

DEVELOPMENT EAST AND SOUTH OF ADASTRAL PARK – UPDATE APRIL 2017

CEG has now submitted an outline planning application to Suffolk Coastal District Council for the proposed development.

The site, which lies to the east of the A12 at Martlesham and east and south of Adastral Park, has been identified in the adopted Suffolk Coastal District Core Strategy and Development Management Policies Local Plan as a sustainable location to provide approximately 2,000 new homes.

The planning application is in accordance with the Council’s policy for this site and seeks to take on board the constructive comments provided during the four consultation events held as the masterplan evolved and via the dedicated website www.adastralparkdevelopment.co.uk

Technical evidence to demonstrate that the proposals are acceptable in terms of highways, visual amenity, landscape, environment, green infrastructure and drainage are included within the supporting documentation for the planning application. The full application can be viewed on SCDC’s website and key documents are available on www.adastralparkdevelopment.co.uk

THE APPLICATION SETS OUT HOW THE FOLLOWING AIMS CAN BE DELIVERED:

- Up to 2,000 new homes, including affordable, starter, family and elderly accommodation
- Lower density homes, surrounded by green space and tree/hedgerow planting, around the edges of the site to soften potential views and reflect local character
- New infrastructure provision on the site including education, healthcare, local shops and services within easy walking distance
- Predominantly two-storey development, with occasional and appropriately located feature buildings of up to four-storeys to add architectural interest
- 34 hectares (85 acres) of formal and informal open space on the site including woodland, meadows, heathland, a variety of play areas, a trim trail, a variety of circular walks, sports facilities and ecological areas. This is in addition to sports and recreation facilities for community use as part of the all-through school
- Areas for allotments/community orchards
- Respecting the existing open agricultural land between the site and Waldringfield
- 7km circular walking routes with dedicated facilities for dog walkers, cycle paths, retention of the existing public rights of way and improvements to the southern edge bridleway
- Protection for existing mature landscaping, including Spratts Plantation and woodland along the boundary
- An improved lake environment which is carefully designed to cater for a variety of experiences, including areas for quiet recreation, picnic areas, a café, play space, a beach and low disturbance wildlife areas
- Funding to establish community ownership of green spaces, the lakeside and community assets; these would be well managed and there is potential for education and community activities through the management company
- A comprehensive multi-million pound package of transport improvements including junction and highways improvements to enhance vehicle flows, bus facilities, cycle and walking routes and a new A12 crossing
- New jobs within the school, healthcare facilities and shops and within the proposed improvements to the business park.



Indicative artist’s impression

MASTERPLAN EVOLUTION

The CEG team likes to work with local communities to evolve the masterplan for our sites. Prior to preparing the planning application we distributed more than 3,100 flyers to local homes and advertised in Parish magazines inviting residents to participate in our consultation events or via the website. Some 390 people attended the first events in 2016 and 160 in February 2017.



The principle for development in this location is already determined, therefore the consultation undertaken focused on the design of the new community rather than the principle of development.

As the Government advises that strategic sites should be outside the Neighbourhood Plan boundary this site is not included. However, the delivery of housing and its associated facilities will seek alignment with the vision and relevant emerging policies of the Martlesham Neighbourhood Plan.

As the site is identified in the Council's Local Plan there are specific policy requirements we need to deliver in terms of the number of homes and infrastructure provision. A comment form was provided which enabled community input into the design of the masterplan, location and provision of facilities and the nature of the green spaces.

In 2016 we received 47 comment forms via the events, website and post and, earlier this year, 49 people chose to provide their feedback on the first draft masterplan.

We have also held meetings and engaged with SCDC, local Parish and Town Councils, the AONB team, Natural England, Suffolk Wildlife Trust, Historic England, Highways England, Anglian Water, NHS England and Ipswich and East Suffolk Clinical Commissioning Group, NANT, local groups and community representatives.

We have carefully reviewed the comments made and sought to reflect constructive feedback and ideas in the final masterplan. The Council will undertake the formal consultation process now the application has been submitted.

The summary tables within this brochure explain how the proposals respond to key comments made at each of the consultation stages.

DESIGN, CHARACTER AND PLACEMAKING

COMMENTS	RESPONSE
High quality, varied architecture with interesting features	The planning application is outline, there would be a further reserved matters (detailed) application process where extensive information is provided, and consulted upon, in terms of the design of each building.
Protect village identities Provide landscaping buffers/bund and screen development	However, a Design and Access Statement forms part of this application and explains how we will draw on the character of many attractive existing settlements, including Martlesham Heath, Waldringfield and Woodbridge. We want to harness the character and develop a community with the same spirit, reflecting a similar sense of place.
Provide disabled access	We will remediate the effects of on-site mineral extraction.
Minimise light egress	<p>We will protect existing vegetation and provide an appropriate landscaped buffer around the site.</p> <p>On the eastern edge for example, low density, two-storey homes in large plots will be set back from the boundary beyond green space with tree and hedgerow planting to soften views. Our development is well-contained within its boundary and respects the retained open agricultural land between the site and the villages to the east and south.</p> <p>Bunding and acoustic fencing will form a barrier alongside the A12. Appropriate mitigation is included to minimise light and noise in accordance with best practice guidelines. We will comply with the latest policies in terms of disability access.</p>



Indicative artist's impression of SE boundary



Existing mineral extraction on site



Example edge buffer



Photomontage showing SE boundary with existing winter landscaping and development

HOUSING PROVISION

COMMENTS	RESPONSE
Provide a full mix of homes, particular need locally for 2 -3 bedroomed homes	We are proposing a full mix of homes which will include starter, family and homes suited to retirement/downsizing, with potential for bungalows. This will include 2 - 3 bedroomed homes to meet local needs.
Prefer lower density homes	Densities will be as low as 20 per hectare increasing near to the local centre at the heart of the site. All of the family houses will have gardens.
No high rise	We are not proposing any high rise. This will be a two-storey traditional development but we are proposing occasional three to four-storey feature buildings in appropriate key locations, such as the local centre to add architectural interest and assist with wayfinding.
Modern energy efficient homes	Full details regarding energy efficiency is provided at the detailed reserved matters planning stage rather than outline. Building regulations require energy efficiency and the use of renewables. This is in line with our aspirations for a 21st century development.
Gardens	
Bungalows	We will effectively manage the lighting proposal; this will use the latest technologies to ensure downlighting and minimise egress of light from the site.



A mix of architectural styles and feature buildings are evident



Attractive village square at the heart of the local centre



Sketch view of Martlesham Heath

TOWNSCAPE ANALYSIS: MARTLESHAM HEATH

The Design and Access Statement (available on our website) studies a number of local settlements as precedents for our development.

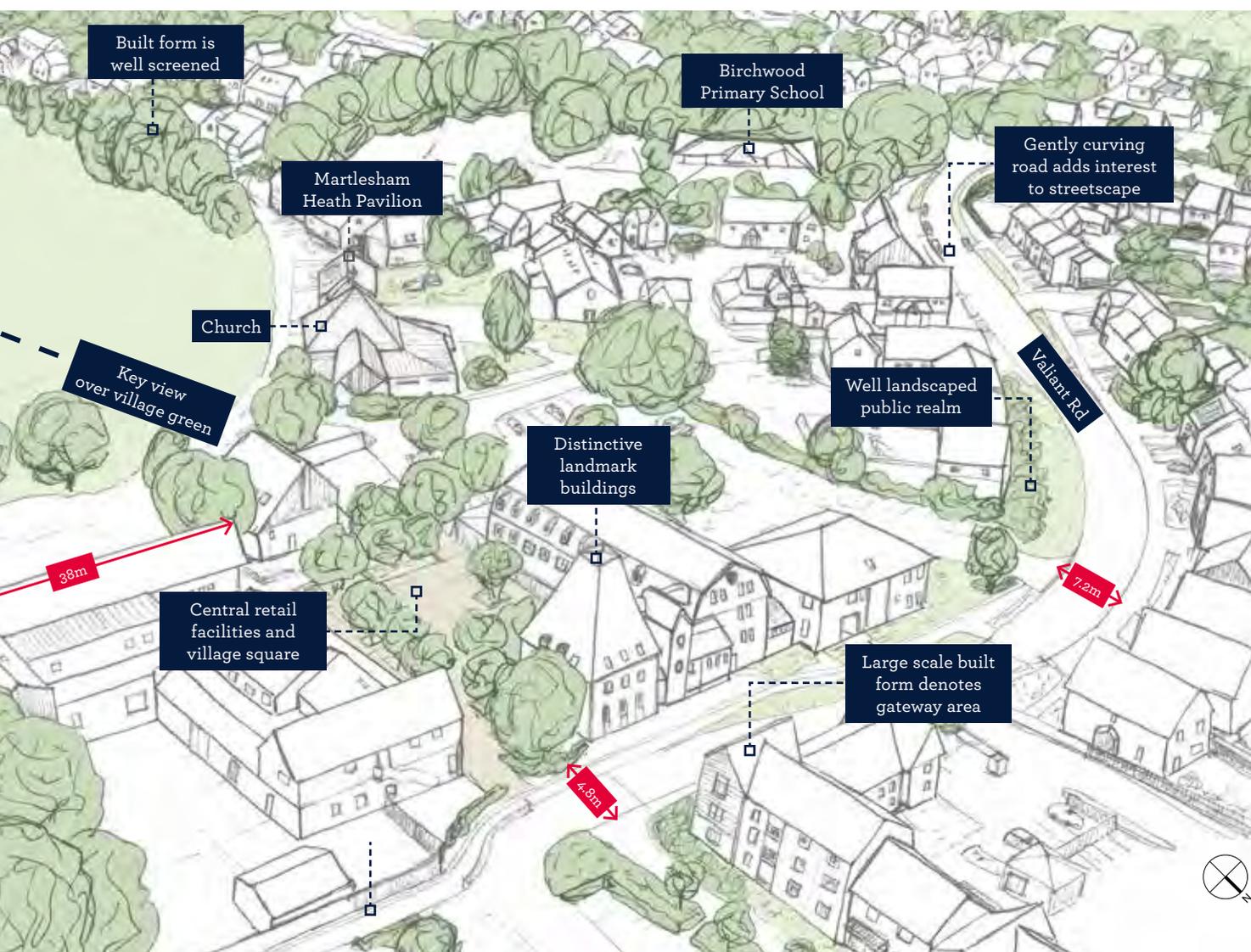
Martlesham Heath provides a number of useful cues for potential design, particularly the successful, well-used village core which mixes retail, community and recreational facilities.

Contemporary and traditional vernacular will be considered in our design and we aren't wedded to one particular architectural style; it is important that the development responds to local scale, massing and architectural features.

The villages we have assessed provide good inspiration and one example is shown below.



Houses front onto open space allowing natural surveillance while tree planting softens the edge of the built form



COMMUNITY FACILITIES AND INFRASTRUCTURE

COMMENTS	RESPONSE
<p>Preferences were expressed for the delivery of the following on the site:</p> <ul style="list-style-type: none">• Pub/restaurant• Shops• Healthcare provision• School• Church/community centre• Broadband/utilities improvements• Sports facilities• A swimming pool• Tennis courts• Places for socialising	<p>The proposals include:</p> <ul style="list-style-type: none">• A new all-through school providing exceptional nursery, primary and secondary learning environment with sports, recreation, hall and other facilities for the community• The development will fund a new healthcare facility on the site to complement existing facilities and we are liaising with the Council, NHS and local doctor's surgery• A local centre at the heart of the site providing shops, community spaces (in and outdoor), café/restaurant near the beach and the school a smaller local hub to the west would include local shops for easy pedestrian access• Eight hectares of sport and leisure facilities. This will include a mix of facilities but unfortunately the site does not have capacity for a swimming pool• We are working with BT to deliver a high specification broadband service <p>As part of the application process, a phasing plan will be delivered setting out the timescales for the arrival of this infrastructure alongside the new homes. It is envisaged some of the education and local centre facilities will be delivered as part of the earliest phases.</p>



Indicative artist's impression of the local centre

INDICATIVE LOCAL CENTRE MASTERPLAN



Mobility



1. Boulevard (Primary Road)
2. Cycle parking facilities
3. Bus stops
4. Disabled parking bays
5. Service yard behind food store
6. Parking
7. School parking with access/egress providing queuing space to avoid traffic along primary road
8. School staff parking
9. Parking square/market square
10. Tree screened parking

Land Uses



1. All-through school
2. Café with outdoor seating overlooking the lake
3. Local shops
4. Food store anchor to the north of retail strip
5. Community centre
6. Potential cricket pavilion / changing rooms
7. Healthcare facility

Public Realm



1. Lake
2. Main green infrastructure area
3. Beach areas
4. Natural play facilities
5. Gateway square
6. Recreation green / potential cricket ground
7. Parking square - occasionally used as a market square

GREEN SPACES

COMMENTS	RESPONSE
<p>Preferences were expressed for:</p> <ul style="list-style-type: none"> • Kids play areas • Dog walking areas • Sports pitches • Allotments • Trim trails • Wide walking and cycling paths • Bridleways • Nature areas • Heathland • Retained green space between the development and Waldringfield • Community ownership of green spaces • Well managed green spaces, frequently emptied dog bins • Interpretation materials <p>In terms of the extensive lake area consultees wanted:</p> <ul style="list-style-type: none"> • A café • Ecological area • Walking / cycling routes • Fishing • Boating/sailing/ watersports • Nature trails/bird watching • Safety enhancement due to steep banks <p>Additional SANG</p> <p>Drainage improvements/water table concerns</p>	<p>We have incorporated the preferences where possible and we are proposing:</p> <ul style="list-style-type: none"> • A variety of children’s play areas • Park and grassland • Up to 7km of circular dog walking routes through the site, ensuring every homes is less than 250m from recreation space • Allotments • A trim trail providing natural exercise equipment for all • Heathland and nature areas • Retention of public rights of way • Improvements to the bridleway on southern edge • Green space and tree/hedgerow planting, around the edges of the site to soften potential views and reflect local character • Community ownership of green spaces - we often work with The Land Trust which maintains green spaces so they are well managed for community benefit • A beach, picnic areas, natural play and walking routes at the east/south of the lake and, to the north, a semi aquatic wetland edge will incorporate protected sandmartin/nightingale habitats set within a large area of retained trees, heathland and scrub planting for screening, enclosure and wildlife conservation. We are proposing to remodel the banks and will follow good practice guidance on safety around water bodies as published by the Environment Agency. • Interpretation and education initiatives • Green corridors connecting open spaces throughout the site <p>Our application site area is far smaller than the development area originally proposed by BT. We have therefore met with Natural England and Suffolk Coastal District Council to agree what is required in terms of green infrastructure to ensure our proposals fully accord with policy.</p> <p>The application therefore includes 34 hectares (85 acres) of formal and informal open space comprising woodland, meadows, heathland, play areas, a trim trail, circular walks, recreation facilities and ecological areas.</p> <p>The development will also make an appropriate financial contribution towards mitigating impacts of recreation on the nearby European sites such as the Deben Estuary SPA.</p> <p>In terms of drainage, the ground is made up of sand and gravels which have excellent soakaway potential so we are able to effectively manage flood risk. Anglian Water has confirmed that they can provide water and waste provision to the new development and we have engaged with the water authorities to identify any investment that will be required, such as sewer upgrades.</p>



Photograph of the existing lake view



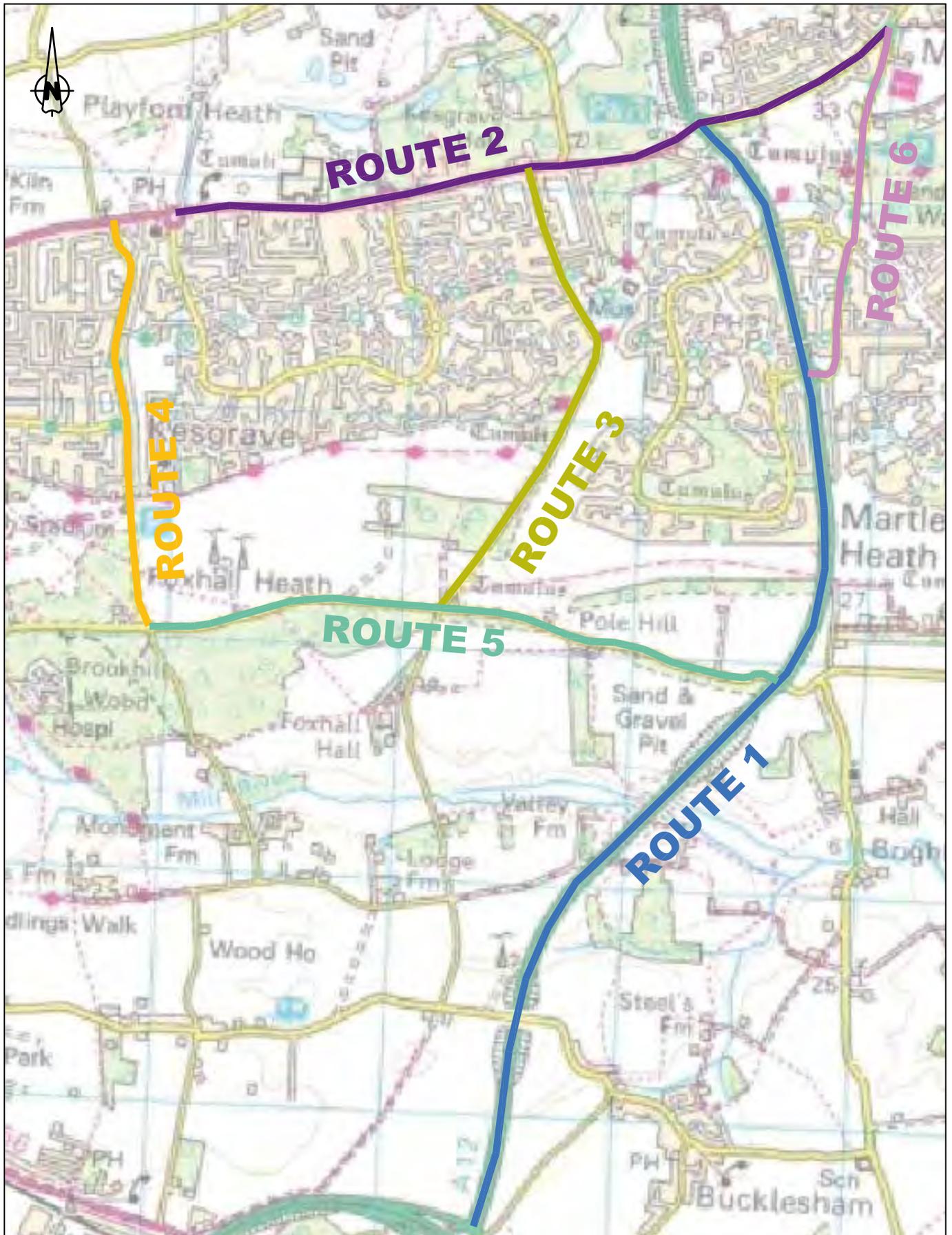
Indicative artist's impressions

TRANSPORT AND ACCESS

COMMENTS	RESPONSE
<p>What traffic statistics are being used for the modelling</p> <p>Concerns were raised regarding the number of traffic lights proposed on the A12</p>	<p>We undertook comprehensive modelling in 2016.</p> <p>The detailed modelling work undertaken has assessed a variety of options to deliver improvements to the A12 to accommodate the vehicles arising from the development. We appreciate the concerns that were raised and have therefore undertaken further modelling to look at the opportunities to improve flows through a variety of mechanisms.</p> <p>This work has shown that improvements to the existing roundabouts, supported by some smart traffic light systems can actually deliver improved flow rates, reduced journey times and reduced queuing. In addition, this integration of different travel modes will heighten driver awareness to the environment, which can translate into more consistent vehicle speeds and improved safety.</p> <p>Following further traffic modelling and sensitivity tests, the following junctions on the A12 require smart signals:</p> <ul style="list-style-type: none"> • New Primary Access into the site • A12/A14 Roundabout <p>All remaining improvements on the A12, relating to existing roundabouts, will retain the current arrangements with widening/additional approach lanes to suit the mitigation necessary, being:</p> <ul style="list-style-type: none"> • Foxhall Roundabout • Adastral Park Roundabout • Martlesham/Industrial Park Roundabout <p>Our modelling work has shown that these new proposals will be even more effective and create capacity over and above what is required to accommodate the vehicles arising from the development. Evidence has been provided to Suffolk County Council within the Transport Assessment that shows in some junction locations offsite, both journey times and queue lengths will decrease over present day conditions once the improvements are in operation.</p> <p>In addition, we are proposing to reduce speeds along the A12 to 50mph in response to the following aspirations:</p> <ul style="list-style-type: none"> • To reduce noise impact on local residents • To manage traffic flow more efficiently (with the inclusion of Smart Traffic Signals) • To improve safety and pedestrian/cyclist/equestrian connectivity across the road • To better integrate the new development with local communities <p>All improvements are designed and illustrated within the appendices of the Transport Assessment which forms part of the planning application documents.</p>
<p>There were mixed views regarding crossings on the A12. Most wanted improved pedestrian and cycling links</p>	<p>We are therefore proposing improved links and a safe crossing connecting the site to the bridleway at Martlesham. This forms the part of a new Pegasus Crossing, which is supported by Suffolk County Council. There will be further opportunities for provision of safe pedestrian crossing as part of the ongoing consultation with SCC.</p>

COMMENTS	RESPONSE
Too many access points onto Ipswich Road	<p>Access is proposed from the A12 (primary route) as well as the northern quadrant of Adastral Park and Ipswich Road.</p> <p>In the first phase of residential/school, access will be required from Ipswich Road while the new A12 access is being constructed. The management of construction vehicles will be enforced through a 'Construction and Environmental Management Plan', or CEMP. Within the CEMP, the hours of day, frequency of construction vehicles, routes into and out of the site, noise and dust suppression etc. are all defined. The local authority monitors and controls the construction period using this CEMP, ensuring that the vehicles operate within the agreed parameters.</p> <p>Within Phase 1, it is not envisaged that the entire all-through site will be built. There may be a need to just provide the primary element in advance of the rest coming forward. To this end, it should be considered reasonable to assume that the car trips to and from the school, in Phase 1, before the Primary Access directly onto the A12 is built, will be far less than the movements quoted.</p> <p>In terms of the second access onto Ipswich Road, near Brightwell Barns, this access is required for the early phases and infrastructure delivery. Following consultation we have considered concerns raised and, once the A12 primary access to the west is open, we will look to decrease the usage of this road and are liaising with SCC and we will work closely with Waldringfield Parish Council to look at opportunities to change widths, surface treatments, signage and other initiatives.</p>
How will rat running be prevented	We are aware of existing local 'rat runs' and the extensive improvements to the A12 will improve flows and assist in making the strategic highway the preferred, more direct route for motorists. The internal road network is designed to direct road users to the A12 rather than the more minor access points on Ipswich Road.
Retail Park poses a traffic issue	<p>Our traffic modelling work has shown that the multi-million transport improvements to the A12 will reduce queueing at the retail park.</p> <p>The retail park itself is not within our control but we will liaise with County Council regarding the suggestions proposed during consultation.</p>
Suggestions to improve Felixstowe Road were made including smart traffic lights, staggered junction, one way and speed reductions	We are consulting with the County Council to discuss improvements to Felixstowe Road.
The majority of consultees wanted the layby adjacent to Martlesham Heath to be closed to reduce existing anti-social behaviour issues	We are therefore seeking to do this and will liaise with the County Council.
Ensure adequate parking and road widths within the development	This is incorporated and adheres to Suffolk's standards.

TRANSPORT AND ACCESS



TRAFFIC SCENARIOS

A = 2027 Future Year with Developments Underway or with Planning Permission.

B = 2027 Future Year with Developments Underway or with Planning Permission and SE Adastral Park with NO Mitigation.

C = 2027 Future Year with Developments Underway or with Planning Permission and SE Adastral Park with Mitigation.

A, B, C Journey time for scenarios A, B and C during am and pm peak hours (rounded up to the nearest whole minute) as shown by our current modelling workdetailed in the TA

 Journey Time improvement when compared to Scenario A

 Journey Time with an increase of 0% - 19% when compared to Scenario A

 Journey Time with an increase of over 20% when compared to Scenario A

ROUTE 1 A12 between A1214 and A14	A	B	C
Northbound AM peak	10	12	8
Northbound PM peak	15	19	10
Southbound AM peak	12	10	8
Southbound PM peak	8	26	7

ROUTE 4 Bell Lane between A1214 and Foxhall Road	A	B	C
Northbound AM peak	7	15	3
Northbound PM peak	3	3	3
Southbound AM peak	2	3	3
Southbound PM peak	3	3	3

ROUTE 2 A1214/Main Street between Ropes Drive and Felixstowe Road	A	B	C
Eastbound AM peak	5	7	6
Eastbound PM peak	5	16	7
Westbound AM peak	7	5	5
Westbound PM peak	5	37	5

ROUTE 5 Foxhall Road between Bell Lane and A12	A	B	C
Eastbound AM peak	7	37	4
Eastbound PM Peak	2	6	2
Westbound AM peak	2	2	2
Westbound PM peak	2	2	2

ROUTE 3 Dobbs Lane between A1214 and Foxhall Road	A	B	C
Northbound AM peak	3	3	3
Northbound PM peak	3	6	3
Southbound AM peak	3	3	3
Southbound PM peak	3	3	3

ROUTE 6 Felixstowe Road/Gloster Road between Main Street and A 12	A	B	C
Northbound AM peak	4	3	3
Northbound PM peak	3	26	3
Southbound AM peak	3	3	3
Southbound PM peak	24	64	8

INDICATIVE MASTERPLAN



Retained woodland



Heathland



Lake recreation area



Lake wildlife area



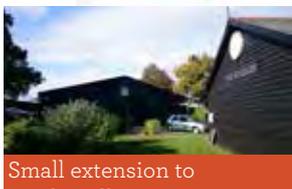
Pocket park with heritage feature



Neighbourhood shops



Allotments



Small extension to Brightwell Barns to nurture local businesses





Generous landscaped buffer



Local centre



Community centre/potential for religious use



Healthcare



Formal sports provision



All through school



7km of walking routes



Mix of new houses with gardens and ample parking

YOUR INPUT

Your input through the pre-application process has been invaluable. It has ensured that the constructive feedback has influenced the proposals in the following ways:

- Incorporating low density development on the south eastern edge to ensure a gradual transition between built form and the wider countryside with additional green corridors and landscaping. In addition, enhancement of the existing landscaping in the south eastern corner will be undertaken in phase one of the development so that it is well established prior to adjacent development within the site
- A focus on traditional, characterful housing with no high rise
- Improvements to the bunds and new acoustic measures alongside the A12
- The design of the green space use has benefitted from local input in terms of the types of leisure and recreation space, design of play and natural play areas throughout the site, trim trails for teens and adults, allotments and a variety of circular walking routes including a 7km route with dog walking facilities
- Better connectivity and safer routes for cyclists and pedestrians
- Exploring ways to improve broadband connectivity
- Many of the suggestions for the lake area have been taken on board and as a result we have designed the northern area as a wildlife low disturbance area and the east and southern areas of the lakeside as a beach, with picnic areas, boardwalks and located the local centre and café nearby
- The siting of the local centre and the facilities within it, including the school, healthcare, shops and services have been influenced by feedback
- The design of the lighting strategy proposed has been influenced by feedback to minimise light egress
- The design of the multi-million pound package of transport improvements has benefitted from input from the local community. By better understanding local concerns as well as ideas, this has helped us to challenge our initial proposals. Following concerns raised about the number of traffic lights on the A12 for example, we have undertaken additional modelling work and responded accordingly by reducing the number of lights and using alternative mechanisms to improve vehicle flows.

We have also explored information provided in terms of 'ratrunning' and the challenges at the retail park for example. A detailed Transport Assessment forms part of the planning application and provides the technical details to show how the improvements will improve flows, safety and deliver capacity for the new community

FOR FURTHER INFORMATION



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