

## **Frequently Asked Questions:**

# **Proposal for potential residential development at the Suffolk Police Headquarters in Martlesham**

### Traffic, access & roads

#### **How will the site be accessed?**

The site would be accessed as it currently is, off Portal Avenue.

#### **What about access for emergency services vehicles? Isn't a second access required for them?**

The internal road layout within the development has been designed as a loop system to minimise any instances of blocking and to enable emergency vehicles to enter and exit the site freely.

#### **Will the access out onto the A1214 (Main Road) be safe?**

As part of our planning application, we will be required to show that the access into and out of the site is safe and that the development does not have any adverse impacts on adjoining roads or junctions. Suffolk County Council Highways will be consulted on this to ensure their design and safety standards are met and we would expect Highways to acknowledge that they may need to consider improvements to local infrastructure.

#### **How many more cars will an additional 250 homes bring to the roads?**

We have conducted a full Traffic Assessment to look at estimated vehicle movements likely to result from the development of the site, should it be sold. This Assessment will be submitted with our planning application.

The site has the advantage of being situated close to the bus route that runs through Kesgrave and Martlesham, and is within walking distance of local services. Therefore, 'sustainable travel' would be naturally encouraged.

Currently, a total of approximately 1,600 vehicle trips are made to/from the Police HQ and PIC between 7am and 10pm. A development of 250 homes, plus the retention of the PIC, is estimated to generate between approximately 1,500 and approximately 1,800 vehicle trips between 7am and 10pm.

Looking just at peak hours, between 8am and 9am a total of 172 vehicles enter/leave the Police HQ and PIC site; and 171 enter/leave between 5pm and 6pm. The redevelopment of the HQ site for 250 homes, plus the retention of the PIC, would generate 146 vehicle trips between 7am and 9am (the morning peak hours typically associated with housing); and 152 between 5pm and 6pm. This shows that there would be fewer vehicles entering/leaving the site during these peak hours if it were to be redeveloped for housing.

The detail of this is as follows:

Morning:

	Arrive	Depart	Total
07:00 to 10:00	451	69	520
08:00 to 09:00 (Peak Hour)	145	27	172

Afternoon/evening:

	Arrive	Depart	Total
15:00 to 19:00	127	436	563
17:00 to 18:00 (Peak Hour)	29	142	171

The Traffic Assessment that considers the potential redevelopment of the site for 250 homes suggests that the following numbers of vehicle trips would be made to/from the site during peak hours (including traffic associated with the Police Investigation Centre):

	Arrive	Depart	Total
07:00 to 09:00	55	91	146
17:00 to 18:00	77	75	152

These forecasts show that the proposed development would generate slightly fewer peak hour trips than the existing use.

In terms of 'whole day' trips (i.e. vehicles leaving and entering the site during off-peak hours) we estimate that currently there are 100 trips made per hour in the inter-peak hours (between 9am and 3pm) and 50 trips made per hour in the early evening (between 7pm and 10pm). This would produce a total of 550 trips on top of the peak hour trips, suggesting that a total of 1,633 two-way trips are made to/from the Police Headquarters between 7am and 10pm. There would also be some overnight trips in addition to this.

This estimate allows for 18.7% of the trips to be associated with the Police Investigation Centre (which is being retained on the site), which equates to 305 trips between 7am and 10pm.

Looking at 'whole day' trips associated with the redevelopment of the site, on average, residential properties generate between 5 and 6 vehicle trips (two-way) per day. This would therefore equate to between 1,250 and 1,500 trips per day. Therefore the total from the proposed development would be between 1,555 and 1,805.

In conclusion, this data suggests that the vehicle movements that could be generated from the redevelopment of the site would be broadly comparable to the numbers already generated by the existing police use of the site (assuming some overnight trips).

### Capacity of local infrastructure

#### **What about local school and healthcare service capacity?**

SCDC would collect a Community Infrastructure Levy (CIL) financial contribution from the development to raise funds for local public services such as transport, flood defences, health and social care, education, libraries and leisure facilities.

As part of the planning process, the County Council as the local authority responsible for health and education will be formally consulted.

In addition to the CIL contribution, the development would generate funds for Suffolk Constabulary, which would be re-invested into police services and relocating to fit-for-purpose premises.

### Project economics

#### **What will you do with the money the sale of the site makes?**

If the site is sold and the force relocates to other fit-for-purpose premises in the Ipswich area, any further money resulting from the sale of the site would be reinvested in police services to help keep Suffolk one of the safest counties in the country in which to live, work, travel and invest. It should be remembered at this stage that the possibility of selling the site is still being explored and decision has not yet been made.

## Ideas for the site

### **Couldn't you rent out existing facilities at the HQ to generate an income so you can afford to refurbish the site?**

We do not feel that the facilities we could offer to rent by other organisations would provide enough of an income to cover the £3-4m needed for a basic refurbishment or the running costs of £1.2m per year. Given that business space is available in other locations, which are new or refurbished and offering lower running costs, it seems likely that other organisations would look to these in preference to any space that could be made available at the Police HQ. The Constabulary is part of the One Public Estate programme that sees all public sector partners particularly from the Ipswich, Central and Suffolk Coastal area regularly meeting to discuss opportunities for development and sharing facilities. To date, there has not been any interest from other partners to share or relocate to the Police HQ site.

### **Could just part of the site be developed?**

We do not think it would be viable to develop homes on only part of the site and for the HQ to stay where it is. This is because any value generated by selling part of the site for redevelopment would be unlikely to be enough to refurbish the current HQ to the standards required and cover the on-going running costs that would be needed to stay.

### **What other options for the site have been considered (i.e. employment uses)?**

We have considered other employment uses, however with the nearby industrial, business and retail parks (and current vacancies within these), we do not believe there to be further demand for this in the area at the moment – and if there is, it would seem more appropriate to locate this within or as an extension to existing employment locations. We must also consider what type of use would generate the most value for tax payers.

## Considering our neighbours

### **How will the privacy of residents adjacent to the site, be protected?**

Protecting the amenity of those living adjacent to the site is very important to us. The site is already well screened by hedgerows and trees, which would be retained wherever possible or replaced according to planning consent conditions. The new homes would be distanced from the boundaries of existing properties along the southern boundary of the site by a substantial green buffer, good-sized gardens and appropriate boundary treatments, such as quality fencing and landscaping; and positioned to avoid any over-looking.

The houses on Portal Avenue are already separated from the site by front gardens, the road and existing trees.

We want to continue to engage with nearby residents to listen to their views and consider comments before a final planning application is drawn up.

**I am concerned my property may be overlooked**

We are keen to speak to any neighbours to the site with concerns, so that we can work together to minimise any potential issues and design the site in such a way as to avoid overlooking. We are proposing a green buffer along the southern edge of the site to reduce impacts on neighbours. Whilst we cannot yet specify precise details at this stage, matters such as landscape buffer and separation distances will be considered in principle as part of the 'parameter plans' that will be submitted as part of the Outline Planning Application.