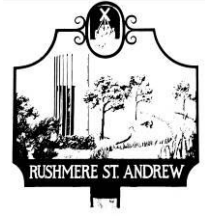




# Rushmere St. Andrew Parish Council

[www.rushmerestandrew.onesuffolk.net](http://www.rushmerestandrew.onesuffolk.net)

*"Seek The Common Good"*



Suffolk County Council  
[ipswichnorthernroute@suffolk.gov.uk](mailto:ipswichnorthernroute@suffolk.gov.uk)

Your ref:  
Our ref: INR 120919

Date: 12 September 2019

*Dear Sir/ Madam*

## RUSHMERE ST ANDREW PARISH COUNCIL RESPONSE TO THE IPSWICH NORTHERN ROUTE CONSULTATION

After a public meeting that we held in the parish on 2<sup>nd</sup> September 2019 attended by 150 members of the public, and carefully reviewing published consultation documentation the Rushmere St Andrew Parish Council decided on 12 September 2019 to **strongly oppose all the consultation options** consulted on and in particular the inner route. The reasons for our decision are as follows:

Proposals will have a detrimental impact on quality of life of residents in our parish. All routes are likely to lead to significant residential development in and around the parish and this would have a detrimental impact on the character of the area and quality of life of residents with increased noise and air pollution. The inner route would be extremely close to the Rushmere St Andrew village. At present it is a tranquil village with a number of listed buildings along The Street and elsewhere. A northern route that cuts through the village or are in very close proximity to the village would cause permanent and irreversible damage. It would lead to significant noise pollution, poor air quality, adversely impacting on the natural and built environment and essentially it would destroy the character of the Rushmere St Andrew village.

There are listed buildings in the Hill Farm cluster which would be adversely impacted upon by the closeness of the proposed inner route, with the road proposed only a few metres from the listed buildings and their gardens. This is contrary to the objectives in national planning guidance set out to preserve listed buildings and their settings.

The proposed Ipswich Northern route will have a harmful impact on the countryside (such as the Fynn Valley), and on declining wildlife in the county. The Suffolk Coastal Landscape Character Assessment (Final Report dated July 2018 by Alison Farmer Associates) describes the Fynn Valley as " a vulnerable Landscape under considerable development pressure because of the good connections and proximity to Ipswich and Woodbridge.

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The Fynn Valley identifies a special character that gives the landscape its sense of place. Fynn Valley has a long distance Foot Path which follows the course of the river (R.Fynn) from Witnesham to Woodbridge which is supported by a dense network of footpaths that traverse the valley side, they provide an important local recreational network for Walkers and Cyclists alike.” The proposed inner and middle routes will have a significant adverse impact on this vulnerable landscape.

It is noted that Suffolk County Council has stated an ambition to be the Greenest County in the country and declared a climate emergency. The Fynn Valley is of high recreational value to local residents and well used in terms of walking, running, horse riding, dog walking and cycling. Inner and middle route options will intersect rights of ways and cycle routes at various points and there are so many rights of ways in and around the Fynn Valley which would be lost or destroyed by the impact of noise, light and air pollution. This is particularly unsatisfactory and unacceptable at a time when Suffolk County Council is consulting on its Rights of Way Strategy and promoting a County Health and Wellbeing strategy aimed at encouraging outdoor physical activity.

The Fynn Valley also serves an important environmental role in being the green lung for North East Ipswich. Noise and air pollution; and the destruction of wildlife corridors will have a lasting and damaging impact on the environmental value of the Fynn Valley.

It is mentioned in the consultation material that significant numbers of housing will have to be built to the north of Ipswich to fund the road (between 10,000 - 15,000 is quoted but this could be significantly more. Theresa Coffey has highlighted that it would take 50,000 additional houses). This is very much in conflict with the ‘plan led’ system and housing needs that are determined in the district and borough local plans. Building significant amounts of housing north of Ipswich would add to already congested roads and increase carbon dioxide emissions. There is insufficient infrastructure available and planned to alleviate existing congestion and support additional housing development. The options consulted on cannot be reconciled with the ambitions of the County to be the Greenest County or making a real difference in terms of a climate emergency. This amount of housing, combined with those already planned and allocated in Local Plans, will have a detrimental impact on the environment and character of urban areas and villages to the north of Ipswich.

Insufficient alternative options were considered and consulted upon. Options such as improvements to the A12/A14, improvements to the Orwell Bridge such as wind panels, diverting HGVs from the Orwell Bridge in high winds, improvements/investments to sustainable modes of transport, combining improvements to sustainable transport options with improvements to the A12/14; and re-evaluation of the Upper Orwell Crossing should be considered and consulted upon. Insufficient information has been published regarding initial assessments of options, why they were dismissed very early on in the process without thoroughly assessing these options and consulting the public regarding these options.

Two of the proposed routes indicate that existing roads would be used as major feeder roads into Ipswich and so rather than improving traffic flows and the built environment, routes such as Foxhall Road, Woodbridge Road, Playford Road and The Street would see a marked decline and significant increase in pollution levels. There are no plans included in the consultation documents for major improvements to these feeder roads. This is a major oversight. Junctions at Foxhall Road/ Bell Lane and roundabouts at Foxhall Road; Adastral Park (and Brightwell Lakes) and the Martlesham Police Headquarters are already heavily congested particularly during peak times with significant additional residential development planned for the area. A northern route will exacerbate congestion around these routes significantly.

We question the accuracy of the traffic modelling figures with the exclusion of housing figures in district and local plans and housing development that would be needed to fund the Ipswich Northern Route. These figures should be included in the traffic modelling figures and consulted upon.

Please find herewith attached in Appendix A, notes from the public meeting held on 2<sup>nd</sup> September 2019 in our parish and Appendix B, a summary of the more than 70 completed questionnaires received from the public during our public event held on 2<sup>nd</sup> September regarding the Ipswich Northern Route options and the completed questionnaires.

*Yours sincerely,*

*S. Stannard*

S Stannard

Clerk, Rushmere St Andrew Parish Council

Cc: Rushmere St Andrew County and District Councillors

MPs Daniel Poulter and Therese Coffey