

**From:** Chris Ward  
**Sent:** 28 Jul 2020 13:25:14 +0000  
**To:** Mills, Penelope  
**Cc:** Hen Abbott  
**Subject:** DC/19/1940/RM - Discharge of Condition 30

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Dear Penny,

Thank you for consulting me over the planning application to discharge condition 30 of application DC/15/2151/OUT. Having reviewed the revised Travel Plan (dated June 2020), there has been some amendments made in accordance with the Suffolk County Council response dated 15<sup>th</sup> October 2019, however the following points still need to be addressed:

- Paragraph 1.11 makes reference to the Travel Plan overarching with the other Travel Plan's that are covered through the original outline application. However there is no reference to this overarch with the other developments in the Travel Plan Coordinator's responsibility section of the document. Also there should be some overarch with the Travel Plan Coordinator working with the existing catchment primary and secondary schools, and the new primary school and their respective Travel Plans. This has been successful with other residential developments in Suffolk, where we would expect all new residential developments to undertake this measure as well
- The resident travel surveys that were mentioned in paragraph 5.6 in the previously submitted Travel Plan (dated September 2019) have been removed from the revised Travel Plan. A qualitative approach to data collection must be done alongside the qualitative ATC's to maximise the effectiveness of the Travel Plan
- The road travel interviews that was mentioned in paragraph 5.11 of the previously submitted Travel Plan has been removed
- The monitoring trigger point identified in paragraph 6.10 should be changed to "on occupation of the 100<sup>th</sup> dwelling" not within "six months" to ensure it is consistent with other Residential Travel Plans in Suffolk. There must also be a commitment to implement and monitor the Travel Plan through Modeshift STARS Community system (<https://starsfor.org/>) to be consistent with other residential developments and set monitoring timetable in Suffolk
- The commitment to carry out additional TRICS SAM surveys in the paragraph 6.10 of previously submitted Travel Plan has been removed from the revised Travel Plan without reason
- The monitoring requirement identified in paragraph 6.15 to only monitor Redrow phases is likely to become more challenging and more costly as other developers move on to outline site. There must be a collaborative effort with other developers on the site to the Travel Plan monitoring for Suffolk County Council (as Highway Authority) to effectively monitor the impact that the outline development has in accordance with the predicted modelling in the Transport Assessment submitted at the outline stage
- In paragraph 7.21 there is some reference to approaching local bus operators to divert services through the site, but no evidence of any discussions with any bus operators to see if this is feasible, as it is quite likely that a bus operator would need a financial contribution negotiated with the developer to pump prime these services. Providing bus stops on their own are not likely to secure a bus operator to provide services for the residents of this development. If a bus

operator cannot be secured to provide a suitable bus service for the site a suitable alternative sustainable transport measure should be identified in the Travel Plan

- There still is no reference to a Travel Plan budget in the document. The only reference to a budget is with paragraph 6.6 making reference to a £4,500 yearly Travel Plan monitoring budget. This Travel Plan cannot be accepted until there is evidence that the developer has committed sufficient funds to fully deliver the Travel Plan and its measures. SCC would expect a budget of at least £302,755 (£601.90 per dwelling) to fully implement and monitor a Travel Plan for a development of this size, based on a 14 year implementation period, with 40 dwellings being built-out and occupied per annum
- There is still no suitable strategy to market the Travel Plan beyond the provision of the resident travel packs. Other developments in Suffolk send regular newsletters to residents and have an online presence, through a dedicated website and social media

Therefore, it is recommended that condition 30 is not discharged until these amendments have been made in an updated Travel Plan

Kind regards

**Chris Ward**

Travel Plan Officer

Transport Strategy

Strategic Development - Growth, Highways and Infrastructure

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