

IPSWICH GARDEN SUBURB SPD / IPSWICH NORTHERN FRINGE SPD

FREQUENTLY ASKED QUESTIONS

PLANNING QUESTIONS

- 1. What is the Ipswich Garden Suburb Supplementary Planning Document (SPD) all about and why is it needed?**

The Ipswich Northern Fringe is the town's main strategic housing development area that will be built out by a number of different developers over a lengthy period of time. Building on Core Strategy planning policy, the Ipswich Garden Suburb SPD is a development brief that sets out the Council's ambitious vision for the area as a whole and provides a comprehensive planning framework that seeks to ensure that individual planning applications for parts of the area avoid a piecemeal approach and accord with an overall "master plan" that will deliver a well-planned, well designed sustainable garden suburb. The SPD will be used to inform and measure subsequent planning applications so it will be a powerful tool in ensuring the vision is delivered.

The need for a Northern Fringe SPD has also previously been identified by an independent Government Inspector. In confirming the Northern Fringe as a broad sustainable location to enable the continuous delivery of housing for at least 15 years, and land to the east of Henley Road and south of the railway as an allocated site for new housing prior to 2021, the Government Inspector appointed to report on the Examination in Public of the Ipswich Borough Council Core Strategy and Policies DPD confirmed the need for the early preparation by the Borough of a development brief (in the form of an SPD) for the whole of the Northern Fringe area to provide a comprehensive approach to the master planning of the area. (Planning Inspectorate Report November 2011).

- 2. What number of new dwellings does Ipswich need over the coming years and how is this calculated?**

The Government's National Planning Policy Framework (NPPF) requires councils to meet their objectively assessed housing need. This need is calculated using data from the Department for Communities and Local Government on household projections and the Office for National Statistics on population projections. These projections are trend-based.

The Council has commissioned modelling work to be undertaken, which uses these projections together with fertility, mortality and migration assumptions to produce a trend-based scenario projecting from 2011 to 2031. Census 2011 data is taken into account. This modelling work has identified a projected increase of 20,950 people and 13,550 households in Ipswich over this period. Therefore 13,550 new dwellings are needed between 2011 and 2031 to meet this need.

- 3. How do the Council's plans address the need to increase job opportunities in the Borough and if such job opportunities in the town are not increasing why do we need this amount of new**

housing?

The Site Allocations and Proposals DPD (part of the Ipswich Core Strategy) identifies and allocates suitable land for employment development within the Borough over the plan period. Additionally, the *Suffolk Growth Strategy* prepared jointly by the all the Suffolk local authority sets out a broad economic development strategy for the County as a whole. This highlights the important role of the county town of Ipswich as a major centre of public administration, retail, business and financial services, tourism and culture, and further and higher education. Strong growth prospects for the town in business and financial services, especially insurance, are identified – where its reputation for relevant skills and expertise, and major employers, are driving continued expansion.

The Strategy also focuses on a wider *Ipswich Policy Area* that recognises that the economic catchment of the town extends well beyond its tight knit boundaries and that key strategic employment sites outside of the Borough (e.g. Adastral Park Expansion, Ransomes Europark Expansion, and the former Sugar Beet Factory on the A14 west of Ipswich), will all generate additional employment opportunities for Ipswich residents in the longer term.

Additionally it is important to recognise that Government planning policy requires local Councils to ensure that they allocate enough land to accommodate identified need for new housing irrespective of trends in employment.

4. Why is no employment land being allocated in the garden suburb?

A decision was taken at an early stage not to make any specific employment land allocations at the Northern Fringe given the character of the surrounding area and the need to prioritise housing provision. However the district centre, schools, and new health facilities will all generate some new on-site employment opportunities and increasing trends in homeworking for some employment sectors are likely to continue. Also the provision of good bus links to the nearby town centre, central rail station, and potentially other employment areas will ensure that residents can easily get to work.

In addition it should be noted that new housing not only creates jobs in construction, equipping, furnishing and servicing itself⁴ but also can generate economic development by attracting inward investment, with the availability of high quality new housing for employees being a major consideration for new businesses looking to locate to an area.

⁴ Home Builders Federation data suggests that each home built directly creates 1.5 jobs on site plus around another two in the supply chain, and more permanently there are jobs providing schooling, retail, leisure services, transport etc.

5. Why has the Council decided to build up to 3500 of these new dwellings at the Northern Fringe?

The land immediately to the north of the existing built up area of Ipswich, in the vicinity of Henley Road / Westerfield Road, has previously been identified for around 1500 homes in the *Suffolk Structure Plan (2001)*. Policy CS10 of the adopted *Ipswich Borough Council Core Strategy (2011)* develops this historic policy recognition further, by identifying the Northern Fringe as a broad sustainable location to enable the continuous delivery of housing for at least 15 years, and allocating

a portion of it (south of the railway between Henley Road and Westerfield Road) for housing development prior to 2021. The draft Core Strategy Focused Review confirms that land at the Northern Fringe will form a key component of the supply of housing land in the plan period (i.e. up to 2031) due to the limited availability of previously developed land and allocates an area of 195 hectares for new housing and associated supporting infrastructure.

Given the scale of housing provision it needs to plan for, the choices open to the Borough have been limited. The Northern Fringe is the only area of extensive greenfield land still available for development on the periphery of the town and within the Borough.

With regards to its locational suitability for major new development, viewed in a wider context the Northern Fringe is an inherently sustainable location having good standards of accessibility by road and rail and being close to Ipswich Town Centre (and associated transport hubs). In this regard it should be noted that the Government Inspector reporting on the Examination in Public of the Council's Core Strategy described the land east of Henley Road and south of the railway line identified for development prior to 2021 as follows: *"This sustainable development site relates well in scale and location to the existing urban settlement of the northern suburbs of Ipswich, with ready access to existing services, public transport routes and the Town Centre."*

6. The Northern Fringe is a greenfield site. Why is the Council not seeking to develop vacant "brownfield land" first?

The Council includes all suitable, available, and developable brownfield sites in its housing land supply calculations but, without the Northern Fringe, these by themselves are not sufficient to meet full objectively assessed needs and to ensure choice and competition in the market for land as required by national planning policy (the National Planning Policy Framework or NPPF).

Also many brownfield sites are heavily constrained in terms of technical constraints and viability and some are not suitable for the new family housing the Borough needs.

7. How can the development of the Northern Fringe be categorised as "sustainable development" as required by the National Planning Policy Framework?

The NPPF defines sustainability in economic, social, and environmental terms – ensuring that sufficient land of the right type is available in the right places to support growth and provide appropriate infrastructure; supporting strong healthy communities and creating a high quality built environment with accessible local services; protecting and enhancing the natural, built and historic environment and adapting to climate change.

The location of the new garden suburb proposed at the Northern Fringe is inherently sustainable given its proximity to the built up area of Ipswich and the town centre. This means that residents will be in close reach of employment and other opportunities within the wider town, and that new infrastructure provided such as improved bus services, and new pedestrian and cycle links will give future residents the option of using sustainable modes of transport (bus, train, cycling and walking) to access facilities and get to work both within the garden suburb and within the wider town.

The garden suburb has been designed around the key design principle of creating "walkable neighbourhoods" which at their hearts have local centres with a wide range of accessible community facilities to meet many of the day-to-day needs of future residents (e.g. schools, shops, parks, health

facilities, community halls). Adopting this approach not only helps reduce the need to travel by car, but also provides the building blocks to build a sense of community within a neighbourhood and helps residents have healthier and more sustainable lifestyles. Creating three new neighbourhoods within the garden suburb also provides the opportunity to develop a wide range of new homes to meet the housing needs of Ipswich, as well as distinctive and high quality building design and layout approaches to each neighbourhood.

The garden suburb will provide an extensive range of different parks, gardens, and other green spaces to accommodate recreation, ecological and sustainable urban drainage needs. Careful attention to habitat protection, creation and management will offer the potential to significantly increase biodiversity across the garden suburb compared with the intensively cultivated farm land that currently occupies most of the site. New and existing residents will be within easy reach of a great network of green spaces including a substantial new country park.

New homes will be built to high standards of energy and water efficiency which will further increase the sustainability credentials of the new development.

8. What will the impact of the new development be on local schools and medical facilities?

This aspect of the development has been carefully assessed in consultation with the key service providers such as Suffolk County Council (the education authority) and NHS Suffolk. Based on the results of this consultation a requirement for the provision of a range of new community facilities has been incorporated into the SPD.

The SPD makes provision for a new two-form entry primary schools in each of the proposed three new neighbourhoods and one new secondary school with a sixth form and community sports provision. The district centre makes provision for a new health centre although this will be dependent on a firm proposal coming forward from the PCT or other health providers.

9. How can the loss of open countryside and productive farmland be justified?

The development of the Northern Fringe will clearly result in the loss of what is at present open countryside and productive farmland. It is accepted that this is an inevitable “cost” to set against the “benefit” of providing needed new homes.

In terms of landscape impact the open farmland will be replaced by a garden suburb that will create new townscape that will have an attractive character in its own right with generous public open space and new tree planting complementing the existing hedgerows that will be retained. Also the northern edge of the development will be carefully designed to respect the relationship with the countryside and important views and to maintain the physical separation of Westerfield village. The garden suburb will include a wide range of green spaces and habitats that will be linked together and publically accessible including a country park – thus ensuring accessible greenspace of a high quality for residents and locals to enjoy.

It is also important to note that, other than Tree Preservation Orders, none of the land at the Northern Fringe carries any special protective planning designations (e.g. Green Belt, Area of Outstanding Natural Beauty, Conservation Area).

10. What will the impact be on the local landscape and wildlife?

The preparation of the SPD has been informed by a comprehensive habitat survey of the area carried out for the Council by the Suffolk Wildlife Trust. This survey identifies the main habitats of value as being the existing hedgerows, pockets of woodland, and mature trees on the site the majority of which will be incorporated in the new development. Some small ponds were also identified and again these can be retained and incorporated.

Overall, it is felt that with good planning, the biodiversity and wildlife value of the site can potentially be significantly enhanced by the introduction of new landscape and water features, open spaces, gardens and habitats which could offer increased benefits compared with the intensively farmed arable land that currently predominates across the site.

11. What sort of housing will be built at the Northern Fringe?

Developments will be required to plan for a wide range of dwelling types, sizes, and tenures to reflect identified needs in the town and achieve a socially inclusive and sustainable new community at the Northern Fringe. This is expected to include largely family housing but also housing for older people, affordable housing, and opportunities for self-build. It is expected that the majority of properties will be houses but some apartments and maisonettes will be included in the mix.

12. What sort of shops and associated facilities will there be?

It is expected that the planned district centre will include a medium / large supermarket of between 1000 and 1700 sqm net floorspace plus a range of smaller shops and other facilities such as chemist, post-office, bank, restaurants, pub, community hall, offices, and health facilities. These facilities will meet many of the everyday needs of the local community (both existing and future residents) thus reducing the need to travel to other parts of the town by car. It is anticipated that some residential accommodation in the form of apartments may be included in the district centre to increase its vitality and viability around the clock.

Sites for smaller local centres have been identified which can accommodate a smaller range of local shopping and service facilities such as cafes, hairdressers, small offices etc.

13. What sort of public open space and recreational facilities will be provided?

A wide range of types of open space and recreational facilities will be provided including a substantial new country park plus visitors centre serving the wider area, more formal “district parks” at the centre of each new neighbourhood, and an extensive network of linear green routes which will accommodate new walking and cycling paths and space for sustainable drainage. There will be a major new “destination” play area to serve the wider area and public use of any new sports facilities at the proposed secondary school will be provided with additional more informal facilities being provided at other locations across the site. Allotments and youth facilities such as a multi-use games area (MUGA) will also be incorporated.

Improved linkages to existing nearby recreational facilities such as the Northgate Sports Centre may be considered together with the potential for new development at the Northern Fringe to fund enhancements to those facilities if appropriate.

14. Will the important supporting community infrastructure listed in the SPD definitely be provided and when?

The provision of supporting community infrastructure for major new housing developments is regarded as a key component of sustainability. Both the Core Strategy Focused Review and the SPD clearly set out the Council's expectations in this regard including the important "triggers" which indicate when each element of infrastructure should be provided, e.g. a serviced site (with access roads) for a 1 x 1200 space secondary school (including 6th form facility) to be transferred to Suffolk County Council prior to the occupation of 500 dwellings). The triggers are based on discussions with stakeholders about capacity of existing facilities and the need that the scale of development proposed is likely to generate.

15. Is the infrastructure list set out in the SPD viable?

The Council has commissioned independent viability consultants to assess the viability of the mix and scale of development envisaged in the SPD and in overall terms the advice is that the infrastructure proposed for the scheme is viable and deliverable subject to there being some flexibility on the amounts of affordable housing required in any given phase of the development and also the sequencing of infrastructure delivery in relation to rates of housebuilding.

16. What are (i) the pattern of phasing and (ii) pace of development likely to be?

Given its firm allocation in the adopted Core Strategy development at the Northern Fringe is expected to commence on the land south of the railway between Henley Road and Westerfield Road, with a possible start date in 2015. This will enable the initial components of the district centre, and the first primary school and district park to be delivered thus forming a community focus for the new residential development in this neighbourhood from an early stage.

Thereafter, subject to satisfactory progress on the Core Strategy Focused Review, additional phases of development may be permitted to commence north of the railway line and east of Westerfield Road (i.e. the Henley Gate and Red House neighbourhoods) to facilitate a start on the delivery of the country park, new rail bridge, and secondary school.

It is currently estimated that the pace of development would be around 50 dwellings in the first year increasing to 200 per year from 2018 onwards assuming more than one housebuilder is active on the site at any one time.

17. Why are multiple starts now considered necessary and how will piecemeal development be avoided?

Multiple starts means having new housing being built in more than one location at a time. This will be necessary at the Northern Fringe to facilitate the achievement of a satisfactory number of housing completions year on year (any individual house-builder is unlikely to build more than a certain maximum number of houses per year for commercial reasons - 50 is a widely used figure), and to generate sufficient value to deliver the needed supporting infrastructure within the required timescale.

Proposals for any particular phase of development will need to be carefully planned and be broadly in accordance with the essential provisions of both the Core Strategy Focused Review and the SPD. Proposals will need to demonstrate compliance with the vision and overall masterplan for the whole

of the Northern Fringe area and set out a clear plan for infrastructure delivery. Ad hoc, piecemeal development will thus be avoided.

18. How has the SPD taken account of the previously expressed views of local people and other stakeholders?

Following on from public and agency consultation in January and February 2013 at the Issues and Options stage of SPD preparation a range of technical requirements and public views were used to inform the “preferred option” master plan included in the current draft SPD. This included broad support for the concept of the Ipswich Northern Fringe being planned along garden suburb lines, support for the principle of three distinct walkable neighbourhoods each with a community hub (school / park / shops etc), and support for a new country park located to the north of the main developed area.

Concerns primarily focused around the potential traffic impact of any new development which has served to emphasise the importance of a robust transport strategy, the need to deliver a wide range of community facilities on-site, and a site layout that encourages easy movement on foot and by bike with good public transport links to off-site destinations.

19. How will the Council ensure that a high standard of design for the new development is achieved?

A key objective of the SPD (see paragraph 2.20) is the achievement of high standards of architecture to deliver spacious, resource efficient homes, set in a high quality public realm with good street design (see paragraph 2.22). Policy DM 5 of the adopted Core Strategy (see page 164 of the SPD) sets out the various criteria against which design standards will be measured and the SPD requires that bespoke “design codes” and “design briefs” will be negotiated as part of the planning application process to ensure the delivery of a garden suburb character and to ensure a consistency of approach and the maintenance of quality standards over the duration of the development.

Additionally, policy DM 5 also requires that an assessment of the design quality for major applications will be made using the Design Council / CABE’s *Building for Life* assessment method.

TRANSPORT QUESTIONS

BACKGROUND

In responding to Ipswich Borough Council's Core Strategy in 2010, the highway authority (Suffolk County Council) took the view, based on modelling work carried out at the time, that a phased development of up to 5000 dwellings at the Northern Fringe could be accommodated on the existing highway network without the need for new road building, subject to a range of demand management and traffic management measures being introduced.

The current proposal is for a substantially lower number of between 3000 and 3500 dwellings.

20. How much traffic will 3500 new houses generate?

The predicted peak hour traffic generation at between 8am and 9am on a weekday is around 1900 vehicles from a completed Northern Fringe development. This is based on surveyed traffic data for similar housing areas. The local facilities and transport services that will be provided is aiming to reduce this to 1500 vehicles.

This traffic will be spread across the proposed main accesses to the site onto Henley Road and Westerfield Road.

The proposed housing will be developed in phases over a number of years and it is currently envisaged that this could be over more than 20 years. For example, if the first 1000 houses are developed by 2021 then the predicted traffic increase would be around 430 vehicles. Changes in traffic levels will be carefully monitored over the duration of the development and appropriate mitigating measures, funded by developer contributions, proposed on a phased basis.

21. There are likely to be 2 cars for each house and this will mean 7000 journeys every morning!

It may be the case that there is an average of between 1.5 and 2 cars per unit on the site, but not everyone travels to work etc at the same time. Increasing more flexible working arrangements mean that people travel to work outside of the traditional peak periods – 8 to 9 am and 5 to 6 pm. Also home working is becoming more prevalent and the availability of high quality broad-band is likely to accelerate this trend. Better facilities for pedestrians and cyclists and new bus services also encourage people not to travel by car.

The assessment of the impact of the traffic associated with the proposed housing is based on surveys of similar housing areas and has been undertaken at the busiest times.

22. The roads and junctions around the site are already congested and cannot accommodate any additional traffic.

There is a need for additional housing in Ipswich and with new housing there will be additional traffic.

The strategy for managing this additional traffic will be a mixture of providing new local facilities such as shops and schools on the site so that residents can meet many of their day-to-day needs locally, improvements to pedestrians and cycle links and new bus services to offer alternatives to driving, improved traffic management and highway improvements to manage car movements on and off the site, taking account of pressures on the local road system.

This development will not be able to resolve all of the existing highway capacity issues on the roads around the site, but will need to address and properly manage the impact of traffic associated with the new houses which should also have some benefits for existing residents.

23. The local junctions are already congested and long queues occur throughout the day especially on Valley Road.

It is recognised that there is congestion on some of the local roads around the site, predominantly during peak morning and evening rush hours.

In implementing the new garden suburb, it is proposed to improve the junctions of Henley Road, Westerfield Road and Tuddenham Road with Valley Road to better manage traffic passing through these junctions and to offer safe crossing points for pedestrians and cyclists, as well as priority for buses.

The existing traffic signals at the Henley Road junction will be improved, with Westerfield Road and Tuddenham Road being brought under traffic signal control to improve traffic management.

24. Will there be a significant increase in traffic in Westerfield village?

The level crossing at Westerfield Station acts to discourage traffic from using Westerfield Road and while this may be improved it will be retained. Additionally the section of Westerfield Road between the railway and Colchester Road will be redesigned to reduce vehicle speeds and create safe crossing points for pedestrians and cyclists.

There is the potential for traffic management to be implemented through the village to both control vehicle speeds and to discourage traffic from passing through the village. Such a scheme would need to be developed in detail with local residents but it would be funded by developer contributions.

25. Due to the peak period congestion there is already rat running on a number of local roads.

Through the consultation with local councillors and residents we are aware of a number of both local and longer distance rat runs that have been identified. Further work will be undertaken as the details of the transport strategy are developed to consider what can be done to ensure that these problems are not made worse and whether they can be reduced.

26. Where will access to the site be taken from?

Access to the site will primarily be taken from Henley Road and Westerfield Road at various locations, with a total of 5 new access points being provided. Limited secondary access to Tuddenham Road may also be possible. Having more rather than less access points is desirable to spread traffic flows more evenly and thus avoiding unnecessary queuing. The form of the access junctions will be either traffic signals or priority junctions and this will be dependent on more detailed technical analysis negotiations with the highway authority (Suffolk County Council) at the planning application stage. The detailed design of the junctions will take into account the need to manage traffic flows from the site on to the wider road network at peak times and to give priority to buses.

27. Will there be sufficient parking on the site to avoid the risk of more parking on the existing roads around the site.

There will be sufficient parking on the site to accommodate both the predicted level of car ownership of new residents and for visitors. There will also be parking for the local facilities provided.

28. How long will the development take to build as construction traffic will be dreadful for a number of years?

The site will be constructed in carefully planned phases and will take a number of years to complete.

For each phase of development a Construction Management Plan will be required to minimise the adverse impacts of construction. This will include restrictions on access routes and working hours.

29. How will new buses be provided and the services maintained?

Discussions have been undertaken with the local bus operators who have confirmed that they would be interested in operating bus services to the new housing. The level of housing provided will maintain loop bus services to the town centre bus station and potentially to the railway station that will then allow connections to be made to existing bus services to other destinations across the town and beyond.

Bus priority measures will be put in place at the site accesses and at key junctions to ensure that bus operate as effectively as possible at all times.

New bus services will be provided at an early stage of the development with incentives for use such as free travel vouchers.

30. Will bus services be provided to other destinations such as the hospital and Martlesham where there are new jobs?

These destinations can already be accessed via the town centre but the intention is to seek the provision of new direct bus services to such locations subject to sufficient demand. Further discussions will be held with the bus operator to explore the potential for such services, identify viable routes, and identify any initial subsidy that might be required in the short term.

31. How will new residents get to the train station?

There are two options to get to the main train station. The first will be by bus and the second will be to use Westerfield train station. Improvements to both the pedestrian and cycle connections to Westerfield train station and potentially facilities at the station such as parking are part of the proposed approach to be developed in more detail.

32. How will pedestrians and cyclists be able to cross new and existing road to reach local facilities, especially schools?

In addition to the crossing facilities proposed at the junctions with Valley Road there will be a new controlled crossing for pedestrians and cyclists of Valley Road to connect to the Fonnereau Way to the existing route to Christchurch Park and to the town centre. Similar crossings will also be provided on Westerfield Road to connect the various parts of the site.

A new crossing of the railway line will be provided to connect to the area of the site to the north which then allows for connections to the proposed open space and beyond.

Within the site safe pedestrian and cycle routes will be provided from all of the new housing areas to connect to both the new local facilities and to the existing communities around the site.

33. Should underpasses or bridges be provided to ensure that pedestrians and cyclists can safely cross the busy roads?

Underpasses are generally not well used due to personal security fears and bridges are not favoured by users as they need to walk up and over roads. It is considered that signal controlled at-grade crossing are the best approach to ensure that pedestrians and cyclists do not have such concerns and are not diverted under or over roads. However the SPD commits to further investigating an underpass under Westerfield Road to provide access to the new secondary school as an option.

34. Will the Fonnereau Way be lost?

The Fonnereau Way will be incorporated into the scheme and will be retained and enhanced within new greenspace. The potential for a better crossing of the railway line will be investigated in detail with a new bridge being a possible option.

35. How will cyclists reach the site?

There will be improvements for cyclists to connect to the surrounding areas, including Westerfield Station, and the pedestrian crossings proposed will also accommodate cyclists.

Within the site there will be a network of safe cycle route developed with cycle parking provided at the new local facilities.

36. How will the different areas of the site be connected?

There will be a new railway bridge provided between the northern and southern areas of the site provided for pedestrian, cyclists, buses and cars.

There will be safe and controlled crossing points provided on Westerfield Road to connect the central and eastern parts of the site.

37. What local facilities will be provided and will they attract more traffic to the area?

There are a range of local facilities proposed including new parks, shops, primary and secondary schools and other community facilities. These will be designed to provide for the new residents, but also for existing residents around the site and will be connected by good pedestrian and cycle links. The new bus services will run close to these facilities.

38. The modelling work was undertaken some time ago using old census data. Will it be updated?

The modelling work undertaken to assess the transport impacts of the site was undertaken in 2010 and used data from the 2001 census. At the moment the more detailed data from the 2011 census is still not available to update this.

When planning application(s) are submitted for the proposed new housing a detailed Transport Assessment Report will need to be produced to detail all the proposed transport improvements and this will use the most up to date information available and this may necessitate new traffic modelling work using the latest data available.

39. There will not be any benefits for local residents, just more traffic.

Local residents will benefit from being able to use the wide range of new local facilities provided, the improvements to pedestrian and cycle routes, the new bus services and the proposed junction improvements.

40. Surely the Northern Fringe should not be developed unless and until an Ipswich northern by-pass has been built?

The northern by-pass was removed from the County Structure Plan in the mid 1990's following a public inquiry decision against the proposed Kesgrave by-pass and it has not formed part of any adopted development plan or local transport plan proposals since. Any such by-pass could well cost in excess of £100 million and is unlikely to be funded from public funds in the short to medium term or by an individual development in the area. In addition, finding an appropriate route is likely to present practical and environmental challenges. However it is noted in the Ipswich Borough Council Core Strategy that the Council will work with neighbouring authorities and Suffolk County Council to ensure that the merits and delivery options for some form of northern by-pass are fully investigated. *(See paragraph 8.235 of the adopted Ipswich Borough Council Core Strategy & Policies Development Plan Document 2011)*

In giving consideration to the proposed allocation of land at the Northern Fringe for new housing in the Ipswich Borough Council Core Strategy and Policies DPD, the highway authority (Suffolk County Council) took the view, based on modelling work at the time, that a phased development of up to 5000 dwellings at the Northern Fringe could be accommodated on the existing highway network without the need for new road building subject to a range of demand management and traffic

management measures being introduced. The current proposal for 3000-3500 new dwellings is clearly well below that previously accepted capacity.

Such an approach is in line with current priorities for County Council transport policy across the town as a whole which is seeking to drive a modal shift from the private car to more sustainable modes, and make more efficient use of existing road space, rather than to prioritise more road building.

WHAT HAPPENS NEXT?

Following the conclusion of the current public consultation period all comments received will be collated and analysed to determine whether it would be appropriate to make any changes to the draft SPD prior to its formal adoption by the Council. A summary report of consultation replies together with the Council's responses will be published.

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