

THE IPSWICH NORTHERN FRINGE SUPPLEMENTARY PLANNING DOCUMENT

THE “CALL FOR IDEAS”: A SUMMARY

During April and May 2012 Ipswich Borough Council carried out informal consultation in the form of a “call for ideas” relating to the proposed development of the Ipswich Northern Fringe and the intended preparation of a Planning Brief in the form of a Supplementary Planning Document (SPD) needed to guide this development.

The “call for ideas” was advertised in the Council’s newspaper, The Angle and on the Council’s website.

Known residents groups (Save our Country Spaces and the Northern Fringe Protection Group), the Ipswich Society, and Westerfield Parish Council were contacted directly and asked to provide a response.

A newsletter (including a piece on “the call for ideas”) was sent out to all on the Local Development Framework mailing list plus copies to the relevant Parish Councils (ie Westerfield, Tuddenham, Claydon and Whitton, Akenham, and Rushmere.

Adjoining District Councils were notified in writing of the intention to prepare the SPD and invited to make any initial comments, with an offer of a meeting if required.

Various agency stakeholders were formally notified (by letter or email) of the intention to prepare the SPD and invited to make any initial comments, and identify any key issues. Agencies were also invited to attend a group briefing meeting facilitated by David Lock Associates at the Borough Council offices. **A separate report on agency responses is being prepared.** The agencies consulted were as follows:-

Environment Agency
Anglian Water
Suffolk County Council
NHS Suffolk (formerly Suffolk PCT)
Ipswich Hospital NHS Trust
Norfolk and Suffolk NHS Foundation Trust
Suffolk Constabulary.
Suffolk Constabulary
Suffolk Fire and Rescue Service
British Energy
British Gas
E.On UK
UK Power Networks
National Grid Co. plc
Sport England
Natural England
Suffolk Wildlife Trust
Network Rail

The Call for Ideas generated a total 628 responses from interest groups, individuals, developers and agencies. Responses were received via e-mail and letter and by the completion of forms created by the interest groups. In addition to this individuals added their own comments to the forms and reworded the criteria on the forms and presented these as their own comments. Each response received was read and recorded in summary form. Each response has been electronically scanned for retention. The hard copy of all responses has been filed.

Summary of responses from key local stakeholders

Consultation with the Ipswich Society, Westerfield Parish Council, the Northern Fringe Protection Group and Save Our Countryside Spaces resulted in a detailed response from each that can be summarised as follows:

Ipswich Society

- Development of the Northern Fringe accepted as necessary and inevitable.
- Infrastructure in the form of roads and services must be designed to accommodate the maximum potential number of dwellings to be accommodated.
- A comprehensive master plan is required for the entire development, including any required off-site items.
- Planning for (sustainable) transport infrastructure should cover a wider geographical area and consider relationships with the town centre, adjoining residential areas, and other employment hubs.
- Important considerations prior to master-planning the Northern Fringe include:-
 - availability of other previously developed land in central Ipswich
 - likely growth of employment opportunities
 - transport infrastructure (including public transport and cycle routes) should precede housing development

Ten Point Plan:-

1. Need to generate a sense of community.
2. Create a sense of place with a good (village) centre. e.g. as at Martlesham Heath.
3. A sense of purpose (ie mixed use to create more than just a housing estate)
4. A sense of security (such as has been achieved at Ravenswood).
5. A policy of pedestrians first – convenient well connected routes for pedestrians and cyclists.
6. High standards of sustainability to be achieved.
7. Contemporary architecture to meet the needs of modern living, and notwithstanding a need for family housing, there must be a good housing mix.
8. Need to fully understand likely traffic impact even if solutions are difficult. Avoid through routes across the development (a northern by-pass by default).
9. Take careful account of existing trees, hedgerows, and biodiversity and include provision for a country park.
10. Public art should be a priority.

Northern Fringe Protection Group

Top ten issues for the development of the Ipswich Northern Fringe Supplementary Planning Document:-

1. The intended review of the Core Strategy should be undertaken in parallel with the Northern Fringe SPD to ensure up to date evidence is available; finalisation and adoption of the SPD should be made contingent upon the completion, publication and adoption of the Core Strategy Review.
2. Implementation of the brownfield first principle should be applied.
3. As a general rule, key infrastructure should be implemented ahead of development. All development should be carefully phased.
4. Need for a comprehensive independent traffic study (with traffic counts taken at peak times) to enable proper assessment of impact. Must include predicted impacts on neighbouring residential areas. This should lead to good site access and transport measures to ensure main roads and junctions can cope.
5. Developer funded investment in sustainable transport.
6. Community facilities should be provided that complement and enhance existing ones.
7. Good mix of housing required, including affordable housing and housing for the elderly.
8. Low carbon / water use, medium density housing to an aesthetically pleasing design with excellent landscaping.

9. Fully integrated and interconnected community.
10. Minimise adverse impact on the natural environment.

Save Our Countryside Spaces

A detailed response outlines the background of SOCS's involvement in the Northern Fringe project. Importance of full consultation with all relevant stakeholders is emphasised.

The adequacy of the existing evidence base for the preparation of the SPD is questioned and the need for joint working with other Local Authorities is advocated.

Top ten issues are identified as follows:-

1. An Environmental Impact assessment (EIA) and a DEFRA NEA should precede any draft SPD being taken to Council.
2. Brownfields first policy should be followed, need for the development should be carefully established and evidenced, up-to-date population data needs to be used.
3. Joint working with other LAs to achieve a sustainable approach to drafting of SPD to determine where local jobs and homes should be site (avoiding better agricultural land); review and update of the Area Assessment, SEA, and EIA to be carried out based on developer plans and aspirations ahead of consideration of draft SPD by Council.
4. Realistic and workable Section 106 Obligations and Community Infrastructure Leisure (CIL) to be negotiated and agreed ahead of the approval of the SPD. This needs to be carried out transparently in consultation with stakeholders.
5. Required education provision must be carefully established.
6. Promised country park must be established.
7. Need to focus on employment creation.
8. Any planning permissions sought should be designed as a self-contained eco-village type format – an aspirational and forward thinking development and control service for Ipswich must be established and properly resourced.
9. Transport arrangements for any new development require particularly careful consideration. Need to peg traffic levels and focus on sustainable transport.
10. Listen and take account of public opinion.

Westerfield Parish Council

Key issues given as:-

1. Maintaining an acceptable distance from the built part of the Northern Fringe so as to protect the separate identity of Westerfield as a village.
2. Ensuring traffic effects on the village roads are minimised.
3. Suitable road infrastructure, location of services in new development to dissuade further traffic from using village roads for access.
4. Maintaining and improving access to the countryside.
5. Provision of parking for railway users and safety considerations on the approaches to level crossings.
6. Adopting a suitable development timescale to ensure that available brownfield sites elsewhere in the Borough are used before greenfield agricultural land.

Local residents

The Northern Fringe Protection Group submitted a statement outlining the group's top ten priority planning issues to be resolved by the Northern Fringe Supplementary Planning Document (SPD) – see above. These issues were then summarised as a list of concerns on a form that was circulated to local residents. Individuals were invited to tick which concerns they agreed with. [521 responses](#) were received with the majority ticking all of the concerns. The concerns listed were: 1. The Core Strategy should be reviewed before the Masterplan is developed. 2. Every attempt must be made to develop brownfield sites first. 3. Any development must be properly phased with infrastructure built first. 4. A full independent not developer funded traffic analysis should be undertaken to determine the best traffic solutions.

5. A mix of housing types consistent with the area including executive homes and sheltered accommodation should be implemented. 6. Design and build standards should be high with adequate off road parking. 7. Development phases must be fully integrated including bridges over the railway. 8. Community facilities (healthcare, schools, libraries, shops, leisure, and greenspace must be included. 9. There should be developer funded investment in traffic calming, better bus and cycle routes and use of the rail network. 10. Protect existing biodiversity and do not increase air pollution.

The Save Our Country Spaces group submitted a statement outlining the group's top ten priority planning issues relating to the preparation of the Northern Fringe Supplementary Planning Document (SPD) – see above. These issues were then summarised as a list of concerns on a form that was circulated to local residents. Individuals were invited to tick which concerns they agreed with. 31 responses were received with the majority agreeing with most of the concerns. The concerns listed were: 1. Sustainability first with proper evaluation and protection of the countryside under threat. 2. Existing population accurately established as a driver and need for future development. 3. Local economy – new employment established. 4. 'Pegged' traffic levels need to be achieved generally within Ipswich with existing problems dealt with and sustainable transport solutions agreed for any new developments. 5. Phasing of Northern Fringe development following 'brown fields first' agreed policy after assessment and proper identification of the best and most versatile farming land/historic heritage park land within Ipswich and the Ipswich Policy Area. 6. Developers should pay for needed infrastructure via openly negotiated, realistic and workable Section 106 agreements and Community Infrastructure Levy. 7. There must be effective and robust joint working with other Local Authorities to achieve a truly sustainable approach to the drafting of the SPD. 8. Establishment of Country Park. 9. When regeneration and brownfield sites have been used innovative eco-village type settlement to be built. 10. Listen and respond equally to all views and respond adequately to the majority public view particularly on the issue of the perceived short comings of the evidence base.

A total of 82 individual letters and e-mails were received. These reiterated for the most part the concerns of the Northern Fringe Protection Group and the Save Our Country Spaces Group. Additional individual comments included using vacant housing first, bring life back to Ipswich Town Centre and build a northern bypass first, protecting productive farmland, preventing Ipswich merging with Westerfield, housing for Ipswich people not Londoners, convert vacant offices to housing before developing.

In addition to the responses from the key local stakeholders summarised above responses to the "call for ideas" were received from the following:-

Claydon and Whitton Parish Council:-

Main concern is whether local infrastructure, especially schools and roads, will be adequate. May lead to more traffic using Rede lane / Church Lane.

Crest Strategic Projects:-

1. Northern fringe is the best and most sustainable large site to accommodate housing in Ipswich. Must be planned to deliver housing at a rate that will meet local needs; this will entail starts in a number of locations across the SPD area.
2. The Northern Fringe should be developed on a comprehensive basis to maximise opportunities. This should include provision for high quality transport infrastructure, green infrastructure, education facilities, community facilities and shops.
3. A new park should be delivered on the northern edge of the development; open space and sports facilities should be provided across the site; existing hedgerows and mature trees should be retained where possible.
4. The Northern Fringe will create a new edge for Ipswich; between Henley Road and Westerfield Road this will be the new park; Between Westerfield Road and Tuddenham Road will be the railway and a new park.
5. The setting of the village of Westerfield should be protected; this should be done through the use of the new park and by retaining the sense of travelling between the

town and then through the countryside to a village when travelling along Westerfield Road.

6. High quality transport solutions should be delivered; This should include a new road bridge over the railway linking Henley and Westerfield Roads but with a road layout designed to discourage through traffic.#
7. School provision should include appropriate primary schools and early years facilities. A secondary school should be provided if required. Provision should be planned on a comprehensive basis so that transport infrastructure supports the development.
8. The Northern Fringe should provide an appropriately sized district centre which should be well located so to ensure it benefits from passing trade and serves a suitable catchment including new and existing development.
9. The Northern Fringe should be planned so that infrastructure is delivered on a comprehensive basis so that delivery can be certain through all phases of the development.
10. The Northern Fringe should be planned so that links between new and existing communities are developed. Locating a district centre so it can contribute to the shopping requirements of existing residents, provision of schools, a park, walking and cycling routes, and high quality public transport links will benefit the surrounding areas.

What will happen next?

The above responses, taken together with views obtained at the Community Engagement Day (Master- Planning Workshop) will be used to inform the creation a number of different spatial planning options for the Northern Fringe development proposals. The options, together with other background information on issues, will be the subject of further consultation by way of a public exhibition during the autumn. Thereafter, taking account of the results of that further consultation, a single preferred development framework option for the Northern Fringe will be formulated and once approved by the Council, this will be subject to formal consultation prior to the Council giving consideration to formal adoption of the SPD.

NF SUMMARY OF RESPONSES TO CALL FOR IDEAS