for exception sites for affordable housing on a general map of the Parish:



In July 2014 the same map from the Questionnaire which showed specific sites where landowners had approached SCDC for comments / permission to build was presented again and people were given the opportunity to put red dots where they didn't want houses and blue where they did:









## Appendix P Representations and responses to Pre-Submission Consultation

<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
<p>1. Peter Webb, Resident</p>	<p>1) Section 5.16. Placing a pedestrian crossing near the north end of Turnpike Lane does not help those walking to Woodbridge from the Hackney Road, Hackney Terrace and Green Man Way areas and who need to cross because of the absence of pavement on the north-west side of Melton Hill. On the other hand, a crossing is desirable near the north end of Turnpike Lane for those wishing to cross to the Spar shop and post box. I suggest provision of pedestrian islands at both locations with associated widening of the pavement on both sides of the road so as to reduce the width of carriageway and to avoid pedestrians waiting to cross being hidden by parked cars. If necessary, they could become zebra crossings.</p> <p>2) Section 5.7 Consideration needs to be given to cyclists using the route between the railway level crossing the Bromeswell roundabout. I quite often cycle along there and cause significant congestion as vehicles are often unable to overtake me. Vehicles sometimes overtake cyclists along there on the blind bend before Wilford Bridge pub.</p> <p>3) Section 5.10. Consideration needs to be given to pedestrians using the footpath between Bury Hill and Woods Lane. Crossing Woods Lane at the end of the footpath is currently very dangerous.</p> <p>4) Section 5.6</p>	<p>Pedestrian crossings on Melton Road / Hill needed.</p> <p>Noted. Improved signage asking motorists to take care is the most realistic solution</p> <p>Noted</p>	<p>Include reference in Section 5</p> <p>Add reference in Section 11</p> <p>Add reference in Section 11</p>

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Name	Representation	Response	Action required
	<p>I suggest including the desire to improve access to public footpaths such as links to the riverside footpath from Deben Mill, New Quay Lane, Smithfield, GAH site and Fayrefield Road. The footpath dead end at the railway bridge upstream of Wilford Bridge should be sorted out; presumably the footpath continued to Ufford before the railway was built.</p> <p>5) Policy MEL2 Should include users of mobility scooters. At present the fencing between Green Man Way and Turnpike Lane may prevent at least the larger mobility scooters using that route; similarly between Green Man Way and Osier Close.</p> <p>6) Section 5.30 At least some parking near McColls needs to be, say, 20 minutes time limit. Currently most parking places seem to be taken up by all-day parking.</p> <p>7) Section 2.12 (and elsewhere) The need for a slip road at Pettistree to enable vehicles to join A12 from Wickham Market needs to be given much greater prominence in the document.</p> <p>To make comprehension easier, I suggest existing "Traffic from the Wickham Market direction also has to come through Melton, past Ufford and through the traffic lights to access Woodbridge and the A12 as there is no right hand turn towards Ipswich any further up." would be better worded as "There is no slip road to the A12 at Pettistree for traffic from Wickham Market travelling towards</p>	<p>Agreed</p> <p>Agreed</p> <p>Parking restrictions are not a planning matter.</p> <p>Slip road from Pettistree.</p> <p>See above.</p>	<p>Add reference in Section 11</p> <p>Include reference in Policy MEL2</p> <p>SCC Highways say this is unnecessary due to the link from Ufford.</p> <p>Following comments from SCC Highways reference to this will be taken out as there is already a slip road after Ufford and</p>

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Name	Representation	Response	Action required
	<p>Ipswich and Woodbridge. Traffic therefore has to go though Ufford and Melton with traffic for Ipswich having to turn right at the Melton traffic lights where there is no filter lane or right-turn arrow light”.</p> <p>8) Socio-economic Profile (pages 7&amp;8) The graphics may look pretty but are generally very unhelpful. The worst examples are the red chimney representing ‘social rented 11%’ and the black tip of the graduate mortarboard. I suggest sticking to 360 degree pie charts or bar charts.</p> <p>9) Socio-economic Profile, Population Structure (page 7) The scale at the bottom-left “35 –5 1 5” needs sorting out. The scales need labelling as percentages (presumably). This data is much better displayed graphically as Figure A1 in the appendix.</p> <p>10) Proposals Map (page 47) Should not show “Woodbridge” text over Burke’s Wood area.</p> <p>11) Section 5.4 Typo “More parking in required generally”.</p> <p>12) Throughout There are some places where common nouns have be capitalised incorrectly (e.g. in Section 2.9 and end of Section 10.12).</p>	<p>Disagree. The graphics are illustrative and are intended to make general points. Detailed profile, with bar charts, is included in Appendix A.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>	<p>before the traffic lights.</p> <p>Make change</p> <p>Make change</p> <p>Make changes</p>

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Name	Representation	Response	Action required
2. Christine Gosling, Resident	As a Melton Park resident I understand that Melton District Council is proposing to designate the wooded area within the Melton Park Development as a "local Green Space". I am sure you are aware that the wooded area in question is actually owned by all the property owners within this development and I therefore ask why you think this action by your council is necessary. I look forward to your response.	Misunderstanding that this is not a matter of ownership but of protection of an area valued by local people.	No change
3. Peter Brockett, Resident	<p>Firstly may I offer a big thank you to all concerned on this obviously momentous task.</p> <p>Secondly I would like to offer these observations.</p> <p>I am unsure why a forecast of 13 years hence is relevant. You write:</p> <p><i>In 2029 the parish of Melton remains a unique place, with its village and important historical and community assets sitting within a sensitive but well protected natural environment. There continues to be a clear separation of the village from Greater Woodbridge. Infrastructure and traffic issues, particularly along the A1152 and Woods Lane, have been managed in conjunction with new development so that no further pressure is put on already very busy key roads and densely built areas.</i></p> <p>It does not seem to make sense when there is no immediate foreseeable action plan to remedy the traffic situation as currently exists, and will increase; coupled with the never ending stream of planning applications, some of them in-fill and back garden, which either SCDC approve or a planning inspector, who, in respect of the Woods Lane application seemed to think that Melton was part of Woodbridge as asserted by the applicants."it is on the outskirts of Woodbridge"</p> <p>It is all very well having a vision for the future but should that not be coupled with some sense of realism?</p>	General comments	Various minor amendments made

Melton Neighbourhood Plan  
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Name	Representation	Response	Action required
	<p>5.7 what is a “windfall site”?</p> <p>6.3 Can it be explained how “The Neighbourhood Plan cannot actively reduce the levels of traffic using Woods Lane. What it does seek to do is manage the growth in Melton effectively so that it minimises additional traffic”</p> <p>6.4 Is this correct? Traffic coming from the Wickham Market direction wanting to access A12 has to currently drive through Ufford and Melton I thought it could join the A12 southbound at Ufford or indeed join and leave at Wickham Market itself As you rightly say on traffic issues ☒☒These issues will be exacerbated by further planned development. In particular, the potential Woods Lane development of 180 houses has only one access point onto Woods Lane, directly opposite the already very congested Bredfield Road junction. On the question of public transport you write <b>Buses</b> ☒☒Bus services need to be more frequent and run later in the day to and from St Audrys, as well as linking up with the Park-and-Ride at Martlesham. Along with this is a need for better advertising of routes and timetables at bus stops and for more shelters and bus stops. But you seem to be forgetting another part of Melton namely the Bredfield Road/ Bury Hill area. In my opinion Melton has three distinct residential areas. Old Melton and Melton Road, St Audry’s and Bury Hill. When I first moved here we had three buses per hour at the Bredfield Road stops. Now it is one. And yet you seem to be leaving this area out in your submission by concentrating on straight through</p>		

Melton Neighbourhood Plan  
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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p>services along the Norwich and Melton Roads into Woodbridge and perhaps beyond.</p> <p>6.8 “On a similar theme, over one-third of survey respondents said they did not feel safe walking in Melton.”            I think that needs clarification as to where in Melton. I cannot think it is across all of the village.</p> <p>6.10 “For pedestrians, there is a need for a pedestrian/cycle crossing of Woods Lane to the east of the junction with Bredfield Road. This will link up the footway from the residential area to the footway leading in to Melton Village. In addition, this will serve to stop westbound traffic along Woods Lane, so enabling traffic from Bredfield Road to be able to turn right onto Woods Lane. This is a regular pinchpoint at peak times and this route is a key one for many students wishing to walk or cycle to Farlingaye School.”            This is important. However the indicated position is not. This shows it to be immediately at the junction of Woods Lane and Bredfield Road east side. That seems to lead directly into a property ‘Maryland’; further there is no pavement along the east side of Bredfield Road until you get past Bury Hill. It’s position may also hinder traffic ability to turn right without delay which is very important to the bus service; and other vehicular traffic whether turning right or left, for if a bus or other large vehicle is held up so is other traffic behind it. And there are of course schools other than Farlingaye i.e. Woodbridge and Woodbridge Primary with students coming to and fro by bus or private vehicles.            Has anyone considered a roundabout installation at the junction? Admittedly does not answer the pedestrian situation but answers many traffic ones.</p>		

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	<p>6.15 A word or two missing here            “As such, this is an area where there a number of pedestrians yet at the same time it is a B-road that has a high volume of traffic using it.”</p> <p>6.16 “For pedestrians looking to travel into Woodbridge Town footway access is an issue because it requires the crossing of Melton Road. A zebra crossing near the junction of Melton Road and the top end of Turnpike Lane would assist pedestrians and cyclists whilst giving better visibility.”</p> <p>Not sure why this is a problem. Pedestrians coming from Turnpike Lane can walk down The Street to the pedestrian controlled lights at the Melton Crossroads and then continue along Melton Road past the Playing fields to your idea of a crossing at Turnpike Lane. Or they can cross at the Zebra at the Burness Rooms, cross at the Melton Crossroads lights and continue into Woodbridge on the pavement albeit with a few minor roads to cross.</p> <p>7.12 It would seem from a newspaper article this week that funding from the CIL cannot be relied upon for accoprding to Mr. Ridley the levy would go into a central pot for “spending as the district council’s executive chooses.            [Whilst this is not part of my observations on the Plan, if implemented it seems entirely contrary to the spirit of the CIL and I ask whether the Parish Council has made representations to Melton’s District Councillors on the matter]</p> <p>8.7 What about the play area in Beresford Drive?</p> <p>9.5 You identify six ‘Character Areas’. Suggest mention needs to be made that reference to the Melton Character Area Assessment document is needed to determine the specific roads etc. encompassed. And if it is to be, then it has not been applied</p>		



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	<p>to the development at the junction of Bredfield Road/Pytches Road/North Hill; similarly as regard to Policy MEL6 Parking Standards. So have not precedents already been set?</p> <p>12.2 vii this proposal obviously means traffic continuing along the A12 to the Melton/Woods Lane roundabout and the down Woods Lane so adding to traffic increase? I hope the Council is not working on Woodbridge's problems. We have enough of our own.</p> <p>12.3 i Are there plans to move the school? If so to where. And what will the transport/pedestrian requirements be?</p> <p>Also am not sure of the geography indicated. Surely the southern side is from, not to, Woodbridge. And which road is being mentioned?</p> <p>12.3 ii absolutely agree and history indicates that it was proposed.</p> <p><u>Additional</u> The Neighbourhood Plan Boundary extends to land across the A12 but I see no mention of that in the Neighbourhood Plan You do not include 'third party' amenities some of which are mentioned in the Melton Character Assessment Document.</p>		
<p>4. Martin McLeavy, Resident</p>	<p>May I applaud those involved in the research and preparation of this necessary document. I have no adverse comment to make and would endorse all the analysis and proposals.</p> <p>One small point...</p> <p>Local Context / History of Melton, items 2.11 or 2.12 should record the development of the Melton Grange/Saxon Way estate. It is subsequently referred to at 8.18 as the first named character area.</p>	<p>Agreed</p>	<p>Additional text added.</p>

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	Well done again.		
5. Jacqui Henderson, Resident	I am glad that the plan to route traffic through St Andrews Place. In general, I am satisfied with the rest of the plan, although I still disapprove of building on the flood plain, which I think is a bad idea. Thank you for your hard work on this business.	Noted	
6. Judi Hallett, Clerk to Ufford PC	Ufford PC discussed your Neighbourhood Plan Pre-Submission documentation at their meeting last night and have decided to comment as individuals rather than as a whole. One comment they did raise was that it might be an idea to have an identified 'Green Belt' between our two villages, as part of your plan. This may help us both in the long term remain definitive and potentially stop us merging in to one (as Ipswich, Rushmere, Kesgrave and Martlesham seem to have done). With very best wishes for your plan journey	This is a strategic matter and not something that a neighbourhood plan can address	
7. John Hargreaves, Resident	With the plan telling all about Melton, why is the Burness Rooms not mentioned? It's the hub of the village.  Secondly, the proposed development by Wilford Bridge is a NO NO. We can't cope with the traffic and the area will be prone to flooding. The best development site is up Wood Lane.	Noted	Additional text added
8. Ian Abbott, Bromswell PC	Rosalyn Burrows and I have reviewed the Melton Neighbourhood Plan on behalf of Bromeswell PC and fully support its findings and objectives. Many congratulations on putting together a well thought out plan and good luck with the submission.	Noted	
9. Anne Stevenson,	Affordable housing on Carter/Warburg site. There has been no	Priority for local	

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Resident	<p>mention that local people will be given priority to these properties. St Andrews Place/traffic. It has been rumoured that it has not been ruled out that traffic from the new development will have access to Station Road via St Andrews Place. Parking on the estate is mainly on the road, and at present there are many times of day when there is only room for single lane traffic, and there are blind spots. All ready traffic has increased due to more cars per house on the existing estate, and this could potentially double if the new development has access. Also there are issues of safety of children playing near the road, and for pedestrians and people with disabilities.</p>	<p>affordable housing is not within the remit of a neighbourhood plan, it is controlled by the housing authority (Suffolk Coastal DC) and the housing providers.</p>	
10. Alexandra Carter, Resident	<p>I offer my congratulations to all the Neighbourhood Plan team and thank them for all their excellent work on behalf of Melton. The amount of effort that is invested in producing a NP is so often not acknowledged, but it is much appreciated.</p> <p>My concern arises from a proposal to build a village hall on the Playing Fields. Although the rationale for choosing this site is understandable as it is the only suitable land owned by MPC, there are serious issues concerning the site itself.</p> <p>Furthermore, the rationale for building a new village hall is not proven. Despite the loss of the Lindos Centre, there are still several venues which can provide facilities for MPC and other meetings (eg. the Burness Room; St Andrews Church Hall; St Audry's Social Building; Melton Bowls Club pavillion in Melton, plus several more in Woodbridge.)</p> <p>The proposed location itself is problematic:</p>	<p>Any detailed proposals will need to be addressed by a planning application which will be subject to public consultation. The need for a planning application to properly address these matters has been reflected in the policy.</p>	

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	<ul style="list-style-type: none"> <li>• the side of the Playing Fields which is proposed provides a beautiful, green, open space and is central to the fields being 'one of the proudest possessions of the village' (MPC web site.)</li> <li>• a building which would provide the facilities proposed would impact dramatically on this open space</li> <li>• this would be exacerbated by an extended car park</li> <li>• together, a hall and car park on this side of the playing fields, which despite its impact is a fairly small space, would be significantly detrimental to the visual aesthetic, sense of open-ness and current/future practical uses of the land</li> <li>• there is potential for noise and disruption by both vehicles and public which would impact on local residents. If let out for weddings, parties and similar events the disruption would be considerable, particularly at night</li> <li>• it is particularly worrying that the 'building should be constructed to enable expansion at a future date' (6.11). This invites the risk of it growing out of proportion to its surroundings</li> <li>• the claim that it would contribute to a 'hub' of local activity, together with the pub and shop, is imaginative but highly tenuous</li> <li>• the impact on wildlife at Hutchison's Meadow would need to be carefully assessed</li> <li>• if sports clubs etc require better changing facilities, funds would be better spent improving/enlarging the current pavilion</li> <li>• any feasibility study must include one of finances, for even if capital funding for a build was acquired, running/maintenance costs must be balanced by income in order not to put a further burden on local tax payers.</li> </ul> <p>In summary, the case for a new village hall on this site is not proven</p>		

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	<p>and the open and increasingly rare green space of the playing fields with their vitally important sense of peace and tranquility would be destroyed by yet another built environment</p>		
<p>11. Sarah Latimer, Resident</p>	<p>Now that I have looked at the site by walking up to the top of the Warburg land and along the footpath towards St Andrews Place, I am more convinced than ever that its flaws as building land are too serious for the plan to proceed.</p> <p>1. Water. It was a dry day and there had not been any rain for a good while, but the paths are damp, and there is water moving or standing in the undergrowth . I am told that there is a pretty hefty spring in there somewhere, which may have been Melton’s water supply long ago. Also that the beautiful land you look out at has been found to be too wet to farm. And that is at the top of the site. Cementing it over with many houses, car spaces and roads is asking for trouble. The lake which has been presented as protection against flood would be no such thing I think as it would be full right away — just as the neighbouring gravel pit/fishing lake filled up rapidly when the pit was abandoned. The lower half of the site is on the flood plain. It is odd that this site was chosen for the Neighborhood Plan.</p> <p>2 Access. It is very hard to see how any adequate access to the houses which are many and each will have one car at least, could be provided.</p> <p>3 Sewage. A special subject I am ignorant of. But I know what backed=up drains are during floods.</p>	<p>Noted. All matters relating to the sustainability of the site and its assessment against other options have been addressed in the Sustainability Appraisal.</p>	

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	<p>4 Environment. The Warburg land may once have been farmed but now as you look out you see a very beautiful and untouched landscape above the Deben Valley and to build over it would be a very bad thing. There are other sites in Melton which are neither so beautiful or so impractical.</p>		
<p>12. Carol Steptoe, Resident</p>	<p>- I feel a pedestrian crossing is needed on Melton Road near the end of the footpath that links Melton Road with Pytches Road. The road is busy and the parked cars make crossing the road difficult.</p> <p>- I agree with the concerns about the cars parked on both sides of Melton Road. This makes cycling along Melton Road hazardous. A designated cycle path marked on the road would be helpful.</p> <p>- I think the riverside footpath should be improved so that cyclists could use it too but give priority to walkers.</p> <p>- a cycleway needs to be created along the A1152 road or on the verge to Riduna House. Cycle racks have been installed but no safe cycleway exists.</p> <p>- I would like to see the open space off Hall Farm Road improved, it has potential. The brook and pond could be opened up and made more attractive for both wildlife and people, maybe a platform for pond dipping( see Suffolk Wildlife Trust) . Fruit trees could be planted there to make a small community orchard. Add some interesting, robust play equipment for children. At present it is not an attractive area and seems to be used mostly by dog walkers.</p> <p>- if the Woods Lane development is to go ahead I hope developers will be asked to make it as 'green' as possible with fruiting trees,</p>	<p>Melton Rd is currently being surveyed by SCC Highways. It is too narrow for a cycle lane but there may be the potential to secure parking restrictions.</p> <p>Agreed</p> <p>Noted – CIL money could be used to contribute towards the cost of play equipment.</p> <p>Noted</p>	<p>Added into Section 11 projects</p> <p>Added into Section 11 projects</p>

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	<p>shrubs to replace the plant life that will be removed and also make it more attractive to the residents. People will not want to live in an arid development between two busy roads. They will need easy access to footpaths, cycleways and public transport ( a shuttle bus between Woodbridge, Melton village and Ipswich Park and Ride?) otherwise it will be very isolated and residents will be dependent on cars and so add to the traffic and car parking problems in the area.</p>		
<p>13. Aaron Taffera, Chairman, East Suffolk Lines Community Rail Partnership</p>	<p>Many thanks. I fully agree with the cycle paths and proposed crossing. With East Suffolk House set to open soon we are going to see a big increase in footfall in the vicinity of the station and a properly marked crossing is needed in that area. I could also see a connecting cycle-way / footpath from an A1152 pedestrian road crossing between East Suffolk House, running parallel to Avocet House at the southern end of the rail car park. It could continue through to the southern edge of the station platform with a new platform entrance for rail passengers. There is already plenty of room for this as there is a wide space between the station car park fence and the Avocet House fence. This means pedestrians and bicyclists avoid all traffic movements if coming from the southwest, or just one across the A1152. If I'm correct it lines up closely with a newly installed brick pavement leading from East Suffolk House perpendicular to the A1152.</p> <p>I'm glad to see the realignment of the A1152 mentioned in points 176 and 180. There is a golden opportunity to increase rail station parking at the northern end of the station through the realignment of the road slightly north and west, or possibly shifting butcher shop parking to an expanded northern car park and using the</p>	<p>Noted. This could be a potential project that could be part-funded through the use of CIL money.</p> <p>Noted. This could be a potential project that could be part-funded through the use of CIL money.</p>	

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	<p>central and southern section for rail users, as, for all intents and purposes, the ramp area is no longer the main station entrance. This also reduces cross movements by cars and pedestrians going to and from the station platform.</p> <p>The realignment could also possibly allow for a short bus stop lane opposite the station and maybe reinstatement of the bus stop lane at the station? I could also see the wish for more cycle racks to be installed being made easier as there would be more space with any road realignment.</p>	<p>Noted. This could be a potential project that could be part-funded through the use of CIL money.</p>	
<p>14. Elizabeth and David Whittingham, Residents</p>	<p>Regarding the ...Village Hall.... most people who read (the NP) would expect it to happen as part of the NP actions regardless of special meetings. Can this be made very clear in the draft please?</p>	<p>Any development will require a planning application and further public consultation</p>	
<p>15. Sue Bull, Planning Liason Manager, Growth and Planning Team</p>	<p>Thank you for the opportunity to comment on the pre-submission stage of the Neighbourhood Plan.</p> <p>We note the reference to infrastructure needs throughout the document and the requirement for confirmation of adequate infrastructure before any development comes forward. This also applies to drainage infrastructure.</p> <p>Tree Planting - we would advise consideration is needed for the location of underground infrastructure and the potential for damage caused by tree roots. Sewers for Adoption 6th Edition has useful guide lines for planting adjacent to sewers. Briefly, low lying shrubs - no problems, larger hedge type bushes should be 3 metres distance from the pipe; Ash , Oak , Elm type trees 6 metre</p>	<p>Noted</p> <p>Such detailed matters will be addressed in a planning application.</p>	<p>Make further reference to the importance of securing appropriate infrastructure in MEL21</p>



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	<p>distance, and Poplar / willow type trees 12 metre distance. We have no further comments to make.</p>		
<p>16. John Laughlin, Resident</p>	<p>Firstly I would like to say that I support all the MEL proposals to a reasonable degree. I would like to add some comments to some points raised in the plan.</p> <p>Cycle paths The provision of cycle paths is essential at this time with increased housing proposals inviting ever more transport needs. In fact the plans own proposals ( 80 car spaces at a village hall) to name but a few proposals makes one wonder if we do not address our own plan transport needs how will we be justified in asking others to do the same. There is discussion within the plan of routes for cycles but no plan to address the link from Woodbridge to Melton. I would propose that the riverside path be utilised as a link, after all it is already there! With some surface improvement a car free track with very pleasant views could be utilised taking traffic away from the Melton Rd and deliver cyclists to the station . There is also a route from Adams walk in Woodbridge via Love lane and Turn Pike Rd which are all car free, this could be extended to a cycle path across the recreation ground a short distance to link with the path behind the tennis courts delivering cyclists directly to the new proposed village hall and the centre of Melton. All of the Saxon Way housing estate would feed into this.</p> <p>Mel6 The village hall seems to be lavishly provided with offices and meeting rooms a rethink should be done here with a view to include more sporting facilities. The flexibility of heating proposed will be very difficult with underfloor heating which needs a long period of time to build up a temperature in a</p>	<p>Noted</p>	

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	<p>concrete floor slab.</p> <p>There should be yellow lines on Melton rd to restrict dangerous parking and a reasonable cost pay and display car park at the village hall. Parking problems will not get any better with development. I support an outdoor gym but fail to see how it is connected to the village hall it should be provided now.</p> <p>Mel11 Does not address the out of control residential boats on the Deben these are becoming an eyesore not to mention the pollution from uncontrolled sewage discharge. Some of the recent arrivals will soon have been there long enough to claim permanency. There is a significant lack of access to the river from Melton. There is no access from Sun wharf until Granary Yacht harbour. There was once access at the sewage works this was barred off some time ago. Access was lost when the old mill was developed and the Melton boat yard blocked access across the level crossing. I hope that there will be access at the new development at the council offices which links with the riverside hoped for cycle track.</p> <p>Congestion at Melton crossroads I support 11.3ii and 11.2 iv a new road as nothing else will do. Traffic signs ,surveys and extra lanes only encourage more traffic. I do not support any proposals to increase tourism or promote the village unless the traffic problems are addressed first.</p> <p>The proposals for the development at the site near Wilford bridge are very good but surely a developer would not take this up as there would be little or no return on investment as costs would be high. There may be a danger of disappointment</p>		

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	<p>leaving this in the plan without a firm commitment from a developer.</p> <p>The plan overall is to be commended and I appreciate the work that has gone into its production and am sure it will be of benefit to Melton.</p>		
<p>17. Marie-Therese Ind, Resident</p>	<p>The Melton Village Plan shows careful analysis of the needs of the community in many areas &amp; is very professionally presented: I am most concerned, however, about the proposed development of the Carter Warburg site. Many of the anxieties expressed by the community about flood risk, traffic, safety issues &amp; the environment will be exacerbated if it is allowed to continue.</p> <p><u>Flood Risk.</u> The area is designated as Zone 2 &amp; part Zone 3. Geographically, Melton has a very delicate balance to consider: being in a valley there is heavy surface run-off with natural springs which are becoming more evident. Situated in a tidal basin it, obviously, has ocean storms &amp; tidal surges to consider. The area to be developed is the natural sump, absorbing a great deal of this water. Any housing built is going to have problems with insurance ; as the water table rises they will have to deal with damp. The creation of a lake gives any flooding issues a flying start! It also presents health &amp; safety issues ; to site a holiday/after school establishment in proximity seems a folly! Financially, it will require management.</p> <p><u>Environmental Issues.</u> This area is unique in Melton - untrodden - boggy - by human or dog, - it is a haven for deer, foxes, pheasants &amp; birds.</p>	<p>Noted. All matters relating to the sustainability of sites and development generally have been addressed in the Sustainability Appraisal.</p>	

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	<p><u>Traffic.</u>            Already the new Suffolk Coastal Offices will create an increase, with attendant congestion outside the station. So, to add whatever the solution is to access this development, the fact remains that houses &amp; industrial units mean more cars &amp; vans. The existing estate already has problems with road parking &amp; access. Station Road, with the agricultural machinery, on road parking, access to the church, &amp; trade at the Fish &amp; Chip Shop is becoming a nightmare, with the narrow pavements &amp; families going to school. Peak traffic times at the lights, as the development on Wood's Lane takes place, will become unmanageable.</p> <p>With the development of the Wood's Lane sites Melton will be producing well above the housing quota required, so this development is no longer necessary.</p> <p>This plan has been represented as the will of the people of Melton, but it has been very difficult for individuals to have open &amp; informed discussion with the council &amp; their advisors. Information has been frequently presented in such a way that the community has not been able to understand the implications of the plan, &amp; to be empowered to make informed judgements. People do not find reading lengthy reports on the website at all easy.</p> <p>The guidance issued on Good Practice when Developing a Neighbourhood Plan stresses the need to have on-going interaction, giving small groups - local organizations - opportunities to engage &amp; discuss at all stages. A long questionnaire with the scantest attention, right at the end, given to site development &amp; then putting up displays, asking people to stick notes on boards &amp; thence concluding evidence for</p>		

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	<p>statistics, is not enough. All the hard work done by the planning committee is much appreciated, but Melton must get it right.</p>		
18. Stephen Yelland, Resident	<p>Thank you so much for all the time and very hard work developing the Neighbourhood Plan.</p> <p>I am broadly happy with the Plan though I wanted to express some disappointment at the number of industrial/ commercial properties that seem to be part of the development envisaged for the new estate over the other side of the road from the railway station. It appears from a cursory view of the NP that the case has not been made for such properties. I would be in favour of providing more affordable housing instead not only for younger people but for those on more modest incomes who have, or have had, a connection with the area. Apart from that, I think this is an excellent use of the brownfield land for that part of the village and I welcome it.</p> <p>Thank you for your consideration of this observation.</p>	Noted	
19. John Meadowcroft, Resident	<p>A tremendous amount of work has gone into the production of the important proposed Melton Neighbourhood Plan. My thanks to everyone who has been involved.</p> <p>In general, I strongly support the proposals but am commenting below on three matters of particular concern to me.</p> <p>1. As acknowledged in the report, there is far too much traffic going down Woods Lane and past Melton Station (in both directions). Also, the Yarmouth Road leading on to the Ufford Park hotel and Wickham Market cannot support the volume of traffic using it. Parking in the road by Tollgate Cottages is</p>	Noted	

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	<p>positively dangerous.</p> <p>2. I would be strongly opposed to any development for housing of the large farm field adjacent to St Audry's Park Lane, Yarmouth Road and St Audry's Park Golf Course. Any development of this field would completely alter the character of the nearby conservation area and the immediate roads cannot cope with any more traffic.</p> <p>3. Cycle tracks are an excellent idea but they are useless unless they are tracks that are separate from the roads. Any tracks that are part of the actual road used by cars give an illusion of helping cyclists but are in fact still dangerous to use.</p>		
<p>20. Geoff Munns, Resident</p>	<p>The plan has much to commend it and the amended proposals for development at the Warburg - Carter site, together with improved traffic management proposals, are encouraging. The arrival of Suffolk Coastal at Riduna Park, and the proximity of the sites to the existing railway station make this an obvious area for development.</p> <p>General concerns held by many residents focus on the sustainability of any larger scale housing developments elsewhere in the parish that will only add to existing congestion at the controlled junction at Melton crossroads and the lack of options to improve this increasing bottleneck. The situation is compounded further by the complicated access onto the A12 at Ufford. The very surprising decision re the Woods Lane housing and possible future development on Yarmouth Road?, including the Sports centre opposite the council depot, fall into this area of concern.</p>	<p>Noted</p>	

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	<p>I will look forward to monitoring developments</p>		
<p>21. Claire McBurney, Resident</p>	<p>There is no doubt that time and a great deal of public money has been spent on preparing the Melton Neighbourhood Plan and it is therefore with the greatest regret that I am writing to express my disagreement with the Plan in its present form. I feel that there has not been enough public consultation on the Plan as it progressed and that providing a robust programme of community engagement and creating a well-developed evidence base would have ensured that the Melton Neighbourhood Plan was based on a proper understanding of the area, the views of local people and what is needed to help the community thrive.</p> <p><b><u>Sustainability Appraisal Scoping Report</u></b>  <b>1.17 In order to develop the Neighbourhood Plan, Melton Parish Council set up a Neighbourhood Plan team which comprises Parish Councillors and a number of local volunteers. This team has put together a programme of engagement activities which has ensured that the community has the opportunity to input at every stage.</b></p> <p>I consider that the above statement greatly exaggerates the degree of community involvement that took place in the development of the Melton Neighbourhood Plan particularly between the consultant writing Version 1 (January 2015) and Version 5 (March 2016). In Version 1 of the Melton Neighbourhood Plan the consultant appears to begin to capture the views of community as expressed in early consultation drawing out areas that required further consultation and work to be completed by the Melton</p>	<p>Disagree. The Consultation Statement details the substantial amount of community engagement that there has been in order to develop the plan. In addition, the Pre-Submission Consultation (Reg 14 stage) has provided further opportunity for people to shape the plan. No Parish Council money has been spent on addressing the costs of preparing the plan.</p> <p>All matters relating to the sustainability of the site and its assessment against other options have been addressed in the Sustainability</p>	

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	<p>Neighbourhood Working group. However, there were no meetings of the Melton Neighbourhood Plan Working Group convened between October 2014 and the Public Consultation in March 2016 (except for a small group of volunteers who attended a workshop and subsequently wrote Area Character Assessments). No community consultation took place between July 2014 and March 2016. In 2016 there were three consecutive Open Days where a draft pre-submission Neighbourhood Plan (Version 5) was presented including a proposed site allocation together and a development sketch for housing/business units on what has become known as the Carter/Warburg site. It must be concluded that the differences and significant shifts in emphasis between versions 1 and 5 of the Neighbourhood Plan were not the result of community consultation.</p> <p><b><u>Melton Neighbourhood Plan</u></b>  <b>1.5...The process of producing a plan has sought to involve the community as widely as possible and the different topic areas are reflective of matters that are of considerable importance to Melton, its residents, businesses and community groups. It has therefore given the community the opportunity to guide development within their neighbourhood.</b></p> <p>I do not agree that the “process of producing a plan has sought to involve the community as widely as possible” or that the process has “given the community the opportunity to guide development within their neighbourhood”. The limited amount of consultation that has taken place has greatly favoured those with high level literacy skills and plenty of time available. In all probability the</p>	Appraisal.	



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	<p>same people have being consulted repeatedly while most of the community has remained outside the process. No attempts have been made to explore themes raised by the questionnaire one at a time or to make the information more accessible to the wider community through, for example, oral presentations supported by visuals, informal discussions or workshops.</p> <p>The proposed developer of the Carter/Warburg site was not available to discuss the plans for the site at the Open Days in March 2016 (or at any other time) and the plans are so vague that no one really knows what is being proposed.</p> <p>I am not sure that the Plan, in its present form is wholly “reflective of matters that are of considerable importance to Melton”. I do not know what happened to the aspirations as expressed in Version 1 of the Neighbourhood Plan such as:</p> <ol style="list-style-type: none"> <li>1. proposals to improve mobile phone reception</li> <li>2. the “aspiration to create opportunities for small-scale employment and retail. The thinking was that this should be mixed in with new housing developments. ...given the limited amount of space, it is not likely that you will get any of the ‘mini-business parks’ that people don’t want to see here”.</li> <li>3. the recognition of “ the specific physical and environmental constraints around Woodbridge and Melton that impact significantly on the ability to deliver growth. Specifically this includes: <ul style="list-style-type: none"> <li>· the Deben Estuary with its nature conservation and landscape designations to the east;</li> <li>· the significant extent of areas at risk from flooding, related to</li> </ul> </li> </ol>		

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	<p>the proximity of the River Deben</p> <ul style="list-style-type: none"> <li>· the high quality historic built environment and significant scale of the conservation area stretching north from Melton Village.”</li> </ul> <p>The Neighbourhood Plan (Version 5) proposes development on two sites that help to protect houses, businesses and the main communication routes (A1152 and the railway line) in Melton from flooding. The Carter site is a Zone 3 floodplain that failed the Flood Zone Sequential Test in 2004 (see Suffolk Coastal District Council Strategic Housing Land Assessment Availability 2014). The site is not vacant as suggested in the Melton Neighbourhood Plan 10.1. It is a piece of rough ground currently used as a lorry park/storage facility. The existing employment use is practical since containers and lorries can be removing if there is a severe flood warning (as in 2013 and 2007). Although there is a Portacabin used as an office there are no other buildings impacting on the ability of water to drain from the site. 55% of the Warburg site is in a locally designated Special Landscape Area. The traffic generated by the proposed developments would need to be channelled through the most unsafe and polluted roads in Melton, some of which are also the main pedestrian routes and the location of the majority of historic buildings (The Street and Station Road). The fears of local residents regarding road safety in this area are not exaggerated as the recent tally of collisions between vehicles and pedestrians (one, hit and run), cyclists (two, both hit and run) and motorbike users (one, motorist admitted full responsibility) over the past two months (July and August 2016) illustrates. Councillor Bond (Suffolk County Council) made it abundantly clear (Full Parish Council</p>		

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	<p>Meeting 14<sup>th</sup> September 2016) that despite of his best efforts over many months, the well documented traffic problems, frequent collisions between vehicles and recent accidents involving cyclists and pedestrians in the central Melton Village area, no improvements to traffic safety along routes in Melton can be expected at any time in the foreseeable future.</p> <p><b><u>The Draft Habitats Regulations Screening Report, prepared by Suffolk Coastal District Council to accompany the Pre-Submission Melton Neighbourhood Plan</u></b></p> <p><b>5. Table 3 states that, in the event of the Woods Lane appeal failing, the housing proposed on the Warburg site would be, “additional to that identified for this area through the Core Strategy.”</b></p> <p>At the beginning of the Neighbourhood Plan process, there was an identified need for housing in Melton but this will now be met by the development of two sites in Woods Lane (since the appeal referred to above has failed). The proposed development in Woods Lane will deliver a range of smaller housing including 60 affordable units (social and intermediate).</p> <p>The former Girdlestons factory site (which was vacant at the beginning of the Neighbourhood Plan process) is being developed as a business park (building commenced during 2015). Riduna Park Phase 1 providing new offices for Suffolk Coastal District Council is almost complete and there are still office units available to rent in</p>		

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	<p>this development phase. The Riduna Park website shows that none of the units in Phases 2 or 3 of the development have been reserved so approximately half of the site remains available for commercial development when and if there is any demand in the future.</p> <p>A further potential development site (village centre, Flood zone 1) has been allocated for leisure (community orchard/allotments) and the Parish Council has helped to facilitate the securing of the site for the use of the Deben Community Farm.</p> <p>It appears, then, that the identified housing needs of the area have already been met and there is potentially an oversupply of land allocated for commercial development on the former Girdlestons site (now Riduna Park).</p> <p>The proposed development on the Carter/Warburg site does not contribute to Objectives 1, 2 or 3 of the Neighbourhood Plan and I would like to know, therefore, why the Parish Council has decided to continue to include the site in the Neighbourhood Plan and to drive development in what is probably the least sustainable location in Melton.</p> <p><b><u>Sustainability Appraisal Scoping Report</u></b>  <b>2.6 The NPPF stresses the importance of sustainability running as a ‘golden thread’ throughout plans and policies.</b></p> <p>If sustainability is the “golden thread” and bearing in mind the stated objectives of the Neighbourhood Plan, I would like to know, to date, what professional judgements have been taken into</p>		

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	<p>account during the site allocation selection process and what attention Melton Parish Council has given to:</p> <ul style="list-style-type: none"> <li>· Environment Agency flood risk mapping</li> <li>· The Suffolk Coastal District Council Strategic Housing Land Availability Assessment (March 2014)</li> <li>· The projected cumulative impact on traffic safety, air quality and the sewage system of the Woods Lane and Riduna Park developments</li> <li>· The impact on designated landscapes (the SLA status of over half of the Warburg site is being removed through the Neighbourhood Planning process in a way that is not obvious to the community)</li> <li>· The conservation and enhancement of biodiversity</li> <li>· The availability and the deliverability of the proposed development</li> </ul> <p>I sincerely hope that Melton Parish Council follows the advice of the Environment Agency as they agreed at the Annual Parish Meeting on 4<sup>th</sup> May 2016. I would like to request that the Environment Agency report is made available to Melton residents as soon as possible to reassure them that developing the Carter/Warburg site will not increase the risk of flooding in Melton.</p> <p><b><u>Policy Mel10: Provision of allotments, community orchard and a community farm/educational facility</u></b></p> <p>Although I am greatly in favour of providing community facilities, the Neighbourhood Plan makes some very big promises to the community about what facilities will be provided in Melton. I</p>		

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	<p>would like to know who will be paying for the development of these facilities and what hard evidence is available to demonstrate that the proposals are viable and sustainable in this locality. Melton already has a community orchard as a scattered feature with Apple Days held at Foxburrow Farm, Melton (the next Apple Day is on 9th October 2016). There is also considerable amount of crossover between the work of Transition Woodbridge in Melton and Poppy’s Pantry (Melton) and what is being proposed by Deben Community Farm. I am also wondering how the traffic generated by the activities of Deben Community Farm will be managed in Saddlemakers’ Lane.</p> <p>In the Melton Messenger (May 2016) the Parish Council has suggested that “with a number of developers targeting us at the moment for very large developments on very inappropriate sites we need to be able to fight what we don’t want by accepting that we have to have some development on brownfield sites”. Statements such as this have not helped residents to understand the choices being made. The consultant employed by Melton Parish Council made it quite clear that there could be no guarantee that including a land allocation in the Melton Neighbourhood Plan would stop development elsewhere in Melton (May 2016). The Carters site is a brownfield site but it is also a Zone 3 floodplain protecting homes and businesses in the village from flooding. The Warburg site is not a brownfield site; it is a greenfield site and more than half is a designated Special Landscape Area. The Warburg site helps to offer protection against flooding by acting as a giant sponge releasing rain water slowly to be absorbed into the ground. Half-truths are not good enough for</p>		

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	the people of Melton and I will never agree that trying to throw people to the lions in a less affluent corner of Melton in the hope of protected the interests of others elsewhere could ever be acceptable. That wouldn't be very neighbourly, would it?		
22. The Tricker Family, Residents	<p>I have just read through the Draft proposal and give my backing to it. Just a few notes/comments.</p> <ul style="list-style-type: none"> <li>- Cycle path. It would be great to see a path running up Woods Lane as shown. I am an experienced cyclist and will not cycle up Woods Lane as it is. There appears to be a gap in the proposed path between Valley Farm Road and The Street. Could this somehow be "filled in". My Wife campaigned unsuccessfully for two years (with help from David Kemp the ex SCC cycling Officer) to get a safe Cycling route to Farlingaye. To see the Woods Lane Path and crossing would be great.</li> <li>- Villiage Hall. This sounds good. Please be a bit cautious of "multifunction" halls other wise you end up with souless halls like the Woodbridge Community Centre. Has anyone ever played Badminton in there?</li> <li>- I think you're a bit hard on the Houseboats. Granted you don't want to see the river bank solid with them, but the few we have, in my opinion add character to the river side.</li> </ul> <p>Thanks for all your hard work.</p>	Noted	
23. Fitzpatrick Family, Residents	We are in support of the neighbourhood plan.	Noted	
24. Carol Smith, Resident	<p>I'm writing in response to the Neighbourhood Plan consultation and wish to make the following comments</p> <ol style="list-style-type: none"> <li>1. As a local resident i am very disappointed at the lack of communication regarding the proposals. I have taken the</li> </ol>	Disagree. The Consultation Statement details the substantial amount of community	

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	<p>opportunity to view the written plan, but most people I speak to locally have no idea of the proposals. There has been very limited opportunity for local residents to take part in any discussion/consultation, and whilst I understand the cost implications of putting anything on paper and delivering, the sole use of email and the Parish magazine is, in my view lacking.</p> <p>2. In view of the Woods Lane development, will there not now be sufficient development in Melton without using the Carter/Warburg site?</p> <p>3. The Carter/Warburg site is a large area, that clearly needs some development - but is the provision of more houses and businesses really the solution for Melton? I would suggest that the infrastructure (schools, GPs, traffic/roads etc) will struggle with all the Woods Lane development alone, so alternative uses should be explored.</p> <p>4. The flood plain is a key concern for residents and I look forward to seeing the evidence from the Environment Agency that this is a safe area to develop for the whole of Melton.</p> <p>5. I am particularly concerned about the environmental risks of increased traffic, especially at the Melton crossroads by the primary School. As you will be aware, at peak times there is a long queue of traffic, nearly stretching back to the level crossing - this will increase and lead to decreased air quality, especially at a time when children are going to school. This will be exacerbated by the new Council offices which will greatly increase traffic in this area</p>	<p>engagement that there has been in order to develop the plan. In addition, the Pre-Submission Consultation (Reg 14 stage) has provided further opportunity for people to shape the plan.</p> <p>All matters relating to the sustainability of the site and its assessment against other options have been addressed in the Sustainability Appraisal.</p>	



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<p>25. Sarah Margittai, Resident</p>	<p>and lead to 'rat runs' - Station Road especially. Thank you.</p> <p>Melton Neighbourhood Plan – a few comments.</p> <ol style="list-style-type: none"> <li>1. The presentation is neat and attractive.</li> <li>2. The volume of material is overwhelming and daunting.</li> <li>3. Whilst the text is clear and easy to read the maps, which are very important, are virtually illegible.</li> <li>4. Suggestion: fewer photographs but more, larger, clearer maps.</li> <li>5. Presumably the Plan is the basis for future development in which case I would like to see more reports from local groups on their likes, dislikes and needs. Eg; Parents of our Primary School children. Parents of Melton children at Farlingaye. Melton WI and similar groups. The elderly – drivers and non-drivers, mobile and house-bound. Social workers and carers working and/or living in Melton. Members of sports and leisure groups (for adults &amp; young people) active in Melton. Owners and managers of businesses in Melton. Etc.</li> <li>6. Assuming that the Woods Lane site is likely to go ahead and meet the Government requirements for more housing in Melton, and that there are various other in-fill sites approved I cannot see a</li> </ol>	<p>The plan process has sought to undertake community engagement with a wide range of interests. We have involved the Primary School and the parents there and made attempts to involve Farlingaye School and have had feedback from the Headteacher.</p> <p>All matters relating</p>	

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	<p>need for housing development on the Carter-Warburg sites where access would be problematic and flooding a potentially serious risk. Would not outdoor leisure activities such as skate-parks, athletic tracks, park-land and community gardens be a wiser investment on land liable to flooding?</p> <p>7. Should not more attention be paid to two "traffic funnels", the Wilford Bridge and The Street?</p> <p>8. There is an interesting BBC Radio 4 "World at One" series of interviews regarding the Lavenham Neighbourhood Plan which appears to have productively engaged the population.</p>	<p>to the sustainability of the site and its assessment against other options have been addressed in the Sustainability Appraisal.</p>	
<p>26. Barbara Wright, Landowner</p>	<p>As joint owner of land to the North of Woods Lane, West of Valley Farm Road (<i>as shown on the attached Site Location Plan – Highlighted Green</i>) I write to formally object to the lack of inclusion of this site within the Plan as an identified allocation for residential development.</p> <p>As an identified 'Key Service Centre Village' in close proximity to the 'Market Town' of Woodbridge, the village of Melton is clearly of a scale and geographical location to accommodate levels of growth far in excess of the 50-odd dwellings currently being suggested as the only formal allocation within the Plan.</p> <p>Since the publication of this Draft Neighbourhood Plan, Suffolk Coastal District Council have determined not to seek to challenge the previously issued Appeal Decision, which granted Outline Planning Permission on land immediately to the west of my site, (<i>Highlighted Red on attached plan,</i>) North of Woods Lane and East of the A12 (<i>Sites 750/750a on 'Map 2' of the</i></p>	<p>All matters relating to the sustainability of the proposed site allocation and its assessment against other options have been addressed in the Sustainability Appraisal.</p>	

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	<p><i>Neighbourhood Plan</i>), hence this site similarly now needs to be identified within the Neighbourhood Plan as a housing allocation.</p> <p>Given the identification of Sites 750/750a and the previous Appeal Inspectors acknowledgement of their sustainability credentials, it is clear that my site then benefits from the same positive sustainability credentials, given that the key services of the village Primary School, convenience shop, public house, hairdressers and Church, together with a number of existing employment sites, all lie in closer proximity to my site than that of Sites 750/750a, with a continuous pedestrian route available to access all facilities.</p> <p>To this end, in order to make it 'Sound', the Neighbourhood Plan requires amending to include this site as a housing allocation, with the resulting settlement boundary for the village also then requiring amendment to include the totality of this area within the defined settlement boundary for the village.</p>		
27. Neal Wright, Landowner	<p>As part of the requirements of the Localism Act 2011 and Regulation 14 of the Neighbourhood Planning (General) Regulations 2015 (as amended), Melton Parish Council is undertaking Pre-Submission Consultation on the Draft Melton Neighbourhood Plan. Once adopted, the Melton Neighbourhood Plan will form part of the development plan for the area, along with the Suffolk Coast District Local Plan – Core Strategy &amp; Development Management Policies (July 2013).</p> <p>These representations are prepared in respect of our interest in an area of land to the north of Woods Lane, Melton. The land is situated immediately east of <i>Land to the North of Wood Lane</i>,</p>	All matters relating to the sustainability of the proposed site allocation and its assessment against other options have been addressed in the Sustainability Appraisal.	

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	<p><i>Melton</i> which was the subject of appeal APP/J3530/A/14/2225141 and was granted planning consent recently at the High Court. The land in question is identified at Appendix 1 and is hereafter referred to as 'The Site' for clarity. The full extent of The Site is within our ownership and is available for development.</p> <p><b>Assessment of Plan Against Basic Conditions</b></p> <p>Paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 dictates that a Neighbourhood Plan meets the 'Basic Conditions' if:</p> <ul style="list-style-type: none"> <li>(a) having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the order;</li> <li>(b) having special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses, it is appropriate to make the order;</li> <li>(c) having special regard to the desirability of preserving or enhancing the character or appearance of any conservation area, it is appropriate to make the order;</li> <li>(d) the making of the order contributes to the achievement of sustainable development;</li> <li>(e) the making of the order is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area);</li> <li>(f) the making of the order does not breach, and is otherwise compatible with, EU obligations, and</li> <li>(g) prescribed conditions are met in relation to the order and prescribed matters have been complied with in connection with the proposal for the order.</li> </ul>		

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	<p>Basic Condition (a) requires a Neighbourhood Plan to have regard to national policies and advice contained in guidance issued by the Secretary of State; this is supplemented by Basic Condition (d) which requires a Neighbourhood Plan to contribute towards the achievement of sustainable development.</p> <p>The adopted Coastal Suffolk Local Plan 2013 allocated circa 940 new dwellings to be found across the Market Towns of the district, of which Woodbridge is identified. The Local Plan is clear that the settlement of Woodbridge includes parts of Melton Parish. The Pre-Submission version of the Site Allocations document confirms that 200 new allocations are needed to be found within the Woodbridge area. The adopted Local Plan acknowledges the physical and environmental constraints in respect of expanding Woodbridge, but notes that ‘further significant expansion of Woodbridge (and Melton) will be sympathetically considered having regard to the local character and key physical thresholds.’</p> <p>In respect of Key and Local Service Centres, the adopted Local Plan identifies a need for circa 780 new dwellings across the settlements. Of these, the Pre-Submission version of the Site Allocations document confirms that 10 dwellings will need to be found in or around Melton village.</p> <p>The Draft Melton Neighbourhood Plan proposes an allocation of circa 55 dwellings on Land off Wilford Bridge Road. Land off Wilford Bridge Road is a brownfield site and may be difficult to deliver given likely unknown costs that can result from the development of previously-developed land and the impact on development viability this can have. The 180 dwellings granted consent on Land North of Woods Lane, Melton will count against the 200 dwelling requirement for Woodbridge. Notwithstanding</p>		

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	<p>this, the housing policies of the Coastal Suffolk Local Plan 2013 were found to be out-of-date by virtue of the fact that the Council is currently unable to demonstrate a 5 year housing land supply. The affect of being unable to demonstrate a 5 year housing land supply is, as per the provision of paragraphs 49 and 14 of the NPPF, that those policies of the development plan, (including a Neighbourhood Plan) that relate to the supply of housing, should not be considered up-to-date. In a recently recovered decision on a site at Earl's Barton, the Secretary of State agreed with an appeal Inspector's conclusions that the lack of a 5 year housing land supply engaged paragraph 49 of the NPPF and rendered the Neighbourhood Plan housing policies, which form part of the development plan, out of date and therefore such policies should carry limited weight in decision-making.</p> <p>The Court of Appeal (reference [2016] weca Civ 168) recently considered two conjoined appeals: 1) Suffolk Coastal District Council and Hopkins Homes Limited, and SofS for Communities; and 2) Richborough Estates Partnership LLP and Cheshire East Borough Council, and SofS for Communities. The judgement was handed down on the 17th March 2016. The Court of Appeal was presented with several options for the interpretation of paragraph 49 which ranged from 'narrow' interpretation, meaning only policies dealing with the numbers and distribution of new housing were caught, to a 'wider' interpretation which included both policies that provided positively for the supply of new housing and other policies whose effect was to restrain the supply of housing by restricting development in certain parts of a Local Planning Authority's area.</p> <p>Ultimately the Court favoured the 'wider' interpretation.</p>		

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	<p>Paragraph 32 of the judgement states that the meaning of the words ‘relevant policies for the supply of housing’ when construed objectively in their proper context should be ‘relevant policies affecting the supply of housing’.</p> <p>To summarise, whilst it is accepted that the Melton Neighbourhood Plan seeks to reflect the Spatial Strategy adopted by the Coastal Suffolk Local Plan 2013, it is considered that in order to avoid the ‘relevant policies for the supply of housing’ of the Neighbourhood Plan becoming out-of-date should a 5 year housing land supply shortfall emerge across the Coastal Suffolk district, the Neighbourhood Plan should plan proactively and consider including a potential reserve site. This approach would allow the community of Melton Parish further control going forward should a district wide 5 year housing land supply shortfall emerge and paragraphs 49 and 14 of the NPPF become engaged. In light of the fact that the adopted Coastal Suffolk Local Plan 2013 made a commitment to an early review, which is now underway and will review fully and objectively assessed housing need, it is considered extremely likely that the housing requirement for the district will increase and thus a shortfall will emerge.</p> <p>In his assessment of the case during appeal APP/J3530/A/14/2225141 in respect of Land North of Woods Lane, Melton, the Inspector concluded at paragraphs 48 – 60 that the site is within a sustainable location in terms of it’s proximity to services and facilities, as well as its accessibility to sustainable modes of transport. The Site is located to the immediate east of Land North of Woods Lane, Melton and it thus performs even better in respect of its proximity to all of the services and facilities of the village of Melton.</p>		

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	<p>Furthermore, now that permission has been granted for the development of Land North of Woods Lane, Melton, The Site is now a logical extension to the settlement and its development would have very limited environmental impact, particularly in respect of landscape and visual impact.</p> <p>As such, it is considered that Melton Parish Council should allocate The Site, as identified at Appendix 1 of these representations, as a suitable reserve site to come forward in the event of a 5 year housing land supply shortfall, where the 'relevant policies for the supply of housing' of the Neighbourhood Plan would become out of date in any event.</p>		
28. Womens Institute	<p>Thank you for inviting Melton W.I. to comment on the Neighbourhood Plan as one of the community organisations meeting in Melton.</p> <p>We are now in our third year and have 40 members from Melton and the surrounding areas.</p> <p>We meet monthly in the Burness Parish Rooms and at our September meeting the President was nominated to respond to the survey.</p> <p>Our main comment is that we have noted and welcomed the vast improvement in village identity and community spirit engendered by groups such as ours meeting actively here in Melton.</p> <p>We are currently arranging a large meeting for this October, involving other W.I.'s in the locality.</p> <p>It would have been logical to host it here in Melton, however there is no venue large enough and so we have had to book Bromeswell Village Hall instead. The irony was not lost on our members!</p> <p><b>Therefore Melton W.I. strongly supports the proposal to build a new community hall here in Melton and it seems to make sense</b></p>	Noted	



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	<p>that this be sited on or near the Playing Fields. We would like to see the building</p> <ol style="list-style-type: none"> <li>1. To fit in with local design and architectural styles</li> <li>2. To be sustainable and perhaps with a green or living sedum roof for instance</li> <li>3. To have enough car parking adequate for village activities and to be screened off by trees and plants where appropriate to retain the green aspect of the playing fields.</li> </ol> <p>Congratulations to Melton Parish Council for producing the comprehensive document.</p>		
<p>29. Andrew Fryatt, Resident</p>	<p><b>(unable to copy as sent a scanned letter)</b> – <b>Precis:</b> Against the Carter/Warburg proposal and believes it would be putting peoples lives at risk on this floodplain. A lot of people in the area are unaware that there is a village plan and will be against the C/W development. Woods Lane now happening and that is more than enough. Don't forget all the special wildlife on the Warburg site. Traffic on The Street and in Station Road already very busy and with increased development this will only get worse.</p>	<p>All matters relating to the sustainability of the proposed site allocation and its assessment against other options have been addressed in the Sustainability Appraisal.</p>	
<p>30. Melton Heritage Group</p>	<p>Thank you for the opportunity to respond to the Melton Neighbourhood Plan as one of the community organisations meeting in Melton.</p> <p>Melton Heritage Group, or WW1 Group for short, was founded after the success of the 2012 events in Melton, including the</p>	<p>Noted</p>	

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	<p>Olympic Torch Relay and the Queen’s Diamond Jubilee. It was supported by both the parish council and the district council. The purpose of Melton Heritage Group is to commemorate Melton in the First World War and specifically to carry out research into the names of all those from Melton who fought during 1914-1918, including workers at St Audry’s Hospital.</p> <p>The Group is a community partnership between village organisations and is chaired by Melton P.C. The other members are Melton Primary School, St Andrew’s Church, Melton Old Church and the Burness Parish Rooms, assisted by a small team of volunteers. All ages have been involved.</p> <p>We aim to publish our findings in 2018/2019.</p> <p>Our Aims enable us to take a long-term view of the last hundred years and this informs our comments on the vision in the Neighbourhood Plan for the character of Melton in the next hundred years.</p> <p>We support the Vision for Melton as laid out in the plan and would comment as follows:</p> <ol style="list-style-type: none"> <li>1. We welcome the proposals offering facilities for both old and young in Melton, bringing together both demographics, important in view of an ageing population.</li> <li>2. We support building in the village, providing it is in keeping with the local design and architectural styles.</li> <li>3. We support the proposal to build a Community Hall to replace the space that has been lost by the sale of the Lindos centre, a valuable community asset.</li> </ol>		

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	<p>4. We would like to encourage community groups to expand in the village to embrace a thriving arts and cultural scene.</p> <p>5. Although Melton is not nucleated as such, there is a conservation area which acts as a centre and we would like to see this further recognised and preserved for future generations to enjoy the character of earlier times.</p> <p>6. The area opposite McColl's around the Village Sign is becoming untidy and in need of better care, especially in wet weather. As the District Council moves into the Village and becomes a key stakeholder, it would be timely and fitting to invest in some sympathetic landscaping.</p> <p>7. Melton has a rich and diverse character as set out in the NP, river and saltmarsh, trees and woodland: there must be few villages with the environmental mix that Melton enjoys. On the border of the AONB in one direction and Suffolk agricultural and countryside in the other, each is distinct. We hope that our open spaces can be preserved where possible.</p> <p>8. Finally, Melton Heritage Group would like to suggest that St. Audry's is also a special place in the village. The housing conversions and new buildings in the local style are very much part of the heritage landscape in this area. Our research is uncovering more about its history and the</p>		

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	<p>valuable role the hospital played over the years. We are proposing a Commemorative Garden in a quiet corner of the site in memory of previous generations who served their country and their local community.</p> <p>The Parish Council is to be congratulated on the huge contribution made by the Neighbourhood Planning Group.</p> <p><b>The Heritage Group would like to recommend a copy of the three volumes making up the Neighbourhood Plan as it currently stands, be placed with the Melton archives at the Suffolk Records Office for posterity.</b></p>		
<p>31. Robert Eburne, Strategic Land and Planning Manager for Hopkins Homes</p>	<p><b>Hopkins Homes Ltd</b> is an independent residential development company with its office premises in the Parish of Melton at Melton Park where the company has refurbished and redeveloped the former St Audry's Hospital site. The Company has built homes and business premises in Melton, Woodbridge and throughout Suffolk Coastal District. It also has a number of other land interests and active developments throughout Suffolk.</p> <p><b>1.0 Background</b></p> <p>1.1 This statement is intended to provide comments on the Draft Melton Neighbourhood Plan in terms of both the planning process and the content and objectives of the plan.</p> <p>1.2 Whilst the draft Neighbourhood Plan document is well written and contains some well-focussed and interesting community aspirations which may not have been realised by a district-wide document, we have concerns about the robustness of the process and evidence and the failure of the plan to align itself with the current strategic objectives of the district. The</p>	<p>Noted.</p> <p>Many of the matters raised relate to strategic matters such as objectively assessed housing need, therefore are matters that should be directed to Suffolk Coastal DC.</p> <p>All matters relating to the sustainability of the proposed site allocation and its assessment against other options have</p>	

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	<p>plan is similar to other recent and emerging Neighbourhood Plans in that it relies unduly upon out of date district plans and fails to deliver proportionate and necessary growth. Instead the plan opts for a low growth and aspirational approach to issues which is long on aspiration and short on delivery. We consider that the plan needs to be amended to meet the so called “<i>basic conditions</i>” required to be satisfied prior to referendum. The relevant legal conditions are:</p> <ul style="list-style-type: none"> <li>☑ To have regard to national policies and advice,</li> <li>☑ To contribute to the achievement of sustainable development,</li> <li>☑ To conform with the strategic policies contained in the development plan,</li> <li>☑ To comply with prescribed matters.</li> </ul> <p>Paragraph 009 of the National Planning Practice Guidance of March 2014 (NPPG) underlines the difficulty here: Page <b>2</b> of <b>10</b></p> <p><i>“A draft neighbourhood plan must be in general conformity with the strategic policies of the development plan in force if it is to meet the basic condition. A draft Neighbourhood Plan or Order is not tested against the policies in an emerging Local Plan although the reasoning and evidence informing the Local Plan process may be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested”.</i></p> <p>1.3 <i>“Where a neighbourhood plan is brought forward before an up-to-date Local Plan is in place the qualifying body and the local planning authority should discuss and aim to agree the</i></p>	<p>been addressed in the Sustainability Appraisal.</p>	

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	<p><i>relationship between policies in:</i></p> <ul style="list-style-type: none"> <li>• <i>the emerging neighbourhood plan</i></li> <li>• <i>the emerging Local Plan</i></li> <li>• <i>the adopted development plan</i></li> <li>• <i>with appropriate regard to national policy and guidance.</i></li> </ul> <p><i>The local planning authority should take a proactive and positive approach, working collaboratively with a qualifying body particularly sharing evidence and seeking to resolve any issues to ensure the draft neighbourhood plan has the greatest chance of success at independent examination”.</i></p> <p>1.4 The District Local Plan is the 2013 Suffolk Coastal Core Strategy. However, that Local Plan is out of date in relation to housing policy because it expressly confirms that it is to be reviewed prior to the end of 2015. The purpose of the shortened lifespan of the Core Strategy was to allow a very speedy review to produce a revised plan which would plan appropriately for the full Objectively Assessed Needs for new housing up to 2027. No such review has taken place. The 2013 Core Strategy relied on a lesser district wide housing figure (7900 homes) than the true figure (11,000 homes). Given that there is a national priority “to boost significantly the supply of new homes” it is imperative that the District Council uses its Objectively Assessed Need (OAN) as a minimum base from which to plan housing growth. The district is not planning in this way and, although this is a matter for them, the neighbourhood plan must plan to share strategic growth and accord with national policy.</p> <p>1.5 In the unfortunate environment where the District Council is not maintaining an adequate supply of deliverable housing land in tune with its OAN, National Policy is quite clear that any Local Plan and Neighbourhood Plan will be regarded as Out of Date in respect of its Housing Policies. Thus the draft Neighbourhood</p>		

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	<p>Plan, being based upon poor strategic advice and sub-minimal housing needs will be out of date even prior to its adoption.</p> <p>1.6 Paragraph 1.1 of the Neighbourhood Plan states “It represents one part of the development plan for the parish over the period 2016 to 2030, the other part being the 2013 Suffolk Coastal District Local Plan”. This statement is incorrect because the 2013 plan extended only to 31st December 2015. Again in paragraph 1.7, the Neighbourhood Plan states “The relevant Suffolk Coastal District Local Plan was adopted in 2013 and, Page 3 of 10</p> <p>under the guidance provided by the NPPF, is up to date”. This is also incorrect.</p> <p><b>2.0 The Plan Content and Objectives</b></p> <p><b>2.1 Hopkins Homes Ltd has concerns that the Neighbourhood Plan does not have regard to National Policy and Strategic Policies and cannot be fully accepted as contributing to sustainable development as is required paragraph 8 of Schedule 4B to the 1990 Act.</b></p> <p>2.2 Melton has a long established and unique place in the strategic settlement hierarchy of Suffolk Coastal District. It is a part of Woodbridge town for planning purposes, with paragraph 4.73 of the Core Strategy stating: “The town of Woodbridge is defined by it’s built up rather than administrative area, which extends into the parishes of Melton and Martlesham. For ease of reference, however, throughout the Core Strategy the town is referred to as simply ‘Woodbridge’.” Policy SP26 of the Core Strategy states that “Further significant expansion of Woodbridge (and Melton) will be sympathetically considered having regard to the local character and key physical thresholds”. Melton village is also a Key Service Centre with a</p>		

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	<p>broad range of facilities to support sustainable development. In short, the planning system encourages growth in sustainable centres well served by infrastructure facilities and public transport. The Neighbourhood Plan misrepresents the significance of Key Service Centres and the Towns in providing for growth.</p> <p>2.3 Paragraph 4.6 identifies that it is the role of the Neighbourhood Plan to define Physical Limits Boundaries although the District Council's Core Strategy also promises to do this.</p> <p>2.4 It is noted that the Neighbourhood Plan contains no policy direction or Physical Limits Boundaries for a significant part of the parish. Hopkins Homes Ltd considers that it would be both unusual and inappropriate to not define Melton Park as being part of the settlement. Indeed, this location contains a number of facilities, businesses and 207 homes along with a population of 460 people but the Neighbourhood Plan ignores it. Melton Park sits well within the overall Settlement Hierarchy of Suffolk Coastal in its own right... being larger than several Local and Key Service Centres. (Appendix A).</p> <p>2.5 The Neighbourhood Plan should be changed to provide a Physical Limits Boundary for Melton Park as set out in Appendix B to this statement. Such a boundary has appeared in previous Neighbourhood Plan documentation from 2014 and would provide those residents with security that their homes are not to be regarded as stand-alone isolated countryside properties. Furthermore, the Neighbourhood Plan fails to recognise the existence of planning permission for development off Woods Lane. However, the plan does include the land next to Potash cottage and perhaps this discrepancy should be remedied. It is inconsistent to show a Page 4 of 10</p>		



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	<p>community of 207 new homes in the Countryside but an undeveloped site being in a Settlement Boundary.</p> <p>2.6 Policy MEL11 refers to Special Landscape Areas but there is absolutely no evidence base to support the identification of a higher order landscape protection in the plan. National Planning Policy advises against creating local landscape designations, particularly those not supported by evidence. This policy should be deleted.</p> <p>2.7 The Neighbourhood Plan's aspirations to make use of CIL income are welcomed, however, further infrastructure should be identified relevant to growth.</p> <p><b>3.0 Prescribed Process</b></p> <p><b>3.1 Hopkins Homes Ltd has some concerns about the publicity, production and administration of the draft Neighbourhood Plan.</b></p> <p>3.2 The Neighbourhood Plan was published for public consultation purposes on 1st July 2016, which was before the District Council had initiated its Local Core Strategy Review process and prior to the Examination in Public in respect of the District Council's Site Specific Local Plan Policy document. The Neighbourhood Plan fails to consider any of that evidence base. The plan presents itself as conforming to an out of date plan but does not conform in several respects.</p> <p>3.3 The Neighbourhood Plan consultation website is biased towards minimising growth and prejudices consultation responses by including the following statement on its opening page: "New Development Proposal As part of the NP we are required to allocate some housing. This is sensible when we have a proven need for a small amount of affordable housing but it is also sensible because it puts us in a</p>		

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	<p>stronger position, once the NP is adopted, to argue against large housing applications which the community do not want and on innapropriate [sic] sites. The current draft idea is just that - a draft idea. Following feedback from our March events we will look at what improvements we can make. You should be aware of the following when looking at this proposal:</p> <ul style="list-style-type: none"> <li>- it is on a BROWNFIELD site which in all previous community consultation over the last 3 years has been identified as the place most people would want to see a small amount of development.</li> <li>- as a BROWNFIELD site something will eventually be developed there. It is better that as a community we try to shape what this is as much as possible rather than leaving it to fate - we could get something much worse e.g. a lorry park.</li> <li>- everyone is aware of the traffic issues in Melton. Most of this is due to the huge amount of traffic from the Peninsular which comes directly through Melton. We have very little power to influence this although Melton PC are talking to SCDC and SCC about it and it is a known issue. Page <b>5</b> of <b>10</b></li> </ul> <p>Despite this we need to find some solutions to the flow of traffic without it necesarily [sic] being a barrier to a SMALL amount of development in the future.</p> <ul style="list-style-type: none"> <li>- previous consultation has shown that in Melton we need affordable houses and small business and retail opportunities. Combined with the obvious amenity benefits (park, lake, cafe, farm, allotments etc) we have tried to provide for both these things with the new proposal.”</li> </ul> <p>3.4 Several elements of the above statement are inappropriate or incorrect. Hopkins Homes Ltd supports brownfield development but also has doubts about the delivery of the</p>		

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	<p>allocated development and would encourage the Neighbourhood Planners to provide evidence to ensure that the 55 homes are deliverable given the chronic shortage of housing supply in the locality.</p> <p>3.5 We believe that the consultation should be clearer about the process. Furthermore, the consultation documentation document makes no reference to Objectively Assessed housing Need (OAN), Housing Supply, Housing Delivery Trajectory or shared evidence with the District Council which is publically available.</p> <p><input type="checkbox"/> For its part, the Local Planning Authority has failed to properly publicise on its website: details of where and when the plan proposal may be inspected;</p> <p><input type="checkbox"/> details of how to make representations; and</p> <p><input type="checkbox"/> a statement that any representations may include a request to be notified of the local planning authority's decision under Regulation 19 in relation to the neighbourhood development plan.</p> <p>These are legal requirements of the Neighbourhood Planning (General) Regulations 2012</p> <p>3.6 Given that this is a "Pre-Submission Plan" there should be a statement explaining how the proposed neighbourhood development plan meets the requirements of paragraph 8 of Schedule 4B to the 1990 Act. The Neighbourhood Plan should be accompanied by a Basic Conditions Statement which would explain how the "basic conditions" are (or are not) being met.</p> <p>3.7 It would be hoped that such a Statement would explain why</p>		

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	<p>the Neighbourhood Plan provides no evidence in relation to housing, proposes no specific development targets its key site, relies on a housing growth development plan which is formally out of date (in respect of housing supply) and ignores the District Council's true OAN.</p> <p>3.8 The National Planning Policy Framework and the National Planning Practice Guidance state that throughout the process of developing a neighbourhood plan neighbourhood planners should consider how the plan will meet the basic conditions that must be met if the plan is to be successful at independent examination. It is advised that early drafts of the basic conditions statement should be shared with the Local Planning Page 6 of 10</p> <p>Authority. This is particularly important where the Local Planning Authority is in the midst of producing a district-wide development plan and is necessarily reviewing its strategic policies.</p> <p>3.9 There is no Basic Conditions Statement forming part of the consultation documentation. The term is not mentioned in the Plan at all. There is no submitted evidence that the District Council or other neighbouring authorities and the Neighbourhood Plan Qualifying Authority have been in discussions about housing supply or other strategic policy direction needed to make the plan legally compliant and effective.</p> <p><b>National Planning Policy Addendum National Policy Background (NPPF) 2012 Paragraphs 15 and 16 of the NPPF state:</b> 15 Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is</p>		

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	<p>clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.</p> <p>16 The application of the presumption will have implications for how communities engage in neighbourhood planning. Critically, it will mean that neighbourhoods should:</p> <ul style="list-style-type: none"> <li>o develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development</li> <li>o plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan;</li> </ul> <p><b>Paragraph 156 of the NPPF States:</b></p> <p>156 Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:</p> <ul style="list-style-type: none"> <li>o the homes and jobs needed in the area;</li> <li>o the provision of retail, leisure and other commercial development;</li> <li>o the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);</li> </ul>		

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	<p>o the provision of health, security, community and cultural infrastructure and other local facilities; and Page 7 of 10</p> <p>o climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.</p> <p><b>Paragraphs 183 to 185 of the NPPF are National Planning Policy specific to Neighbourhood Plans:</b> 183 Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes and neighbourhood forums can use neighbourhood planning to:</p> <ul style="list-style-type: none"> <li>☑ set planning policies through neighbourhood plans to determine decisions on planning applications; and</li> <li>☑ grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order.</li> </ul> <p>184 Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out</p>		

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	<p>clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies.</p> <p>185 Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation.</p> <p><b><i>The National Planning Practice Guidance of March 2014 includes the following relevant questions amongst other guidance:</i></b></p> <p><b>Paragraph 004 - What should a Neighbourhood Plan address?</b></p> <p>A neighbourhood plan should support the strategic development needs set out in the Local Plan and plan positively to support local development (as outlined in paragraph 16 of the National Planning Policy Framework.</p> <p>A neighbourhood plan must address the development and use of land. This is because if successful at examination and referendum the neighbourhood plan will become part of the statutory development plan once it has been made Page 8 of 10</p>		

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	<p>(brought into legal force) by the planning authority. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise (see section 38(6) of the Planning and Compulsory Purchase Act 2004). Neighbourhood planning can inspire local people and businesses to consider other ways to improve their neighbourhood than through the development and use of land. They may identify specific action or policies to deliver these improvements. Wider community aspirations than those relating to development and use of land can be included in a neighbourhood plan, but actions dealing with non-land use matters should be clearly identifiable. For example, set out in a companion document or annex.</p> <p><b>Paragraph 005 - Must a community ensure its neighbourhood plan is deliverable?</b> If the policies and proposals are to be implemented as the community intended a neighbourhood plan needs to be deliverable. The National Planning Policy Framework requires that the sites and the scale of development identified in a plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.</p> <p><b>Paragraph 009 - Can a Neighbourhood Plan come forward before an up-to-date Local Plan is in place?</b> Neighbourhood plans, when brought into force, become part of the development plan for the neighbourhood area. They can be developed before or at the same time as the local planning authority is producing its Local Plan. A draft neighbourhood plan or Order must be in general conformity with the strategic policies of the development plan in force if it is to meet the basic condition. A draft</p>		



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	<p>Neighbourhood Plan or Order is not tested against the policies in an emerging Local Plan although the reasoning and evidence informing the Local Plan process may be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested.</p> <p>Where a neighbourhood plan is brought forward before an up-to-date Local Plan is in place the qualifying body and the local planning authority should discuss and aim to agree the relationship between policies in:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> the emerging neighbourhood plan</li> <li><input type="checkbox"/> the emerging Local Plan</li> <li><input type="checkbox"/> the adopted development plan</li> <li><input type="checkbox"/> with appropriate regard to national policy and guidance.</li> </ul> <p>The local planning authority should take a proactive and positive approach, working collaboratively with a qualifying body particularly sharing evidence and seeking to resolve any issues to ensure the draft neighbourhood plan has the greatest chance of success at independent examination.</p> <p>The local planning authority should work with the qualifying body to produce complementary neighbourhood and Local Plans. It is important to minimise any conflicts between policies in the neighbourhood plan and those in the emerging Page <b>9</b> of <b>10</b></p> <p>Local Plan. This is because section 38(5) of the Planning and Compulsory Purchase Act 2004 requires that the conflict must</p>		

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	<p>be resolved by the decision maker favouring the policy which is contained in the last document to become part of the development plan.</p> <p><b>Paragraph 065: What are the basic conditions that a draft neighbourhood plan or Order must meet if it is to proceed to referendum?</b></p> <p>Only a draft neighbourhood Plan or Order that meets each of a set of basic conditions can be put to a referendum and be made. The basic conditions are set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004. The basic conditions are:</p> <p>a) having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the order (or neighbourhood plan).</p> <p>d) the making of the order (or neighbourhood plan) contributes to the achievement of sustainable development.</p> <p>e) the making of the order (or neighbourhood plan) is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area).</p> <p>f) the making of the order (or neighbourhood plan) does not breach, and is otherwise compatible with, EU obligations.</p> <p>g) prescribed conditions are met in relation to the Order (or plan) and prescribed matters have been complied with in connection with the proposal for the order (or neighbourhood plan).</p> <p><b>Paragraph: 066 When should a qualifying body consider the basic conditions that a neighbourhood plan or Order needs to meet?</b></p> <p>Throughout the process of developing a neighbourhood plan or</p>		

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	<p>Order a qualifying body should consider how it will demonstrate that its neighbourhood plan or Order will meet the basic conditions that must be met if the plan or order is to be successful at independent examination. The basic conditions statement is likely to be the main way that a qualifying body can seek to demonstrate to the independent examiner that its draft neighbourhood plan or Order meets the basic conditions. A qualifying body is advised to discuss and share early drafts of its basic conditions statement with the local planning authority.</p> <p><b>Paragraph: 069 What does having regard to national policy mean?</b></p> <p>A neighbourhood plan or Order must not constrain the delivery of important national policy objectives. The National Planning Policy Framework is the main document setting out the Government’s planning policies for England and how these are expected to be applied.</p> <p><b>Paragraph: 74 What is meant by ‘general conformity’?</b></p> <p>When considering whether a policy is in general conformity a qualifying body, independent examiner, or local planning authority, should consider the following:</p> <ul style="list-style-type: none"> <li>☐ whether the neighbourhood plan policy or development proposal supports and upholds the general principle that the strategic policy is concerned with</li> <li>☐ the degree, if any, of conflict between the draft neighbourhood plan policy or development proposal and the strategic policy</li> <li>☐ whether the draft neighbourhood plan policy or development proposal provides an additional level of detail and/or a distinct local approach to that set out in the strategic policy without</li> </ul>		

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	<p>undermining that policy</p> <p><input type="checkbox"/> the rationale for the approach taken in the draft neighbourhood plan or Order and the evidence to justify that approach</p> <p><b>Paragraph: 075 What is meant by strategic policies?</b> Paragraph 156 of the National Planning Policy Framework sets out the strategic matters about which local planning authorities are expected to include policies in their Local Plans. The basic condition addresses strategic polices no matter where they appear in the development plan. It does not presume that every policy in a Local Plan is strategic or that the only policies that are strategic are labelled as such.</p> <p><b>Paragraph: 076 How is a strategic policy determined?</b> Strategic policies will be different in each local planning authority area. When reaching a view on whether a policy is a strategic policy the following are useful considerations:</p> <p><input type="checkbox"/> whether the policy sets out an overarching direction or objective</p> <p><input type="checkbox"/> whether the policy seeks to shape the broad characteristics of development</p> <p><input type="checkbox"/> the scale at which the policy is intended to operate</p> <p><input type="checkbox"/> whether the policy sets a framework for decisions on how competing priorities should be balanced</p> <p><input type="checkbox"/> whether the policy sets a standard or other requirement that is essential to achieving the wider vision and aspirations in the</p>		

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	<p>Local Plan</p> <p><input checked="" type="checkbox"/> in the case of site allocations, whether bringing the site forward is central to achieving the vision and aspirations of the Local Plan</p> <p><input checked="" type="checkbox"/> whether the Local Plan identifies the policy as being strategic</p> <p><input checked="" type="checkbox"/> Planning practice guidance on Local Plans provides further advice on strategic policies.</p> <p><b>Paragraph: 077 How does a qualifying body know what is a strategic policy?</b> A local planning authority should set out clearly its strategic policies in accordance with paragraph 184 of the National Planning Policy Framework and provide details of these to a qualifying body and to the independent examiner.</p>		
<p>32. Barbara Adamaski, Planning Officer, Suffolk County Council</p>	<p>Thank you for consulting Suffolk County Council on the submission version of your neighbourhood plan.</p> <p>The county council is not a plan making authority, except to minerals and waste. However, it is a fundamental part of the planning system being responsible for matters including:</p> <ul style="list-style-type: none"> <li>- Highways and Transport</li> <li>- Education</li> <li>- Social Care</li> <li>- Archaeology</li> <li>- Fire and Rescue</li> </ul>	<p>Noted.</p> <p>Agree that additional projects and restrictions at the Street should be noted in MEL2.</p> <p>However, the HRA has demonstrated that improving cycle and pedestrian access from the railway</p>	<p>Changes made to MEL2 and supporting text.</p> <p>No change</p>

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	<p>- Public Rights of Way</p> <p>This response, as with all those comments which the county council makes on emerging planning policies and allocations, will focus on matters relating to those services (and others). The comments provided will focus on the basic conditions to which, by law, all neighbourhood plans must meet. These being that Neighbourhood plans;</p> <ul style="list-style-type: none"> <li>• must be appropriate having regard to national policy</li> <li>• must contribute to the achievement of sustainable development</li> <li>• must be in general conformity with the strategic policies in the development plan for the local area</li> <li>• must be compatible with human rights requirements</li> <li>• must be compatible with EU obligations</li> </ul> <p>Suffolk county council is supportive of Melton's positive approach to development. Whilst a number of concerns with the plan itself are outlined below, the county council is willing to assist Melton in further developing its plan where matters relate to county council service responsibilities and policy objectives.</p> <p>All advice is given without prejudice to any response which may be made to any formal planning application consultation on sites</p>	<p>station to Wilford Bridge could have an unacceptable impact on the Deben Estuary SPA.</p> <p>Noted that alternative access to the site allocated in MEL21 is likely to be challenging.</p>	<p>Changes made to MEL21 and supporting text.</p>

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	<p>identified in this plan, received by Suffolk County Council.</p> <p><u>Archaeology</u></p> <p>Suffolk County Council Archaeological Service routinely advises that there should be early consultation of the Historic Environment Record and assessment of the archaeological potential of proposed sites at an appropriate stage in the design of new developments, in order that the requirements of the National Planning Policy Framework and the Suffolk Coastal Local Plan policies are met. Suffolk County Council Archaeological Service is happy to advise on the level of assessment and appropriate stages to be undertaken.</p> <p><u>Ecology and Biodiversity</u></p> <p>Whilst the county council does not have a specific overarching responsibility in respect of ecology, it has a general statutory duty (as with all public bodies) to biodiversity and the natural environment. For that reason, the County Ecologist provides comments on planning policy.</p> <p>National policy on the natural environment is set out in the National Planning Policy Framework and other documents such as</p>		

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	<p>the 2011 Government White Paper on natural environment<sup>1</sup>. The general principle is that, in addition to statutory requirements on designations and assessments, the planning system should seek to conserve and enhance habitats and biodiversity.</p> <p><i>Assessment requirements</i></p> <p>Much of the statutory regime on habitats and biodiversity is in place to implement EU legislation, and so is clearly relevant to one of the basic conditions.</p> <p>In order to be compliant with EU regulations, a plan level screening exercise under the Habitats Regulations will need to be carried out. This is required as the document allocates a site which hasn't previously been allocated (and therefore screened) by the local planning authority, and there is potential for 'likely significant effects' on for example the features of the Sandlings Special Protection Area (SPA).</p> <p>Suffolk County Council understands that an initial screening has been undertaken and it is currently subject to consultation. This screening exercise may reveal a need for strategic mitigation and monitoring measures to be included in the Plan, in order to</p>		

<sup>1</sup> The Natural Environment White Paper (NEWP) The Natural Choice: securing the value of the nature (2011)



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	<p>demonstrate compliance with the Habitats Regulations by avoiding 'likely significant effects' on SPA designation features.</p> <p><u>Economic Development</u></p> <p>Chapter 3 of the National Planning Policy Framework notes that planning policies should support economic growth in rural areas. The information presented within the Plan usefully sets out some background information on Melton.</p> <p>This plan takes a positive approach to rural economic development by allocating at least 9,000m2 of service B1 floorspace and ancillary retail as well as safeguarding existing employment (policies MEL10 and MEL20) use.</p> <p>The county council welcomes the statement under 10.8 that refers to the growing demand for flexible workspace to service the needs of micro-businesses, start-ups and self-employed workers. For further research the Parish Council might also be interested in the results of the latest employment land needs assessment for the wider Ipswich area published in March 2016<sup>2</sup>.</p> <p><u>Education</u></p>		

<sup>2</sup> See [https://www.ipswich.gov.uk/sites/default/files/ipswich\\_and\\_waveney\\_eln\\_a\\_final\\_report\\_09.03.16.pdf](https://www.ipswich.gov.uk/sites/default/files/ipswich_and_waveney_eln_a_final_report_09.03.16.pdf) for more information

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	<p>The county council has a legal duty to ensure provision of education from ages 2 to 16. The National Planning Policy Framework (paras. 38, 72, 203-204) establishes a role for the planning system in ensuring that provision can be met, in resolving issues before planning applications come forward. Furthermore, it seeks to minimise the need for travel, especially by private car. Safe routes to school are necessary; otherwise the education authority must bear the cost of school transport.</p> <p>The County and District Councils would use their shared approach for ensuring that development makes provision for early years, primary, secondary and sixth form education, which is set out in the adopted 'Section 106 Developer's Guide to Infrastructure Contributions in Suffolk'.<sup>3</sup> It is expected that development funds new places, if needed, through Section 106 agreements or (where/when in place) a community infrastructure levy.</p> <p>When a site allocation or planning application comes forward for consultation, the county council considers;</p> <ul style="list-style-type: none"> <li>- Whether local schools can cope with the additional pupils arising from the development. If there is sufficient spare capacity, no action needs to be taken.</li> </ul>		

<sup>3</sup> See: <http://www.suffolk.gov.uk/business/planning-and-design-advice/planning-obligations/>

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	<ul style="list-style-type: none"> <li>- If local schools do not have sufficient spare capacity, whether it is possible for those schools to be expanded by means of developer contributions (of land and funding for construction).</li> <li>- If it is not possible for development to enable necessary education expansion, the may recommend that development does not take place.</li> </ul> <p>Based on established pupil yield multipliers, Suffolk County Council expects development of 55 dwellings to generate the following minimum additional pupils;</p> <table border="1" data-bbox="600 746 1256 1311"> <thead> <tr> <th data-bbox="600 746 927 890"><b>Early Education (Ages 2-5)</b></th> <th data-bbox="927 746 1256 890"><b>Primary (Ages 5-11)</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="600 890 927 959">5</td> <td data-bbox="927 890 1256 959">14</td> </tr> <tr> <td data-bbox="600 959 927 1027"></td> <td data-bbox="927 959 1256 1027"></td> </tr> <tr> <th data-bbox="600 1027 927 1171"><b>Secondary (Ages 11-16)</b></th> <th data-bbox="927 1027 1256 1171"><b>Sixth Form (Ages 16+)</b></th> </tr> <tr> <td data-bbox="600 1171 927 1240">10</td> <td data-bbox="927 1171 1256 1240">2</td> </tr> <tr> <td data-bbox="600 1240 927 1311"></td> <td data-bbox="927 1240 1256 1311"></td> </tr> </tbody> </table>	<b>Early Education (Ages 2-5)</b>	<b>Primary (Ages 5-11)</b>	5	14			<b>Secondary (Ages 11-16)</b>	<b>Sixth Form (Ages 16+)</b>	10	2				
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	<p><i>Early Years</i></p> <p>The Childcare Act 2016 received Royal Assent on 16 March 2016 and takes forward the Government’s commitment to secure an additional entitlement of childcare support for working parents and extends the entitlement to of free childcare to up to 30 hours for three- and four-year-olds in families where both parents are working.</p> <p>The additional requirement for up to 30 hours a week for 3 and 4 years olds will make a considerable increase in the demand for pre-schools.</p> <p>In Melton and Ufford Ward there are five providers: Melton Daycare, Pitstop Preschool, Presmere Day Nursery, Rectory Garden Montessori School and Woodbridge Primary. There is currently capacity at all facilities to deal with the number of early education pupils arising from the proposed allocation.</p> <p><i>Primary Education</i></p> <p>The catchment primary school is Melton Primary School. As the table below demonstrates, the 14 pupils from the 55 new dwellings proposed in the allocation ‘Land off Wilford Bridge Road’ would be able to be accommodated at the local primary school. However,</p>		

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	<p>the proposed allocation is likely to result in Melton Primary School going beyond the its 95% capacity. The school cannot be extended easily within the current space standards. However, the capacity within the school planning area, which includes Woodbridge, will have sufficient capacity.</p> <table border="1" data-bbox="600 539 1402 874"> <thead> <tr> <th colspan="3"></th> <th colspan="5">Total rolls (inc housing)</th> </tr> <tr> <th>Primary School</th> <th>Capacity</th> <th>95% Capacity</th> <th>2016</th> <th>2017</th> <th>2018</th> <th>2019</th> <th>2020</th> </tr> </thead> <tbody> <tr> <td>Melton Primary School</td> <td>210</td> <td>200</td> <td>162</td> <td>174</td> <td>178</td> <td>183</td> <td>192</td> </tr> </tbody> </table> <p>The county council does not object to this scale of growth in relation to impacts on the Primary School. For the avoidance of doubt the above pupils include the expected pupils from the Woods Lane development. Further growth could present a challenge because the opportunities to increase capacity again are limited.</p> <p><i>Secondary and Sixth Form Provision</i></p> <p>Melton is served by Farlingaye High Academy. As the table below</p>										Total rolls (inc housing)					Primary School	Capacity	95% Capacity	2016	2017	2018	2019	2020	Melton Primary School	210	200	162	174	178	183	192		
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	<p>demonstrates, pupil forecasts mean that the school is operating at capacity. The school, being an academy, is outside the county council's control and manages its own admissions; attendances are based on the school's own admissions policy.</p> <table border="1" data-bbox="600 459 1099 592"> <thead> <tr> <th colspan="3">Capacity</th> </tr> <tr> <th>Permanent</th> <th>Temporary</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>1,885</td> <td>0</td> <td>1,885</td> </tr> </tbody> </table> <table border="1" data-bbox="600 632 1330 855"> <thead> <tr> <th colspan="6">Actual/Forecast Pupil Numbers</th> </tr> <tr> <th>2013-14</th> <th>2014-15</th> <th>2015-16</th> <th>2016-17</th> <th>2017-18</th> <th>2018-19</th> </tr> </thead> <tbody> <tr> <td>1876</td> <td>1888</td> <td>1883</td> <td>1884</td> <td>1884</td> <td>1884</td> </tr> </tbody> </table> <p>Farlingaye High Academy does not have sufficient land available to enable expansion to cope with the pupils arising from development in and around Melton. Therefore, whilst contributions through CIL are expected to be sought from this development, they may not be spent at Farlingaye. They may go toward a new secondary school, or other schools in the area, including East Ipswich, in order to create additional secondary school places.</p> <p>Therefore, assuming that funds from CIL are forthcoming, the county council does not object to this scale of growth in relation to</p>	Capacity			Permanent	Temporary	Total	1,885	0	1,885	Actual/Forecast Pupil Numbers						2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	1876	1888	1883	1884	1884	1884		
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	<p>secondary school needs.</p> <p><u>Fire and Rescue</u></p> <p>National policy requires the planning system to deliver safe environments, and for policy to seek to mitigate the consequences of major accidents. The Suffolk Fire and Rescue Service (SFRS) considers the implications of new development for its service, specifically whether development is of a scale and in locations which mean emergencies can be responded to within a satisfactory time. If development was of a scale and in a location such that fire and rescue services could not respond to emergencies, and mitigation was not forthcoming, that development could not be considered consistent with national policy or the principle of sustainable development.</p> <p>As development comes forward, it will need to be designed such that emergency vehicles have sufficient access. Water supplies (hydrants) will also need to be provided, by the developer and in agreement with the SFRS. Finally, whilst automated sprinkler systems cannot normally be required through the planning system, the SFRS encourages developers to take a risk-based approach to provision, considering the benefits which sprinklers bring.</p>		

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	<p><u>Libraries</u></p> <p>Libraries make an important contribution to sustainable communities, in line with the requirements of Chapter Eight of the National Planning Policy Framework. Suffolk County Council no longer operates Suffolk's libraries, but retains its statutory responsibility to do so. Library services are now commissioned by the county council, and operated by Suffolk Libraries.</p> <p>The county council seeks CIL contributions toward library provision.</p> <p>The mobile libraries of Suffolk Library serve Melton every 4 Weeks on Wednesdays. Woodbridge provides the closest fixed library service to Melton. Reviewing the current service and Melton's proximity to Woodbridge, no improvements are identified as being required.</p> <p>The increase in the number of dwellings will increase demands on the service and there is the potential for the Community Infrastructure Levy to be used to mitigate these impacts and improve facilities. Opportunities and priorities might change over time and the Plan could highlight that potential improvements</p>		



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	<p>could come forward if opportunities arose. There might be the possibility for a library terminal/book drop to be included in the proposed community centre.</p> <p><u>Minerals and Waste Plans</u></p> <p>Suffolk County Council is the planning authority with responsibility for mineral extraction and waste disposal. Local policy on minerals and waste planning is set out in the Suffolk Waste Core Strategy and Policies (2011)<sup>4</sup> and Suffolk Minerals Core Strategy (2008) and Suffolk Minerals Site Allocations (2009)<sup>5</sup>.</p> <p>National policy requires the county council to recognise that minerals are finite natural resource, and to protect resources from development which would compromise our ability to extract them at a later date. North of Melton is located within a 'minerals consultation area', which defines areas likely to contain viable resources, however the south east is not defined as part of the 'minerals consultation area' and as such the county council sees no need or justification to place mineral extraction requirements on the site you have listed.</p>		

<sup>4</sup> See <https://www.suffolk.gov.uk/planning-and-environment/planning-applications/minerals-and-waste-policy/waste-core-strategy/> for more information

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	<p>In relation to the Waste Plan, there are no allocations relating to Melton which need to be considered in light of this Plan.</p> <p><u>Public Rights of Way</u></p> <p>As per paragraph 75 of the National Planning Policy Framework, the planning system should seek to protect and enhance public rights of way, for the purposes of encouraging healthy and sustainable travel.</p> <p>The county council support the Parish Council requirements for improved and dedicated footpaths and cycle tracks but suggest that there could be an addition to Policy MEL2:</p> <ul style="list-style-type: none"> <li>• The provision of dedicated footpath/cyclepath from Melton Station to the Wilford Bridge and beyond that bridge to the roundabout of the junction of the B1083 and B1084.</li> </ul> <p>The county council acknowledged that the Neighbourhood Plan Area is defined up to the Wilford Bridge, however this extension would enable safe recreational walking and cycling from the village onto the Deben peninsula. The county council anticipates that</p>		

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	<p>further improved facilities could be provided in the future alongside or from the B roads to link to the network of small roads in Bromeswell and Ufford and towards Sutton Hoo. Developing countryside access would help ensure the plan adequately covers sustainable travel options and quality of life objectives regarding the health and the wellbeing of communities.</p> <p><u>Social Care, Health and Wellbeing</u></p> <p>The National Planning Policy Framework requires the planning system to support the implementation of local strategies to improve health and wellbeing. In 2016 The Suffolk Health and Wellbeing Strategy (adopted 2013) was refreshed, but continues to include four main visions:<sup>6</sup></p> <ul style="list-style-type: none"> <li>- Every child in Suffolk has the best start in life</li> <li>- Improving independent life for people with physical and learning disabilities</li> <li>- Older people in Suffolk have a good quality of life</li> <li>- People in Suffolk have the opportunity to improve their mental health and wellbeing</li> </ul> <p>The objective relating to children is covered in part by the consideration which this Plan gives in the protection and</p>		

<sup>6</sup> See <https://www.suffolk.gov.uk/council-and-democracy/the-council-and-its-committees/committees/suffolk-health-and-wellbeing-board/> for more information

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	<p>maintenance of local green space (policy MEL12). In addition, the anticipated community uses which could come forward through development of the proposed allocation 'Land off Wilford Bridge Road' will also support this objective.</p> <p>The contribution which planning and the built environment can make to improving mental health and wellbeing is less obvious and direct, though some principles (feelings of safety, opportunities to exercise, opportunities for social interaction) can be exemplified in this plan through the consideration given to open space which offers opportunities for exercise such as walking, community services and facilities in the village centre and highway safety.</p> <p>Finally, this plan seeks to make a contribution to the Health and Wellbeing Strategy's objective on older people. The contribution which planning can make to wider responses to the ageing of the population is promoted in the Planning Practice Guidance and is also set out in a Government paper called 'Lifetime Neighbourhoods'.<sup>7</sup> Local accessible service provision is a key component of a lifetime neighbourhood, so the Parish Council's efforts in relation to the retention and provision of community facilities (policies MEL8 and MEL9) can be seen to support this objective.</p>		

<sup>7</sup> See [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6248/2044122.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6248/2044122.pdf) for ore information

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	<p>In addition, provision of community facilities can also help reinforce community networks which can support and reduce the social isolation of people with physical and learning disabilities.</p> <p>Based on the evidence, consistency with national policy (paragraph 50 of the National Planning Policy Framework) and consistency with local health and wellbeing objectives, the county council supports the provisions of this Plan.</p> <p><u>Surface Water Management</u></p> <p>Local Plans should seek to direct development away from areas of flood risk. The county council, as the lead local flood authority, has responsibility for coordinating agencies involved with flood risk management, and so has an interest in ensuring that this requirement is met. Additionally, once the relevant provisions of the Flood and Water Management Act 2010 are implemented, the county council will take on responsibility for issuing consents for drainage systems. In addition, the county council will be expected to adopt and maintain approved drainage systems, further justifying Suffolk county council's interest in this topic.</p>		

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	<p>The Suffolk's Flood Risk Management Strategy (March 2016)<sup>8</sup> is an important new tool to help everyone understand and manage flood risk within the county. The strategy summarises the information available on the risk of flooding in Suffolk and ways to manage that risk.</p> <p>The proposed allocation at 'Land off Wilford Bridge Road' is subject to flooding in the eastern and southern area of the site. Flood Zone 2 and 3 are identified. A flood risk assessment will need to accompany any planning application.</p> <p><u>Transport</u></p> <p>The National Planning Policy Framework requires local planning authorities to seek to locate development to minimise the need to travel, and to seek to facilitate healthy and sustainable travel over vehicular travel. The county council as Highway Authority does not object to this Plan, but proposes a few amendments to policies.</p>		

<sup>8</sup> See <http://www.greensuffolk.org/assets/Greenest-County/Water--Coast/Suffolk-Flood-Partnership/19431A-Flood-Risk-Management-Strategy-v12.pdf> for more information

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	<p>As stated in national policy, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are 'severe'. The proposed allocation is located to the east of Melton. The western part of the site is currently being developed for a new headquarters for Suffolk Coastal District Council. The county council has exchanged initial thoughts with the Parish Council about the proposed site and agrees that, amongst others, the following matters will need to be assessed as site comes forward.</p> <ul style="list-style-type: none"> <li>- Vehicular movements through Melton</li> <li>- Impacts on traffic congestion and safety along the A1152 and Melton Road, B1438</li> </ul> <p>Given these concerns, the county council will work with the Parish and District Councils to consider the need and means of assessing the transport implications of this development, cumulatively with other growth expected in and around Melton.</p> <p>The delivery of the site proposed for allocation will depend on the results from a detailed transport assessment, to be carried out at the planning application stage, but the county council does not have reason to believe that these sites cannot be allocated. The access proposals for the site do not appear to be problematic, though they will need to be subject to detailed consideration which</p>		

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	<p>may result in changes being made.</p> <p>Paragraph 10.16 describes a need to limit the impact of any development on the A1152 to avoid a severe impact and states...<i>Following discussions with Suffolk County Council (the highway authority), one possible solution that may be required would be potential road re-alignment over the level crossing to lengthen the bend and a pedestrian island opposite the Railway Station.</i></p> <p>In reviewing this solution, the county council argues that this could help mitigate the effect of additional traffic and the changing alignment may offer some safety improvements but will not improve the overall capacity of the road. Development will have an impact on the junction of the B1438/A1152 which the proposed solution would not mitigate. However, at this stage the county council does not consider that the impact would be considered to be severe.</p> <p>In addition, Para 10.15 reflects <i>'The design would need to consider options avoiding all traffic accessing the A1152 directly from a single entrance; an alternative solution could be for traffic to gain access through the existing industrial estate'</i>.</p> <p>North west of the development is a small residential estate with direct access to the Melton town centre via St Andrews Place and</p>		



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	<p>Station Road. Providing access through this neighbouring estate would be undesirable as an increase traffic movement through the village via Station Street and The Street could be generated. In addition, the Highway boundary stops short of the site boundary in both roads that are adjacent to this site in St Andrews Place, therefore there might be a ransom strip which would make connection problematic. Therefore, it is unlikely that there would be an alternative to access onto the A1152.</p> <p>The layout drawing indicates a potential desire to make Station Road one-way, the county council has not formed a view as to whether this would be an acceptable proposal at this stage, this is something that would require further consideration and additional reviews such as a safety audit.</p> <p>Furthermore, the county council believes that policy MEL2 is generally appropriate. The policy refers to the 'provision of dedicated cycle access' on The Street (B1438); but whilst it is welcomed that the Neighbourhood Plan promotes the use of sustainable transport modes the county council questions the feasibility of the proposed cycle access on The Street due to the nature of the road. Therefore, it is proposed to amend item 5 of the policy MEL2 as following:</p> <ul style="list-style-type: none"> <li>• traffic calming measures to be provided in The Street (B1438).</li> </ul>		

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	<p><i>A note on parking standards</i></p> <p>This Plan includes several references to parking provision. Suffolk County Council currently considers parking provision through adopted Parking Standards (Suffolk Advisory Parking Standards- 'SAPS'). The SAPS, allied to the National Planning Policy Framework (paragraph 39), will be the guide by which parking proposals will be judged, and the mechanism by which this Plan's policies on parking will be implemented. The SAPS will be based on best practice and data on car ownership levels.</p> <p>-----</p> <p>I hope that these comments are helpful. Please contact me via the details at the top of this letter if you would like to discuss any of the matters raised or if any county council service areas can be of assistance in the further development of your Plan.</p>		
<p>33. Geof and Jeannie Butterwick, Residents</p>	<p>As you know, I've already given some input to the MNP process, but here's a response from us as a couple of residents.</p> <p>- We very much support the overall vision &amp; objectives of the MNP and the great majority of the specific policies &amp; proposals. Whilst not an absolute guarantee against inappropriate development in future, the village is better off with a community-based statutory plan than without one.</p>		

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	<p>Specific Comments:-</p> <ul style="list-style-type: none"> <li>- At 3.2, 'Movement by non-car modes' should include reference to trains &amp; buses (as mentioned at 5.4).</li>   <li>- At 5.22, we suggest adding 'in partnership with other organisations where possible' towards the end.</li>   <li>- In section 6 'Retention of Community Facilities', reference should be made to the role of Asset of Community Value designation as a means for helping retain such facilities.</li>   <li>- At 6.5 to 6.12 'Playing Fields, Melton Road', whilst supporting the aims of the project for a new village hall / community centre we suggest that chosen site, being apparently chosen on the basis that this is council-owned, is inappropriate for a development of the scale proposed. The objectives could be met by working with existing landowners and potential funders to secure the relocation of the Thurlow Nunn Standen business to the more appropriate Riduna Park site and redevelopment of the TNS site to include housing as well as the Village Hall and associated car parking.</li> </ul>	<p>Vision cannot state that change has happened on matters that the Neighbourhood Plan doesn't deal with.</p> <p>Agreed</p> <p>Agreed, although this is not something that requires a Neighbourhood Plan in order to action it. This is already noted in para 11.4</p> <p>The Thurlow Nunn Standen site is unavailable, the NP Group having enquired about the potential release of the site for residential development as part of the process. The</p>	<p>Change made</p> <p>Change made in Section 6</p>

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	<p>- As a consequence, we believe policy MEL9 (Community Facilities at Playing Field) to be in conflict with Policy MEL12 (Local Green Spaces) - MEL12 should take priority.</p> <p>- In section 10 'Land off Wilford Bridge Road', we wholeheartedly support the imaginative mixed use development proposed.</p> <p>- At 11.2 'Transport', the suggested one-way system on Station Road would remove the ability of most buses to serve the village centre stop on The Street. Care is needed in developing proposals to ensure two-way movement of buses is retained.</p> <p>- At Annex 3 'Population', it is worth pointing out that, between 2001 and 2011 censuses, whilst the housing stock grew by about 200 units, the population grew by just 25 people.</p> <p>- Character Area Assessment:</p>	<p>playing fields site is therefore the only available and deliverable site.</p> <p>Disagree. As is noted in MEL12, the development of the new village hall is permitted. However, it would be helpful if the fact that the adjacent land is listed as a Local Green Space and this role should not be compromised, should be added to MEL9.</p> <p>Noted</p> <p>Noted</p>	<p>Further text added to MEL9.</p>

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Name	Representation	Response	Action required
	<p>I've run out of time to make detailed comments, but would at least suggest:-</p> <ul style="list-style-type: none"> <li>- 3.30 Hackney Road &amp; Hackney Terrace represent an almost unchanged mid-Victorian street scene and maintain a distinct sense of community. This needs to be recognised and retained.</li> <li>- Is there any specific mention of Melton's distinctive legacy of 'great houses', many still in their own grounds and occupied by private families?</li> </ul>	<p>Noted and amended (but outside the Plan document)</p>	
<p>34. Heather Heelis, Pitstop Out of School Club and Deben Community Farm</p>	<p>Pitstop: We would like to commend the work carried out on the Neighbourhood Plan and would like to make the following comments:</p> <p><i>Objective 5 – 'Protect and enhance the strengths of Melton as a community, in particular through the retention and provision of community infrastructure.'</i></p> <p>Community infrastructure is essential to a thriving community. Pitstop Out of School Club maintains the only Pre-school, after school and holiday club provision in Melton to meet the needs of working parents, carers and families for children 6 months to 12 years.</p> <p><u>Policy MEL2: Dedicated provision for cyclists and pedestrians</u></p> <p>We support this policy in its aim to encourage sustainable travel within Melton.</p> <p><u>Policy MEL8: Community Facilities</u></p> <p>We support this policy. A new location for the holiday club has</p>	<p>Comments noted and suggested amendments made</p>	<p>Various amendments made to text and Policy MEL21</p>

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Name	Representation	Response	Action required
	<p>been identified at the new Deben Community Farm where children can embrace the Forest Schools ethos, engaging with nature and animals at the farm, the ultimate outdoor classroom.</p> <p>We recognise that a further site for the holiday club has been identified as part of the Riduna development, however, this is a much longer term provision (3-5 years) and the holiday club is in need of a new location in early 2017 as their current location is no longer available to them. Provision for the after school club would be beneficial at the Deben Community Farm enabling the current Pitstop pre-school to expand into full day care. However, as space is limited at the Play House a further nursery site at the Riduna development is still required to provide onsite facilities for the new business units that will be built.</p> <p>We support the provision of a community building at the farm in Saddlemakers Lane to provide premises for the holiday club and possibly the after school club as identified in 6.15.</p> <p>This does not conflict with the provision of a new community centre (Policy MEL9) as the training and activities taking place are farming, agricultural and Forest School based. <u>Policy MEL10: Provision of allotments, community orchard and a community farm/educational facility</u></p> <p>We fully support this policy. However, given that the Riduna development and the opportunities it affords will not be realised for another 3-5 years we propose that the Saddlemakers Lane site is given a higher status in the Neighbourhood Plan, and until the Riduna site comes forward,</p>		

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p>the primary site for the Deben Community Farm and the Pitstop holiday club/after school club.</p> <p><u>Suggested amendments:</u></p> <p>Page 25 – ‘Pitstop Community Farm’ Amend to ‘Deben Community Farm’</p> <p>Page 25 – 6.15 ‘ Pitstop is an After School and Holiday Club for 2-12 year olds which is currently located on the Hall Farm estate in Melton. This highly regarded and valuable community asset is currently looking at moving to a new location in Melton where they will be able to continue running as a club within the Deben Community Farm setting in Saddlemakers Lane. The Parish Council has always strongly supported Pitstop and it has a great deal of local community support. Its relocation and provision of expanded activities would be of great benefit to the community as a whole. The provision of a community/education building at the Deben Community Farm would enable the provision of additional community activities to take place.’</p> <p>Page 25 – 6.16 There are proposals for the provision of allotments and community orchard on the site of the Deben Community Farm in Saddlemakers Lane should the community farm be relocated to the land off Wilford Bridge Road as part of the site allocation in Policy MEL21. Provision would also be made for the Holiday Club and After School Club.</p> <p>Page 44 – Policy MEL21: to include reference to a café under bullet point 4.</p>		

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Name	Representation	Response	Action required
	<p>Thank you for the opportunity to comment, we wish you every success with the Neighbourhood Plan.</p> <p>Deben Community Farm: We would like to commend the work carried out on the Neighbourhood Plan and would like to make the following comments: <u>Objective 5 – ‘Protect and enhance the strengths of Melton as a community, in particular through the retention and provision of community infrastructure.’</u> Deben Community Farm is a new venture that brings farming and people together. After 2 years of searching, land has been secured in Saddlemakers Lane to forward this community project. The farm will offer year round opportunities for the community to be involved with looking after animals, a community growing project and community orchard. The farm will provide new facilities to actively get residents, community groups, local schools, pre-schools and other bodies involved in the farm. A local pre-school has already begun using the farm for forest schools, feeding animals and collecting eggs which they then take back and use in cooking projects. <u>Policy MEL2: Dedicated provision for cyclists and pedestrians</u> We support this policy in its aim to encourage sustainable travel within Melton. The Deben Community Farm is accessible by foot and bicycle with almost direct access from the Hall Farm Road estate. <u>Policy MEL8: Community Facilities and Paras 6.13 – 6.17</u> We support this policy. A new location for the Pitstop holiday club has been identified at the Deben Community Farm where children can embrace the Forest Schools ethos, engaging with</p>		



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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p>nature and animals at the farm, the ultimate outdoor classroom. The Deben Community Farm has been offered a further location as part of the Riduna development, however, this is a much longer term provision (3-5 years) and allocation of space for the farm has yet to be determined. We therefore propose that the Deben Community Farm site in Saddlemakers Lane is also identified in the Neighbourhood Plan. Should the Riduna plans come to fruition then we would continue using the Saddlemakers Lane site for community growing projects including allotments and a community orchard and a location for Forest Schools.</p> <p><u>Policy MEL10: Provision of allotments, community orchard and a community farm/educational facility</u></p> <p>We fully support this policy. However, given that the Riduna development and the opportunities it affords will not be realised for another 3-5 years we propose that the Saddlemakers Lane site is given a higher status in the Neighbourhood Plan, and until the Riduna site comes forward, the primary site for the Deben Community Farm and the Pitstop holiday and after school clubs.</p> <p>We support the provision of a community building at the farm in Saddlemakers Lane to provide permanent welfare and training facilities (Class D1: Non-residential institutions) to enable a local venue for education to take place now and in the future. The building would be mixed use and be available for community use.</p> <p>This does not conflict with the provision of a new community centre (Policy MEL9) as the training and activities taking place are farming, agricultural and Forest School based.</p> <p><u>Suggested amendments:</u></p> <p>Page 25 - 'Pitstop Community Farm' Amend to 'Deben</p>		

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Name	Representation	Response	Action required
	<p>Community Farm’ Page 25 – 6.15 ‘ Pitstop is an After School and Holiday Club for 2-12 year olds which is currently located on the Hall Farm estate in Melton. This highly regarded and valuable community asset is currently looking at moving to a new location in Melton where they will be able to continue running as a club within the Deben Community Farm setting in Saddlemakers Lane. The Parish Council has always strongly supported Pitstop and it has a great deal of local community support. Its relocation and provision of expanded activities would be of great benefit to the community as a whole. The provision of a community/education building at the Deben Community Farm would enable the provision of additional community activities to take place.’ Page 25 – 6.16 There are proposals for the provision of allotments and community orchard on the site of the Deben Community Farm in Saddlemakers Lane should the community farm be relocated to the land off Wilford Bridge Road as part of the site allocation in Policy MEL21. Provision would also be made for the Holiday Club and After School Club. Page 44 – Policy MEL21: to include reference to a café under bullet point 4.</p> <p>Thank you for the opportunity to comment, we wish you every success with the Neighbourhood Plan.</p>		
<p>35. Richard Brown, Richard Brown Planning Ltd</p>	<p><b>1. INTRODUCTION</b></p> <p>1.1 Christchurch are the promoters of the site at Yarmouth Road in Melton, which will shortly be the subject of a</p>	<p>Noted.</p> <p>Many of the matters raised relate to strategic matters</p>	

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p>planning application.</p> <p>1.2 There is currently a 5 year land supply deficiency within the District, therefore, National Planning Policy Framework paragraphs 49 and 14 are particularly relevant, also paragraph 47 of the Framework:</p> <p><i>“47. To boost significantly the supply of housing, local planning authorities should:</i></p> <ul style="list-style-type: none"> <li><i>• use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;</i></li> <li><i>• identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth</i></li> </ul>	<p>such as objectively assessed housing need, therefore are matters that should be directed to Suffolk Coastal DC.</p> <p>All matters relating to the sustainability of the proposed site allocation and its assessment against other options have been addressed in the Sustainability Appraisal.</p>	

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	<p><i>of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;</i></p> <ul style="list-style-type: none"> <li>• <i>identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;</i></li> <li>• <i>for market and affordable housing, illustrate the expected rate of housing delivery through a housing trajectory for the plan period and set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five-year supply of housing land to meet their housing</i></li> </ul>		

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p style="text-align: center;"><i>target; and</i></p> <ul style="list-style-type: none"> <li>• <i>set out their own approach to housing density to reflect local circumstances”.</i></li> </ul> <p>1.3 As is indicated above, it is confirmed that Local Planning Authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area.</p> <p>It is submitted that the Neighbourhood Plan is unsound, where it is not supporting the Local Plan housing need objectives (currently the subject of a review).</p> <p>1.4 It is also considered that the Yarmouth Road Melton site represents an opportunity for sustainable development, that it is not subject to constraints such as the conservation area and so on, it is submitted by Christchurch that the site should be allocated for development within the Neighbourhood Plan.</p>		

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p><b>2. FULL OBJECTIVELY ASSESSED HOUSING NEED</b></p> <p>2.1 The Suffolk Coastal Core Strategy was adopted on 5<sup>th</sup> July 2013 following formal examination. Policy SP2 of the Core Strategy sets out a requirement of 7,900 new homes across the District in the period 2010 to 2027. The policy goes on to state that an early review of the Core Strategy will be undertaken, commencing with the publication of an Issues and Options Report by 2015 at the latest. The review will identify the full, objectively assessed housing needs (OAN) for the District and proposals to ensure that this is met in so far as is consistent with the policies in the National Planning Policy Framework.</p> <p>2.2 During the course of the Core Strategy examination, the Council was required to rectify an absence of evidence as to the full, OAN for housing, and concluded that this was 11,000 dwellings over the</p>		

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p>plan period. In his Report, the Inspector who undertook the examination of the plan agreed that, at that time, the full OAN for housing in the District was 11,000 dwellings, but the Core Strategy only makes provision of 7,900 dwellings over the plan period 2010 to 2027. The Inspector concluded that the scale of the housing provision in the Core Strategy fell substantially short of the OAN at that time of 11,000 (647 per annum).</p> <p>2.3 In his Report the Inspector concluded that it was in the interests of achieving sustainable development and boosting significantly the supply of housing for the Core Strategy to be adopted, even with a shortfall in provision against the full OAN for housing. This was done on the clear premise that an early review of the Core Strategy would take place, as reflected in Policy SP2. To date, there has been no publication of an Issues and Options Report.</p> <p>2.4 Whilst the Council is not obliged to follow the</p>		

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p>timetable envisaged in Policy SP2 its failure to do so has inevitable consequences for this part of the development plan.</p> <p>The housing requirement set out in Core Strategy Policy SP2 is out of date and can no longer carry any or any substantial weight in view of the position the Council has now adopted in its Local Development Scheme. The housing requirement, which fell substantially short of the OAN at the time, was adopted as an interim measure and the Council has now chosen to depart from the timetable for early review, in particular with regard to establishing evidence as to the full OAN for housing in the District, contained in Policy SP2 of the Core Strategy. As such, the Council cannot properly continue to assess its performance in delivering housing against the out of date figure of 7,900 dwellings over the period 2010-2027.</p> <p>2.5 In light of this, it is considered inappropriate for the</p>		



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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p>Melton Neighbourhood Plan to be planning to meet the Core Strategy target of 7,900 dwellings. This figure is clearly out of date and therefore the Neighbourhood Plan should be seeking to assist in the delivery of the identified OAN in the District. The forthcoming review of the Local Plan will reconsider the OAN, however the latest evidence available identifies that the OAN in the District remains considerably higher than the now out of date figure of 7,900 dwellings in the adopted Core Strategy. As such the Neighbourhood Plan should take this into account when planning for housing to effectively assist in meeting the District's needs.</p> <p><b>3. PHYSICAL LIMITS BOUNDARIES/NEIGHBOURHOOD PLAN/YARMOUTH ROAD MELTON</b></p> <p>3.1 Insofar as settlement boundaries have been drawn in order to facilitate housing development at a level much lower than the Council's objectively assessed need for housing and employment growth, they are unsound (the</p>		

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p>Site Allocations Document is neither positively prepared, nor does it meet the District's needs).</p> <p>3.2 The settlement boundaries as drawn will restrict growth and development to levels well below the FOAN.</p> <p>3.3 The Neighbourhood Plan seeks to restrict development notwithstanding the clear development needs of the District. The approach runs the risk which would result in a failed Local Plan strategy with no clear remedy to resolve the situation. The Local Plan and the Neighbourhood Plan should adopt a comprehensive approach to policy across the District to ensure that strategic policies are properly implemented.</p> <p>3.4 Having regard to the Council's proposed approach, that approach compounds the risk that the Council will fail to deliver allocations sufficient to meet District-wide development needs.</p> <p><b>Yarmouth Road Melton site</b></p>		

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p>3.5 As an example, Christchurch submit the land at Yarmouth Road, Melton should be a location for housing growth. A site location plan showing the land is attached as Annexure 1.</p> <p>3.6 Christchurch previously made Submissions with regard to the Yarmouth Road site in November 2015 where they considered that the location was a highly sustainable location for residential development being within easy access of key services and facilities.</p> <p style="text-align: center;"><b>Accessibility to Local Services and Facilities</b></p> <p>3.7 There are a number of key services and facilities that should exist within walking and cycling distance of a residential development site in order to minimise car journeys and promote sustainable travel. According to guidelines issued by the Institute of Highways and Transportation, 2km is considered to be within a</p>		

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p>sensible walking and cycling distance of the site. With regards to cycling, relevant guidance states that cycling has the potential to substitute car journeys under 5km. For the purposes of this assessment, a distance of 2km has been used for both walking and cycling accessibility, which is well within relevant guidelines.</p> <p>3.8 Services within a reasonable walking and cycling distance of a residential development should include:</p> <ul style="list-style-type: none"> <li>• community buildings / local meeting places;</li> <li>• education and library services;</li> <li>• leisure and sports facilities;</li> <li>• health and social care services;</li> <li>• shop / market selling food and fresh groceries;</li> <li>• communication services, such as public internet access and post office;</li> <li>• bank and / or cash machine;</li> </ul>		

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<ul style="list-style-type: none"> <li>• public house;</li> <li>• places of worship; and</li> <li>• access to public transport, pedestrian walkways and cycle networks.</li> </ul> <p>3.9 Local amenities include a convenience store, public house, takeaway and place of worship located on Yarmouth Road. These amenities are located within one kilometre from the Site and are accessible in approximately 12 minutes on foot and accessible by cycling. Melton Railway Station is located approximately 1km from the Site, and is therefore accessible by foot and by cycle, with cycle parking presents at the station.</p> <p>3.10 The Site is also located in close proximity to a number of educational establishments including Melton Community Primary School, which is located on the south-eastern corner of the Woods Lane / The Street / Wilford Bridge Road / Melton Road junction, at</p>		

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	<p>approximately 1.1km / 14 minutes walking and cycle distance to the south of the site. Additionally, Melton Day Nursery is located on Yarmouth Road (at less than 200m from the site, approximately 2-3 minutes walking distance); and Melton Under Fives is located on Hall Farm Road (approximately 1.3km/16 minutes walking distance).</p> <p>3.11 Moreover, there are two Montessori Schools located nearby the Site: Melton Lodge on Saint Audrys Park Road, approximately 500m / 6 minutes walking distance to the north of the Site; and Rectory Garden on Lower Road, approximately 950m/12minutes walking distance to the east of the Site.</p> <p>3.12 A summary of services and facilities located within an accessible distance from the Site is provided in <b>Table 3.2.</b></p>		

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Name	Representation				Response	Action required		
	<b>Table 1 Accessible Public Services and Facilities</b>							
	<b>Service / Facility</b>	<b>Within 800m of the Site</b>	<b>Within 2km of the Site</b>	<b>Accessible Public Trans</b>				
	<b>Community Buildings</b> (e.g. Woodbridge Police Station)	No	Yes	Yes				
	<b>Education and Library Services</b>							
	Primary School (Woodbridge Primary)	No	Yes	Yes				
	Secondary School (Farlingaye High School)	No	No	Yes				
	Library Services (Woodbridge Library)	No	No	Yes				
	<b>Leisure and Sports Facilities</b> (Ufford Park Golf Club)	Yes	Yes	Yes				
	<b>Health and Social Care Services</b>							

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Name	Representation				Response	Action required
	GP Services (Dr Taylor and Partners)	No	Yes	Yes		
	Pharmacy (Boots)	No	Yes	Yes		
	Dentist (ADP Woodbridge)	No	Yes	Yes		
	<b>Food and Fresh Groceries</b> (Country Fayre)	Yes	Yes	Yes		
	<b>Nursery / Crèche Facilities</b> (Melton Day Nursery )	Yes	Yes	Yes		
	<b>Communication Services</b> (Woodbridge Post Office)	No	No	Yes		
	<b>Bank and Cash Machines</b> (ATM, The Street, Melton)	Yes	Yes	Yes		
	<b>Public House</b> (The Coach and Horses)	Yes	Yes	Yes		
	<b>Places of Worship</b> (Saint Andrews, Melton)	Yes	Yes	Yes		
<p><b>Table 1</b> demonstrates that there are numerous public</p>						



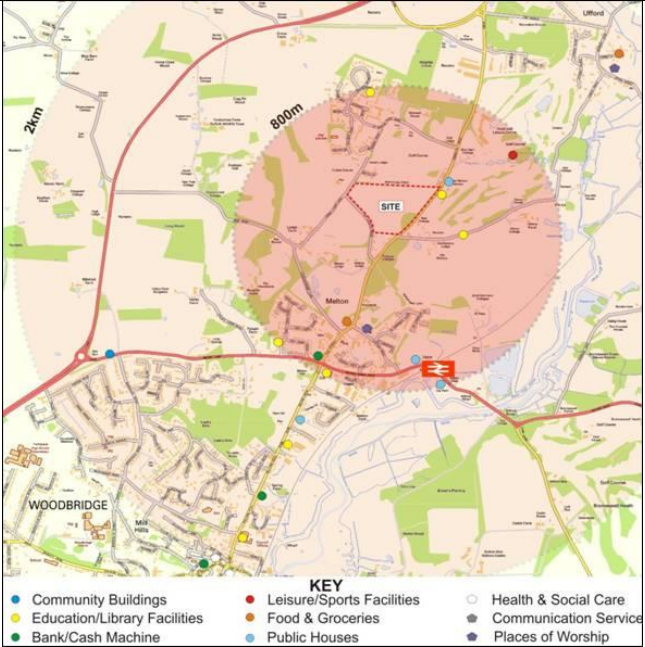
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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p>services and facilities available within a reasonable walking and cycling distance of the Site. As previously noted, this is deemed by the Chartered Institute of Highways (CIHT) and Transportation to be a sensible walking distance. It is also well within the relevant guidelines for distances where cycling journeys are likely to replace those made by car.</p> <p>3.13 Woodbridge Primary School is within the guideline 2km walking and cycling distance, and is also accessible via bus routes serving Yarmouth Road. Woodbridge Library, although outside the 2km threshold, is also served by the local bus routes and is accessibly by bicycle from the Site.</p> <p>3.14 It is noted that Farlingaye High School falls outside of the 2km walking distance. Anyone travelling to the School from the Site can use either the 64/65 bus service from outside the Site on Yarmouth Road to the junction of Bredfield Road / Warwick Avenue. From</p>		

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Name	Representation	Response	Action required
	<p>here there is a direct pedestrian route approximately 750m in length.</p> <p>3.15 Farlingaye High School is also within an acceptable cycle distance of the Site. The cycle route between the Site and the School, via Woods Lane and the segregated cycle path along the A12, is 3.8km in length (approximately 14 minutes cycle distance).</p> <p>3.16 An isochrones map, which shows the location of the Site in relation to aforementioned services and facilities within 800m and 2km, is also provided in <b>Figure 2</b>.</p> <p><b>Figure 2: 800m and 2km Isochrones</b></p>		

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Name	Representation	Response	Action required
	 <p>As <b>Figure 2</b> demonstrates, there are numerous services and facilities available within 800m and 2km of the Site. The 2km isochrones boundary lies at the edge of the main retail and service district of Woodbridge town centre; the majority of facilities not available within 2km of the Site lie just outside the 2km</p>		

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	<p>boundary.</p> <p><b>4. CONCLUSIONS</b></p> <p>4.1 In summary, the Neighbourhood Plan is considered unsound because:</p> <p>(a) It does not address the FOAN for the district.</p> <p>(b) The lack of an adopted up-to-date Local Plan.</p> <p>(c) The need for the policies to be supported by a robust and proportionate evidence base, particularly with regard to the (district) housing need, including retirement accommodation.</p> <p>(d) The Plan should positively support local development, not restrict housing growth.</p> <p>(e) The emerging Neighbourhood Plan is not in conformity with the adopted Local Plan now the</p>		

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
	subject of review.		
36. A K Cole, Resident	Congratulates the team on the NP but Against the Village Hall proposal. (Full scan of letter supplied in appendix).	Noted	
37. P H Jolly, Resident	Specific about Policy MEL9. Against the provision of “appropriate levels of on-site parking provision” for Village Hall proposal. Believe the village hall would be better suited on the Riduna site and to share the facility with SCDC. (Full scan of letter supplied in appendix)	It is not possible to locate the village hall on the Riduna site as that is already planned for.	
38. Max Cobb, Resident	<b>Copy in Full:</b> I wish to object to the inclusion of the Carter/Warburg site plans for development, as part of the Melton Neighbourhood Plan. As a resident of Melton I feel it is an unnecessary and unsafe area for development, due to it being close to and on a Flood Plain.	All matters relating to the sustainability of the proposed site allocation and its assessment against other options have been addressed in the Sustainability Appraisal.	
39. Eileen O’Connor, Resident	Strongly objects to the C/W site and believe it should be taken out of the NP as danger of flooding considerable. Council has a duty to consult the public and should answer concerns and produce evidence to demonstrate it is not a problem. Welcomes a report from the Environment Agency on the plans. (Full scan of letter supplied in appendix)	All matters relating to the sustainability of the proposed site allocation and its assessment against other options have been addressed in the Sustainability Appraisal.	

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<u>Name</u>	<u>Representation</u>	<u>Response</u>	<u>Action required</u>
40. Peter and Elizabeth Ashford, Residents	Concerns with the C/W site due to a) the current traffic congestion, which they believe will only get worse and b) the risk of flooding. The site is one of the least sustainable in Melton and will risk destroying habitats and adding to flood-risk. (Full scan of letter supplied in appendix)	All matters relating to the sustainability of the proposed site allocation and its assessment against other options have been addressed in the Sustainability Appraisal.	
41. Suffolk Coastal District Council	See separate document		

### **Suffolk Coastal District Council representations and responses**

The following table sets out the Councils informal comments in respect of the Melton Reg 14 Pre-Submission Neighbourhood Plan.

Comments on this pre-submission version have been held in order to provide an update in respect of several matters which are potentially pertinent to this plan. This includes updates with regard the Woods Lane housing development which is no longer subject to legal challenge and matters arising from the Council's own Joint Examination into its Site Allocations and Area Specific Policies Document and Felixstowe Peninsula Area Action Plan. The majority of the following comments relate to minor factual corrections.

As a general point, the plan contains a large number of policies and proposals but it is not always clear that these have been looked at as a cohesive whole rather than as a series of individual proposals. It is important to ensure that where old policies are replaced /repeated that this is referenced through the text. Similarly, where a policy is directly implementing a strategic policy in the Core Strategy this should also be referenced. It is important to be able to demonstrate that the need for the policy remains and that where appropriate it has been updated to reflect how a particular site is used; to accord more

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closely with NPPF and NPPG. The need for policies should be linked back to issues raised in the introductory sections of the document. These general points are ones which have been made previously.

Page	Para/ policy ref	Comment/update	Response and action
Ch 1 INTRODUCTION			
1	1.1	Full title is Suffolk Coastal District Local Plan – Core Strategy and Development Management Policies. If a shortened version of the title is to be used later make ref here.	Noted. Change made
1	1.3	Think this should read Regulations 2012 (as amended)	Noted. Change made
2	1.5	Reference should be to parish area not ward even if they are the same. It is the parish which has been designated.	Noted. Change made
Ch 2 LOCAL CONTEXT		General point – remember reader does not necessarily know the area. Use this section to introduce reader to issues which you are intending to address later in the plan e.g. transport and movement – ie helping to build a picture of what can be seen; is already designated and what is committed eg housing sites up Woods Lane. development on GAH site; build out of Riduna Park etc. Melton includes a number of services as well as retail uses eg vets, hairdresser; health services eg dentist, podiatrist; physio and osteopath etc. Don't need to be listed more general reference would suffice. It is basic factual information about the parish.	Noted. Various changes made
5	2.8	Melton Park - could usefully add fact that it has grown to a sufficient size to be identified as an "Other Village" in the Core Strategy SP19 Settlement Hierarchy. Later paragraphs make ref to main village of Melton being a Key Service Centre.	Noted. Change made
6	2.13	Information provided on landscape but not nature conservation interest. The Deben Estuary is a Natura 2000 site. For next version of plan could update re SCDC move expected in November 2016. SCDC site identified as windfall housing site for around 70 homes.	Noted. Change made
6	2.14	Reference is made to four large housing estates – name them (not everyone reading plan will be familiar with the area)	Noted. Change made

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Page	Para/ policy ref	Comment/update	Response and action
6	2.15	Could usefully add sentence to explain planning policy designation for greater woodbridge as set out in Core Strategy SP26 (ie how area is perceived “no longer discernible separation) It is a very relevant strategic policy. Cross reference also to proposals map to show physical limits boundary for SP26 area as it relates to Melton parish.	Noted. Change made
6	2.16	The reference to “well over 2000 dwellings in Melton” is not a figure which SCDC recognises. What is the source for this? Clarify reference to Bentwaters – should be Bentwaters Park employment area (ie not a parish as it currently reads). The A1152 road goes past the primary school, but also past a number of other uses including the railway station, employment and service areas (could cross reference the Proposals Map) all of which contribute to a range of traffic and pedestrian movements. Could add passing reference in this paragraph to the AQMA in Woodbridge.	Noted. Various changes made
6	2.17	Update reference to Woods Lane housing site. Legal challenge no longer pursued. Expect housing to be built out within 5 years. Also need to ensure that all conditions linked to highway matters are included. I think this also includes extending the 30mph speed limit.	Noted. Change made
7	2.18	Suggest add reference to timeframe within which these facilities have been lost eg last 5yrs? 10yrs? It loses meaning without a timeframe.	Noted. Change made
7	2.19	Why reference just to Melton Primary School? Woodbridge primary school is also located within the parish.	Noted. Change made
8	Fig 2.1	Suggest highlight A12; also add Woods Lane site. Expand map to show whole of neighbourhood plan area	Noted. Change made
Ch 4 PHYSICAL LIMITS BOUNDARIES		Have the boundaries been re-looked at to see if the old boundaries are still appropriate? If they have then this should be stated. It is useful confirmation and a question which gets asked at appeal hearings.	Noted. Change made
14	4.6	Need to clarify that the neighbourhood plan will re-assess the physical limits boundaries	Noted. Change made



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Page	Para/ policy ref	Comment/update	Response and action
		for Melton village and for that part which forms part of greater Woodbridge.	
15	4.9 & MEL1	Paragraph 4.9 – need to check that the wording of this paragraph is consistent with what is proposed in MEL1. Looking at the Proposals Map /inset map as it relates to MEL21 it is unclear if built development is to be confined to the area shown to lie within the physical limits boundary which includes only part of that allocation. The Proposals Map will need to be re-drafted to include the 180 units at the top of Woods Lane.	Noted. Change made
Ch 5 TRANSPORT & MOVEMENT		For information, the issue of traffic on the A1152 to the junction with the A12 was a matter for discussion at our Joint Examination hearings. One of the questions which raised was in relation to Rendlesham was what the potential impact might be if the housing numbers for Rendlesham were to be increased. This is not something which this Council is proposing but just so you are aware. Main Modifications consultation is due to commence mid October so please check and see if there are any comments that you would wish to feed back. The Inspector is aware of the Melton NP and the stage that it has reached. All references to development at Woods Lane will need to be updated. The choice of words needs to reflect that fact that highway matters linked to development at this scale have been considered and found acceptable in highway terms subject to conditions being met.	Noted. Change made
16	5.1	This paragraph could be slightly re-worded to reflect the fact that the road network through Melton is equally important to residents and businesses outside of Melton as it is to the community of Melton. Could usefully include reference to the fact that Wilford Bridge is also a railway crossing. It signposts commentary later in the chapter. It is also of relevance to commentary on local roads and hold ups. The presence of a railway station has pluses and minuses associated with it.	Noted. Change made
16	5.2	Paragraph needs to be updated. Woods Lane will now go ahead. Paragraph needs to be	Noted. Change made

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Page	Para/ policy ref	Comment/update	Response and action
		factual in terms of how traffic impact has been dealt with in terms of conditions. Throughout the document references to Woods Lane development need to be kept factual and objective.	
	Key Issues & Fig 5.1	It would be useful if the map area for Fig 5.1 was extended to show Farlingaye school and has Woods Lane permission added to make more sense to people who are not familiar with the area. It could also usefully highlight existing public rights of way for pedestrians and cyclists to give people a picture of the current and proposed network and where missing links are – to demonstrate why sections are a local priority. (It is useful to think ahead in terms of how this np can be used to bid for funding). Could also identify destinations more generally from Fig 2.1	Noted. Changes made
22	MEL3	This policy is very general. It needs to be remembered that quite a lot of development can take place under permitted development rights. A single storey extension for example might block a view. The erection of a fence or wall might in some cases block a view. You might want to consider identifying which are the key views that you think should be retained and where they are being viewed from. Should this refer to views from public rights of way rather than footpaths and cycle paths. Alternatively add the word public foot and cycle paths. Also need to define what is short distance views. Without this the policy is unworkable.	Community engagement did not specifically identify any individual views; all of the routes were considered to have important views. To pick out one or two views would imply that other views were not important. No change.  Have added in reference to PROWs  'Short distance view' has been defined
23	MEL5	What thought is any has been given to combining MEL5 with MEL2. Part of the provision	Provision for the station users is

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		for cyclists might well be the provision of cycle racks/parking including the retention of any that currently exists. This would be wider than provision just to serve the railway station.	appropriate to ensure that there is sufficient capacity to encourage use by rail passengers. No change.
25	5.29 MEL7	This section could usefully be expanded to explain parking issues in relation to this part of Melton village. By this part I refer to the area from the parish church to the traffic lights. It is serving what is really quite a wide variety of uses some of which have their own limited parking, some of which do not. There is also the Council run car park with a number of spaces available. Has this policy been discussed with SCDC property services as landowner?	Noted. Change made
Ch 6 COMMUNITY INFRASTRUCTURE			
27	MEL 8	The reasons for this policy are understood. However, it would be very difficult to determine a planning application against it . In particular, you need to consider matters of 1. viability – why has an existing use ceased to operate. 2. functionality – you require equivalent provision to be made, however was the facility to be replaced fit for purpose; did it actually meet identified / anticipated community needs. 3. What is meant by a generally accessible location to the community of Melton? Is the facility serving just Melton residents or further afield? Does this requirement contradict the final bullet point?	1. The policy relates to the loss of an <u>existing</u> community facility. If a building had been empty for a length of time then it could be argued that it no longer performs a function as a community facility so the policy would not apply.  2. Have added in criterion to ensure new provision is fit-for-purpose.  3. Have brought the two points together to clarify that the community of Melton relates to those within the NP area.
29/30	MEL9	What consideration has been given to the wider issue of on-street parking in this location.	The requirement for on-site parking

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		<p>The opportunity exists to ensure that all users for the playing field and village hall facility are able to park within the site and not on-street. Is the 40 spaces sufficient – are they in addition to the parking provision already available.</p> <p>What types of activities are envisaged as being catered for by the hall? Is it effectively a replacement of the loss of the Lindos centre? Use for alternative uses eg badminton, bowls; fitness classes as this will also influence design.</p>	<p>provision is clarified in the supporting text as being required to accommodate between 60-80 vehicles. This is considered to be sufficient for all but the occasional large event at the hall.</p> <p>The detail of exactly what it is suitable for should be dealt with through a planning application.</p>
30/31	6.15 and MEL10	<p>Is the orchard and allotments referred to on the Pitstop after school club site? The text would indicate that this is the case. How many are there and on what basis are they provided? Should you be identifying the new allotment/orchard site on the Proposals Map? If a site has been identified on Saddlemakers Lane why not identify it? Does the alternative site proposed accord with DM33 and MEL10. Is the site suitable and accessible?</p> <p>MEL10 if the Pitstop use moves what is proposed in its place? MEL21 only refers to potentially this use going onto this site. Can the re-location be undertaken in such a way that it would accord with MEL8?</p>	<p>The provision of orchards and allotments has been clarified but the precise detail regarding scale is not available or appropriate for a neighbourhood plan. It is not considered necessary to identify the new allotment/orchard on the map because it is unlikely to require planning permission. It is also not yet confirmed that this would happen.</p> <p>Any relocation is considered to meet the tests of MEL8.</p>
CH 7 ENVIRONMENT		<p>General points. Need to ensure that this section picks up all of the relevant environmental designations. The Deben Estuary is a Natura 2000 site – European designation for its nature conservation interest. Core Strategy SP14 applies.</p>	<p>Noted. Change made</p>
32	7.3	<p>This policy implements policy SP15 of the Core Strategy and replaces AP13. The Site</p>	<p>Noted. Changes made, including</p>

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Page	Para/ policy ref	Comment/update	Response and action
	MEL 11	Allocations Document includes a similar policy SSP38 which includes reference to landscape improvements which you may wish to consider including within your next version of the plan. Proposals Map/Inset Map. The map does not show the SLA extending into site allocation MEL21. This may just be the way the layers have been put together that it is not showing up. If however you have determined to re-draw the SLA boundary to exclude MEL21 you will need to provide evidence for the exclusion and also any other changes which may have resulted from your re-consideration of the landscape value of the designation as it applies to the neighbourhood plan area.	showing existing SLA boundary
33/36	MEL12	Is there a need to identify these sites as local green spaces if they are not under threat of development and are otherwise protected? I believe you have already been in contact with SCDC Property Services with regard to their agreement to such a designation being placed on them.	Arguably yes but these are important to the local community so it is considered appropriate to identify and protect them. No change.
37/38	MEL 13 & MEL14 & MEL15	Riverside qualities and residential boats. This is now an issue which the Council will need to pick up following the decision by Woodbridge Town Council to abandon further work on their neighbourhood plan. Martlesham Parish Council has also now produced a first draft neighbourhood plan which includes a policy for houseboats. COMMENTARY HELD PENDING MEETING.	Noted.
40	MEL16	This policy repeats policy AP1 which the Council has determined not to continue with as it repeats information which is set out in NPPF.	With the work undertaken and reflected in the NP on character areas, it is considered appropriate to include such a policy which helps the applicant to understand locally specific issues. No change.
41	MEL17	The designation of Areas to be Protected from Development was a matter which was discussed at the Council's Joint Examination. You may wish to look at the wording and reasoning in the Council's documents on this issue. Reference should also be made to	We have reviewed this and consider the existing justification for continuing the APD to be appropriate. No change.

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Page	Para/ policy ref	Comment/update	Response and action
		Core Strategy policy SP15 which this policy will implement.	
43	MEL18	The Proposals Map should identify the character areas to which this policy applies. Each area requires a boundary.	Noted. Additional proposal map added in order to avoid making the existing Proposals Maps too hard to read.
CH 9 COMMERCIAL AND RETAIL		This section could be expanded to reflect the large number a variety of businesses which operate in the neighbourhood plan area. The introduction refers to over 150. This is significant. Where are they located, why are they located where they are and what is important to ensure their continued existence. Riduna Park is being built out – what will it provide in terms of floorspace; district council is moving down there. Melton continues to be a vibrant employment area. Should earlier policy references to riverside uses be included in this chapter?	Noted. Changes made.
Ch 10 LAND OFF WILFORD BRIDGE			
46	MEL21	No reference is made to the fact that part of the site lies within the SLA. No reference is included to the requirement for any affordable housing provision. No reference is included to the type or mix of housing which might be required. Transport – is the road re-alignment a specific requirement to make this development acceptable? It would be useful to see included specific reference to the fact that the impact of an additional 55 dwellings has been considered in terms of infrastructure provision such as education and health and that it is acceptable in this regard.	Noted. Changes made
CH 11 NON-LAND USE ISSUES		As a general point transport matters; moving the school; the impact of any additional development on the local road network and the need for traffic modelling etc are issues which are perhaps more appropriately discussed as part of the Local Plan Review process. Reference could be added to that effect. The strategic issues. The reference to local listing – you might want to include this in your next version plan.	Noted. Changes made.

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		Guidance on local listing has now been adopted by the Council. Great Bealings for example have provided a list of properties that they think would quality and have put them forward in their neighbourhood plan with the property owners consent.	

## **EMAIL and LETTER RESPONSES – Overall Analysis**

5 of the 40 responses give a general overall approval of the NP and all its proposals.

3 of the 40 responses are actively in support of the C/W site proposal.

10 of the 40 responses are actively against the C/W site proposal.

3 of the 40 responses are actively against the Village Hall.

3 of the 40 responses are actively in support of the Village Hall.

Of the 40 respondents there were:

- 28 Residents.
- Neighbouring Parish Councils.
- Landowners / Developers.
- Statutory Bodies i.e. Suffolk County Council.
- 3 Local Groups i.e. WI.



## **Survey Monkey Analysis – Pre Submission Consultation**

26 Responses of which 25 were residents and 1 was on behalf of the Burness Parish Rooms. One of the residents was a Parish Councillor.

Of the 25 individuals:

5 had never given feedback on the Neighbourhood Plan before

8 had only given their feedback on one occasion

10 had given feedback between 1-3 times before

2 had given feedback between 5 – 10 times before

Only 2 respondents did not want to be contacted about the Neighbourhood Plan again.

Very much support the overall vision & objectives of the MNP and the great majority of the specific policies & proposals. Whilst not an absolute guarantee against inappropriate development in future, the village is better off with a community-based statutory plan than without one.

9/23/2016 2:17 PM [View respondent's answers](#)

In general, the plan represents a good way forward for the village.

9/22/2016 9:57 PM [View respondent's answers](#)

## Melton Neighbourhood Plan Consultation Statement

The plan seems pretty comprehensive in dealing with the main points which in my eyes are: protection of the green spaces, maintaining the historic core and the character of the a semi rural village, protection from unsuitable development, no further development ( after Woods Lane one) without the necessary infrastructure.

9/22/2016 9:47 PM [View respondent's answers](#)

The Burness Parish Room has been a community facility in Melton for 112 years and yet not mentioned in the report

9/22/2016 1:35 PM [View respondent's answers](#)

Any further housing developments in the woods lane/Yarmouth road will cause the already stretched infrastructure to collapse. I suggest that developers attempt to cross the lights at woods lane in the morning between about 8:30 - 9:15. a 15 min wait is very normal. the primary school is at capacity and is simply not big enough for the extra volume. and associated traffic/car parking required.

9/22/2016 9:18 AM [View respondent's answers](#)

I support the neighbourhood plan, particularly in their warnings about traffic congestion between Melton and Woodbridge. Recent approval of the Woods Lane housing development can only add to the existing congestion and pollution. Further housing development would be a disaster. I would also particularly support the aim of making it easier and safer to travel by bicycle between Melton and Woodbridge. The Melton Road has become dangerous for cyclists because of traffic volumes and parking on both sides of the road. Alternative route need to be found.

9/21/2016 8:20 PM [View respondent's answers](#)

Would like any development to be limited to brownfield sites and not on green fields or to destroy woodland that is a Community asset. I am concerned about management of the traffic within the village especially at the crossroads. We particularly would not want to see massive developments of houses in inappropriate locations without thought to the strain on utilities and infrastructure . (water sewage

9/21/2016 7:40 PM [View respondent's answers](#)

We approve the Plan. Further development would change the character of the Village and place a strain on local services and roads especially the traffic lights at the end of The Street.

9/21/2016 12:22 PM [View respondent's answers](#)

Please don't lose the rural feel, and the historical history of Melton by approving something that is not right. Also, consider the people who live in the area next to the development, and the risk of flooding.

9/20/2016 7:17 PM [View respondent's answers](#)

## Melton Neighbourhood Plan Consultation Statement

I consider the residential development planned for Woods Lane and the Yarmouth Road to be a total overdevelopment of the area which should be stopped forthwith.

9/16/2016 10:16 PM [View respondent's answers](#)

The development priority on brownfield sites such as Carter/Warburg is appropriate. It would be unfortunate to overdevelop outlying areas and change the predominantly "green" nature of Melton's perimeter areas. Attention must be paid to traffic management in any development plans, especially in Woods Lane and Yarmouth Road, where speed and volume are a growing concern.

9/14/2016 11:06 AM [View respondent's answers](#)

I support the neighbourhood plan

9/13/2016 9:36 PM [View respondent's answers](#)

I fully support the neighbourhood plan and think that Melton's identity, green areas and fabric generally needs to be maintained

9/13/2016 11:02 AM [View respondent's answers](#)

Any future housing should only be permissible if road/transport and other infrastructure is addressed first.

9/12/2016 8:09 PM [View respondent's answers](#)

This plan to build houses on the plot on the Yarmouth Road and other sites is entirely inappropriate. This would represent an over development and should be stopped.

9/10/2016 8:23 PM [View respondent's answers](#)

Strongly support development in restricted areas as proposed by the plan.

9/10/2016 2:47 PM [View respondent's answers](#)

We understand the need for housing development in the UK, so we are not against new housing in the village, so we believe the Neighbourhood Plan can highlight the need for the sympathetic balance that is required to maintain the quality of life in the village and the village environment in light of planned development to Yarmouth Road, at the same time Woods Lane is going ahead, along with talk of Melton Cricket club being developed and Woodbridge Football club and its floodlights being relocated to Yarmouth road.

9/6/2016 10:21 AM [View respondent's answers](#)

I think the plan is very well thought through and I approve it

## Melton Neighbourhood Plan Consultation Statement

8/18/2016 10:14 AM [View respondent's answers](#)

The plan is comprehensive and appears to represent the views of the community

8/17/2016 9:25 AM [View respondent's answers](#)

An excellent document

6/29/2016 9:41 PM [View respondent's answers](#)

I think this is a good plan and a good balance of what most people see as important to this village.

6/23/2016 6:17 PM [View respondent's answers](#)

50% of respondents had no specific concerns about policies in the NP and 50% did have specific concerns which were:

1. Policy MEL9 (Community Facilities at Playing Field) seems to conflict with Policy MEL12 (Local Green Spaces) - MEL12 should take priority. 2. Care is needed with issue 11.2 to ensure two-way movement of buses is retained.

9/23/2016 2:17 PM [View respondent's answers](#)

On a point of detail, para 10.17 refers to the Carter land having made provision for the road improvements. In fact this was Riduna/Girdlestone and Carters would still need to deal with its traffic if it comes forward. The new housing in this area should have footpath/cycle links to the existing St Andrews Close area. will give better access to shops/village centre.

9/22/2016 9:57 PM [View respondent's answers](#)

Given that we may have to have more housing I do think the area bordering Riduna Park seems to be the best option but traffic and parking remain two crucial questions. As stated Wilford Bridge Rd can't cope with any more traffic. I also fully support the building of a village hall, although it is a shame that the Burness Rooms can't be used for that purpose.

9/22/2016 9:47 PM [View respondent's answers](#)

## Melton Neighbourhood Plan Consultation Statement

See above... (We approve the Plan. Further development would change the character of the Village and place a strain on local services and roads especially the traffic lights at the end of The Street).

9/21/2016 12:22 PM [View respondent's answers](#)

The infrastructure (roads, schools, GP surgeries) cannot cope with the extent of the development plans. This residential development should be stopped.

9/16/2016 10:16 PM [View respondent's answers](#)

I am particularly support the development of BROWNFIELD sites ONLY and am very concerned about any loss of green areas in the area. Above everything comes the issue of traffic and access. The infrastructure is stretched to capacity and any large developments would cause extreme congestion and potential dangers.

9/13/2016 9:36 PM [View respondent's answers](#)

The roads within Melton are getting busier and busier. Queues at the traffic lights get ever longer. We are in danger of being choked with traffic if any further development is approved within the boundary

9/13/2016 11:02 AM [View respondent's answers](#)

This is an inappropriate development as alluded to in my comment above. (Yarmouth Road)

9/10/2016 8:23 PM [View respondent's answers](#)

Really important to keep the green spaces , trees and protect the farmland as it is

9/7/2016 10:48 PM [View respondent's answers](#)

The traffic situation on Woods Lane/Wilford Bridge Rd, is seemingly being made worse, the new SCDC building and subsequent traffic, does not seem to be planned for, or the number of large agricultural vehicles. The air quality near Melton School with the constantly idling traffic must be worryingly high, is there figures for the AQI at the Melton traffic lights.

8/26/2016 9:48 AM [View respondent's answers](#)

The proposal for development of the land off Wilford Bridge Road looks to be well balanced and should benefit the whole community.

8/25/2016 7:21 PM [View respondent's answers](#)

my concern is about planning permission for housing at Woods Lane

7/29/2016 8:54 PM [View respondent's answers](#)

### **OVERALL RESULTS of SURVEY**

- 17 positive comments
- 5 neutral comments
- 10 negative comments

#### **Of the 10 negative comments :**

- 1 x Burness Parish Rooms not mentioned in the plan
- 1 x doesn't want development where there is a risk of flooding
- 6 x refers to the negative effects of potential developments on Woods Lane and Yarmouth Road
- 1 x concern about protection of playing fields (green space) vs Village Hall
- x general issue with traffic and congestion and air quality

#### **Of the 5 neutral comments:**

- x development should be limited to brownfield sites, traffic management needs to be considered and no huge developments
- 1 x only permit further development if traffic / infrastructure issues addressed first
- 1 x understand need and not against new housing but concerned about Yarmouth Rd
- 1 x point of detail, para 10.17 and that new housing on Carter/Warburg site should have footpath/cycle links to the village

#### **Of the 17 positive comments:**

## Melton Neighbourhood Plan Consultation Statement

- 9 give general overall approval
- 4 specifically approve the Carter/Warburg development
- 6 are generally happy but still make the point about traffic and infrastructure issues

### **CONCLUSION**

If we take the negative comments first, there is nothing we can do about the Woods Lane development as this is not part of the NP and is already a 'fait accompli' – despite a lengthy battle to stop it. Neither is the NP suggesting any development in the Yarmouth Road and whilst an application may be imminent from developers it has not yet been placed with SCDC or the Parish Council.

There seems to be a misunderstanding about the size and impact of the Village Hall proposal and we need to look at how we have written about this in the Draft NP and make sure it reflects reality i.e. that this is so far a plan only, that it will not be where the Pavilion currently is and that the Pavilion will be demolished and that the footprint will not be taking up a huge proportion of the playing fields.

Overall issues about traffic congestion and air quality etc are intrinsic to the NP and it will help if we can get better feedback from Highways.

Only one negative comment specifically refers to the Carter/Warburg proposal.

### **ACTIONS**

1. Insert a section on Community Assets and ensure the Burness Parish Rooms is included in this and in the History section.
2. Look at the section on Village Hall and ensure it reflects reality as it appears to have given people an exaggerated idea of size and impact

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3. Continue to chase Highways about their specific plans for the problem areas in Melton esp. Station Road and Access to and from Riduna / Carter / Warburg sites
4. Re-write para 10.17 to reflect who is responsible for traffic management solutions

**66 responses in total**

- **5 letters**
- **26 Survey Monkey responses**
- **35 emails**