

# Ipswich Northern Fringe

MASTER PLANNING WORKSHOP

August 2012



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# Introduction

The Ipswich Borough Council Core Strategy of December 2011 allocates land at the Northern Fringe for 1,000 dwellings and identifies further areas of search for housing provision for the period leading up to 2031. These sites are identified on Figure 1.

The Core Strategy requires the preparation of a master plan supplementary planning document to provide a comprehensive guide to the planning and development of this important urban extension.

As part of a series of informal consultation events<sup>1</sup>, a master plan workshop was held on 21 July 2012 at the Ipswich Sports Club on Henley Road. The purpose of the workshop was to bring different groups together to discuss issues and principles for the development, and to begin to explore ideas about master planning the land at the Northern Fringe. This report provides a summary account of the workshop and its outputs.

The workshop was attended by 26 members of the public as well as 19 representatives from the following organisations:

- ATLAS
- Big Lottery Fund Peoples Panel
- Ipswich Borough Council
- Ipswich Conservation and Design Panel
- Ipswich School
- Ipswich Society
- Mersea Homes & CBRE
- Northern Fringe Protection Group
- Save Our Country Spaces
- Suffolk County Council
- Westerfield Parish Council
- Vectos (Transport Consultants)

<sup>1</sup> In addition to the workshop the Council also launched a Call for Ideas that attracted a wide range of responses that are currently being analysed.

Figure 1: SPD Boundary and Sites



# Background

Ipswich is the county town of Suffolk and a major centre of population, economic activity and growth in the Eastern Region. Early insights into the 2011 Census results indicate that the Eastern Region continues to grow in terms of population numbers. In order to safeguard the town's position as a key centre and engine of growth for the region, it is even more important to provide adequate infrastructure and facilities, and to ensure that employment growth and housing growth are effectively planned.

Within Ipswich, natural increase is a more significant source of population growth than in-migration; the number of births each year has increased by over a third since 2001. Of those migrating into the town, the vast majority originate from other parts of the UK. International immigration has decreased since 2004. Various population projections have been undertaken, showing on average a 19% increase in population by 2031.

In addition to population growth, the number of households is increasing as people live longer, marry later, divorce more often, or simply choose to live alone. These trends create extra demand for housing, even where population levels are relatively stable. In Ipswich, between 2001 and 2011 the number of households grew from 49,869 to 57,300. The Department for Communities and Local Government projections indicate that between 2011 and 2031 the number of households could grow by a further 16,000.

Ipswich Borough Council has a statutory obligation to plan for new homes and land for employment to meet growing demand. Overall, the Council aims to provide at least 18,200 new dwellings between 2001 and 2027 (at a rate of 700 dwellings per year; 6,903 of these new homes have already been provided in the period between April 2001 and March 2011<sup>2</sup>) and scope for 18,000 additional jobs between 2001 and 2021. In delivering growth in a sustainable way, the Council is also committed to:

- reducing its carbon emissions,
- addressing local housing needs, including a rebalance away from flats to provide family homes,
- supporting existing centres and enhancing the town centre,
- developing a new strategic employment site by 2021, and ensuring that jobs growth in the wider Ipswich area is not affected by labour force constraints,
- protecting and enhancing strategic and local open spaces,
- improving accessibility,
- enhancing flood protection,
- retaining and providing high quality education and community facilities,
- tackling deprivation,
- creating safer places, and
- working together with other local authorities.

<sup>2</sup> Ipswich Borough Council, Annual Monitoring Report 7, 2010/2011

On 14 December 2011 Ipswich Borough Council adopted its Core Strategy, thereby replacing a number of saved policies from the Ipswich Local Plan 1997. The Core Strategy sets out the vision, objectives, spatial strategy and policies to guide development for Ipswich Borough until 2027 and sets out the policies against which all planning applications will be assessed.

The Northern Fringe is the only major development area that is available to the Borough to provide new homes within its boundary and in this light the adopted Core Strategy establishes the principle of an urban extension to North Ipswich on land between Westerfield Village, Henley Road, Tuddenham Road and Valley Road. Some of this land is allocated for development of 1,000 homes before 2021. A forthcoming review of the Core Strategy, which is due to start soon, will determine the timing and scale of the remainder of the site. In total the land is expected to deliver in the region of 4,000 dwellings along with necessary infrastructure, open space and local facilities.

The role of the Supplementary Planning Document (SPD) that the Council will prepare for the Northern Fringe will be to support the policy by adding further information about the content, character and qualities of the development. It will ensure that even if the land comes forward in several phases, the site will be planned comprehensively; this is the best way to secure and co-ordinate the necessary infrastructure, open space and facilities. The SPD will guide future planning applications and will form a key consideration in their determination.

For more information please refer to Appendix A containing a copy of the Briefing Note that was circulated to the attendees prior to the workshop.

# The Workshop

The workshop was facilitated by David Lock Associates on behalf of Ipswich Borough Council.

The programme for the day was structured as follows:

10.20am	An overview of place making
10.40am	Session 1: Design Rules for the Northern Fringe
11.40am	Group feedback
12.15pm	Site visit
1.15pm	Lunch
2.00pm	The Planning Game explained
2.10pm	Session 2: Masterplanning the Northern Fringe
3.20pm	Group feedback
3.50pm	Conclusions & What happens next?
4.00pm	Close

The workshop started with an introduction to site planning and place making including the key issues that need to be considered when designing master plans. These include:

- landscape character;
- the physical and social environment;
- connectivity of the new development with its surroundings ;
- sustainable travel;

- provision of local facilities;
- community matters; and
- design quality of the new development.

The presentation continued with a brief introduction of the site and its context. It then introduced the principles behind the garden suburb movement as an aspiration for the Northern Fringe. In brief, the longstanding garden suburbs movement seeks to delivery high standards in architecture and landscaping, and a planned, attractive living environment. It is characterised by an abundance of well distributed open space as well as strict land use zoning for housing and commercial areas.

Following the presentation two group sessions took place:

1. Morning Session: generating of design principles to inform the shape of the development (followed by a site visit; map of bus route can be found in Appendix B); and
2. Afternoon Session: designing of concept master plans for the Northern Fringe

The Workshop came to a close following a brief overview of the next steps with an invitation to get involved at future stages of the consultation process.

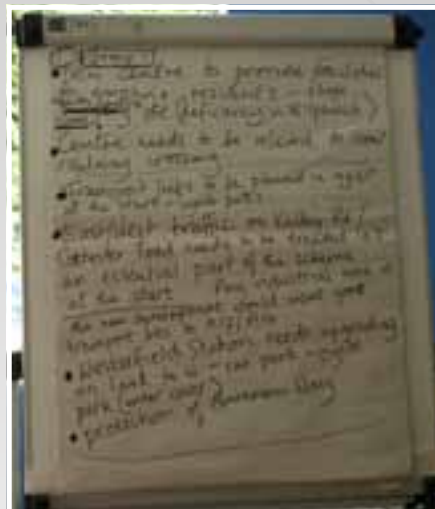
## The Workshop Results

The results of the workshop have been carefully recorded by DLA and are presented below starting with the key issues and design principles of each group and followed by their master plan option for the Northern Fringe. A verbatim record of the written notes of each group are appended in Appendix C.

## Morning Session

# Key Issues & Resulting Design Principles<sup>3</sup>: Group One

- New centre to provide facilities for existing residents (shops, health centre etc. to meet existing deficiency in North Ipswich)
- Centre needs to be related to new railway crossing
- Transport links to be planned in right at the start (e.g. cycle paths)
- East/west traffic on Valley Road/Colchester Road needs to be treated as an essential part of the scheme from the start (as any industrial area in the development would want good transport links to A12/A14)
- Westerfield station needs upgrading (car park and covered cycle parking)
- Protection of Fonnereau Way
- Residential land use next to train line needs to be protected; other uses such as playing fields may be preferable (use of railway line for container traffic will increase exponentially; suggestion to share playing field with Ipswich School on each side of Felixstowe loop)
- Adequate Infrastructure (plumbing for grey water use, total energy efficiency, triple glazing/better insulation, photo voltaic solar panels for domestic heating and hot water)
- Adequate provision of health facilities (Can hospital cope with these numbers?)



<sup>3</sup> This is an account of the written notes of each group. In the interests of legibility, some minor amendments have been made. For a verbatim record please see Appendix D.



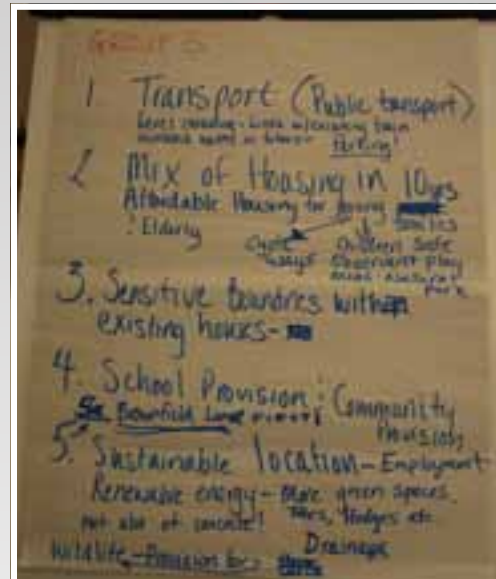
## Key Issues & Resulting Design Principles: Group Two

- Transport and access to/from the site (e.g. railway, buses, car to Ipswich town centre, access to A12 and A14, improvements to air quality and hot spots, ample parking)
- Jobs & local economy (plan for Ipswich)
- Integrated community (deprivation in Castle Hill and other areas; enhancing communities by providing community centres)
- Jobs to plan for Ipswich
- Adequate infrastructure (investment in roads (Northern Bypass), education (one secondary school and three primary schools) as well as the community, health care (incl. dentists, doctors and walk-in clinic), work in partnership with Big Lottery Fund)
- Quality of Life (including protection of trees, hedges, green space, country park, provision of family homes instead of flats (e.g. Government backed scheme to help first time buyers), adequate size and density of development and dwellings and low buildings (no more than 2 storeys high))
- River Fynn (effects on river life, flooding and wildlife)
- Provision of commercial facilities such as vets, a gym, dentists, doctors, a library and provision of a wildlife link
- Low energy and low emission zones



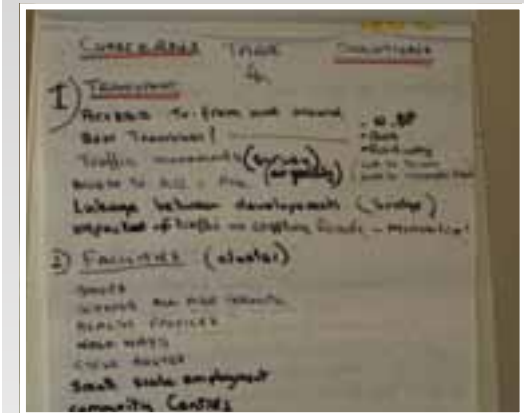
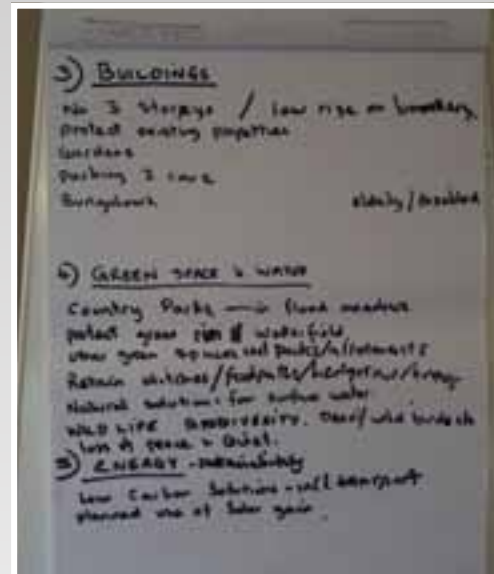
# Key Issues & Resulting Design Principles: Group Three

- (Public) Transport (level crossing, links with existing trains, increased traffic in future, parking)
- Mix of housing in 10 years (affordable housing for young families and the elderly, provision of cycle ways and children safe, observant play areas and natural park)
- Sensitive boundaries with existing houses
- School provision and community provision
- Sustainable location for employment (brownfield land first, renewable energy, more green spaces, trees, hedges etc, drainage, not a lot of concrete and provision for wildlife)



# Key Issues & Resulting Design Principles: Group Four

- Transport (access to/from and around, identification of best form of transport (Northern Bypass, Bus, Railway link to town and to commuter train), traffic movements (survey air quality), access to A12 & A14, linkage between developments (bridge) and reduction of impact of traffic on existing roads)
- Facilities (shops, schools for all age groups, health services, walk ways, cycle routes, small scale employment, community centres)
- Buildings (no 3 storey buildings but only low rise on boundary, protection of existing properties, gardens, parking for 2 cars, bungalows for the elderly and disabled)
- Green Space and Water (country park to be located in flood meadows, protection of green buffer around Westerfield, provision of other green space including parks/allotments, retention of ditches/footpaths/hedgerows/trees, natural solutions for surface water, wildlife, biodiversity, deer/wild birds etc. and fear to loose peace and quiet)
- Energy & Sustainability (Low carbon solutions including transport, planned use of solar gain)



# Key Issues & Resulting Design Principles: Group Five

- **Transport & Access:**

- Amount of cars, safety issues and impact on environment; potential solutions are the provision of appropriate level of safe, off road car parking to meet family needs, good walking and cycling links, reasonable costs for using buses (not too expensive) and a viable alternative to car usage
- Further issue is impact of additional traffic on local roads; potential solution is the provision of extra buses to meet demand and offer an alternative to the car, reopening<sup>4</sup> of Westerfield Station and to enable people to go where they want to go (e.g. town centre)

- **'Homes' provision to meet needs:**

- Provision of homes of all types for the older generation (provision of range of new homes for older generation close to facilities they need, shops, health etc. with good and easy access and close to neighbourhoods that people are familiar with)
- Provision of housing for young people (provision of affordable rental/co-owned housing provision on the site)

- **Building of homes only if proven absolutely necessary:**

- Provide clear justification on why new homes are needed (where is population coming from?)
- Ensure that brownfield sites in the town are developed first before building on Greenfield (is it really necessary to build on this greenfield site – why not use town centre site to meet needs of young people?)
- Ensure that existing facilities are improved and new facilities are provided to meet increased demand (all sorts incl. schools, churches, etc; local facilities such as the hospital are inadequate to cope with additional population pressures)

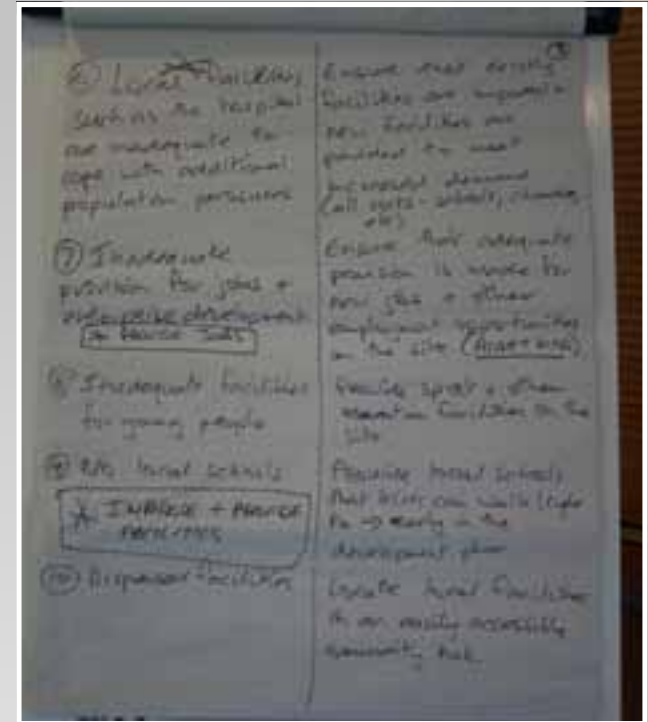
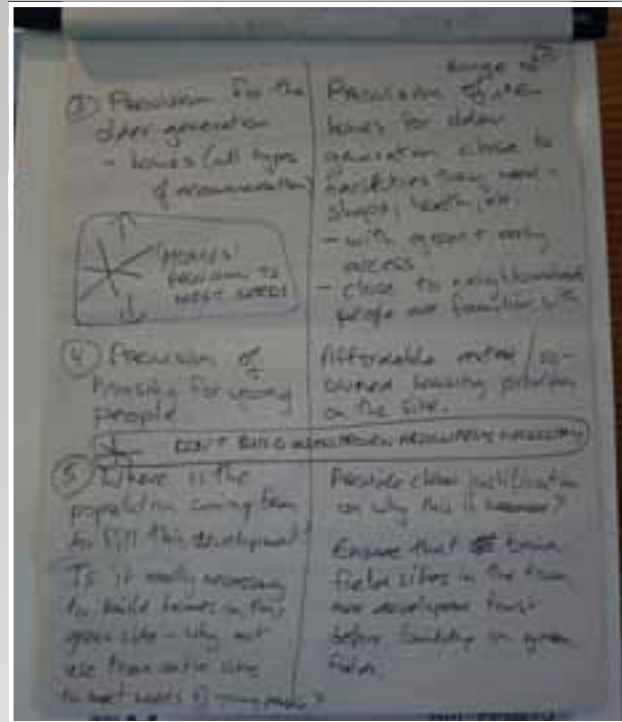
- **Provision of jobs:**

- Ensure that adequate provision is made for new jobs (of the right kind) and other employment opportunities on the site (inadequate provision for jobs and enterprise development)

- **Improvement and provision of facilities and building of community belonging:**

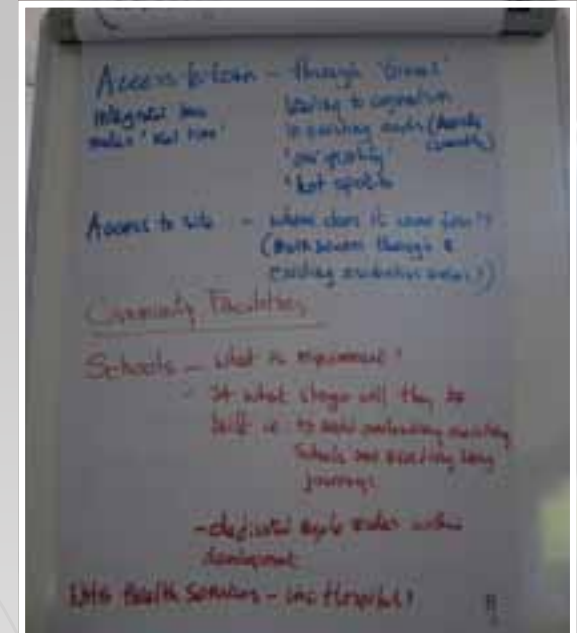
- Provision of sport and other recreation facilities on the site (inadequate facilities for young people)
  - Provide local schools that children can walk/cycle to during the early development phase (no local schools)
  - Locate local facilities in an easily accessible community hub (currently dispersed facilities)
  - Provide childcare and nursery provision at early phases of development (critical to community building - kids should be able to access all their educational needs in the local community; currently inadequate provision of childcare and nursery provision and lack of sense of community)
  - Ensure that facilities such as education are provided locally so people can access them.
- **Provision of range of open spaces:**
  - Provision of range of different types of green spaces, large enough to fly a kite (inadequate provision of 'unrestricted' green spaces)

<sup>4</sup> Note by the author: It should be noted that Westerfield Station is not closed; it is therefore assumed that this refers to an extension of the existing facilities.



# Key Issues & Resulting Design Principles: Group Six

- Roads (East/West axis currently 'clogged' at times, level of increased traffic, identify 'hot-spots' and run models, accident data and safety)
- Railways (Additional disruption due to traffic 'crossing' railway, delays in Manningtree, upgrade of Westerfield Station and car park, upgrade of service level at Ipswich)
- Access to town (Through 'funnel', integrated bus routes 'real time', leading to congestion in existing road (density currently), air quality, hot spots)
- Access to the site (where does it come from; will main access run through existing residential areas?)
- Community Facilities such as Schools (Clarification of the requirement and phasing (to avoid overloading existing schools and long journeys), dedicated cycle routes within the development, NHS health services including hospitals)
- Country Park (Respect and retention of existing habitat features (where important) ecology surveys, must be seen as 'extension' of Ipswich rather than self contained 'village' shops and community facilities)
- Style and Design Approach ('Garden suburb' idea to be encouraged but is this viable with developer pressure and plots 'per acre', accept that car is a fact of life and design approach should reflect this [garages?])
- Employment and Jobs (Where are the jobs to be created? Are there any employment sites proposed for the area? Working from home would need good IT and broadband)



# Summary of Key Issues & Design Principles

The key issues that were identified during the morning session included:

- Existing traffic issues, in particular along Valley Road and Henley Road
- Lack of choice of housing (e.g. types, sizes, tenures)
- Shortage of jobs in Ipswich
- Lack of local community facilities or inadequacy of existing services in North Ipswich
- Existing deprivation in parts of North Ipswich
- Localised flooding on parts of the Northern Fringe
- Loss of open space and the resulting impact upon existing residents through loss of space for recreation such as walking
- Brownfield development should have priority of greenfield development

The groups have identified the following solutions to deal with these issues:

- Existing facilities should be enhanced and new facilities provided to cater for both existing and future residents in order to meet the growing demand (e.g. shops, local childcare and schools, doctor surgeries, hospital capacity, a library, a vet, a gym, a place of worship and leisure, sports and recreation facilities for all ages as well as community facilities to aid community building).
- Adequate infrastructure should be provided to cater for the new development, thereby increasing its sustainability and low carbon rating (e.g. energy, gas, drainage including natural solutions for surface water, water supply, traffic, broadband).
- The proposed development should cater for the local housing needs and provide affordable housing as well as a choice of housing suitable for young families, the elderly and the disabled.

- Existing and proposed houses need to be protected from adverse impacts arising from the proposed development over its lifetime (e.g. loss of residential amenities due to construction traffic and works) as well as neighbouring uses (e.g. railway line); adequate protection measures should be considered such as the provision of a buffer around Westerfield.
- New jobs (including small scale jobs) should be planned for and improvements made to the local economy within Ipswich; local communities should also receive investment to improve integration and reduce deprivation (e.g. provision of community centres to aid community building).
- Transport links need to be planned from the start to ensure that the development is well linked to the surrounding areas (e.g. trains, buses, cars, cycles and pedestrians; provision of a bridge over the railway line and an upgrade of Westerfield station including increased parking facilities and a safe crossing); provision of public transport at a reasonable price is also considered to be important.
- Good links should be provided from the site and the proposed development to destinations such as Westerfield Station, neighbouring areas, the town centre and the motorways; as part of this Fonnereau Way that crosses the site should be protected as a public right of way.
- The proposed development should be designed to a high standard to increase the quality of life (e.g. garden suburb). This can be achieved by retaining and enhancing the existing landscaping, providing adequate and high quality housing in a low density and low rise development (including gardens, adequate parking, bungalows, broadband and adequate play space for children of all ages).

- The proposed development, even though on a greenfield site, should be environmentally friendly by protecting and enhancing the environment (e.g. protecting wildlife, improving air quality, address flood risk) and using low carbon and energy efficient technologies (e.g. insulation of existing buildings, photo voltaic, natural drainage solutions).
- The provision of green spaces should be planned for including smaller parks, village greens, allotments, orchards and a country park (the latter could be located in an area prone to flooding; it should also be part of Ipswich) and the retention of ditches, hedgerows and trees as part of the development, thereby protecting the existing wildlife and the environment.





## Afternoon Session

# The Master Plan Options

Following the morning's group discussion and site visit, the groups were invited to develop their own master plan option. These, however, had to adhere to a set of rules arising from existing constraints (see Figure 3) and an agreed quantum of development and open space (see Figure 2).

By adhering to these rules, the emerging options are in accordance with Policy CS10 of the adopted Core Strategy and represent realistic high level development scenarios.

Each group presented their master plan option and explained their rational behind the distribution of land uses. The key points that have informed each option are listed below together with a photograph of the master plan itself<sup>5</sup>.

<sup>5</sup> These notes are based on the written record by each group as well as notes taken by DLA.

## Ipswich Northern Fringe Masterplanning Workshop

### PLANNING GAME CONTENTS LIST






Land Use	Quantity
Housing	 60 x 1ha tiles + 160 x 1/4ha tiles <b>TOTAL 100ha</b>
Employment	 8 x 1/4ha tiles <b>TOTAL 2ha</b>
Community and Commercial	 4 x 1ha tiles      4 x 1ha tiles 1 District Centre    2 Local Centres <b>TOTAL 8ha</b>
Education	 8 x 1ha tiles      6 x 1ha tiles 1 Secondary School    3 Primary Schools <b>TOTAL 14ha</b>
Open Space	 40 x 1ha tiles + 80 x 1/4ha tiles <b>TOTAL 60ha</b>



Figure 2: Planning Game Contents List

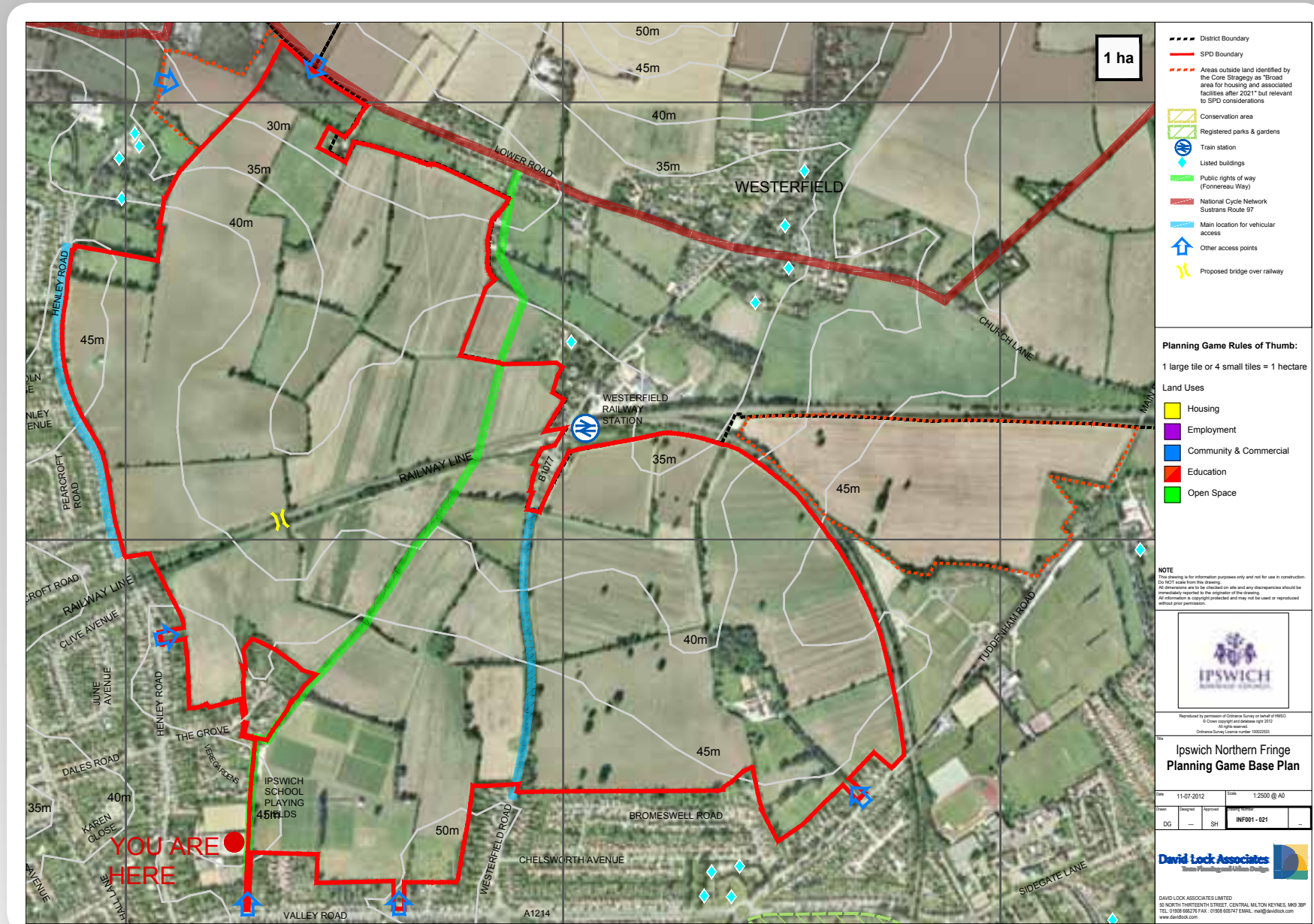


Figure 3: Base Plan and Existing Constraints

# Master Plan: Group One



- Open space is dictating the layout
- Retention of Fonnereau Way
- Country park to be to north of railway line adjacent to countryside
- Access to be provided from Westerfield Road and Henley Road
- Bridge over railway line to be provided with a district centre at the bridge crossing (comprising primary school and industry)
- Secondary school to the east of Westerfield Road near a new local centre
- A primary school to be provided in each development parcel
- Industry to be provided next to local and district centre



# Master Plan: Group Two



- Transport & Access
- Garden suburb
- Green corridor (Wildlife corridor) from Christchurch Park via green route to community centre to the north of the development
- Country park to the north of the development so Whitton's community can access it
- Residential uses to north of development would be built to high spec (comment from the group was that they would risk isolation)
- Community facilities – bridge towards Whitton to be built
- Secondary school near Westerfield a good area where children can walk to
- Primary schools spread throughout Northern Fringe with one being linked to secondary school
- Employment to be located next to local centres; no industry just commercial A1 uses (e.g. hairdressers, bakers, etc, day care, gym)
- Low energy low emissions
- Crossing of railway line for reduced traffic, buses and cycles



# Master Plan: Group Three



- Development of three walkable neighbourhoods to enable access to all communities
- Phase 1 - primary school and land reserved for secondary school (the latter to be public open space until needed)
- Employment near district centre on Westfield Road
- Local centre/primary school and village green in each neighbourhood
- Housing along Henley Road and Westfield Road
- Country park to north of railway adjacent to countryside and Lower Road to address flooding issues
- Provision of circular walks throughout the site
- Allotments near Bromeswell Road
- Orchard along railway path (with benefit of buffering noise from railway)





# Main Plan: Group Four



- Country Park to the north of the railway line adjacent to the countryside and provision of green links throughout the site
- Access from Henley road to be provided but road is not suitable for buses; bus route to be provided from Westerfield Road
- Employment next to railway line east of Westerfield Road in order to reflect existing employment area north of the railway line
- District centre, secondary and primary school in Phase 1 south of railway line and west of Westerfield Road
- Local centres in each development parcel
- Trees and landscaping to be used as buffer
- Residential to be provided along Henley Road (set back from Henley Road)
- TPOs to be protected
- Housing on Ipswich School playing fields to finance replacement facilities
- Bus loop from Westerfield Road
- Shared car park next to Country Park



# Main Plan: Group Five



- Development formed around green spaces
- Country park to east of Westerfield Road due to existing drainage problems/flooding
- 2 primary schools on Phase 1 land
- Secondary school and one primary school to north of railway together with a local centre
- District centre and commercial/employment in Phase 1 along Westerfield Road
- More housing on land north and south of railway land to the west of Westerfield Road
- Green corridors for walking and cycling using proposed railway crossing
- Proposed bus route using both Henley Road and Westerfield Road to access/exit the site



# Main Plan: Group Six



- Secondary School to be located on Ipswich School playing fields
- Country Park to be located to the east of Westerfield Road
- Each development block to comprise a Local Centre and a primary school
- District Centre adjacent to Henley Road to share facilities with existing community
- Open space on land north of railway surrounded by housing
- Green buffer along towards Westerfield, along northern boundary, railway line and industrial uses to protect existing development
- Fonnereau Way retained
- Residential along Westerfield Road and Henley Road



# Next Steps

Following the workshop the results will be reviewed and translated into spatial options for the development of the Northern Fringe. This work will then inform the preparation of an “Issues and Options Report” which will be consulted upon in Autumn this year. Responses from the Autumn consultation will help to identify a Preferred Option, which will be the basis of the draft SPD. Once agreed by IBC, the draft SPD will proceed to statutory consultation.



# Appendix A: Workshop Briefing Note

## BRIEFING NOTE

IPSWICH NORTHERN FRINGE  
Master Plan Workshop  
21<sup>st</sup> July 2012

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### Briefing Notes for Ipswich Northern Fringe Master Plan Workshop on 21<sup>st</sup> July 2012

#### Introduction

Thank you for agreeing to attend the *Ipswich Northern Fringe Master Plan Workshop*.

These notes are intended to provide an introduction to some of the background issues which will inform the development of the Northern Fringe and subsequently the Council's planning work. In particular they attempt to explain why special consideration is given to the Northern Fringe as a development location and how new homes, jobs and facilities should be planned for.

In this note we explain:

- why the Northern Fringe needs to be planned for and how the proposed "Master Plan Supplementary Planning Document" (SPD) will be used;
- why new homes, employment and services are needed to meet Ipswich Borough Council's (IBC) objectives;
- what particular pressures Ipswich is facing over the next 15 years;
- who will be at the workshop and why; and
- how the workshop will be structured.

It would be helpful if you could read this paper before the workshop, so that we can make the best use of the time available on the day.

#### **Why is a Master Plan needed for the Northern Fringe and how will it be used?**

On 14 December 2011 Ipswich Borough Council adopted its Core Strategy, thereby replacing a number of saved policies from the Ipswich Local Plan 1997. The Core Strategy sets out the vision, objectives, spatial strategy and policies to guide development for Ipswich Borough until 2027 and sets out the policies against which all planning applications will be assessed.

The adopted Core Strategy establishes the principle of an urban extension to North Ipswich on land between Westerfield Village, Henley Road, Tuddenham Road and Valley Road. Some of this land will be available for 1,000 homes before 2021. A forthcoming review of the Core Strategy, which is due to start soon, will determine the timing and scale of the remainder of the site. In total the land is expected to deliver in the region of 4,000 dwellings along with necessary infrastructure, open space and local facilities.

The role of the SPD will be to support the policy by adding further information about the content, character and qualities of the development. It will ensure that even if the land comes forward in several phases, the site will be planned comprehensively; this is the best way to secure and co-ordinate the necessary infrastructure, open space and facilities. The SPD will guide future planning applications and will form a key consideration in their determination.

Ipswich Borough Council is committed to involving the community at all stages of the planning process. A Call for Ideas has already been launched and a wide range of responses were received. The workshop on 21<sup>st</sup> July will help to generate options for the masterplan. These will be exhibited in the autumn, when everyone will have a chance to respond. These activities are in addition to the formal, statutory consultation that will take place on the draft SPD once it has been prepared.

## **Why are new homes, employment and services needed in the UK?**

### **New Homes**

According to the Office for National Statistics, the UK population is projected to increase by 4.9 million to 67.2 million by 2020, which is equivalent to an average annual growth rate of 0.6%.

The Communities and Local Government (CLG) expects that the number of households will grow to 27.8 million in 2031, an increase of 6.3 million (29 %) over the 2006 estimate, or 252,000 households per year. The reasons for the increase in the number of households are outlined below:

- People are living longer as our health improves. Life expectancy in the UK has reached its highest level on record for both males and females, about 78 years and 82 years respectively in 2008-2010.
- More people are choosing to live alone rather than get or remain married. One person households are projected to increase by 163,000 per year, equating to two-thirds of the increase of households. The provisional number of marriages registered in England and Wales in 2009 represented the lowest number since 1895.
- We have net in-migration, with more people coming to live in England than there are people moving away. It is estimated that 136,000 British citizens emigrated in 2010, which is the lowest since 1998. However, an estimated 593,000 people arrived to live in the UK in 2011, which has remained at a similar level since 2004.

### **Land for Jobs**

The National Planning Policy Framework (NPPF) that was published in March 2012 confirms that if the UK is to achieve sustained economic development it will be necessary to deliver new homes, land for business and new infrastructure. Housing is therefore recognised as part of the essential infrastructure needed to help local economies prosper.

### **Other Facilities**

We cannot just plan for homes and jobs. It is also important that we ensure that there are enough schools, nurseries, doctor surgeries, libraries, community centres, shops, places of worship, parks and playing fields to serve local needs. We must also ensure that everything can be reached easily – this means that it should be accessible for those without a car, as well as those with cars – so planning for roads, cycle routes and public transport is important, too.

## **What particular pressures, constraints and opportunities is Ipswich facing over the next 15 years?**

Ipswich is the county town of Suffolk and a major centre of population, economic activity and growth in the Eastern Region. Early insights into the 2011 Census results indicate that the Eastern Region continues to grow in terms of population numbers. In order to safeguard the town's position as a key centre and engine of growth for the region, it is even more important to provide adequate infrastructure and facilities, and to ensure that employment growth and housing growth are well matched.



Within Ipswich, natural increase is a more significant source of population growth than in-migration; the number of births each year has increased by over a third since 2001. Of those migrating into the town, the vast majority originate from other parts of the UK. International immigration has decreased since 2004. Various population projections have been undertaken, showing on average a 19% increase in population by 2031.

In addition to population growth, the number of households is increasing as people live longer, marry later, divorce more often, or simply choose to live alone. These trends create extra demand for housing, even where population levels are relatively stable. In Ipswich, between 2001 and 2011 the number of households grew from 49,869 to 57,300. The Department for Communities and Local Government projections indicate that between 2011 and 2031 the number of households could grow by a further 16,000.

Ipswich Borough Council has a statutory obligation to plan for new homes and land for employment to meet growing demand. Overall, the Council aims to provide at least 14,000 new dwellings between 2001 and 2021 and scope for 18,000 additional jobs between 2001 and 2025. In delivering growth in a sustainable way, the Council is also committed to:

- reducing its carbon emissions,
- addressing local housing needs, including a rebalance away from flats to provide family homes,
- supporting existing centres and enhancing the town centre,
- developing a new strategic employment site by 2021, and ensuring that jobs growth in the wider Ipswich area is not affected by labour force constraints,
- protecting and enhancing strategic and local open spaces,
- improving accessibility,
- enhancing flood protection,
- retaining and providing high quality education and community facilities,
- tackling deprivation,
- creating safer places, and
- working together with other local authorities.

### **What kind of development will need to be provided at the Northern Fringe?**

Policy CS10 of the adopted Core Strategy identifies the Northern Fringe as the main source of housing land in Ipswich after 2021. About 1,000 dwellings will be delivered by 2021 in the first phase on land between Westerfield Road, Henley Road and the railway. The overall capacity at the Northern Fringe is estimated to be about 4,000 dwellings. In practical terms, there are no other areas within the Borough boundary that could realistically accommodate the level of future growth that is required.

The Policy emphasises that any development in the Northern Fringe will have to maintain an appropriate physical separation between Westerfield Village and Ipswich, include green walking and cycling links to Westerfield Station, and plan for the provision of a country park within the area.

In developing an area such as the Northern Fringe, the infrastructure requirements are likely to be significant and include new roads and green routes, new public transport routes and services, green infrastructure such as allotments and sports facilities, new schools, new recreation provision, new healthcare provision and local shopping facilities. This infrastructure can also deliver benefits to the existing communities in the area. The comprehensive approach to planning for the Northern Fringe as a whole will enable the proper delivery of the necessary infrastructure.

## **Who will be at the workshop and why?**

The workshop will concentrate on key issues that will be important in the design and development of the site, and will start to generate ideas about how the site should be masterplanned. The event is designed to bring together a range of stakeholders and members of the public including representatives of the following:

### **DLA**

David Lock Associates will be running the workshop on behalf of Ipswich Borough Council. Our role is to facilitate the process and ensure that everyone has the information they need to contribute fully to the day. It is important for us to hear and record everything that comes out of the workshop so we can feed it into the next stage of the Ipswich Northern Fringe SPD, which will move us towards options for the SPD.

### **Residents**

Ipswich residents have been invited to the workshop to bring their insights into the community and local perspectives. We hope that residents will come with clear views about the town, be open to listening to the views of others, and work collaboratively to develop a view of how the Northern Fringe might best accommodate change in the future.

### **Local authority members**

Members from IBC and Suffolk County Council are attending the workshop to represent the views of the wider community and the overarching priorities for the area.

### **Stakeholders**

Other stakeholders including representatives of community groups, residents associations, voluntary groups and others have been invited to bring specific insights into all elements of Ipswich's society.

### **Businesses**

Businesses and business groups are invited to the workshop to share their views about the local economy and what it is like doing business in Ipswich. They will provide useful insights about the future prospects of the town's economy and growth.

### **Developers & Landowners**

Developers and landowners have been invited to provide useful information about the Northern Fringe and provide an insight into the reality of developing land in Ipswich.

## **Format of the workshop**

The workshop will be based on two group sessions, as follows:

- by generating design principles that will inform the shape of the development; and
- by formulating concept masterplans for the development land.

Participants will work at tables in groups of around eight people. After each workshop session, each group will report back to the workshop and present their results.

The programme for the day is structured as follows:

- 10am: Registration. Tea & Coffee. Meet your group.
- 10.15am: Welcome & Introduction to the Day.
- 10.20am: Presentation: An overview of place-making – important issues in master planning / garden suburb characteristics
- 10.40am: Group Work Session 1: Discussion of issues & design principles
- 11.40am: Group Feedback: Top 5 principles
- 12.15pm: Short coach tour around the site's periphery with short walks into the site where possible.
- 1.15pm: Lunch
- 2.00pm: Introduction to Group Working Session 2
- 2.10pm: Group Work Session 2: Masterplanning the site
- 3.20pm: Group Feedback
- 3.50pm: What happens next?
- 4.00pm Close

### **What will happen next?**

The results of the workshop will be carefully recorded and DLA will review the plans and identify a range of master plan options which will then inform the preparation of an "Issues and Options Report". There will be another opportunity for workshop participants to engage and for the general public to be consulted during the Autumn when an exhibition will be held on the emerging master plan options. The results of this informal consultation will then inform the identification of a Preferred Option, which will be the basis of the draft SPD. Once agreed by IBC, the draft SPD will proceed to statutory consultation.

We hope this information is useful in preparing for the workshop and we are looking forward to meeting you on the 21<sup>st</sup> July 2012 at 10am.

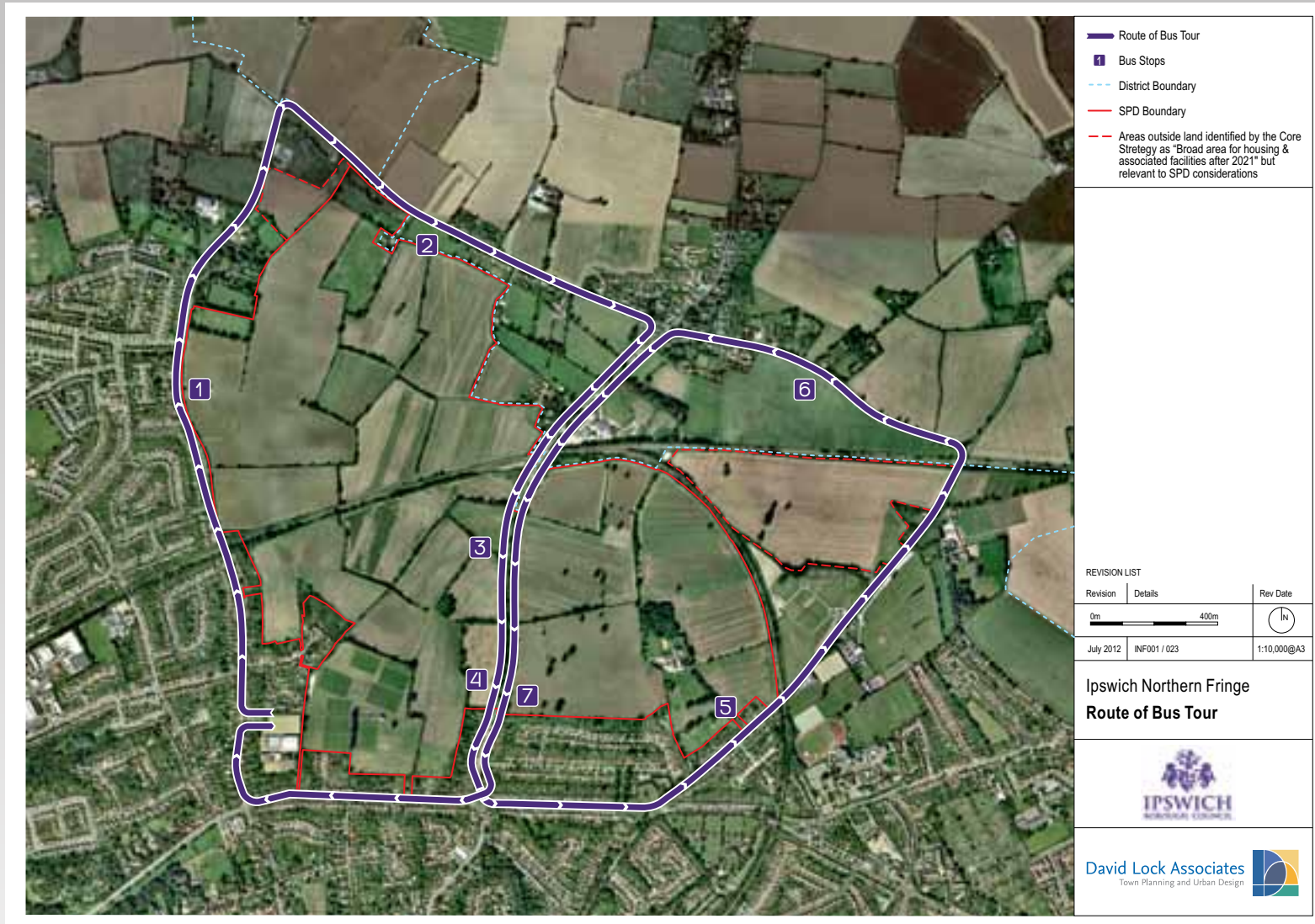
However, please feel free to contact us if you have any further questions:

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# Appendix B: Route of Bus Tour







# Appendix C: Verbatim record of written notes of each group

## IPSWICH WORKSHOP - SATURDAY 21 JULY 2012<sup>1</sup>

### MORNING SESSION

#### GROUP 1

- New centre to provide facilities for existing residents - shops, health centre + school etc. (deficiency in [North] Ipswich);
- Centre needs to be related to new railway crossing;
- Transport links to be planned in right at the start - cycle paths;
- East/West traffic on Valley [Road]/Colchester Road needs to be treated as an essential part of the scheme at the start. Any industrial area in the development would want good transport links to A12/A14;
- Westerfield Station needs upgrading on land to [West] - car park - cycle park (under cover);
- protection of Fonnerau Way;
- Residential land use next to train line needs to be protected. Other uses may be preferable - (playing fields?). Use of railway line for container traffic will increase exponentially. Sharing of playing field with [Ipswich] School on each side of Felixstowe loop;
- Plumbing for grey water use - triple glazing/better insulation. photo voltaic; solar panels, domestic heating + hot water. Total energy efficiency;
- Can hospital cope with these numbers?

#### GROUP 2 (GROUP LOGIC)

- Transport** (access to and from site)
- 1) Job's local economy, access to A12 - A14, access to Ipswich + Air quality & Hot Spot  
**IB, first bus transport policy for [Decision] Railway and [car-buses] to town centre ample Parking**
  - 2) integrative community
  - 3) **Job and Plan for Ipswich not nationally** (Written Whitehouse Castle Hill > enhancing community - community centres)
  - 4) Adequate infrastructure  
invest in the community, **find out what 'Scope means'**, Hospital – investment, Roads - north bypass, Big lottery - work in partnership with, School – 1 sec 3 primary, Health care - dentist, doctors, walk-in clinic
  - 5) **quality of life,**  
conservation – trees hedges etc, green space, country park  
family home's not flats - Government backed scheme to help first time buyers  
Size and density  
2 storey - no more

#### **River Finn**

Plan from environmental agency on how effects river life + flooding???

Wildlife

#### **Commercial**

Vets, Gym, Dentist, Doctors, Library, Wildlife link

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<sup>1</sup> These notes are a verbatim account of written notes by each group. Only minor amendments to correct spelling have been made. Where difficulties existed, the best guess has been placed in [ ].

### GROUP 3

#### 1. TRANSPORT - (PUBLIC TRANSPORT)

Level crossing - links with existing train  
Increased traffic in future - Parking!

#### 2. MIX OF HOUSING IN 10 YEARS

Affordable housing for young families & Elderly (cycle ways, children safe observant play areas - natural park)

#### 3. SENSITIVE BOUNDARIES WITH EXISTING HOUSES

#### 4. SCHOOL PROVISION: COMMUNITY PROVISION

#### 5. SUSTAINABLE LOCATION - EMPLOYMENT

5a. Brownfield Land First  
Renewable energy - more green spaces - trees, hedges etc.  
Not a lot of concrete!  
Drainage  
Provision for wildlife

### TABLE 4

#### Concerns

##### Transport

Access to - from and around  
Best transport?  
Traffic movements (survey) (air quality)  
Access to A12 & A14  
Linkage between developments (bridge)  
Impact of traffic on existing Roads - minimise!

#### Solutions

- N:BP
- Bus
- Railway  
(link to town, link to commuter train)

#### Facilities (clusters)

Shops  
Schools all age groups  
Health [provision]  
Walk ways  
Cycle routes  
Small scale employment  
community Centres

#### Buildings

No 3 storey / low rise on boundary  
Protect existing properties  
Gardens  
Parking 2 cars  
Bungalows

Elderly/disabled

#### Green Space & Water

Country Parks - in flood meadows  
protect green rim Westerfield  
other green space [including] Parks/allotments  
Retain ditches/footpaths/hedgerows/trees  
Natural solutions for surface water  
Wildlife, biodiversity, deers/wild birds etc  
loss of peace and quiet

#### Energy - sustainability

Low carbon solutions – [including] transport  
Planned use of solar gain

## GROUP 5

### Issues

1. Transport  
- too many cars > safety issues; impact on environment  
**Transport & Access**

2. Impact of additional traffic on local roads

3. Provision for the older generation  
- homes (all types of accommodation)  
**'Homes' provision to meet needs**

4. Provision of housing for young people.

### **Don't build unless proven absolutely necessary**

5. Where is the population coming from to fill this development?  
Is it really necessary to build homes on this green site - why not use town centre site to meet needs of young people?

6. Local facilities such as the hospital are inadequate to cope with additional population pressures.

7. Inadequate provision for jobs + enterprise development  
**Provide Jobs**

8. Inadequate facilities for young people

9. No local schools  
**Improve and provide facilities**

10. Dispersed facilities

11. Inadequate provision of 'unrestricted' green spaces.  
**Provide a range of open spaces**

12. Inadequate provision of childcare + nursery provision  
**Build community belonging**

13. **Lack of sense of community**

### Potential Solutions

- 1) Appropriate level of safe, off-road car parking to meet [family] needs
- 2) Good walking + cycling links
- 3) 'Reasonable' cost for using buses - not too expensive - a viable alternative to car usage.

- 1) Extra buses to meet demand and offer an alternative to the car > go to where people will want to go, e.g. town centre
- 2) Re-open Westerfield Station

Provision of range of new homes for older generation close to facilities they need - shops, health, etc.

- with good + easy access
- close to neighbourhoods people are familiar with

Affordable rental/co-owned housing provision on the site.

### **Provide clear justification on why this is needed?**

- Ensure that brownfield sites in the town are developed first before building on green fields.

Ensure that existing facilities are improved & new facilities are provided to meet increased demand (all sorts - schools, churches, etc).

Ensure that adequate provision is made for new jobs + other employment opportunities on the site (**RIGHT KIND**).

Provide sport + other recreation facilities on the site.

Provide local schools that kids can walk/cycle to > early in the development phase.

Locate local facilities in an easily accessible community hub.

Provide a range of different types of green spaces, large enough to fly a kite.

Provide childcare + nursery provision at early phases of development  
> critical to community building > kids should be able to access all their educational needs in the local community.

Ensure that facilities such as education are provided locally so people can access them.

## **GROUP 6**

### **Transport**

#### **Roads**

(currently rural roads used for recreation, Northern By-Pass)

- East/West axis currently 'clogged' at times
- level of increased traffic
- identify 'hotspots' and run models
- accident data and safety

#### **Railways**

- Additional disruption due to traffic 'crossing' railway.
- delays in Manning (Manning Tree)
- upgrade of Westerfield (station + [car parking])
- upgrade of Ipswich (service level)

#### **Access to Town**

(Integrated bus routes 'real time')

- through 'funnel' leading to congestion in existing roads (density currently)
- 'air quality'
- 'hot spots'

#### **Access to site**

- where does it come from?? (main access through existing residential areas?)

### **Community Facilities**

#### **Schools**

- what is requirement?
- at what stage will they be built[,] i.e. to avoid overloading existing schools and [ ] long journeys
- dedicated cycle routes within development

#### **NHS Health Services**

- including hospitals [?]

#### **Country Park**

- respect & retention of existing habitat features
- (where important) ecology surveys
- must be seen as 'extension' of Ipswich rather than self contained 'village'
- shops and community facilities.

### **Style and Design approach**

- 'Garden suburb' idea to be encouraged but is this viable with developer pressure and plots 'per acre'
- accept that car is a fact of life and design approach should reflect this (garages?)

### **Employment and Jobs**

- Where are the jobs to be created?
- Homeworking good IT + Broadband
- Any employment sites proposed for the area [?]

## **AFTERNOON SESSION**

### **GROUP 1**

No written notes, just verbal presentation of master plan option. DLA made notes that are summarised in main text.

### **GROUP 2 (LOGIC)**

1. Employment spread across development, garden suburb
2. Wildlife corridor
3. Community facilities - build bridges with Whittton etc.
4. Secondary school near Westerfield a good area where children can walk to
5. Country park to the north of the development so Whittton can access
6. Green corridor from Christchurch Park via green route to community centre in the head of development
7. Primary schools spread with one linked to secondary school
8. No industry but commercial [A1 uses], such as hairdressers, bakers, [ ] day care, gym [etc]
9. Low energy low emissions

### **GROUP 3**

- 3 walkable neighbourhoods to enable access to all communities
- Phase 1 - primary school + land reserved for sec. school ([temporary public open space] in Interim)
- Employment near district centre on Westfield Road
- Local centre/primary school + village green in each neighbourhood
- Country park + circular walks
- Allotments near Bromeswell Rd
- Orchard along railway path

### **GROUP 4**

No written notes, just verbal presentation of master plan option. DLA made notes that are summarised in main text.

### **GROUP 5**

- Lots of green space
- Country park in area around Red House Farm where drainage constraints
- District centre and commercial/employment in Phase 1
- 2 primary schools on Phase 1 land
- Secondary school, primary school, community facilities on land north of railway
- More housing on land north and south of railway land west of Westerfield Road
- Green corridor for walking and cycling using proposed railway crossing

### **GROUP 6**

No written notes, just verbal presentation of master plan option. DLA made notes that are summarised in main text.

Ipswich Northern Fringe

