

Your Ref: DC/15/2151/OUT
Our Ref: 570\CON\1740\16
Date: 27th February 2017
Highways Enquiries to: luke.barber@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

Email: planning.help@westsuffolk.gov.uk

The Planning Officer
St Edmundsbury Borough Council
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

For the Attention of: Chris Rand

Dear Chris Rand

TOWN AND COUNTRY PLANNING ACT 1990 - CONSULTATION RETURN DC/15/2151/OUT

PROPOSAL: Outline Application (Means of Access to be considered) - Residential development of up to 2,500 units (within use classes C2/C3); two primary schools; two local centres including retail, community and employment uses (with use classes A1/A2/A3/A4/A5, B1 and D1/D2; open space; landscaping and associated infrastructure

LOCATION: Great Wilsey Park, Wilsey Road, Little Wratting

ROAD CLASS: A143 and Chalkstone Way

This is a large scheme to the North East of Haverhill and will generate significant amounts of traffic if permitted. However, the applicants have provided details of an extensive mitigation package, including improvements to several key junctions in Haverhill and on the route from the site to key destinations such as Cambridge, up to the A1307/A1017 roundabout.

The applicants have provided a detailed Transport Assessment and Draft Travel Plan. The information provided has been reviewed internally, and by independent consultants, and several revisions to the key documents have been submitted to further understand the transport impacts of the proposed scheme. The details of the Transport Assessment review are as follows; the review of the supplied Draft Travel plan is referenced later in this letter.

Site Location

The site is located to the north east of Haverhill, with access points from the A143 and Chalkstone Way. Suffolk County Council, in their capacity of Highway Authority, does not wish to restrict the grant of planning permission based on the general principal of development in this location and is content with the details provided of the access junctions and off site junctions proposed at this outline planning stage. The full details

of the off-site works will be agreed with the developers as part of the subsequent reserved matters or full applications, and prior to any work on these junctions starting on site. The highway related matters are discussed in the following sections.

Site Access Points

The northern access point is located on the A143 in the approximate location of the current start of the 30 mph speed limit. The access design has evolved during the application process and the latest version of the drawing 10173-HL-04 Rev. F was included in the resubmitted Transport Assessment Addendum, dated 7th September 2016. This design has been subject to Road Safety Audit and is deemed to be acceptable in principal. The new junction can be secured through a suitably worded planning condition and a Section 278 process. A planning obligation will need to be secured through the Section 106 agreement to fund the extension of the current 30 mph speed limit.

The southern access point is proposed to be a signal controlled junction at the location of Chalkstone Way's junction with Gannett Close. This is shown on drawing 10173-HL-02 Rev. G. While the design included in the TA addendum is technically acceptable and has been subject to a Road Safety Audit the location is not optimal, as Gannett Close is a cul de sac and currently has access to Chalkstone Way via a priority junction. Introducing traffic signals for this minor arm will significantly impact on these properties access to the wider road network. A more suitable access point is opposite Millfields Way, currently the site does not have a red line boundary with the adopted highway network at this point, however this is currently being addressed through a land dedication agreement between St Edmundsbury Borough Council and Suffolk County Council. Therefore, we would strongly suggest that the access is located opposite Millfields Way as soon as practicable, and the Gannett Close access, if required, is only used for sustainable transport means, such as to provide bus priority out of the development and for cyclists and pedestrians to use. It is accepted that only a single access point onto Chalkstone Way is required in planning and highways capacity terms. We have suggested to the developers that a footway should be provided on the north side of Chalkstone Way to join the extent of the existing footway close to Chelmer Road, for pedestrian connectivity. Relocating the main access further west would reduce the overall length of this facility, and decreases the cost of delivery. There is currently a 2-metre-wide highway verge which would enable this improvement to be carried out within highway land under a Section 278 agreement.

A third access point is to be provided for the country park car parking area only, with no link to the wider development. This is located on Coupals Road and is a simple priority junction. Other than to secure an adequate visibility splay by condition we have no detailed comments on this junction. This junction is shown on drawing 10173-HL-20 original issue, and has not been changed in the resubmission of the transport package.

Ecology Corridor Mitigation

The indicative site masterplan includes a series of higher classification major access roads, which would be around 6.5m to 7.3m wide, in contrast the secondary roads are proposed to be 5.5 to 6.5 metres wide. The site contains some key ecological constraints which need to be fully mitigated. One of the key ecological features is a significant hedge line which needs to be preserved as part of this development. This hedge crosses the major access roads at a number of locations and it has been proposed by the Ecology Consultants that a narrow road corridor can be incorporated at these interface points. This detail is shown on Urban Wilderness Drawing no. 152 – L – 120. Their proposed detail shows a maximum gap between trees of 10m and reduced carriageway width of 6m, the drawing proposes a footway on one side only, which is not acceptable for an adoptable highway layout, however it is likely that a footway or shared cycleway could be provided set back from the road edge to maintain connectivity for sustainable modes while maintaining the ecology corridor with a minimal gap. Full details will be supplied, and reviewed, as part of the subsequent reserved matters application should the site proceed, and we are confident that a suitable design detail can be incorporated to achieve the twin goals of an adoptable highway layout and preservation of the ecology corridor.

North West Haverhill Relief Road

The development is of a significant size to Haverhill and is adjacent to a similar site, previously permitted, on the North West of Haverhill. This site is required to deliver a relief road between the A143 and the A1307 to relieve pressure on the centre of Haverhill. Due to the cumulative impacts of both schemes neither will be able to fully build out until after the relief road has been constructed. Previously the north-west site was given permission to build an initial 500 additional dwellings prior to the completion of the relief road. The

trigger for delivery of the Relief Road is five years from the commencement of the North West Haverhill development. Any development permitted in relation to this current application would be in addition to the 500 dwelling figure, previously agreed, and has been assessed for its highways impact in this context. Based on the improvements proposed to the key off-site junctions it is likely that the upper threshold for this site prior to the delivery of the North West Haverhill Relief Road would be a further 500 dwellings. If the adjacent North West site did not come forward at all there would be scope to negotiate this threshold up to the full 1000 dwelling ceiling, evidenced by further traffic analysis.

While a planning condition could be applied to this site, if permitted, to limit the development before the delivery of the North West Haverhill relief road, it has been agreed with all parties that this upper limit will be set as a planning obligation in the Section 106 agreement.

Off Site Junction Improvements

The site developers and their consultants have identified several junctions around Haverhill that will come under additional traffic pressure as a direct result of this development. To mitigate these impacts, they have identified potential highway improvement schemes.

Chalkstone Way junction with Wratting Road – The improvement involves some localised widening and traffic signal control, which has been agreed in principal. This improvement would be secured through planning condition and a Section 278 agreement. The proposed improvement is shown on drawing 10173-HL-11 Rev. A. However, this drawing shows an incorrect highway boundary, therefore additional design work will be required to provide a suitable junction design within the highway boundary, our initial investigations show that this additional land is controlled by St Edmundsbury Borough Council, so our judgement is that a suitable junction design would be deliverable at this location.

Millfields Way junction with Wratting Road - The improvement involves some localised widening and ghost island right turn lane, which has been agreed in principal and would be secured through planning condition and a Section 278 agreement. This improvement is shown on drawing number 10173-HL-10 original issue, and can be accommodated within the highway boundary. Again the boundary details have been drafted incorrectly, but on this occasion more space is available to the north east of the junction to facilitate the improvement.

Manor Road junction with Ehringhausen Way – This scheme involves a limited improvement to the existing mini roundabout; this scheme has been agreed in principal and would be secured through planning condition and a Section 278 agreement. This improvement is shown on drawing number 10173-HL-09 Rev. A, and can be accommodated within the highway boundary.

A1307 junction with Hales Barn Road Roundabout - This scheme involves lane widening on the east bound approach to the existing roundabout; this scheme has been agreed in principal and would be secured through planning condition and a Section 278 agreement. This improvement is shown on drawing number 10173-HL-10 original issue, and can be accommodated within the highway boundary. However, this drawing is incorrectly labelled as referring to 'Withersfield Road junction with Queen Street which is incorrect, and should be amended on the next revision of the drawing.

A1307 junction with A1017 Roundabout - The original scheme was not deemed acceptable and the consultants have carried out an extensive re-design following the results of a Road Safety Audit. The revised scheme involves lane widening on the south bound and west bound approaches to the existing roundabout aimed at increasing traffic capacity. This is shown on drawing number 10173-HL-12 Rev. E. At this location the highway boundary remains undefined, however we are satisfied that a suitable highway improvement can be delivered at this location. This scheme has been agreed in principal and would be secured through planning condition and a Section 278 agreement. Please note that Cambridgeshire County Council are currently carrying out a review of the entire A1307 corridor from Haverhill to Cambridge, so the detailed design may be informed by further consultation to ensure both projects interact successfully. However, at this early stage it is likely that the corridor improvements will have a limited impact on this roundabout.

A143 junction with Lords Croft Road junction

The key town centre junction is the A143 junction with Lords Croft Road adjacent to the Tesco store. This is a busy location on the edge of the town centre and prior to the North West Haverhill Relief Road on the

traffic route from the site to the A1017 for Cambridge bound traffic which is a significant projected flow. The developers team originally proposed a large scale change for this junction, replacing the current roundabout with a traffic signal design, aimed at providing more traffic capacity. However, we had concerns about the overall suitability of this junction form, given the town centre location and the need to provide a safe and attractive environment for pedestrian and cyclists. It is also obvious that this improvement while providing some improvement for the A143 Wrattling Road arms it has an adverse impact on the Lords Croft Lane direction, which would impact on bus punctuality and emergency vehicles as the bus station and fire station are accessed from Lords Croft Lane.

Improvements to this junction will be required to facilitate further growth in Haverhill, and we are comfortable that a suitable junction treatment can be designed to cater for all modes while providing a degree of capacity improvement ahead of the North West Haverhill Relief Road providing a suitable alternative for through traffic.

Following consultation between SEBC, SCC and the developers team a revised scheme has been proposed, retaining the current roundabout form, but providing additional capacity through localised widening on the southwest bound and west bound approaches. This improvement is shown on drawing reference 10173-HL-23 Original Issue.

Rights of Way Improvements

To improve the connectivity of the site to communities and employment facilities outside Haverhill the developers will be required to upgrade public rights of way that lead from the site. One runs to Old Haverhill Road to the north, which provides a link to the employment sites around the A143 junction with the B1061. The route from the Little Wrattling Footpath No.5 north to the A143 will require some surfacing to allow for walking and cycling on the highway verge to give pedestrians and cyclists a safe off road link, this extends for approximately 100m from the end of the service road outside Hilltop Farm up to the junction with Old Haverhill Road, from this point onwards users will be able to use Old Haverhill Road to continue their journey which is a very lightly trafficked route. The footpath will need to be upgraded to a bridleway to allow for legal use by cycle, which is more appropriate given the distances involved.

The other runs east from the development site, along the alignment of Kedington Footpath No.2 in a north easterly direction to the village of Kedington, this will provide a link from the village to schools and facilities on site. This route will need to be improved with surfacing and some form of lighting to make it an attractive all weather route throughout the year. This footpath will need to be upgraded to a bridleway to allow for legal use by cycle, which is more appropriate mode of travel, given the distances involved.

Bus Infrastructure

We would require the primary road to include sufficient bus stops, with shelters, Real Time Passenger Information (RTPI) screens and accessible kerbing, and these details would be confirmed at the appropriate reserved matters stage.

In addition, we will be looking to secure improvements to key off site bus stops adjacent to the development access, where possible these will be at existing bus stops. The cost of enhancing these is also to be secured through the Section 106 agreement.

There is a pair of existing bus stops in the vicinity of the proposed site access on Chalkstone Way, and of these will need to be upgraded with bus accessible kerbs, bus shelters and Real Time Passenger Information screens, where practical. As it is likely bus passengers will need to travel from the site in both directions it is proposed to add Real Time Passenger Information screens and bus shelters to the following adjacent bus stops, the south side of Chalkstone Way stop is near Millfields and the north side stop is near Kingfisher Close. The cost of upgrading each bus stop with a replacement shelter, suitable base and Real Time Passenger Information screens is £16,000 per bus stop.

Travel Plan

Suffolk County Council's Travel Plan co-ordinator has carried out a detailed review of the supplied Draft Travel Plan (Document ref: 10173/TP/01) submitted as part of the above referenced planning application. Our view is that for the travel plan to be acceptable there will need to be stronger measures proposed to encourage residents to use sustainable transport. These measures included as part of the submitted travel

plan are unlikely to achieve the single-occupancy vehicle modal share of no greater than 55%. The structure of the travel plan is very generic and aimed at smaller developments, rather than a development that will take a longer period to fully build out.

To improve the Travel Plan there will need to be some detailed baseline analysis on where the residents of this site are likely to work. This can be found using the 2011 Census origin-destination data from the Nomis website, in addition to TRICS data for relevant sites of a similar size and nature of the proposed development. It appears to us that almost half the residents that live in Haverhill work outside the town at destinations such as Cambridge via the A1307 (Addenbrookes Hospital, Science Parks, Business Parks and the City Centre), so the travel plan measures should reflect this, as single-occupancy vehicle travel is likely to be the mode of choice for most residents. One of the measures that could encourage modal shift away from single-occupancy vehicle travel is to enhance public transport. The existing bus service that links the proposed site to Cambridge takes approximately 76 minutes to reach Cambridge city centre. This is considerably longer than a similar journey by car, which takes approximately 40 minutes. The travel plan must take this issue into account and identify solutions to overcome these issues. Also there should be measures to connect the proposed on-site walking and cycling infrastructure to the existing walking and cycling infrastructure in Haverhill. Improved walking and cycling links will encourage residents that travel locally to travel by active means, rather than by car. Improvements to public transport, as well as the walking and cycling infrastructure should also benefit the existing Haverhill residents and possibly provide further highway mitigation. Some of these improvements have been included as part of the Third Suffolk Local Transport Plan. Evidence of the discussions with bus operators and key stakeholders will need to be included in the travel plan to confirm the measure is viable. Also each dwelling should have the necessary infrastructure in place that will allow the resident to install some electric vehicle charging infrastructure if they decide to own an electric vehicle. These measures will need to be further supported by an interim action plan that identifies; what the potential issues are, what actions can be taken to overcome these (i.e. new bus/rail services etc.), what finances are needed to implement the measures, and who will meet the cost of these, and when the measure should be implemented (i.e. first occupation, or upon occupation of 100th dwellings, etc.).

There also needs to be some additional incentives offered, such as providing a multi-modal voucher to allow each dwelling to redeem two one-month bus tickets (ideally in a multi-trip smartcard format), or cycle voucher of equivalent value. This should encourage residents to use sustainable alternatives to single-occupancy vehicle travel, and therefore try to establish a routine of using sustainable alternatives. The residents welcome pack this measure is going to be provided in must be site-specific, instead of a generic, or 'off the shelf' design. If there is going to be developer contributions to provide an enhanced bus service, measures such as a bus voucher can encourage residents to use these services and help make them commercially viable in the long-term. Personalised travel planning should also be offered to each dwelling to ensure residents are aware of all travel options on their regular journeys, or commute to work.

The travel plan monitoring plan seems to seriously underestimate the planned build-out and impact of the proposed development. If the build out is going to be on a similar level to other new residential developments taking place in Haverhill (i.e. Haverhill Research Park) there is only going to be 45 dwellings occupied per annum. Therefore, the development is likely to take in excess of 50 years to fully build out. The travel plan must be clear on how the development is going to be phased and managed over the full build-out and include the estimated cost of implementation over this period of time. The travel plan should initially be monitored on occupation of the 100th dwelling and then be monitored annually, until at least one year has passed from occupation of the final (2,500th) dwelling. There must be a commitment from the developer to fully fund the travel plan for its full duration. If the travel plan fails to achieve its agreed targets, there must be some remedial measures and their costs identified. Such remedial measures could consist of re-distributing resident travel packs (including a new multi-modal voucher) or funding further improvements to sustainable transport infrastructure, or highway capacity improvements.

A Smarter Choices scheme should be implemented in the existing North-East Haverhill area bounded by A143. This will help provide further mitigation on the existing highways by removing trips from the existing residential areas in the North-East Haverhill area. There are just over 3,000 dwellings in this area (Haverhill East Ward) according to the 2011 Census. There must be a commitment from the developer to implement this Smarter Choices scheme, which involves the provision of travel packs, vouchers and personalised travel planning for residents in this existing area. Monitoring must also be included as part of the Smarter Choices scheme to measure the level of modal shift achieved with this measure. This measure should cost approximately £50 per dwelling.

There was no reference to any workplace travel plan measures to provide mitigation for the commercial element of the proposed development. This must be demonstrated in the form of a separate workplace travel plan to be submitted alongside the residential travel plan. This workplace travel plan must include suitable hard and soft measures to encourage the employees on the site to travel to work by alternatives to single-occupancy vehicle travel. Further guidance on what should be included in a workplace travel plan can be found on the links below:

<http://www.greensuffolk.org/travel/travel-plan-support/developer-support/> and

<http://www.greensuffolk.org/assets/Travel-Plans/Documents/Travel-Planning/Essential-Guide-to-Travel-Planning.pdf>

Further reference should be provided in regards to the provision of two School Travel Plans at a later stage that encourages pupils and staff to travel to school by sustainable means.

The applicant would be required to submit a revised residential travel plan and workplace travel plan that takes into account the points raised above prior to the determination of this application.

The requirement for a Travel Plan is supported by National Planning Policy Framework paragraph 32, which sets out that plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people.
 - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
- Other relevant paragraphs include 34, 35, 36, 37 and 38.

In addition, a decent quality travel plan will also support policies CS7 and CS8 of the St Edmundsbury Core Strategy and policies DM4, DM33, DM45 and DM46 of the Forest Heath and St Edmundsbury Local Plan - Joint development management policies document.

We would require the following Section 106 contributions:

- Travel Plan Evaluation and Support Contribution - £1,000 per annum from occupation of the 100th dwelling until at least one year has passed after occupation of the final (2500th) dwelling, or commercial unit. This is to cover Suffolk County Council officer time working with the Travel Plan Coordinator and agreeing new targets and objectives throughout the full duration of the travel plan (Estimated cost £50,000 if development is occupied at a similar rate to the Haverhill Research Park)
- Travel Plan Implementation Bond to cover the full residential element of the development (2500 dwellings) – currently estimated at £2,468,906 (£988 cost per dwelling)

We acknowledge that the buildout period would be a matter of debate, and this has a significant impact on the costs associated with the travel plan, therefore we are open to further evidence being provided to arrive at a suitable bond and contribution, as part of the wider Section 106 discussions, prior to a decision notice being issued by the Local planning Authority.

We would also require the following Section 106 obligations to secure the travel plan and its measures:

- Implementation of the Residential Travel Plan
- Implementation of the Workplace Travel Plan
- Provision of an approved welcome pack to each residential dwelling and commercial site employee on occupation
- Provision of electric vehicle charging infrastructure for the commercial site and each dwelling
- Provision of an on-site car club
- Implementation of a Transport Management Association for the Commercial development
- Smarter Choices scheme for residents located in the East Haverhill Ward to further mitigate traffic impact

Planning Obligations

30 mph Speed Limit extension on the A143

The northern site access junction is located in the vicinity of the current start of the Haverhill 30 mph speed limit, and it has been proposed to extend the speed limit as part of the scheme. Suffolk County Council would seek a planning obligation to enable the speed limit extension Traffic Regulation Order to be progressed through the statutory consultation process. The cost for this work is £10,000, and we would seek funding for this as a planning obligation. Should the consultation process produce public or statutory consultee objections that cannot be overcome this would mean that the north access junction design would need to be amended, however in our judgement the risk of this is low.

Rights of Way Improvements

Various Public Right of Way improvements will be required to link the development site to other employment sites and communities in the local area. These improvements are on existing routes but it is our intention to upgrade them to Bridleway status to facilitate cycling, as the distances involved are more suitable for cycling on a regular basis. The improvements will provide links to other leisure routes in the area to allow residents to have easy access to attractive circular recreational walks. The key Rights of Way routes for upgrade we are proposing are as follows:

- Improvements to the surface of Footpath 2 from the site to Kedington, and an upgrade to Bridleway status to facilitate cycling and walking from the site to the village of Kedington. The indicative costs of this improvement are £406,000, and further details can be provided as part of the Section 106 negotiations.
- An upgrade of Footpath 5 to Bridleway status to link the development site with the A143 to facilitate cycling and walking from the site. The indicative costs for this project are £4000 for order making, in addition it will be necessary to provide compensation to any affected landowners, which is outside of this estimate.
- From the end of Footpath 5 on the A143 a link will be required to Old Haverhill Road, to provide a suitable sustainable link to the adjacent employment sites at the A143 / B1061 crossroads. This would involve surfacing of 100m of highway verge adjacent to the A143, and an uncontrolled crossing point to provide a suitable route from the development to Old Haverhill Road. The indicative costs for this project are £90,000 and further details can be provided as part of the Section 106 negotiations.

Section 106 Obligations Summary

Heads of Terms	Description	Potential S106 Contribution
North West Haverhill Relief Road Obligation	The upper limit for development prior to the delivery of the relief road will be set out in the S106	Non-financial obligation
Speed Limit Extension Contribution	Extension to 30 mph speed limit on A143 to east of the proposed access junction	£10,000
Bus Infrastructure Improvement Contribution	For improvements to a pair of existing bus stops on Chalkstone Way, including bus shelters and Real Time Passenger Information screens	£32,000
Public Rights of Way Off-Site Improvement Contributions (FP2)	Improvements to the surface of Footpath 2 from the site to Kedington, and upgrade to Bridleway status	£406,000
Public Rights of Way Off-Site Improvement Contributions (FP2)	Upgrade of Footpath 5 to Bridleway status	£4000
Public Rights of Way	A143 footway link to Old Haverhill Road	£90,000

Off-Site Improvement Contributions (FP2)		
Travel Plan Evaluation and Support Contribution	To ensure that SCC have sufficient resource to engage with the Travel Plan process	£1,000 per annum
Travel Plan Implementation Bond	To ensure that the Travel plan measures are delivered, and to fund delivery by SCC in the event of the developer defaulting on their obligations	£2,468,906 (TBC - based on typical buildout rates)
Implementation of the Residential Travel Plan	To ensure the Residential Travel Plan is implemented	No S106 contribution to SCC
Implementation of the Workplace Travel Plan	To ensure the Workplace Travel Plan is implemented	No S106 contribution to SCC
Provision of an approved Welcome Pack	To be provided to each residential dwelling and commercial site employee on occupation	No S106 contribution to SCC
Provision of electric vehicle charging infrastructure	To be included for the commercial site and each dwelling	No S106 contribution to SCC
Provision of an on-site car club	To provide alternative transport solutions for residents that do not wish to run an additional private car	No S106 contribution to SCC
Implementation of a Transport Management Association for the Commercial development	To ensure the workplace travel plan is sufficiently co-ordinated across all commercial occupiers on site	No S106 contribution to SCC
Smarter Choices scheme	Incentives for existing residents located in the East Haverhill Ward to use sustainable travel modes	No S106 contribution to SCC

Highway Related Conditions

Notice is hereby given that the County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below:

Access Junction Condition 1

Condition: No part of the relevant development phase shall be commenced until the proposed junction improvements at the north-western sites access junction on the A143, generally as shown on drawing number 10173-HL-04 Rev. L, have all been completed in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority. The approved access junction shall be laid out and constructed in its entirety prior to any other part of the development phase taking place,

Thereafter the access shall be retained in its approved form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

Access Junction Condition 2

Condition: No part of the relevant development phase shall be commenced until the proposed junction improvements at the southern site access junction on Chalkstone Way, generally as shown on drawing number 10173-HL-02 Rev. J, have all been completed in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority. The approved access junction shall be laid out and constructed in its entirety prior to any other part of the development phase taking place,

Thereafter the access shall be retained in its approved form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

Access Junction Condition 3

Condition: No part of the Country Park shall be commenced until the proposed junction improvements at the south-eastern site access junction on Coupals Road, generally as shown on drawing number 10173-HL-20 Original Issue, have all been completed in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority. The approved access junction shall be laid out and constructed in its entirety prior to any other part of the Country Park taking place, Thereafter the access shall be retained in its approved form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

Chalkstone Way Footway Condition

Condition: No part of the relevant development phase shall be commenced until details of the required footway on the north side of Chalkstone Way from the Chalkstone Way access junction to the start of the existing footway, in the vicinity of Chelmer Road, have been submitted to and approved in writing by the Local Planning Authority. The approved footway scheme shall be laid out and constructed in its entirety prior to any other part of the development taking place, Thereafter the footway shall be retained in its approved form.

Reason: To ensure that the Chalkstone Way site access has sufficient connectivity to schools and other key local infrastructure and the footway is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

Refuse / Recycling Bin Storage and Presentation Condition

Condition: Before the development on each specific reserved matters phase is commenced, details of the areas to be provided for storage of Refuse/Recycling bins related to that phase, shall be submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

Construction Management Plan Condition

All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Construction Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence. This would require adequate wheel washing measures to avoid mud and detritus being brought onto the carriageway during the construction phase.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV traffic in sensitive areas.

Estate Road Condition 1

Condition: No development shall commence on each specific reserved matters phase until details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water

drainage), related to that phase, have been submitted to and approved in writing by the Local Planning Authority. Reason: To ensure that roads/footways are constructed to an acceptable standard.

Estate Road Condition 2

Condition: No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority. The alignment of the primary route linking the two access points, shall be constructed to wearing course level prior to opening to the public as it serves a 'through traffic route' function.

Reason: To ensure that satisfactory access is provided for the safety of residents and the public.

Parking Condition

Condition: No development shall commence on each specific reserved matters phase until details of the areas to be provided for the manoeuvring and parking of vehicles including secure cycle storage, related to that phase, have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development phase is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety.

School Travel Plan Condition

No development shall commence on the identified school site until details of the travel arrangements to and from the school site in the form of a Travel Plan, including monitoring provisions, has been submitted to and approved in writing by the Local Planning Authority. Thereafter all such measures as may be included in the approved plan shall be put in place and operated at all times in respect of the school site.

Reason: In the interests of sustainable development.

Chalkstone Way junction with Wratting Road Junction Improvement Condition:

Condition: No more than five hundred and one (501) dwellings shall be occupied until the proposed junction improvements at Chalkstone Way junction with Wratting Road, generally as shown on drawing 10173-HL-11 Rev. B, have all been completed in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the highways impacts of the scheme are adequately mitigated in road safety and traffic capacity terms

Manor Road junction with Ehringhausen Way Junction Improvement Condition:

Condition: No more than five hundred and one (501) dwellings shall be occupied until the proposed junction improvements at Manor Road junction with Ehringhausen Way, generally as shown on drawing 10173-HL-09 Rev. B, have all been completed in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the highways impacts of the scheme are adequately mitigated in road safety and traffic capacity terms

A1307 junction with Hales Barn Road Roundabout Junction Improvement Condition:

Condition: No more than eight hundred and seventy six (876) dwellings shall be occupied until the proposed junction improvements at A1307 junction with Hales Barn Road Roundabout, generally as shown on drawing number 10173-HL-10 Rev. A, have all been completed in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the highways impacts of the scheme are adequately mitigated in road safety and traffic capacity terms

A1307 junction with A1017 Roundabout Junction Improvement Condition:

Condition: No more than five hundred and one (501) dwellings shall be occupied until the proposed junction improvements at A1307 junction with A1017 Roundabout, generally as shown on drawing number 10173-HL-12 Rev. E, have all been completed in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the highways impacts of the scheme are adequately mitigated in road safety and traffic capacity terms

A143 junction with Lords Croft Road Junction Improvement Condition:

Condition: No more than one hundred and one (101) dwellings shall be occupied until the proposed junction improvements at A143 junction with Lords Croft Road, generally as shown on drawing number 10173-HL-23 Rev. A, have all been completed in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the highways impacts of the scheme are adequately mitigated in road safety and traffic capacity terms

NOTE 01

It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.

The County Council's West Area Manager must be contacted on Tel: 01284 758868. For further information go to:

<https://www.suffolk.gov.uk/roads-and-transport/parking/apply-for-a-dropped-kerb/>

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

NOTE 05

Public Utility apparatus may be affected by this proposal. The appropriate utility service should be contacted to reach agreement on any necessary alterations which have to be carried out at the expense of the developer.

NOTE 07

The Local Planning Authority recommends that developers of housing estates should enter into formal agreement with the Highway Authority under Section 38 of the Highways Act 1980 relating to the construction and subsequent adoption of Estate Roads.

NOTE 12

The existing street lighting system may be affected by this proposal.

The applicant must contact the Street Lighting Engineer of Suffolk County Council, telephone 01284 758859, in order to agree any necessary alterations/additions to be carried out at the expense of the developer.

NOTE 15

The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification.

The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.

This development is likely to generate significant amounts of traffic on the local road network, However, it is our assessment, following extensive discussions with the developer's team and the local planning authority that the highways impacts of the development, once mitigated, will not be severe. Therefore, we do not object to the principal of development at this location, providing a full range of highways related planning conditions and obligations can be included in any decision notice issued.

Yours sincerely,

Mr Luke Barber
Senior Development Management Engineer
Strategic Development – Resource Management