Dear Annette

Suffolk Coastal Local Plan Examination August 2019

Further to your invitation to comment on the Housing Supply Documents (H20) and Ipswich Strategic Planning Area Transport Modelling Documents (H30, H31 and H32), we do wish to add a statement to the Inspector, Philip Lewis, for consideration in the Local Plan Examination Process.

H20 Housing

The H20 document is consistent with the Martlesham Neighbourhood Plan (MNP). The MNP recognises a single housing allocation for Martlesham at Brightwell Lakes (SCLP 12.19). The Woodbridge Town Football Club site (SCLP 12.33) and the Police site (SCLP 12.25) are omitted from the lists of deliverable sites provided in the Appendices to H20.

Transport Modelling Documents (H30, H31 and H32)

The H30-32 documentation notes the strategic modelling on which the Final Draft Local Plan is based, identifies some significant congestion for a forecast year representing the end of the Local Plan period, 2026 and 2036.

H30-32 confirm - in both 2026 and 2036 - over capacity for transport on the roads immediately adjacent to, and around, the Woodbridge Town Football Club site (SCLP 12.33)

- the A12 corridor to the west of Woodbridge has capacity issues at the A12 / B1079 at the Seckford Roundabout next to the SCLP 12.33 site
- the A12 / A1152 Woods Lane Roundabout to the north of the SCLP 12.33 site
- the southbound approaches from the A12 towards the SCLP 12.33 site becoming over-capacity.

Numerous junctions along the A1214 corridor around Ipswich are shown to be over or close to capacity in both 2026 and 2036. This is a material concern to the Parish Council given the A1214 runs alongside the Suffolk Constabulary site (SCLP 12.25).
Flawed Mitigation

H30 refers to a ‘modal shift away from car travel’ as being essential to reduce congestion associated with future growth in highway traffic – presuming road users could be incentivised to use non-car modes of travel by developers or employers.

For a number of years Suffolk County Council has been cutting its funding of bus services, thereby hugely limiting any prospect of employers and developers complying with the required mitigation measures.

For example, Suffolk County Council has since September 2019:
- withdrawn concessionary travel for school children 11-16 travelling less than 3 miles to their nearest school
- withdrawn concessionary travel for school children 11-16 travelling to any school other than their nearest school
- withdrawn concessionary travel for school children who turn eight and who live between two and three miles from their current school
- withdrawn concessionary travel for school children over 16 years of age
- cut funding for subsidised rural routes, which affects the Woodbridge Town Football Club site

Suffolk County Council has, to date, failed to show any real commitment to a ‘modal shift away from car travel’.

In Summary

Documents H20 H30 H31 and H32 justify our previous written representations that Site SCLP 12.25 should be remitted to the next review of the MNP.

Yours sincerely

Susan Robertson
Clerk

Hard copy delivered by hand