Great Wilsey Park
Hallam Land Management Ltd and Mrs Pelly

October 2017

BIDWELLS

PLANNING STATEMENT ADDENDUM
GREAT WILSEY PARK

Quality Assurance

Site name:	Great Wilsey Park
Client name:	Hallam Land Management Ltd and Mrs Pelly
Type of report:	Planning Statement Addendum
Prepared by:	Simon Elliott BSc (Hons) MSc
Signed	[redacted]
Date	October 2017
Reviewed by:	Marcia Whitehead BA (Hons) DMS MRTPI
Signed	[redacted]
Date	October 2017

SMARTER PLANNING CHAMPION

Table of Contents

1.0 Introduction

Background

1.1 Hallam Land Management and Mrs Pelly ("the Applicants") submitted an outline planning application to St Edmundsbury Borough Council ("the Borough Council") on 22 October 2015 for residential development (within use classes C2/3); two primary schools; two local centres including retail, community and employment uses (within use classes A1/2/3/4/5, B1 and D1/2); open space; landscaping; and associated infrastructure (application reference DC/15/2151/OUT).

1.2 The planning application was heard at the Borough Council's Development Control Committee on 2 March 2017, where the Borough Council determined to permit the application subject to approval of a more suitable, alternative southern access point, completion of a s106 legal agreement and conditions.

1.3 This document is an Addendum to the Planning Statement that accompanies the planning application. The Addendum serves three purposes:

- It provides an update of the minor changes made to the proposed development shortly before the committee.
- It sets out the alternatives currently under consideration for the southern access point on Chalkstone Road.
- Draws together additional information that has become available since the original submission in October 2015 and the further information submitted in May 2016.

1.4 Please regard this document and appendices as a formal amendment to the planning application.

Environmental Impact Assessment (EIA)

1.5 The project is an 'EIA Development' for the purposes of the Town and Country Planning (Environment Impact Assessment) Regulations 2011 (as amended). Discussions were held with the Borough Council regarding the need to submit this new information under these Regulations. However, once the information had been reviewed in detail, it was decided that this would be unnecessary.

1.6 When new information is to be submitted to the local planning authority (LPA), it is necessary to consider whether it would constitute 'Further Information' or 'Any Other Information' for the purposes of Regulation 22. Regulations 2(1) and 22(1) explain that Further Information is additional information that the LPA is of the opinion is reasonably required to for Environmental Statement (ES) to meet the requirements of Schedule 4 of the Regulations. Regulation 22(2) explains that Any Other Information, submitted in relation to an EIA development should be treated the same as Further Information. Regulation 2(1) defines Any Other Information as any other substantive information relating to the ES.

By substantive, we believe that the information would need to affect the constituent parts that determine the significance of an environmental effect, namely the sensitivity/value of the baseline and magnitude of the impact. All the information contained in this Planning Statement Addendum

falls below this threshold and does not affect the conclusions of the ES in any way. Therefore, Regulation 22 is not triggered.

1.7 Since the planning application was submitted, the 2011 EIA Regulations have been revoked and replaced by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. These EIA Regulations however include transitional arrangements (Regulation 76), which mean that the 2011 EIA Regulations will continue to apply for planning applications submitted prior to their revocation. Therefore the 2017 EIA Regulations have no bearing on this submission.

2.0 Changes to the Proposed Development

Amendments to the Planning Application

2.1 The only change proposed to the masterplan is to identify the location of a tree belt proposed just outside of the planning application boundary but on land within control of the applicants (**Appendix 1**). This tree belt has been proposed to further mitigate the potential effect of the proposed development on the setting of moat at Great Wilsey Farm, which is a Scheduled Ancient Monument (SAM), at the request of Heritage England. However, this does not affect the conclusions in the ES.

2.2 The Borough Council have stated that they would prefer to see a roundabout at the access of the proposed development site and Chalkstone Way. However, at the time that the planning application was made, the applicants did not have control over sufficient land to accommodate this. Since the traffic-light controlled arrangement was a perfectly viable solution that could be accommodated within the land controlled by the applicants, the planning application was pursued on this basis.

2.3 Since the positive determination of the planning application, further discussions have been had and the applicants have been able to gain control of the land required for the roundabout solution. Therefore, the arrangement set out in plan 10173-HL-19 (**Appendix 2**) is proposed as an alternative to the traffic-light controlled arrangement. A technical note in relation to the junction and a note responding to Road Safety Audits for this junction is set out in **Appendix 3** and **Appendix 4** respectively.

2.4 To ensure flexibility however, planning permission is sought for both access arrangements. This will ensure that the proposed development can be accessed from Chalkstone Way in the event, however unlikely, that the roundabout cannot be delivered. The roundabout is however the preferred solution.

Changes to the A143 Wratting Road junction with Lords Croft Lane

2.5 Discussions have continued with Suffolk County Council's (SCC) Highways Department regarding the proposed arrangements at the A143 junction with Lords Croft Lane. While it was agreed that the previous arrangement could work, SCC felt that it was not ideal.

2.6 On balance, therefore, SCC have decided to not require such comprehensive works to this junction. The amended arrangement that has been agreed with SCC will instead retain the two roundabouts, but replace the existing zebra crossing in Withersfield Road with a light controlled crossing (**Appendix 5**). It addition, it will provide additional left turn/straight-on queueing capacity in Wratting Road and Cangle Road. These works will be required by the time the 101 dwelling is occupied at the proposed development.

Additional Works at A143 Wratting Road and Chalkstone Way

2.7 Whilst not necessarily required as a result of the volume of traffic generated by the proposed development, it has been agreed with the Borough Council that local widening of this junction and

signalisation would assist in improving the flow of traffic (**Appendix 6**). Furthermore, the signalisation would allow for easier movement of pedestrians across the junction.

Proposed Cycle and Footpath to Kedington

2.8 It has been agreed that the proposed development will provide an improved cycle and footpath link along the line of the existing Public Right of Way (PRoW) from the proposed development to Kedington. The exact details of this will be agreed at a later date but it can be confirmed that it will be unlit, to ensure there is no impact on ecology and the night landscape, and will include appropriate security features at either end to prevent misuse by unauthorised vehicles.

Phasing and Development Triggers

2.9 At the planning committee, there was discussion regarding the specific development triggers that would be secured through the s106 legal agreement to ensure that infrastructure was implemented before it is required. Further discussions have been had with the Borough Council regarding this and the agreed legal agreement heads of terms comprise the following:

- Primary schools and pre-schools:
  - The one-form entry school and pre-school will be ready for occupation early in the proposed development.
  - The two-form entry school and pre-school will be ready for occupation later in the proposed development.
- Secondary school:
  - A lease of the 4.8ha land to the Samuel Ward School.
  - A financial contribution to secondary school and sixth form provision.
- Open space:
  - A phasing plan for all onsite open space will be agreed with the Borough Council.
  - A contribution will be made towards an offsite artificial pitch.
- Transport measures:
  - Speed limit extension.
  - Bus infrastructure improvement.
  - Public Rights of Way offsite improvements.
  - Travel Plan evaluation and support.
  - Implementation of the Residential Travel Plan.
  - Implementation of the Workplace Travel Plan.
  - Provision of an approved Welcome Pack.
  - Chalkstone Way with Wratting Road highway improvements to be completed prior to the occupation of the 501st dwelling.
  - Manor Road with Ehringhausen Way highway improvements to be completed prior to the occupation of the 501st dwelling.

- A1307 with Hales Barn Road Roundabout highway improvements to be completed prior to the occupation of the 876th dwelling.
- A1307 with A1017 Roundabout highway improvements to be completed prior to the occupation of the 501st dwelling,
- A143 junction with Lords Croft Lane highway improvements to be completed prior to the occupation of the 101st dwellings.

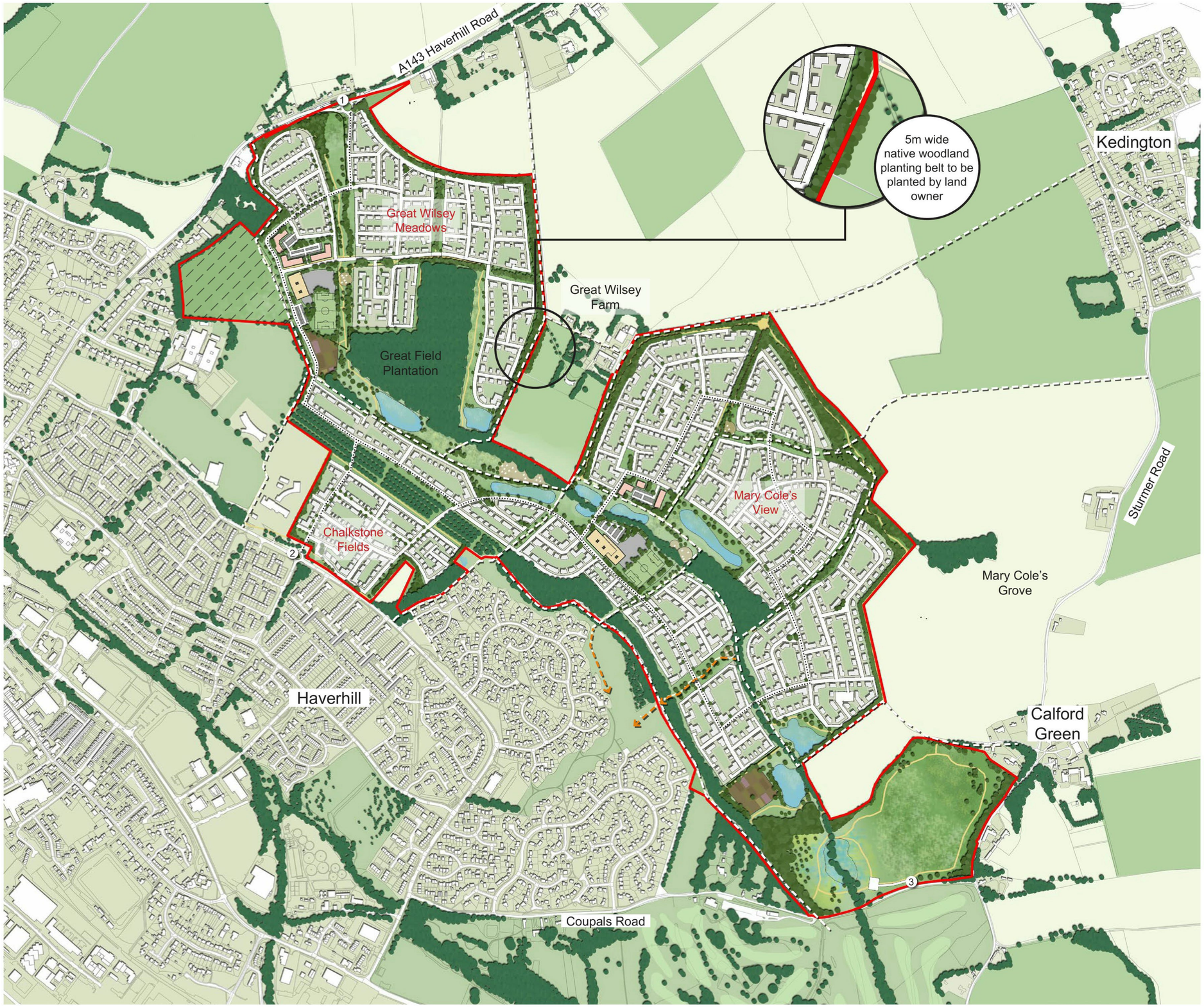
The Country Park

2.10 During the planning committee, members requested further details of the country park and how conditions attached to the planning application would ensure that it would be delivered as set out in the Design and Access Statement. Following discussions with the Borough Council, conditions will be imposed to provide certainty and delivery.

3.0 Conclusions

3.1 This Addendum sets out the amendments to the proposed development that have been in discussion with the Borough Council since the positive determination of the planning application at committee in March 2017. None of the amendments are substantive in the context of EIA and therefore do not require formal submission under the EIA Regulations.

APPENDIX 1
REVISED MASTERPLAN



Application Boundary - Total Area 168.34Ha

Residential Development Use Class C3 - Total Area 74.75Ha

Proposed Extra Care Residential USe Class C2 - Total Area 1.5Ha

Total Residential = 2500 units at an average density of 32.7 dph

Proposed Schools - Total Area 4.2Ha (comprising of a 2FE School 2.2Ha and a 1FE School 2.0Ha)

Mixed-use Local Centre - Total Area 0.6Ha - comprising:
i. Up to 1,225sqm – use classes A1/2/3/4/5 and D1/2; and
ii. Residential units (included within the 2,500 units above);

Mixed-use Local Centre - Total Area 1.3Ha - comprising:
i. Up to 1,225sqm – use classes A1/2/3/4/5 and D1/2;
ii. Residential units (included within the 2,500 units above);
iii. Up to 5,600sqm of uses comprising B1 and D1/2 (of which between 450-2,000sqm will be for D1 healthcare uses and up to 3,000sqm will be B1 uses).

Proposed Green Infrastructure, includes Public Open Space, Equipped Children's Play Areas, Sustainable Drainage (SuDS), Proposed Tree, Hedge and Shrub Planting, Meadow Creation, Wetland, Permissive Paths and Cycleways. - Total Area = 79.69Ha

Existing Woodland Planting to be Retained and Brought Under Management

Proposed Structural Woodland Planting

Existing Hedgerows Retained and Enhanced with Additional Planting

Land for potential expansion of Samuel Ward Academy - Total Area 4.8Ha

Proposed Community Allotment Gardens - Total Area = 1.5Ha (comprising 1 plot of 0.6Ha and another at 0.9Ha)

1 Proposed Primary Access from Haverhill Road Via a Proposed New Roundabout

2 Proposed Secondary Access from Chalkstone Way Via a Proposed New Signalised Junction

3 Proposed access from Coupals Road to a dedicated car park for the Country Park - No Access to the wider development.

Indicative Route for Public Transport.

Existing Public Rights of Way Retained Along Their Original Alignment and Enhanced.

Proposed public footpath / cycleway links to East Town Park.

Notes:
Revision G: Mar 2017
Revision F: Sep 2016
Revision E: April 2016
Revision D: April 2016
Revision C: September 2015
Revision B: August 2015
Revision A: July 2015

N

Hallam Land Management
Great Wilsey Park
Haverhill

ILLUSTRATIVE MASTERPLAN

Scale: 1:5000@A1 / 1:10000@A3
Date: March 2017
Drawn: SJ / NJE

5055-L-111 rev G

fpcr

masterplanning
environmental assessment
landscape design
urban design
ecology
architecture
arboriculture

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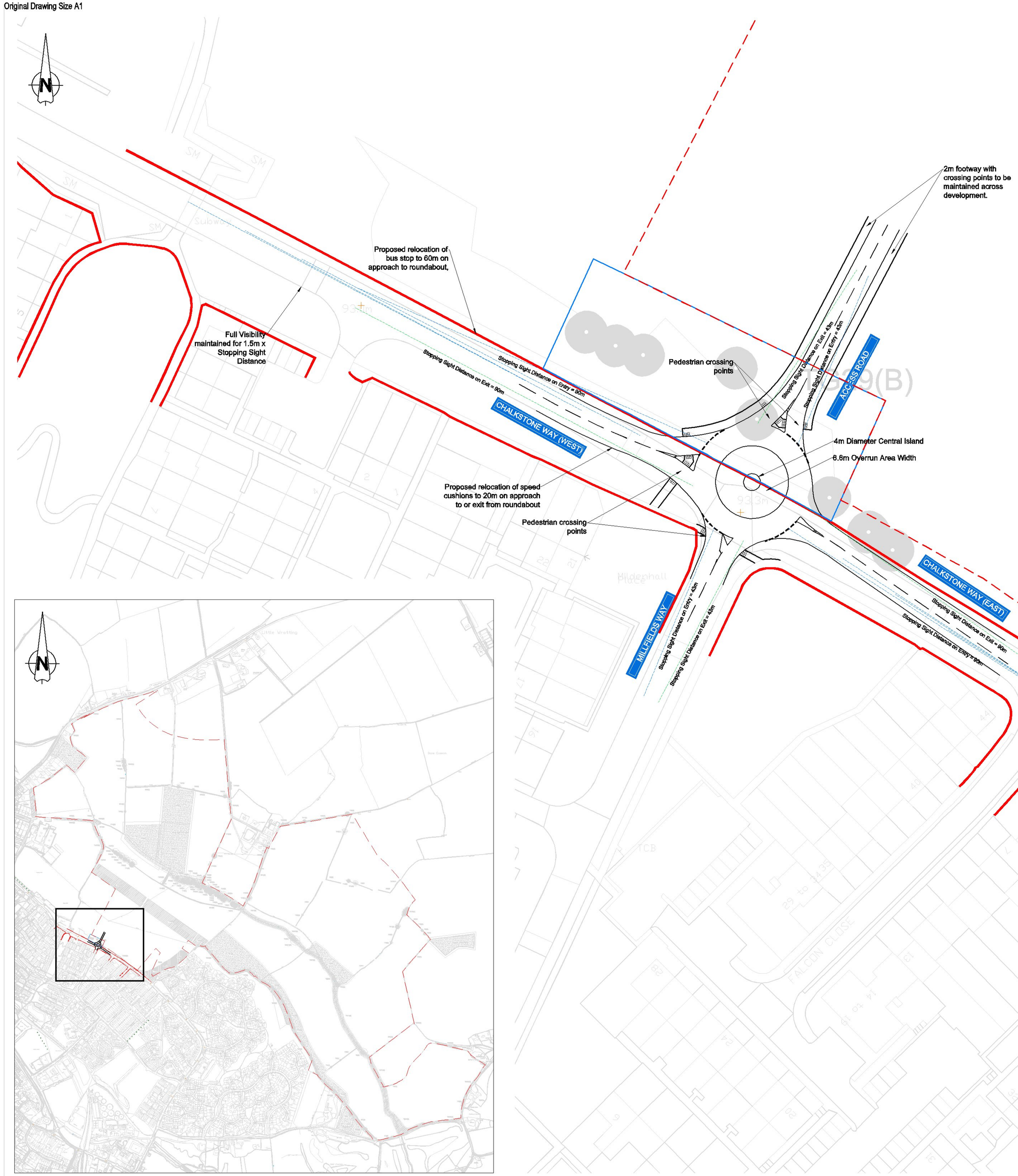
w: www.fpcr.co.uk

APPENDIX 2
ALTERNATIVE CHALKSTONE WAY ACCESS ARRANGEMENTS

Original Drawing Size A1



General Arrangement
Scale: 1:500

Context Plan
Scale: 1:10000

Arm	PROPOSED ROUNDABOUT: DMRB COMPLIANCE WITH TD 16/07						
	Entry Path Width (m)	Entry Radius Into Rotary (m)	Exit Radius From Rotary (m)	Stopping Sight Distance (m)	Entry Angle (°)	Exit Design Speed (mph)	Approx ICD Across Arm (m)
Chalkstone Way (West)	4.5	36	37	90	25	30	28
Development Access	4.5	21	40	43 (MfS)	29	30	28
Chalkstone Way (East)	4.5	16	10	90	20	30	28
Millfields Way	4.5	11	10	43 (MfS)	42	30	28

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT HIS OWN RISK.

Construction Design and Management (CDM)
Key Residual Risks

Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

1) Overhead and underground services
2) Street Lighting Cables
3) Working adjacent to water courses and flood plain
4) Soft ground conditions
5) Working adjacent to live highways and railway line
6) Unchartered services
7) Existing buildings with potential asbeetos hazards

NOTES:

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. The junctions, roundabouts and links have been designed in accordance with the following DMRB standards:
   - TA 23/81: Junctions and Accesses - Determination of Size of Roundabouts and Major-Minor Junctions
   - TD 9/93: Highway Link Design
   - TD 16/07: The Geometric Design of Roundabouts

KEY:

- Highway Boundary (under control of Suffolk County Council)
- Land under control of St. Edmundsbury Borough Council
- Site Boundary
- Visibility on approach to Junction
- Visibility on departure from Junction
- Tactile Paving

B	Addressing of RSA comments.	MDM LW	PAB 18.04.17
A	Check of DMRB Parameters.	MDM LW	PAB 29.03.17
-	First Issue	- -	- 23.11.16

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Hallam Land Management
and Mrs. Pelly

Great Wilsey Park
Haverhill, Suffolk

Proposed Access Strategy
Roundabout off Chalkstone Way

Status	Status Date
Approval	November 2016
Drawn: MDM	Checked: LW
Date: 23.11.2016	
Scale: As Shown	Number: 10173-HL-19
Rev: B	

0 10 20 30 40 50
METRES

APPENDIX 3
UPDATE TO SOUTHERN ACCESS FROM CHALKSTONE WAY

Great Wilsey Park, Haverhill

Technical Note: Update to Southern Access from Chalkstone Way

20th April 2017

1 Introduction

Brookbanks Consulting Limited is appointed by Hallam Land Management and Mrs. Pelly to provide transportation advice for a proposed mixed-use development on land to the east of the A143 Haverhill Road and north of Chalkstone Way in Haverhill, Suffolk.

For the Outline Planning Application, a Traffic Signals Access off Chalkstone Way was offered with the Transport Assessment. The Planning Application subsequently received consent in March 2017.

As part of the ongoing design strategy, it has been proposed that an alternative access junction can be implemented to the south of the development, being a compact roundabout at the existing mini-roundabout site between Chalkstone Way and Millfields Way. This is shown below in Figure 1a:

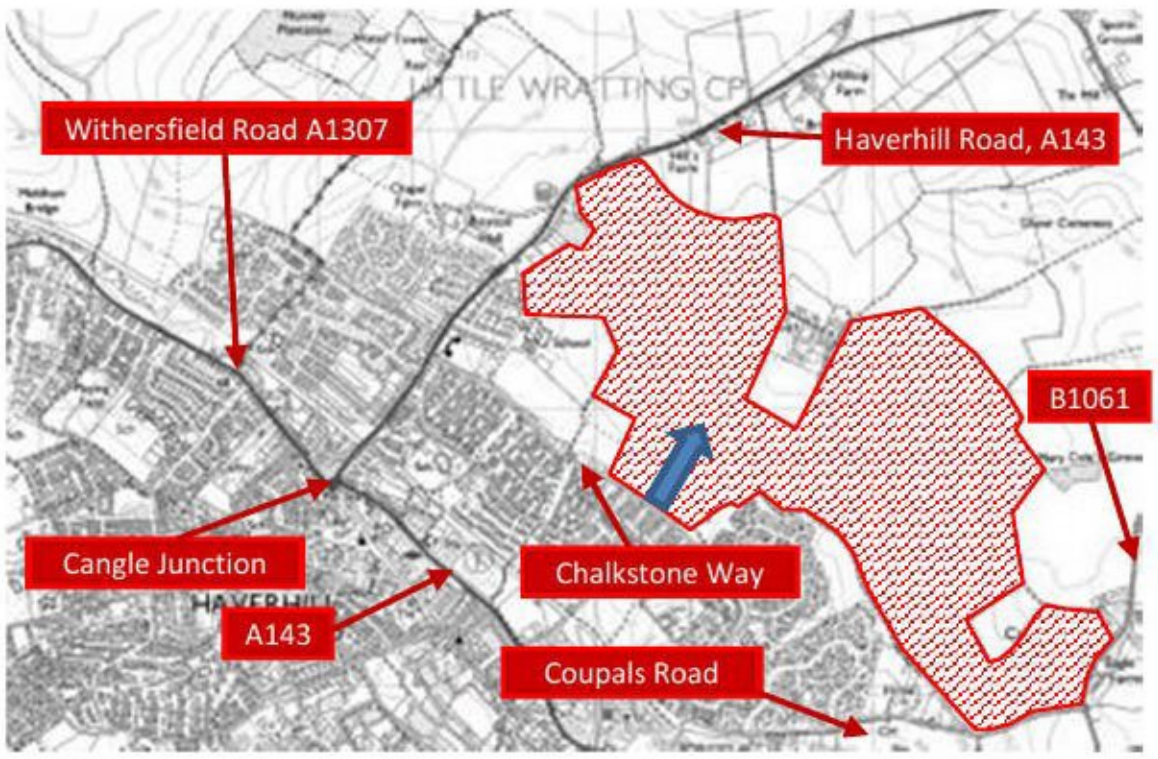


Figure 1a: Proposed Junction Locations

The purpose of this note is to provide the results of a modelling test using Junctions 9 software.

2 Junction Assessment Results

Background

Scoping discussions occurred with the highway authority to ensure that there was an agreed methodology in place for the design of the junction. This included agreement to that a traffic capacity assessment of the junction should be carried out.

For the robustness of this assessment, this has been carried to the most onerous level of development whereby the traffic flows are for the future year 2029 with the North West Growth Area (NWGA) & Great Wilsey Park. All trip rates and growth rates remain as per the original Transport Assessment.

The alternative solution to access the site from the south has been designed as a compact roundabout consisting of four arms with localised improvements to Chalkstone Way and Millfields Way, as indicated below in Figure 2a:

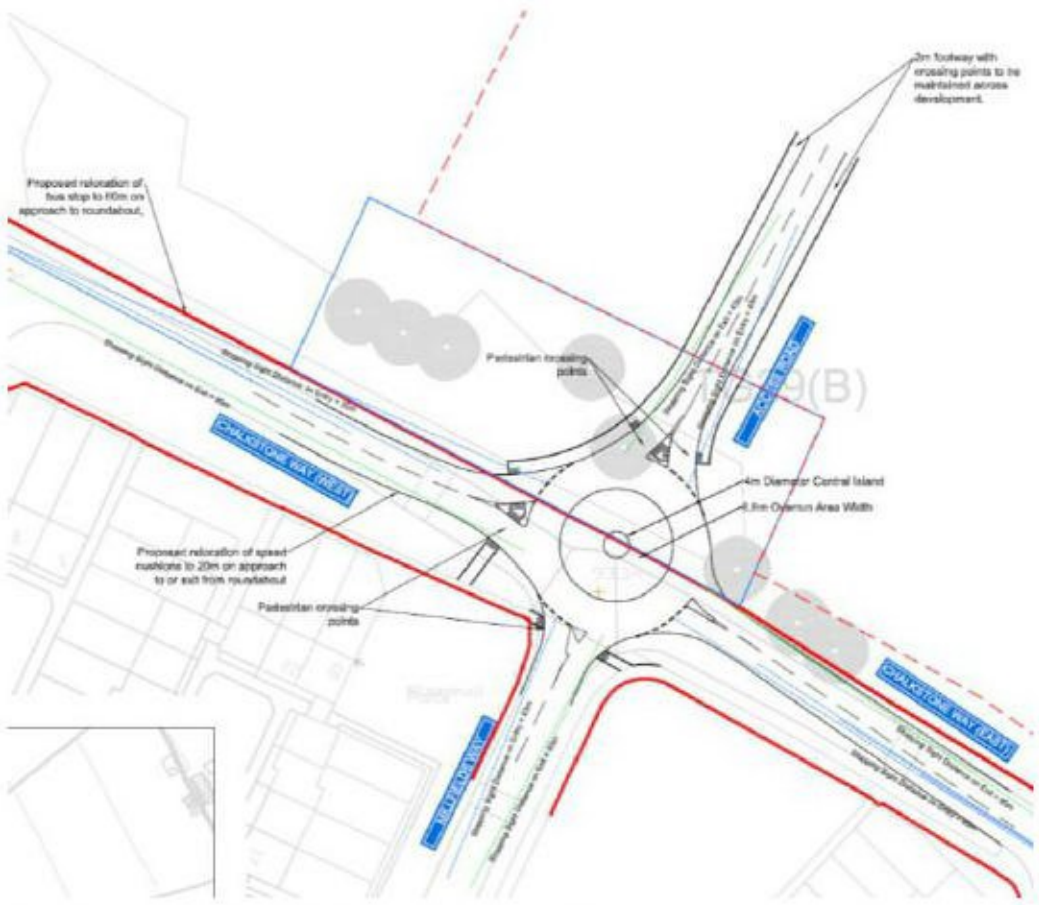


Figure 2a: Alternative Chalkstone Way Access

The results of the design, based on demand flows, as appended, are indicated below.

Link	AM Peak		PM Peak	
	RFC	Max Queue	RFC	Max Queue
Access on to Chalkstone Way	0.577	1.3	0.343	0.5
Chalkstone Way (East)	0.659	1.9	0.585	1.4
Millfields Way	0.105	0.1	0.045	0.0
Chalkstone Way (West)	0.463	0.9	0.531	1.1

Figure 2b: JUNCTIONS 9 results – Proposed Access off Chalkstone Way (2029 with Development)

The results indicate that the proposed junction will operate satisfactorily for the development scenario as the maximum ratio of flow to capacity falls below the 0.85 threshold.

3 Conclusions and Limitations

The technical note has addressed the traffic capacity for alternative site access from Chalkstone Way for the development at Great Wilsey Park at Haverhill.

Third party information has been used in the preparation of this report, which Brookbanks Consulting Ltd, by necessity assumes is correct at the time of writing. While all reasonable checks have been made on data sources and the accuracy of data, Brookbanks Consulting Ltd accepts no liability for same.

Brookbanks Consulting Ltd excludes third party rights for the information contained in the report.

Appendix – JUNCTIONS 9 Output Results for Proposed Roundabout Design

Junctions 9

ARCADY 9 - Roundabout Module

Filename: 10173 J15 Chalkstone Way Access HL-19B - Rev4 2029R+NW2+NE2 AM.j9
Path: P:\10173\Traffic\Junctions - Rev3\J15 Chalkstone Way jw Access South\Mini Roundabout
Report generation date: 20/04/2017 10:28:42

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Mini Roundabout HL-19 - 2029R +NW2+NE2											
A - Access onto Chalkstone Way	1.3	11.39	0.58	B	11.32	23 % [B - Chalkstone Way (E)]	0.5	6.85	0.34	A	9.31	39 % [B - Chalkstone Way (E)]
B - Chalkstone Way (E)	1.9	16.06	0.66	C			1.4	12.20	0.59	B		
C - Millfields Way	0.1	9.59	0.11	A			0.0	7.68	0.04	A		
D - Chalkstone Way (W)	0.9	6.89	0.46	A			1.1	8.30	0.53	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

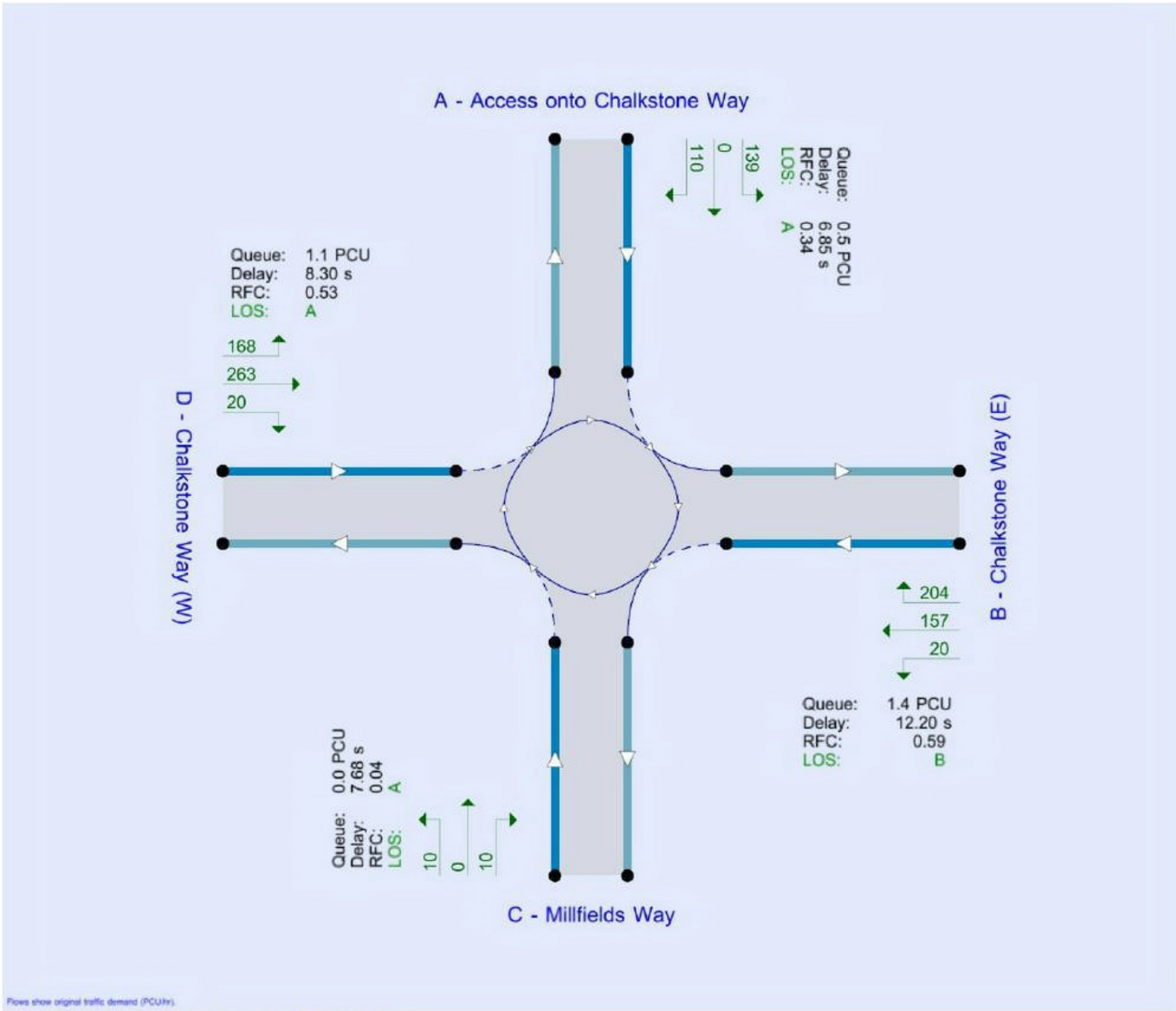
File summary

File Description

Title	10173 J15 Chalkstone Way Access Mini-roundabout - Rev3 2029R+NW2+NE2 AM
Location	Haverhill
Site number	
Date	08/04/2015
Version	
Status	Preliminary
Identifier	
Client	
Jobnumber	10173
Enumerator	matt.moss [BCL25]
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029R +NW2+NE2	AM	ONE HOUR	07:45	09:15	15	✓
D2	2029R +NW2+NE2	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Mini Roundabout HL-19	✓	100.000	100.000

Mini Roundabout HL-19 - 2029R +NW2+NE2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Southern Access on to Chalkstone Way	Mini-roundabout	A,B,C,D	11.32	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		23	B - Chalkstone Way (E)

Arms

Arms

Arm	Name	Description
A	Access onto Chalkstone Way	Access
B	Chalkstone Way (E)	
C	Millfields Way	
D	Chalkstone Way (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A - Access onto Chalkstone Way	3.00	3.00	4.50	4.0	20.00	18.00	0.0	
B - Chalkstone Way (E)	3.25	3.25	4.50	4.0	17.00	12.00	0.0	
C - Millfields Way	3.25	3.25	4.50	2.0	20.00	15.00	0.0	
D - Chalkstone Way (W)	3.25	3.25	4.50	5.0	19.00	19.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Access onto Chalkstone Way	0.728	1035
B - Chalkstone Way (E)	0.629	807
C - Millfields Way	0.640	822
D - Chalkstone Way (W)	0.810	1126

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029R +NW2+NE2	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00