

Parish Council Consultation schedule

Consultee Response	Date	Main issues	Applicants' response	Reference
Brightwell Foxhall and Purdis Farm Group PC	10 May 2017	Ability of roads and specific junctions to accommodate increase in traffic	Application acknowledges that there will be an increase in traffic generated by the proposals. The application includes an extensive package of transport improvements including junction works, increased pedestrian and cycle facilities and contributions towards bus improvements. No single improvement alone will satisfactorily mitigate the effect. The suggested improvements will deliver a comprehensive and co-ordinated package of measures and will be secured through planning condition or planning obligation.	Updated TA including Appendices D (Junction Works) and I (Road Safety Audit and Designer's Response). Travel Plan
Kesgrave PC	08 May 2017	Ability of roads and specific junctions to accommodate increase in traffic	Application acknowledges that there will be an increase in traffic generated by the proposals. The application includes an extensive package of transport improvements including junction works, increased pedestrian and cycle facilities and contributions towards bus improvements. No single improvement alone will satisfactorily mitigate the effect. The suggested improvements will deliver a comprehensive and co-ordinated package of measures and will be secured through planning condition or planning obligation.	Updated TA including Appendices D (Junction Works) and I (Road Safety Audit and Designer's Response). Travel Plan
		Public transport infrastructure	Proposals include contributions towards improved bus transport to be secured through planning obligation	Travel Plan
		Healthcare infrastructure	Proposals include either provision of new on-site health facility of a size to complement and not replace existing facilities in existing communities or contribution towards improvements in existing facilities to be secured through planning obligation	Planning Statement paras 15.1-15.9 and Appendix 2.
Martlesham PC	11 May 2017	Capability of transport infrastructure	Application acknowledges that there will be an increase in traffic generated by the proposals. The application includes an extensive package of transport improvements including junction works, increased pedestrian and cycle facilities and contributions towards bus improvements. No single improvement alone will satisfactorily mitigate the effect. The suggested improvements will deliver a comprehensive and co-ordinated package of measures and will be secured through planning condition or planning obligation.	Updated TA including Appendices D (Junction Works) and I (Road Safety Audit and Designer's Response). Travel Plan
		Future of healthcare facilities	Applicant agrees the importance of ensuring that any new healthcare facilities on site complement and do not replace the existing facilities in Martlesham. Applicants continue to work with NHS England to identify the appropriate scale and form of facility which benefits both the new and existing communities. Proposals will either deliver new on-site facility or contribute to the improvement of existing facilities, secured through planning obligation	Planning Statement paras 15.1-15.9 and Appendix 2.
		Timely provision of facilities	Applicant agrees that facilities and infrastructure improvements must be delivered in a suitably timely fashion to protect the environment and encourage residents to value with pride and share facilities with neighbouring communities. Phase 1 of development would deliver the primary school, main SANG area and formal recreation open space in order to give the community a 'heart' and sense of identity early in the occupation of homes. The network of footpaths would be retained and enhanced during construction phases to ensure the widest possible access to public open space was maintained throughout all construction phases. The management body with responsibility for maintaining and managing the open spaces and community buildings would be established in the early phases of the development to assist in community cohesion and the creation of a sense of place. Local residents and organisations would assist in directing the responsibilities of the management body. A detailed phasing plan to be secured by condition of planning permission	Planning Statement section 23 and Appendix 2, Revised Residential Phasing Plan (drawing number 07E), Community Cohesion Note
Melton PC	27 April 2017	Note recommendation of approval but stated desire to see phasing of new educational provision, healthcare and transport infrastructure to be delivered in tandem with the growth of the new community.	Applicants acknowledge the need to deliver all appropriate infrastructure in timely fashion. To this end further commitments have been made in the suite of resubmission documents. Details of phasing programme would be secured through condition or planning obligation.	Revised Residential Phasing Plan (drawing number 07E), Green Infrastructure Phasing Plan (drawing number 17)
Newbourne PC	10 May 2017	Ability of roads and junctions to accommodate increase in traffic.	Application acknowledges that there will be an increase in traffic generated by the proposals. The application includes an extensive package of transport improvements including junction works, increased pedestrian and cycle facilities and contributions towards bus improvements. No single improvement alone will satisfactorily mitigate the effect. The suggested improvements will deliver a comprehensive and co-ordinated package of measures and will be secured through planning condition or planning obligation.	Updated TA including Appendices D (Junction Works) and I (Road Safety Audit and Designer's Response). Travel Plan
		No need for horse crossing on A12	Applicants currently discussing with SCC the suitability of retaining a horse crossing (Pegasus junction) of the A12. At the same time application proposes extensions of bridleways within the site including bridleway extensions to allow access around entire site perimeter.	Revised drawings Movement and Access PP4 (drawing number 05F, Green Infrastructure (drawing number 09E), Play Approach (drawing number 10G)
Rushmere St Andrew PC	10 May 2017	Ability of roads and specific junctions to accommodate increase in traffic.	Application acknowledges that there will be an increase in traffic generated by the proposals. The application includes an extensive package of transport improvements including junction works, increased pedestrian and cycle facilities and contributions towards bus improvements. No single improvement alone will satisfactorily mitigate the effect. The suggested improvements will deliver a comprehensive and co-ordinated package of measures and will be secured through planning condition or planning obligation.	Updated TA including Appendices D (Junction Works) and I (Road Safety Audit and Designer's Response). Travel Plan
Waldringfield PC	16 May 2017	Inappropriate to encourage 'priority' accesses onto Ipswich Road. Accesses onto Ipswich Road should be secondary accesses with the priority accesses on to A12 and Gloster Road.	Applicant agrees. The proposal already confirms the intention to provide the primary accesses to the site via the A12 and Gloster Road. The term 'priority' relates to the design of the junction as a give way arrangement.	

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		Desire to redesign the western Ipswich Road access so that following completion of the first phase it is physically less able to attract vehicle access.	Applicant prepared to discuss with WPC, SCDC and SCC the options to design appropriate traffic calming and traffic prevention measures at this junction.	Clarification contained here
		Deliver the primary A 12 junction earlier in order to set habits for residents to enter and leave the site in westerly and more direct direction.	Applicants prepared to include in the phasing programme to be secured through condition or planning obligation, the delivery of the A12 access and boulevard to the school site in phase 1 of the development. The Ipswich Road accesses will still be required but the majority of traffic would be expected to use the primary junction to the A12.	Clarification contained here
		Ability of roads and specific junctions to accommodate increase in traffic.	Application acknowledges that there will be an increase in traffic generated by the proposals. The application includes an extensive package of transport improvements including junction works, increased pedestrian and cycle facilities and contributions towards bus improvements. No single improvement alone will satisfactorily mitigate the effect. The suggested improvements will deliver a comprehensive and co-ordinated package of measures and will be secured through planning condition or planning obligation.	Updated TA including Appendices D (Junction Works) and I (Road Safety Audit and Designer's Response). Travel Plan
		On-site green infrastructure	The calculation of on site green infrastructure requirements is entirely in accordance with planning policy and advice from relevant consultees. The creation of attractive, convenient and useable SANGS and other green infrastructure has been a guiding principle that has influenced the evolution of the proposed development. Furthermore, the importance of SANGS provision has been embraced by the applicants and expressed through their commitment to providing greater detail on this and related elements of the proposals than would normally be the case with an outline planning application. Further detail concerning the quality of the intended green infrastructure is contained in the sHRA and Part 1 Environmental Action Plan.	Planning Statement (Section 9), sHRA, Main Green Infrastructure drawing 09E, Revised DAS page 66, Part 1 Environmental Action Plan
		Requirement for green space buffer on south eastern corner of site	Applicants acknowledge the importance of protecting views from the AONB. The illustrative masterplan, Green infrastructure Plan 09E as amended, the Strategic Landscape Scheme (drawing number 10317/P14a) and the new Green Infrastructure Phasing Plan (drawing number 17) all illustrate the applicant's understanding of the need to provide a suitable buffer importantly in phase 1 so that the development of the housing on adjacent land in phase 3 can be screened with an established buffer. The details of the planting scheme will be submitted for approval by SCDC in consultation with the AONB unit and WPC. The intention will not be to provide a solid screen to development but to create a soft transition of development into the wider landscape and reflect the settlement edge found within the Suffolk Coast and Heaths AONB.	Illustrative masterplan (drawing number 08H), Green Infrastructure Plan (drawing number 09E), Strategic Landscape Scheme (drawing number 10317/P14a), New Green Infrastructure Phasing Plan (drawing number 17)
		Green space buffer requirements on perimeter with Ipswich Road	Applicants acknowledge the need to protect and maintain a suitable landscaped buffer along the Ipswich Road frontage. The detailed landscape scheme to be submitted and the scheme to be planted in phase 1 of the development will seek to maintain and manage a suitable screen to Ipswich Road in perpetuity. Take note that a large part of the Ipswich Road frontage is made up of green infrastructure recreational space.	Landscape chapter of ES, Strategic Landscape Scheme (drawing number 10317/P14a), Green Infrastructure Plan (drawing number 09E), Green Infrastructure Phasing Plan (drawing number 17)
		Confirm Deben SPA mitigation (off-site)	Off-site mitigation of residual impacts will be secured through payments that are in line with the emerging Recreational Avoidance and Mitigation Strategy (RAMS). Payment of £150 per unit will be secured through the s106 agreement. It is therefore certain that the funds will be ring fenced and spent on mitigation measures whether or not the RAMS is fully adopted. It is understood that contributions will be spent on matters to include enhanced wardening and monitoring of visitor impacts upon designated European nature conservation sites.	Shadow Habitats Regulations Assessment para 155 and para 188-190. Draft HoTs Appendix 2 of Planning Statement.
Woodbridge Town Council	28 April 2017	Not a suitable location. Inability of roads in area to accommodate additional traffic leading to discouragement of visitors to town.	The site has been identified in the Core Strategy as a suitable location in principle for this scale and form of development. Application acknowledges that there will be an increase in traffic generated by the proposals. The application includes an extensive package of transport improvements including junction works, increased pedestrian and cycle facilities and contributions towards bus improvements. The provision of on site facilities such as primary school, extensive areas of open space, community buildings and local centre will also encourage residents to remain on the site for a number of functions which might otherwise encourage travel by car. In the applicants' view the balance of transport improvements, mix and scale of uses and site design ensure that the details of the proposals satisfactorily ensure that the site is in a suitable location and will not have an adverse impact on neighbouring towns such as Woodbridge.	Updated TA including Appendices D (Junction Works) and I (Road Safety Audit and Designer's Response). Travel Plan, Illustrative masterplan (drawing number 08H), Infrastructure Phasing Plan (drawing number 17), Green Infrastructure Plan (drawing number 09E).