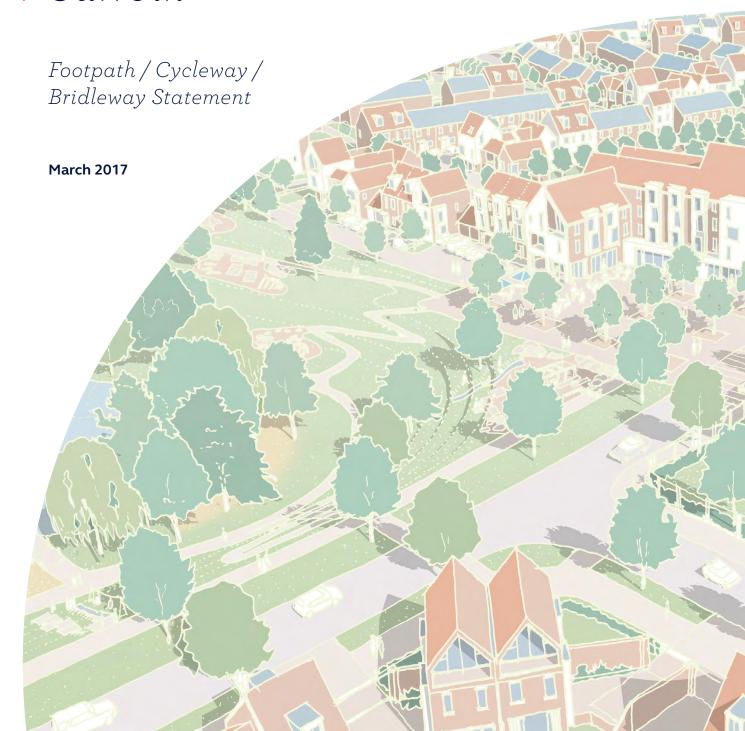
CARLYLE LAND



Land south and east of Adastral Park

Suffolk



Land to the south and east of Adastral Park: Footpath/Cycleway/Bridleway Statement

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1. Introduction

- 1.1 The proposed development on land to the south and east of Adastral Park represents an opportunity to significantly enhance recreational provision for both existing and future residents in the area, as well as visitors.
- 1.2 The Application Site includes a number of public rights of way (PROW), both footpaths and bridleways, around and in one case through the 113.3 hectare site. However, to date wider public access on the Site has not been possible since it is private land and subject to quarrying; and inevitably this industrial use has not made the location attractive or interesting for recreational users.
- 1.3 Despite this, there is still a fairly well developed network of public footpaths and bridleways surrounding the Site; and it is the combination of new recreational amenities on the Site itself and improved links with the surrounding public access network that makes this such a significant opportunity for recreational improvement.

2. Aims and objectives of recreational pedestrian/cycle/horse-riding provision

- 2.1 The underlying aims for recreational provision on the site are threefold:
 - i. to ensure that good quality public access, open air recreation and sustainable travel is at the heart of the new development, providing not just on-site leisure facilities but also by making everyday journeys on foot and by bike to local service centres, schools, and so on attractive and convenient;
 - ii. to provide a wide range of high quality recreational opportunities on the Site, from open greenspace and linear routes to play facilities, for all types of user, and to the extent that it will discourage specific groups, such as dog-walkers, from seeking off-site recreation in sensitive wildlife sites such as the Deben Estuary Special Protection Area; and
 - iii. by careful design and promotion to ensure that on-site recreational routes connect with surrounding footpaths, cycleways and bridleways, benefiting not just new residents but also existing residents from other local communities (as well as visitors) who may wish to make recreational journeys on to and through the Site.
- 2.2 There are a range of objectives involved in delivering these aims:
 - to develop an area of new and publicly accessible greenspace at the heart of the Application Site that, through high quality design and appearance, will not just attract a wide range of recreational users but also have a significant biodiversity value (for instance, through the creation of new heathland and retention of the central lake and woodland);
 - to retain and improve existing public rights of way on and around the Site by landscaping and new planting as appropriate; to create new linking paths and upgrade others to bridleway status in order to improve choice and achieve greater connectivity; and to promote onwards sustainable walking and cycling routes beyond the Site;
 - to ensure that recreational provision on the development is designed to meet the specific needs of a wide range of different users, such as providing lengthy circular walks and designated off-lead exercise areas for dog walkers;
 - to design attractive and convenient walking and cycling routes so they become
 part of people's day to day activities (eg routes to school, work and shops), which
 amongst other things will meet the health and wellbeing objectives set out in
 Suffolk Coastal District Council's Leisure Strategy 2014-24 to "...support the
 growth of active travel methods";
 - a general intention to meet the objectives of policy SP17 in Suffolk Coastal
 District's Core Strategy: "...ensure that communities have well-managed access
 to green space within settlements and in the countryside and coastal areas, in
 order to benefit health, community cohesion and greater understanding of the
 environment, without detriment to wildlife and landscape character"; and
 - to meet the priorities set out in Suffolk County Council's Rights of Way Improvement Plan, such as improving connectivity, inclusiveness and sustainable access to services.

3. Explanation of routes as shown on Movement and Access Parameter Plan and illustrative Framework Masterplan

- 3.1 The walking, cycling and horse riding routes shown on the Movement and Access Parameter Plan (Appendix 1) and Illustrative Framework Masterplan (Appendix 2) reflect the nature and layout of public access on the Site. The key components are:
 - well established linear routes around much of its boundary;
 - a large area of publicly accessible open greenspace/park at its core; and
 - key north-south and west-east routes through the Site that connect with the surrounding network of footpaths, cycleways and bridleways.
- 3.2 At the heart of the Site will be an area of newly created Suitable Alternative Natural Greenspace (SANG). This high quality park will be centred on the existing lake and will include large areas of publicly accessible open space. New paths will be created around the entire SANG, as well as some intersecting paths across it; and its central position will ensure that it will be accessible from all parts of the Site by foot and bike.
- 3.3 In addition to this core area, 'SANG links' will permeate the rest of the Site (Appendix 2) connecting with other open greenspaces, such as the Heritage Park in the west of the site, formal recreation areas and allotments.
- 3.4 The plan also illustrates the extent of existing public access along much of the southern boundary of the Site; and similarly around the north/north eastern/north western side. Not only does this provide a continuous route around the outside edge of two thirds of the Site, but it also allows numerous access points into (and out of) the Site for walkers, cyclists and horse riders all along these boundaries from (and to) adjoining rights of way (see part 5).
- 3.5 A public footpath already runs north-south alongside the western edge of the main SANG area (see part 5) and it is proposed to upgrade this to a public bridleway for some of its length to allow access for cyclists and horse riders, as well as those on foot (see 5.2.2). This provides a key north-south route into and through the Site, linking it with Newbourne to the south and Martlesham Heath to the north.
- 3.6 East-west movements through the Site are to be encouraged by the creation of a walking/cycling route from the main SANG area to the western edge of the Site via the Heritage Park, and the proposal to establish a new stretch of bridleway along the Site's boundary in the south western corner. Heading westwards, these will link to a new multi-user crossing point on the A12 (see 5.3.1), and the under-used public bridleway opposite (outside the Application Site). This will encourage sustainable journeys west towards Kesgrave and Ipswich; and at the same time this enhanced public bridleway connection will also facilitate through journeys from Waldringfield to the east of the Site.
- 3.7 The network of green links on and around the edge of the Site, including existing rights of way and newly created routes, provides a variety of circular walks (including a figure of eight walk) that extends to 7.1km. This is deliberately generous to allow

residents from the new development, and in particular dog-walkers, to enjoy daily recreation entirely within the site.

4. Enhancement of access routes

- 4.1 A range of measures is proposed that will improve the existing recreational routes on the Site and make them more attractive to users.
- 4.2 New planting and landscaping, as appropriate, will take place along the rights of way and recreational routes across the Site. The perimeter rights of way, particularly the public bridleway alongside Ipswich Road on the southern boundary, already benefits from a generous strip of woodland, and this will be enhanced further by additional planting. The rights of way at the south east corner of the Site, nearest Waldringfield, will similarly benefit from an enhanced green buffer of hedgerow trees.
- 4.3 Planting alongside the public footpath next to the main area of SANG will provide new tree cover and scrub to enhance the setting of the re-introduced heathland; and it will also help to soften the boundary (presently fenced) with the BT land to the west.
- 4.4 In accordance with Fields in Trust guidance ('Planning and Design for Outdoor Sport and Play'), Local Landscaped Areas of Play will be established at various locations on the paths and bridleways around the Site, including around the main area of SANG and Spratt's Plantation. Imaginatively designed and using natural materials such as logs and boulders, they will be sensitively sited so they blend in with existing and new vegetation and offer short bursts of exercise, agility and relaxation for all ages.
- 4.5 In addition, Trim Trails in the form of naturalistic or timber play equipment will be laid out in areas of open space including the main SANG. Again, a variety of equipment will cater for different age groups and they will form a safe and connected play experience. Natural England and the Local Planning Authority have confirmed that this approach is acceptable for these recreational locations.

5. Public Rights of Way

5.1 Existing Public Rights of Way (on site)

- 5.1.1 The Application Site contains public rights of way around its edge and a route through its centre (Appendix 3). A public bridleway runs along the southern edge of the site adjacent to Ipswich Road and around its south eastern corner as far as Newbourne Road. A public footpath then continues around the entire northern perimeter of the site to link with a public footpath to Martlesham Heath beyond Spratt's Plantation.
- 5.1.2 From Spratt's Plantation a public footpath heads southwards next to the western boundary fence with the BT land, and where this ends it heads south east into the middle of the site, before curving southwards to Ipswich Road.
- 5.1.3 The current layout of public rights of way is in part a reflection of the recent land use of the site, with widespread gravel extraction operations confining public access to narrow linear corridors and contributing to a recent footpath diversion. There is no other legal public access to the site other than the PROWs described above.

5.2 Impact on existing Public Rights of Way (on site)

- 5.2.1 The development proposals will not alter the route of any existing PROW and all those described above will remain in place. Instead, the PROW will be enhanced by sensitive landscaping and new planting to make the routes more inviting, easier and pleasurable to use (see previous section).
- 5.2.2 Additionally, as part of the planning process and subject to advice from Suffolk County Council's Rights of Way unit, it is also proposed to improve and extend the existing PROW network on site by dedicating two short sections of route (not currently public rights of way) as public bridleways and upgrade a linking section of public footpath to bridleway. Both are shown as solid dashed lines on the figure in Appendix 1. The proposals are to:
 - Dedicate the track northwards from Ipswich Road along the so-called 'valley' to
 its junction with the existing public footpath; and where this continues northwards
 as a public footpath past the SANG upgrade it to a bridleway as far as the
 proposed new access road. This will enhance the connectivity of the local public
 bridleway network and allow cyclists and horse riders, as well as those on foot, to
 make journeys from and through the application site to Martlesham and beyond.
 - Dedicate a new section of route along the inside edge of the south western corner of the site as a bridleway, which will link the existing public bridleway beside Ipswich Road and lead west to the public bridleway crossing of the A12 (see below).
- 5.2.3 These proposed dedications are intended to allow greater access across the site for all users, but in particular cyclists and horse riders, and provide better connectivity with the surrounding rights of way network and facilitate through journeys.

5.2.4 The main area of SANG at the heart of the Site is adjacent to an existing and already well-used public right of way, as described above. Open access from this path across the SANG, and in particular to the 'active zone' next to the lake where passive and informal recreation will be encouraged, is likely to further encourage use of the local PROW network.

5.3 Impact on existing Public Rights of Way (off site)

- 5.3.1 As part of this application, a new at grade road crossing on the A12 close to where the existing east-west public bridleway leaves the site and crosses the dual carriageway, near Brightwell Heath, will include dedicated lights for walkers, cyclists and horse riders (most likely via a so-called 'Pegasus crossing'). This will potentially bring back into use a bridleway rendered almost unusable by the busy dual carriageway and encourage through and onward journeys towards Kesgrave and lpswich (see Appendix 3).
- 5.3.2 The proposed dedication described in 5.2.2 will provide a more direct walking link from the site to the existing public footpath south to Newbourne, emerging on to Ipswich Road directly opposite the present public footpath instead of further along the road as is currently the case. As with the bridleway enhancement described above, this will improve the overall connectivity of the rights of way network. Likewise connections from the site with existing public rights of way north to Martlesham and east to Waldringfield will also be promoted, so new and existing local residents can make sustainable local journeys.

5.4 Definitive Map

5.4.1 Two small anomalies have been found on the Definitive Map as they affect public footpaths on the edge of the site. In both cases, the route shown on the Definitive Map differs from the walked line on the ground and appears to deviate outside the application boundary on to private land. It is proposed to rectify both anomalies in line with the planning application and in consultation with the Council's Rights of Way unit.

5.5 Suffolk Rights of Way Improvement Plan

- 5.5.1 The proposals described here fully accord with the priorities set out in Suffolk County Council's Rights of Way Improvement Plan (now incorporated into Suffolk's Local Transport Plan 2011-31). These include:
 - Improve connectivity, inclusiveness and sustainable access to services
 - address the issue of routes severed by trunk roads
 - Consolidate the Definitive Map
 - Promote access, develop healthier communities and promote the rural economy

5.6 Other off-site access and recreation routes

- 5.6.1 There are several promoted walking trails that pass close to the Site (Appendix 4). The Sandlings Walk, an 89km/55-mile route between Ipswich and Southwold, is less than 1km to the north; and the Fynn Valley Walk (15km/9 miles between Woodbridge and Witnesham) is under 2km away. Both routes are waymarked on the ground and depicted on Ordnance Survey maps. It is likely that their proximity to the Application Site will encourage some new residents to take longer recreational walks from home, but given the orientation of the two trails (mainly northwards and westwards) this will lead people away from the more sensitive wildlife sites on the Deben Estuary around Waldringfield.
- 5.6.2 More immediately, the Martlesham Circular Walk is an 8km/5-mile route that its nearest point (through Walk Farm Wood) is just 0.5km from the Site. The waymarked trail offers an attractive, sustainable and easy-to-follow trail around Martlesham that will also encourage new residents to explore the area on foot.
- 5.6.3 There are presently no national trails near the Site (the nearest is the Peddars Way and Norfolk Coast Path over 60km away). However, the new England Coast Path National Trail is due to open in 2020. When complete, it will provide a continuous walking route around the entire coast of England and is being developed and opened in stages. According to Natural England's latest update (23 January 2017), work is due to start on the section between Felixstowe Ferry and Bawdsey, which covers the Deben Estuary, between 2017-18. At present there is no information on whether the national trail will simply cross the mouth of the estuary via Felixstowe Ferry or if an alternative route will be plotted along the estuary to Woodbridge and back.
- 5.6.4 Signposted National Cycle Network routes pass through the wider area (Route Numbers 1, 41 and 51) and some local roads to the north, east and south of the Site the Site are promoted as 'Quiet Lanes' for use by cyclists, amongst others. All of these routes are wholly on existing metalled roads. It is intended to promote these and other cycle routes, including public bridleways, so that new and existing local residents will have more information and choice about where to cycle, as well as encouragement to make everyday journeys by bike. In particular, there will be liaison with Council officers about promoting safe cycle routes into the centre of Ipswich from and via the Site.
- 5.6.5 Within 3km of the Site there are several small areas of Access Land designated under the Countryside and Rights of Way Act 2000 and where the public is allowed open access on foot. Most significant is Martlesham Heath, part of Ipswich Heaths SSSI, which is already well managed for visitors and wildlife alike. The open heathland contains visitor interpretation, paths and open spaces that new residents from the Site may wish to visit as part of a circular walk from the Site, a journey which will be made easier with the improved road crossings planned as part of the new development.

6. Conclusion

- 6.1 Providing an attractive, generous and joined-up recreational offer, underpinned by public rights of way, is at the heart of this application.
- 6.2 Existing public rights of way will be enhanced and extended, and new linking sections proposed, which will benefit all types of user and ultimately improve the whole rights of way network in the area.
- 6.3 The improvements to the network and the creation of a new and high quality open greenspace will also encourage active travel between communities.
- In summary, the proposed development offers the opportunity to greatly improve recreational access to an area of land which has been largely off-limits to the public. The proposed development would achieve all the aims and objectives as stated above.

Appendices

- 1 Movement and Access Parameter Plan
- 2 Illustrative Framework Masterplan
- 3 Public Rights of Way on and around the Site
- 4 Waymarked walking trails and Access Land



Contractors are not to scale dimensions from this drawing

- Extent of Application Site
- Northern Quadrant
- Extent of Built Form
- Indicative Main Vehicular, Cycle and Pedestrian Route
- Indicative Pedestrian Route Within Site
- -- Indicative Bridleway Route Within the Site
- Pedestrian Access Point
- Vehicular Access Point

Revision Date Description
-- YY-MM-DD --

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Land south and east of Adastral Park

Description Environmental Statement -Parameter Plan 4:

Movement & Access

Final Draft

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Job Number 31677

Original size 100mm @ A1 Copyright Broadway Malyan Limited

03.03.17



Contractors are not to scale dimensions from this drawing

- Site Boundary
- -- Northern Quadrant
- 1. Primary local centre
- 2. Secondary local centre
- 3. All-through school
- Main Green Infrastructure Area (mix of informal and formal recreation)
- Area contributing to open space strategy (green corridor for footpaths/bridleways and trim trails)
- Area contributing to open space strategy (formal recreation)
- 7. Allotments / community orchard
- 8. Allotments
- 9. Heritage feature
- 10. Heritage park (mix of informal and formal recreation)
- 11. Vehicular access point
- 12. Proposed & existing footpath / bridleway
- 13. Primary road

Revision Date Description

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Land south and east of Adastral Park

Illustrative Framework Masterplan


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
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24.03.17





CARLYLE LAND LIMITED



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