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BLAKENHAM FIELDS, GREAT BLAKENHAM

Review of Transport Assessment, Addendum Transport Assessment and
Proposed Off Site Highway Works

09/12/2014

Client

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1 Introduction

1.1 Foreword

1.1.1 This report has been prepared on behalf of Suffolk County Council as a review of the Transport Assessment, Transport Assessment Addendum and proposed highway works drawings submitted as part of the planning application for the Blakenham Fields development (application reference 3310/14). The review comprised the following documents and drawings:

- RGP Transport Assessment, dated July 2014;
- RGP Transport Assessment Addendum, dated October 2014;
- Drawing 2013/1725/004 revision D, showing the proposed access to Bramford Road;
- Drawing 2013/1725/005 revision D, showing the proposed highway works to the Gipping Road/ Bramford Road junction; and
- Drawing 2013/1725/002 revision D, showing the proposed local centre access to Gipping Road.

1.2 Report Structure

1.2.1 This report is structured as follows:

- Section 2 provides a review of the July 2014 Transport Assessment;
- Section 3 provides a review of the off-site junction proposals;
- Section 4 provides a review of the October 2014 Transport Assessment Addendum; and
- Section 5 summarises the review of the above documents.

2 Transport Assessment

2.1 Introduction

- 2.1.1 This section reviews the Transport Assessment dated July 2014, prepared by Russell Giles Partnership (RGP) on behalf of Orbit Homes, to assess the impact of a development of up to 440 residential dwellings and a local centre on the application site
- 2.1.2 This section of the report provides comments on the technical content of the Transport Assessment (referred to below as the TA). The Transport Assessment refers to a Travel Plan which has been reviewed separately by Suffolk County Council.

2.2 Chapter 1 – Introduction

Background

- 2.2.1 WSP has no comments on this section.

Scope of the Transport Assessment

- 2.2.2 With regards to paragraph 1.2.1, it should be noted for future reference that the Guidance on Transport Assessment was withdrawn and archived by the DfT on 22 October 2014, and has been superseded by "Transport Evidence Bases in Plan Making".
- 2.2.3 The TA assesses the impact of 440 residential dwellings, to account for potential scheme changes, and a local centre. The TA uses an assessment year of 2024, ten years after the date of the planning application. This assessment year is considered to be reasonable.
- 2.2.4 The TA includes assessment of the following junctions:
- Bramford Road/ Development Access;
 - Gipping Road/ Development access;
 - Bramford Road/ Gipping Road (Hackney's Corner);
 - B1113/ Bramford Road traffic signals;
 - A14/ B1113 interchange; and
 - B1113 through Sproughton village.
- 2.2.5 Paragraph 1.2.12 states that the impact of the proposed development on the B1113/ Bramford Road traffic signals and the A14 junction will be assessed on a percentage basis only. It is considered that because around 60% of the development traffic travels south on the B1113 towards the traffic signal junction, the impact of the development on this junction and the A14 interchange should be assessed in more detail. The impact on Sproughton is described in detail in the Transport Assessment addendum.

2.3 Chapter 2 – Site Description and Accessibility Credentials

Site Location and Description

- 2.3.1 WSP has no comments on this section.

Local Highway Network

2.3.2 WSP has no comments on this section.

Existing Access Arrangements

2.3.3 WSP has no comments on this section

Review of Accident Data

2.3.4 WSP has no comments on this section

Pedestrian and Cycle Infrastructure

2.3.5 Paragraphs 2.5.2 and 2.5.3 state that the nearest local facilities (shops/ schools) are currently located in Claydon, 1.2km to the west of Great Blakenham, and that these facilities are within walking distance. Although this statement is technically correct, it seems unlikely that residents of the development would walk to the next town to access local facilities, particularly parents escorting primary school age children to school given there is no crossing facilities and limited footway provision that involves crossing many roads, again without crossing facilities.

2.3.6 The TA highlights that the pedestrian provision in Great Blakenham is currently "limited", but that there is a "good environment" for cycling. The off-site highway works proposed as part of the planning application go some way towards improving pedestrian provision however given the number of narrow roads, some without marked centre lines it is unclear how it is a good environment for cyclists.

Public Transport Accessibility

2.3.7 Great Blakenham is served by bus services 88 and 89 which provide one service each per hour towards Ipswich and Stowmarket from Monday to Saturday. Service 87 operates at a two hourly frequency and only operates on a Sunday, and therefore does not provide an alternative to bus services 88/89 (which do not run on a Sunday) as is implied in the Transport Assessment.

2.3.8 The Transport Assessment contains no information about whether bus services 88 and 89 have capacity to accommodate any additional patronage arising from the proposed development.

Accessibility Summary

2.3.9 Although paragraph 2.7.2 of the Transport Assessment suggests that residents of the site could walk to the local facilities in Claydon, it is contradicted by paragraph 2.7.1 which states that pedestrian/ cycle movements from the local area are "generally minimal". WSP considers that it is unlikely that the residents of the proposed development would behave significantly differently to the existing residents.

2.3.10 The mode share data described in paragraph 2.7.4 suggests that the current residents of Great Blakenham do not see significant opportunity to travel by non-car modes, with 83% of trips being made by car. In addition, it is likely that the 2% of residents travelling to work by train would access the railway station by car.

2.3.11 Paragraph 2.7.6 states that travel from Great Blakenham is "dominated by the car" at present. WSP considers that there is no reason to suspect that the behaviour of the residents of the new development would be significantly different without the provision of new facilities in the village, which are likely to have only a minimal impact on the mode of travel of the majority of trips from the development.

Measures to Encourage Sustainable Travel

- 2.3.12 It is acknowledged that the proposed local centre could provide opportunities to reduce trips from Great Blakenham, which will improve the accessibility of the site if constructed.
- 2.3.13 Paragraph 2.8.3 repeats the assertion that the schools in Claydon are located within a reasonable walking distance of the site. It is considered that parents of primary school age children would be unlikely to walk the 1.2km to the primary school in Claydon from the site.
- 2.3.14 Overall, it is considered that the information provided in the Transport Assessment does not demonstrate that there are good opportunities to travel by non-car modes from the proposed development, and therefore the vast majority of trips are likely to be made by car.

2.4 Chapter 3 – Policy Review

- 2.4.1 This section of the Transport Assessment reviews the following policy documents:
- National Planning Policy Framework
 - Mid Suffolk Core Strategy
 - Mid Suffolk Local Plan
- 2.4.2 The policy review contained in the Transport Assessment appears to be reasonable.

2.5 Chapter 4 - Base Traffic Conditions

Traffic Flows

- 2.5.1 With regards to traffic count data, paragraph 4.18 of the Guidance on Transport Assessment states: *"The assessment should include recent counts (normally surveyed within the last three years) for peak period turning movements at critical junctions."*
- 2.5.2 In paragraph 4.1.2 of the Transport Assessment RGP indicates that the assessment uses data taken from two Transport Assessments for previously accepted sites. RGP states that the first TA was one undertaken by AECOM relating to an assessment of potential sites for waste treatment facilities in Great Blakenham, which used 2004 traffic flow data forecast forward to 2009. It is considered that the base traffic data from the AECOM Transport Assessment is unlikely to relate to current traffic conditions due to its age.
- 2.5.3 The second TA used by RGP to obtain traffic data was a TA from 2010 for a waste treatment facility to the south of the site. The data used in this report is stated to have been collected in 2010. Again the traffic data in this report is older than recommended by the Guidance on Transport Assessment.
- 2.5.4 It is considered that the traffic data used as the basis for the assessment is too old, and that the applicant should undertake new traffic counts in order to verify that the data used in the Transport Assessment is representative of the current traffic conditions in Great Blakenham.

Traffic Growth

- 2.5.5 Table 4.1 indicates that the traffic growth factors are for "Rural, All Roads". Reviewing these growth factors in TEMPRO indicates that the factors provided are actually for the "Urban Principal" road type. RGP should confirm which growth factors they intended to use but the growth factors shown in Table 4.1 appear reasonable.

Consented Development

- 2.5.6 In paragraph 4.2.1 RGP states:
"Therefore an element of this assessment is considered robust".
- 2.5.7 It would be useful for RGP to confirm which element of the TA they consider to be robust.
- 2.5.8 The TA identifies consented development traffic flows relating to the following sites:
- SnOasis Leisure Development and Railway Station; and
 - Energy to Water Facility – SITA UK
- 2.5.9 It is considered that the approach taken relating to Consented Developments is reasonable.

2.6 Chapter 5 – Traffic Generation and Impact

Traffic Distribution and Assignment

- 2.6.1 In the Transport Assessment, RGP has used the existing turning movements at the junctions to ascertain the distribution of traffic from the development. Notwithstanding the age of the traffic count data, it is considered that solely using the observed turning movements could under-represent the impact of the development on traffic to/ from the B1113 to Sproughton, particularly as vehicles from the development could travel through Claydon to access the B1113.
- 2.6.2 The TA also shows that the development traffic has been divided 50:50 between the Bramford Road and Gipping Road accesses. The TA should demonstrate that this assumption is appropriate, as the majority of traffic has been distributed to the south onto the B1113. The development layout offers residents the opportunity to travel through the site – this is a more likely route for many of the dwellings than travelling north to Gipping Road and then south to Bramford Road.
- 2.6.3 The Origin/ Destination flow data from the 2011 census should be reviewed in order to identify the main destinations for trips from Great Blakenham, and to confirm that the traffic distribution used in the TA is robust and that the traffic flows assigned to the B1113 south of Great Blakenham is appropriate.

Residential Trip Generation

- 2.6.4 Tables 5.1 and 5.2 of the Transport Assessment provides "residential trip rates" but does not follow standard practice of stating that they are vehicle trip rates per dwelling. However, assuming they are vehicle trip rates, they appear to be suitable for the development location.
- 2.6.5 A trip generation by mode of travel should be provided to show the predicted impact of the development on other modes of travel.

Local Centre Trip Generation

- 2.6.6 The Transport Assessment assumes that 100% of trips to the proposed convenience store will be pass-by or diverted trips. It is considered that this approach is reasonable, although it is likely that in reality the proposed convenience store would generate a few additional trips to the local road network but they would not be significant.

Traffic Impact

- 2.6.7 Due to the age of the traffic data used in the Transport Assessment, WSP considers that the conclusions drawn in this section may not be valid for the current traffic conditions. This section needs to be revised to reflect current observed traffic conditions, based on new traffic count data.

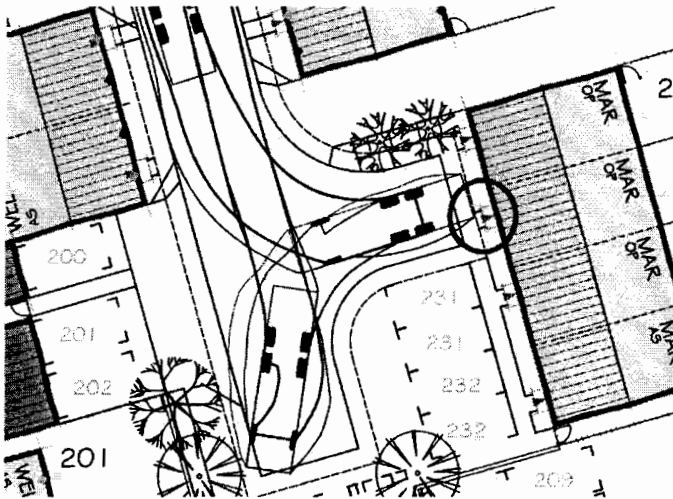
2.7 Chapter 6 – Access Arrangements, Internal Layout and Parking Provision

2.7.1 The proposed access arrangements are reviewed in more details in Section 3 of this report.

Internal Layout

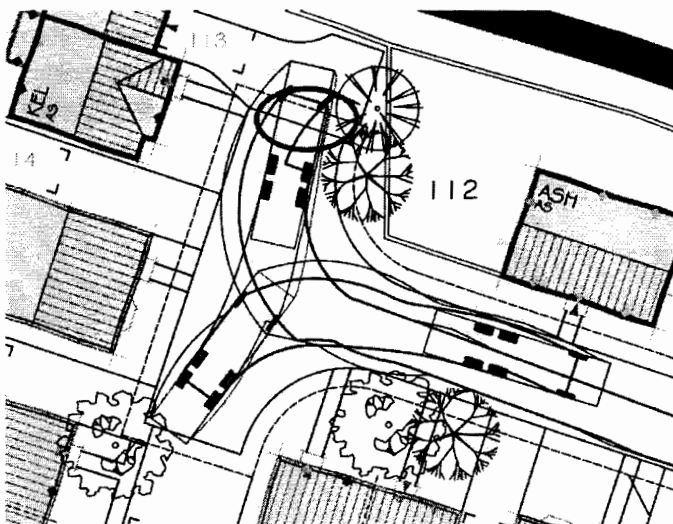
2.7.2 Appendix J contains swept paths of a refuse vehicle. The swept path in the bottom right hand corner of the drawing appears to show the refuse vehicle reversing to within about 200mm of the porch of unit 230 (there was no scale on the drawing, but it appears to be at 1:200). There is significant risk that the refuse vehicle could collide with this porch, and a risk that a pedestrian could emerge from the building while the vehicle is reversing. This arrangement is therefore not acceptable.

Figure 1 Conflict between refuse vehicle and building



2.7.3 The swept path in the bottom right hand corner shows the wheels of the refuse vehicle passing outside the solid lines of the turning head by unit 113 (assumed to be the extent of adoptable highway). The applicant should confirm that the refuse vehicle is able to turn around within adoptable highway.

Figure 2 Refuse vehicle crossing outside adoptable highway



Stage 1 Road Safety Audit

Appendix I of the TA contains a copy of the Road Safety audit and RGP's designer's response. The content of RGP's designer's response appears to be reasonable.

2.8 Chapter 7 – Highway Capacity Assessment

Geographical Scope

- 2.8.1 The Transport Assessment assesses the impact of the proposed development on three junctions, namely:
- Junction 1 – Site Access with Bramford Road;
 - Junction 2 – Hackney Corner; and
 - Junction 3 – Local centre access.
- 2.8.2 The TA does not assess in detail the impact of the development on the following Junctions
- B1113/ Bramford Road;
 - A14 Claydon Interchange; and
 - Station Road/ Ipswich Road in Claydon.
- 2.8.3 It is considered that the TA should also assess the impact of the scheme on the B1113/ Bramford Road junction and on the A14 Claydon interchange, as a significant proportion (60%) of the development traffic is predicted to travel through these junctions.
- 2.8.4 The Transport Assessment assesses four scenarios for two peak hours. It is considered that the scenarios and peak hours are acceptable.
- 2.8.5 The junction capacity assessments in the TA have been undertaken using PICADY 4.1 – the current version of the PICADY software is contained Junctions 8.

Junction 1 – Main Site Access

- 2.8.6 The PICADY parameters at the main site access have been reviewed and found to be incorrect for the layout shown on drawing 2013/1725/004. The main differences are shown in Table 2.1 below.

Table 2.1 PICADY parameters for Junction 1

	RGP Assessment	WSP Assessment
Major Road Width	6.0m	6.5m
Major Road Right Turn Width (B and D)	2.2m	3.5m
Major Road Right Turn Visibility (B)	0m	>95m (to edge of drawing)
Major Road Right Turn Visibility (D)	0m	>130m (to edge of drawing)
Minor Road B Visibility to Left	100m	>110m (to edge of drawing)
Minor Road B Visibility to Right	100m	50m (measured to back of the footway outside units 203-205)
Minor Road B Lane 1 Width	2.75m	3.25m
Minor Road D Visibility to Left	100m	40m (in front of hedge on survey)
Minor Road D Visibility to Right	100m	73m (in front of hedge on survey)
Minor Road D Lane 1 Width	3.0m	4.5m (approx.)

2.8.7 By inspection of the differences in the PICADY parameters, it is considered that the corrected measurements would be unlikely to result in a significantly different result; however, the traffic flow data should be replaced with more up to date data.

Junction 2 – Hackney Corner

2.8.8 The Transport Assessment does not provide a 1:500 or larger scale plan to check the PICADY parameters in detail. WSP has therefore checked the parameters based on the 1:1000 scale plan provided, which slightly reduces the accuracy of the parameters measured. A comparison of the PICADY parameters is shown in Table 2.2.

Table 2.2 PICADY parameters at Hackney Corner

	RGP Assessment	WSP Assessment
Major Road Width	20.0m	6.75m
Kerbed Central Reserve Width	0.0m	0.0m
Right Turn Width	2.2m	3.5m
Major Road Right Turn Visibility	200m	200m
Minor Road B Visibility to Left	200m	>130m (to edge of drawing)
Minor Road B Visibility to Right	200m	200m
Minor Road B Lane 1 Width	3.5m	3.5m
Minor Road B Lane 2 Width	3.5m	3.0m

2.8.9 With regards to the major road width, Appendix B, Part V of the PICADY manual states that:

"The four parts of figure B-5 show the main components of major road width. They are combined to give:

a) The total carriageway width is $W = (W1 + W2 + W3 + W4) / 2$

b) The width of the central reserve at **dual-carraigeway** sites, i.e. with a kerbed central reserve is $W_{CR} = (W5 + W6) / 2$

Where a layout has metre strips (or any hatching) the carriageway width should exclude the metre strips or hatching width, and the central reserve width should include any metre strips or hatching width around the kerbed central island.

c) $W_{CR} = 0$ at **single-carriageway** sites with or without kerbed central islands, bollards, or ghost islands"

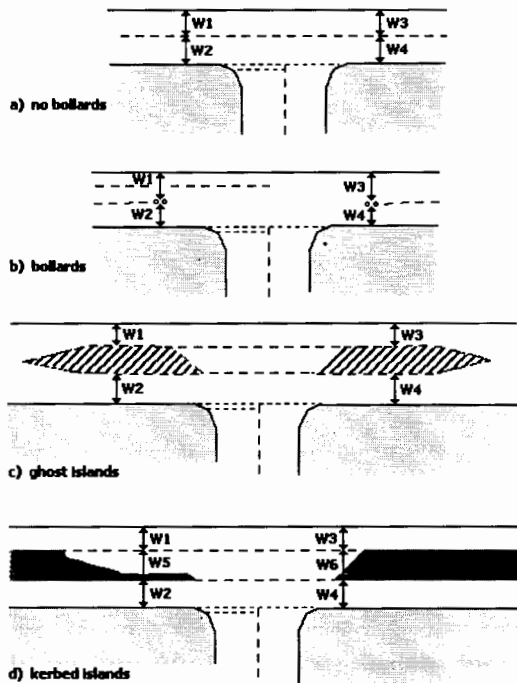


Figure B-6 Components of major widths

2.8.10 Based on the criteria set out in the PICADY manual, it is clear that the major road width measurement of 20.0m used by RGP is incorrect. This parameter is likely to have a significant impact on the predicted capacity of the junction, and therefore it is considered that the PICADY modelling presented in the Transport Assessment needs to be revised in order to demonstrate that the junction operates satisfactorily.

2.8.11 As the results of the PICADY modelling of the Hackney Corner junction are likely to change significantly, the results presented in the TA have not been reviewed.

Junction 3 – Local Centre Access

2.8.12 Table 2.3 compares the RGP and WSP PICADY parameters for the Local Centre Access.

Table 2.2 PICADY parameters for Junction 3

	RGP Assessment	WSP Assessment
Major Road Width	10.5m	7.4m
Kerbed Central Reserve Width	0.0m	0.0m
Right Turn Width	3.5m	3.4m
Major Road Right Turn Visibility	200m	>72m (measured to edge of drawing)
Minor Road B Visibility to Left	120m	38m
Minor Road B Visibility to Right	120m	23m
Minor Road B Lane 1 Width	2.75m	2.75m

2.8.13 The majority of the parameters in the PICADY model are appropriate, however the major road width used in RGP's model is too large and the visibility from the minor road is too long, and appears to have not been measured from 10m back from the give way line. The parameters in the PICADY models should be changed, although it is unlikely to have a significant impact on the conclusion drawn in the TA regarding the performance of the proposed junction.

2.9 Summary of Comments

2.9.1 WSP has identified the following major issues in the Transport Assessment that need to be addressed:

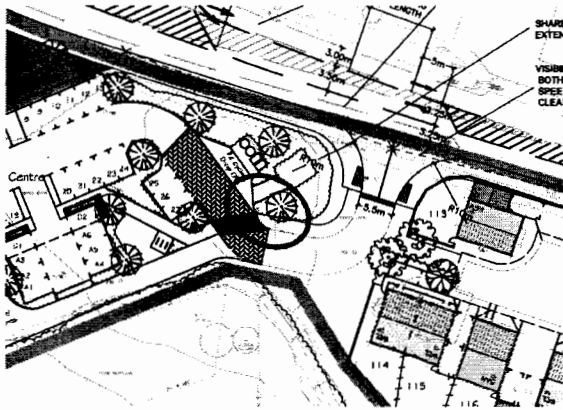
- The traffic flow data used in the TA is more than three years old and may not be representative of existing traffic conditions. Evidence, in the form of additional traffic counts, should be provided to demonstrate that the traffic flow data is representative.
- The traffic distribution is based on the observed turning movements. The distribution needs to be revised in light of the additional traffic count data that is requested, and an assessment of the likely destinations of trips from the development should be undertaken as some turning movements are banned in the local area;
- The conclusions drawn relating to the traffic impact of the development may need to be revised based on updated traffic flow data;
- The refuse vehicle swept paths contained in Appendix J show conflicts between the vehicle and buildings.
- The TA should provide models to show the impact of the proposed development on the B1113/ Bramford Road traffic signals and the A14/ B1113 roundabout;
- There are errors in the PICADY models provided in the TA. The models need to be revised, including updated traffic flow data.

3 Off-Site Highway Improvements

3.1 Drawing 2013/1725/005 Rev D - Proposed Gipping Road Access

- 3.1.1 The TA should provide swept path drawings to demonstrate that the largest servicing vehicle that is expected to serve the proposed convenience store can enter and exit the access junction, travel along the access road and turn around within the proposed servicing area of the convenience store, as the right angle bends within the site appear to be very tight for a large vehicle.
- 3.1.2 Within the village centre area, the vegetation between Gipping Road and the proposed access road could obstruct the forward stopping sight distance (SSD) around the bend, particularly from the proposed recycling drop-off (see Figure 3). A drawing should be provided to show the stopping sight distance on the convenience store access road is not obstructed.

Figure 3 Area where forward SSD appears to be obstructed by proposed planting

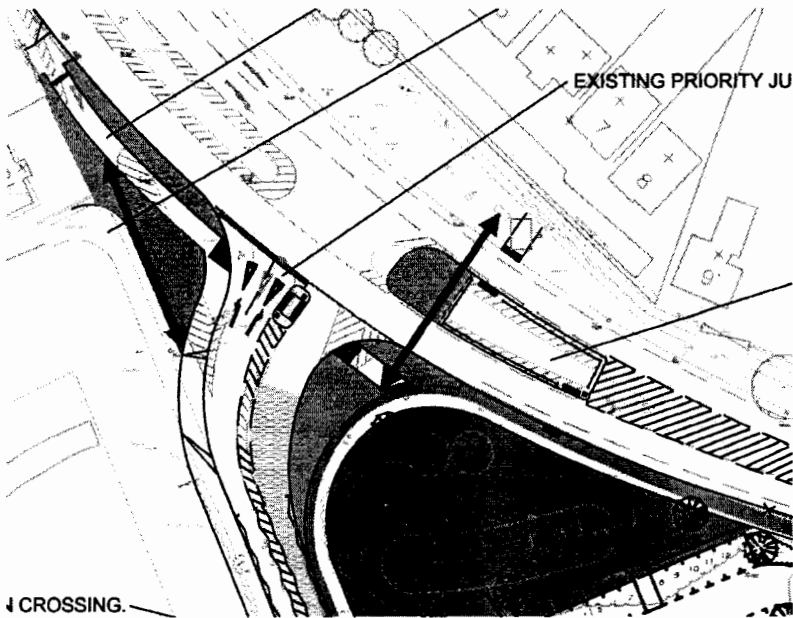


- 3.1.3 The layout of the proposed access junction with Gipping Road appears to be satisfactory, subject to the requested swept path information being provided, although the drawing is missing the give way triangle road marking on the site access.

3.2 Drawing 2013/1725/002 Rev D Proposed Highway Improvements Sheet 2 of 3

- 3.2.1 The proposed changes to the Hackney's corner junction appear to be reasonable. There is however a pedestrian desire lines which are not catered for by the proposed footways in the scheme which are likely to result in pedestrians walking across the verge. There is also potential for pedestrians to cross Gipping Road using the verge to the west of the refuge island.

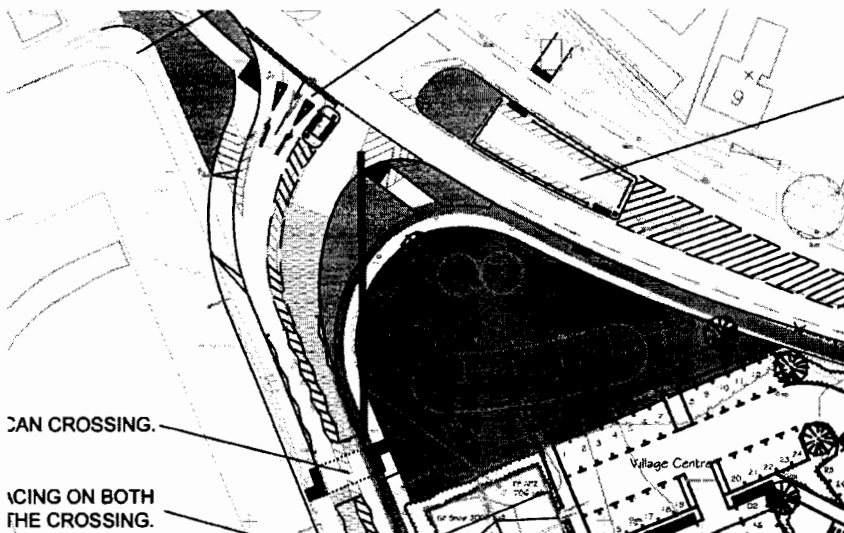
Figure 4 Pedestrian desire lines at Hackneys Corner Junction



3.2.2 Drawings demonstrating that a 16.5m articulated vehicle can complete the turning movements at the revised junction should be provided.

3.2.3 Although the locations of the signal heads at the proposed toucan crossing are not shown on the drawing, it appears that the stopping sight distance to the southbound primary signal head would cross the village green area, potentially outside of land that is likely to be designated as public highway (see Figure 5). A drawing should be provided showing the stopping sight distance to the primary signal head, to demonstrate that the visibility splay can be provided within highway land

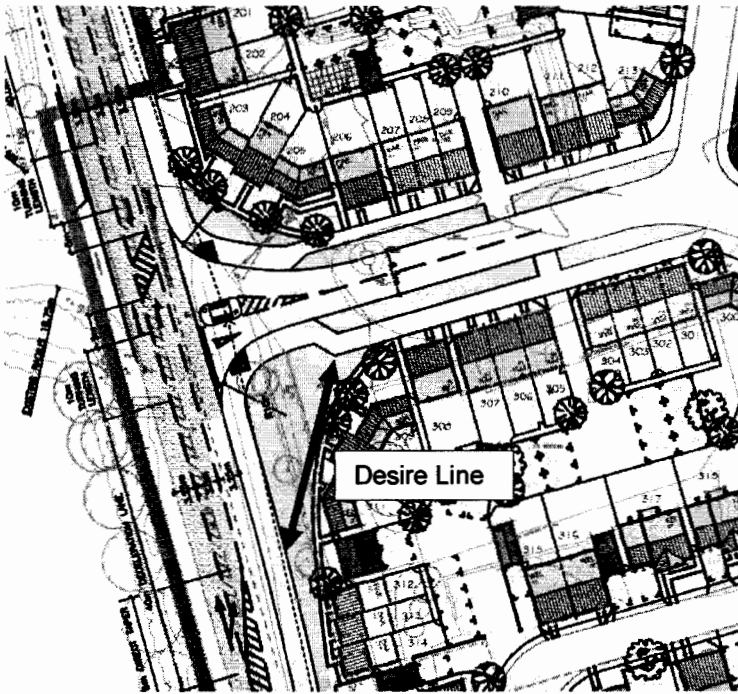
Figure 5 SSD to Primary Signal Head



3.3 Drawing 2013/1725/004 Rev D Proposed Access Arrangement Bramford Road

- 3.3.1 The junction arrangement shown on the Bramford Road access drawing appears to be acceptable; however, the TA should provide a drawing showing that the swept paths of the largest vehicle that will use the junction can be accommodated.
- 3.3.2 Consideration should be given to providing a footway on the likely pedestrian desire line shown on Figure 6, as it is unlikely that pedestrians would walk the additional distance around the kerb if they were heading south on Bramford Road

Figure 6 Pedestrian Desire Line at Bramford Road Access



3.4 Summary

- 3.4.1 The following information is required to demonstrate that the proposed access arrangements are acceptable:
- A drawing showing service vehicle swept paths at the Gipping Road access and proposed convenience store servicing area;
 - A drawing showing the forward stopping sight distance on the bend near the recycling drop off area;
 - A drawing showing the swept paths of a 16.5m articulated vehicle completing the turning movements at the Hackney's corner junction;
 - A drawing showing the stopping sight distance to the southbound primary signal head at the proposed toucan crossing on Bramford Road;
 - A drawing showing the swept paths of the largest vehicle expected to use the Bramford Road development access;

4 Transport Assessment Addendum

4.1 Introduction

- 4.1.1 This section reviews the Transport Assessment Addendum dated October 2014, which describes the predicted impact of the Blakenham Fields development on Sroughton village to the south.

4.2 Review

- 4.2.1 Paragraph 1.4 states that the TA concludes that the traffic from the proposed development will not have an impact on Sroughton. It is considered that based on the comments in section 2 of this note, additional work is required to demonstrate that this conclusion is valid.
- 4.2.2 Paragraph 1.9 refers to figures 21 and 22 from the Transport Assessment. It is considered that the distribution shown on these diagrams needs to be revised as described in section 2 of this note.
- 4.2.3 Paragraph 1.14 states that the traffic on the B1113 would be *"split amongst a number of popular routes and destinations"*, but does not provide any evidence as to the split of traffic. Further information about the traffic distribution on the B1113 south of Great Blakenham should be provided to demonstrate that there would be *"minimal traffic passing through Sroughton"*.
- 4.2.4 Without the additional information requested for the traffic distribution, it is considered that a valid conclusion about the impact of the proposed development on Sroughton cannot be drawn.

5 Summary and Conclusion

5.1 Transport Assessment

5.1.1 At present WSP considers that there are a number of errors in the Transport Assessment that need to be revised. These are summarised below:

- The traffic flow data used in the TA is more than three years old and may not be representative of existing traffic conditions. Evidence, in the form of additional traffic counts, should be provided to demonstrate that the traffic flow data is representative.
- The traffic distribution is based on the observed turning movements. The distribution needs to be revised in light of the additional traffic count data that is requested, and an assessment of the likely destinations of trips from the development should be undertaken as some turning movements are banned in the local area;
- The conclusions drawn relating to the traffic impact of the development may need to be revised based on updated traffic flow data;
- The refuse vehicle swept paths contained in Appendix J show conflicts between the vehicle and buildings.
- The TA should provide models to show the impact of the proposed development on the B1113/ Bramford Road traffic signals and the A14/ B1113 roundabout;
- There are errors in the PICADY models provided in the TA. The models need to be revised, including updated traffic flow data.

5.2 Off-Site Highways

5.2.1 The following additional information is required to demonstrate that the proposed highway works are satisfactory:

- A drawing showing the vehicle swept paths at the proposed Bramford Road access;
- A drawing showing the vehicle swept paths at the Gipping Road/ Bramford Road access;
- A drawing showing the vehicle swept paths at the Gipping Road/ local centre access junction, and demonstrating that a servicing vehicle can access, enter and leave the proposed service area of the local centre in a forward gear;
- A drawing demonstrating that the stopping sight distance to the southbound primary signal head at the proposed toucan crossing on Bramford Road can be achieved within highway land; and
- A drawing showing that the forward stopping sight distance on the bend near to the proposed recycling drop-off area is not obstructed.

5.3 Transport Assessment Addendum

5.3.1 The conclusions drawn in the Transport Assessment Addendum should be revised in light of the changes to the Transport Assessment requested in section 2.

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From: Peter Black
Sent: 09 December 2014 10:25
To: Michelle Lyon
Cc: Philip Isbell; Neil McManus
Subject: Gt Blakenham TA

Michelle,

Please find attached response from our consultants regarding the Gt Blakenham TA. Can you please forward to the applicant so that we can have designers comments to all the issues raised. There is a summary at paragraph 5 but I would expect the designer to comment on the whole document.

Many thanks

Regards
Peter Black

Development Management Engineer
Tel 01473 265191

Endeavour House
Floor 5 Block 1
8 Russell Road
Ipswich
IP1 2BX

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Date: 18th November 2014
Enquiries to: Chris Ward
Tel: 01473 264970
Email: chris.ward@suffolk.gov.uk

Peter Black
Development Control
Suffolk County Council
Endeavour House
8 Russell Road
Ipswich
IP1 2BX

Dear Peter

Suffolk County Council response to Blakenham Fields, Bramford Road

Thank you for providing me the Framework Travel Plan for the development on Blakenham Fields in Great Blakenham.

Having reviewed the travel plan I have noticed that the travel plan is written in a way the site is completely unoccupied. On passing by the site there are houses that seem to be occupied, which would require more site specific information to be provided in the document.

I have listed what actions need to be done to bring the document up to the standard which it can be approved. If you require any clarification on the comments attached to this letter, please contact me to discuss.

I look forward to receiving the updated travel plan.

Yours sincerely

Chris Ward
Travel Planner
Economy, Skills and Environment

Paragraph 1.1.2: The residential dwelling number in **Appendix A** (426 dwellings) contradicts the number of dwellings mentioned in this paragraph (440 dwellings). What is the correct figure?

There needs to be some information on the current build status of the site as there are already many dwellings occupied. Also include some information the details the remaining phases of the development and the estimated build time.

Paragraph 1.1.5: This paragraph must be rephrased as the development is currently occupied.

Paragraph 1.1.9: Will there be a service charge for all the residents that live on the site? If so, will there be any extra funding towards the travel plan and its measures?

Paragraph 1.3.2: Have the local businesses, schools and the community been consulted about forming this Travel Plan User Group?

3. Site Description and Accessibility Credentials:

Include a list of the existing barriers and issues in favour of using sustainable transport. The Travel Plan targets and objectives should look to overcome the barriers and issues listed.

Paragraph 3.3.6: Is there a safe walking and cycling route to the local primary and secondary schools? Have there been any discussions with these schools in regards to measures that would encourage pupils to travel by sustainable means (i.e. walking bus).

Paragraph 3.3.15: Is there enough space in the garages to store a car as well as a bike?

Paragraph 3.3.17: Are all the bus stops DDA complaint?

Paragraph 3.3.18: The 88/88A currently has an hourly frequency. Also include the 89 service as that currently serves the site. Include the times of the first and last services that serve the site.

Paragraph 3.3.19: The 87 service currently only operates on Sundays. Also include the times of the first and last service that serves the site.

Paragraph 3.3.20: Has the diversion of the existing bus services been agreed with the local bus service provider? Will all the new bus stops be flagged, have shelters, have timetable information and be DDA complaint?

Paragraph 3.3.22: Suffolk on Board (www.suffolkonboard.com) also has public transport information that can be promoted to the residents.

Paragraph 3.3.23: The nearest bus stops for both Ipswich and Stowmarket rail stations are quite a distance from the station entrances.

Include the times of the first and last trains that serve each station.

5. Measures and Initiatives:

Include some measures to encourage walking to and from the site. Such measures could include promotion of the Walk It route planner (www.walkit.com) and promotion of Walk to Work Week.

Paragraph 5.1.1: The travel plan must be implemented from first occupation and continue until five years after the final dwelling has been occupied.

Paragraph 5.2.1: The Travel Plan Coordinator should have already been appointed as the site has been occupied. Their contact details must be provided to Suffolk County and Mid Suffolk District Councils and written in this travel plan at the earliest possible opportunity.

Paragraph 5.2.4: There should be some information on some of the sustainable transport available at the site (i.e. regular buses to Ipswich and Stowmarket, local facilities within a 15 minute walk).

Paragraph 5.2.5: Include the following additional material in the Travel Welcome Pack:

- Car Club information and incentives
- Information on where the local amenities are located (i.e. convenience stores, ATM's, doctors, schools)
- How to redeem the public transport tickets, cycle vouchers, or any other incentive
- Information on home shopping and home working
- How to receive the personalised travel planning

Paragraph 5.2.8: How will the personalised travel planning be undertaken (i.e. face to face or online based)?

Paragraph 5.2.9: There should be a commitment to providing the bus tickets as soon as the new residents move in to their new house. The vouchers should cover a minimum of four weeks of bus or train travel.

What other measures will be used to encourage residents to use public transport (i.e. promotion of Traveline and Suffolk on Board)?

Cycling:

Promote the cycle route planners Cycle Streets (www.cyclestreets.net) and Cycle Travel (www.cycle.travel/map).

Promote Bike Week as a measure to encourage cycling.

Paragraph 5.2.10: Can a car be accommodated in the garage as well as a bike being stored? Can the bike be taken from the shed without needing to wheel it through the house (i.e. through an external gate)?

Paragraph 5.2.13: There must be a commitment for the Travel Plan Coordinator to attempt to negotiate these discounts for the residents. Also will there be any cycle vouchers provided for each dwelling to help residents purchase a bike or cycle equipment?

Car Sharing:

Promote National Liftshare Week to residents as a measure to encourage car sharing.

Paragraph 5.3.5: Has there been any discussions with any potential car club operators? If so, please include some evidence of the discussions.

Paragraph 5.3.8: Will there be any home shopping vouchers included in the welcome packs to encourage residents to use the home shopping services?

6. Travel Plan Targets/Baseline Data:

Include data from some of the existing traffic counts

Paragraph 6.1.3: Will the resident travel survey be undertaken at the same time as the camera survey?

Paragraph 6.1.5 & 6.1.6: The site is currently occupied so this data can be included in this travel plan. Also include the survey response rates and the date the survey was undertaken.

Table 6.1: Update the table with the resident survey results as they are more relevant to the site.

Paragraph 6.1.11: This document should be regarded as the 'Full Travel Plan' as the site has already been occupied.

Paragraph 7.2.2: Where on the site will the launch event take place? When is the trigger point for the time this event will take place?

Paragraph 7.2.3: How frequent will the travel plan meetings be with the Travel Plan User Group?

Paragraph 7.3.1: The travel plan must be reviewed from the first occupation of the 100th dwelling and must continue until the five years have passed since the final dwelling has been occupied.

Paragraph 7.3.2: Ideally the travel surveys should be undertaken on occupation of the 100th dwelling to allow a greater response rate, as there may only be a handful of dwellings occupied after three months, which would not allow a representative sample of the site.

Will the travel surveys be paper or electronic based? Will there be an incentive (i.e. prize draw) for residents to complete the survey?

Paragraph 7.4.2: A draft travel plan budget must be provided. The budget should show the estimated costs of employing the Travel Plan Coordinator, providing the travel plan measures and monitoring the travel plan.

Appendix B: Include the following questions:

- "What is your main mode of travel to work?"
- "What is the postcode or address of your workplace?"

Appendices:

The following must be included:

- Public transport timetables
- Walking and cycling maps (with time and distance isochrones)
- Development timetable – that details the remaining phasing of the development

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From: Martin Egan
Sent: 30 January 2015 09:20
To: Michelle Lyon; Peter Black; 'mpreston@rdcllc.co.uk'; 'pr@rtengcon.co.uk'
Cc: Philip Isbell; 'Erica Whettingsteel'; 'paul.high@orbit.org.uk'
Subject: RE: 3310/14 Great Blakenham Internal Highway Issues

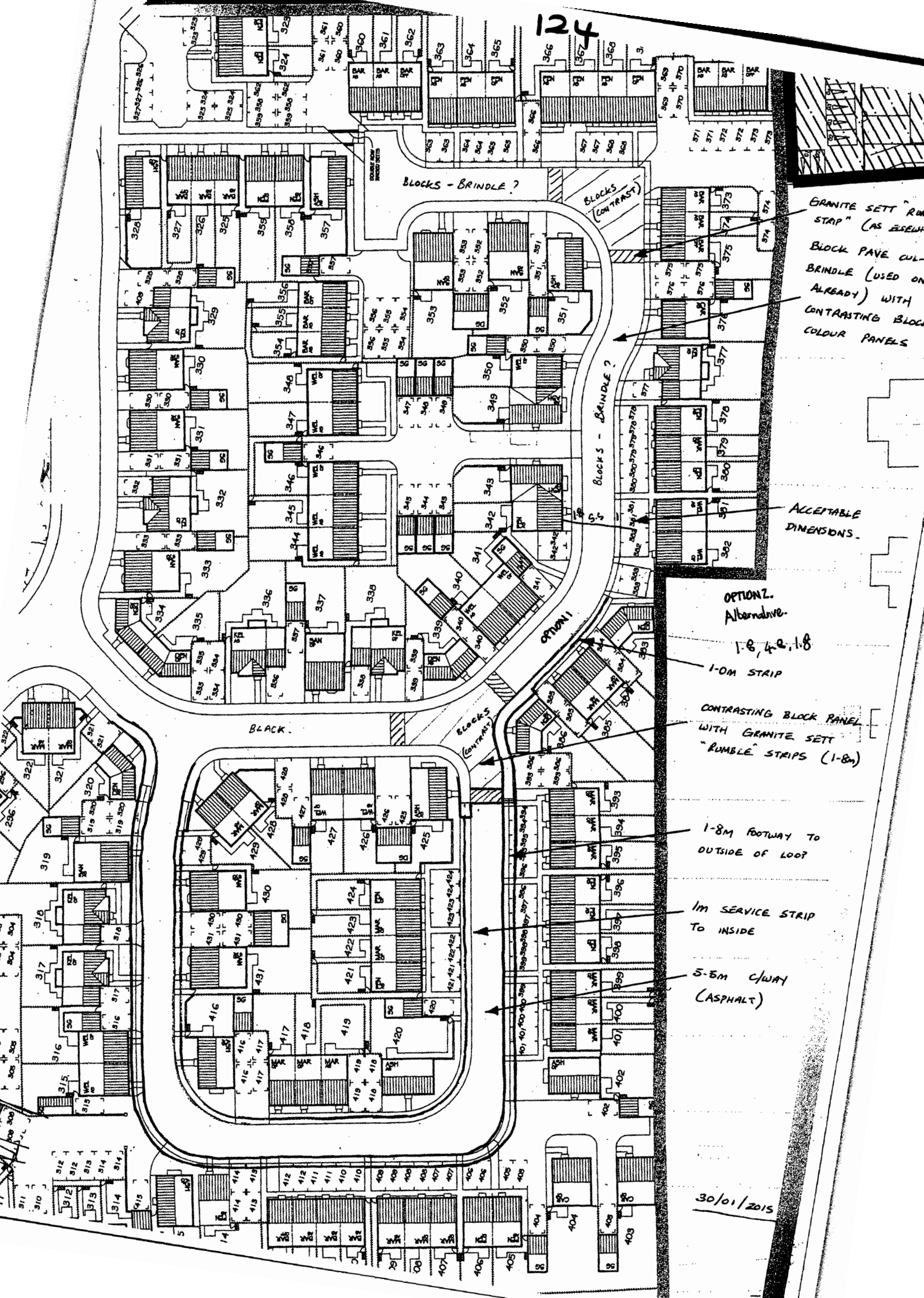
Dear All,

As discussed yesterday please find attached an extract of the layout drawing which you kindly left with us. I have indicated some adjustments and included some notes which I hope are of assistance.

We will await the other details in due course. I am now in a meeting for the rest of the morning but by all means email me any concerns and I will pick these up after lunch.

Regards
Marti Egan
SCC Highways

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BLOCKS - BRINDLE ?

BLOCKS (CONTRAST)

BLOCKS - BRINDLE ?

OPTION 1

BLACK

BLOCKS (CONTRAST)

OPTION 2.
Alternative.

1.8, 4.2, 1.8

1.0M STRIP

CONTRASTING BLOCK PANEL
WITH GRANITE SETT
"RUMBLE" STRIPS (1.8m)

1.8M FOOTWAY TO
OUTSIDE OF LOOP

1M SERVICE STRIP
TO INSIDE

5.5M C/WAY
(ASPHALT)

ACCEPTABLE
DIMENSIONS.

GRANITE SETT "RUMBLE"
STRIP (AS ESEEN)
BLOCK PAVE CURB
BRINDLE (USED ON
ALREADY) WITH
CONTRASTING BLOCK
COLOUR PANELS

30/01/2015

Mark / All,

Many thanks for the revised layout, Drawing Number LLC926-AP5-100 Revision P. I confirm that this is acceptable in highway terms.

(Mark – only a minor point but I believe the parking spaces for Plot 210 and 212 are incorrectly labelled; Plot 210 requiring the 3 spaces).

If anything further is required then please let us know.

Many thanks for your assistance.

Regards
Martin

Martin Egan,
Highways Development Management Engineer,
Economy, Skills & Environment,
Suffolk County Council,
Endeavour House,
8 Russell Road, Ipswich,
IP1 2BX,
Tel: 01473 264757
Fax: 01473 216864
martin.egan@suffolk.gov.uk
www.suffolk.gov.uk

From: Mark Preston [<mailto:mpreston@rdcllc.co.uk>]
Sent: 02 February 2015 14:11
To: Michelle Lyon (planningadmin@midsuffolk.co.uk); Philip Isbell; Peter Black; Martin Egan
Cc: Erica Whettingsteel (erica@ejwplanning.co.uk); 'Paul High'; Bob Draper; Philip Richards - RLT
Subject: Gt Blakenham

Dear all,

Further to our meeting last Thursday and Martin's subsequent comments on Friday I am pleased to enclose for your consideration the drawing LLC926-AP5-100-P, the planning layout.

This drawing has been amended to make the following changes:-

1. Kelling Housetype removed. This has been replaced by a mixture of Sandhurst (4 bed) and Cardington (3 bed) units. Both of these benefit from detached garages which allow the appropriate number of parking spaces to be achieved.
2. Additional parking space indicated to plot 313
3. Additional parking space indicated to plot 210
4. Dedicated footway indicated to loop road in front of plots 315-320 & 393-415
 - a. NB: plots 393-402 have not moved any closer to site boundary
5. Dedicated footway added to front of plots 342-357.
6. Contrasting surfacing added at select locations
7. Plots 358 & 359 reduced from Welney type to Peshurst
8. Junction radii at entrance to local centre increased

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- a. NB: re-tracking of the Bramford Road junction indicates that the issues raised at the meeting can be overcome without any changes to the junction arrangement or radii.

We have also taken the opportunity to remove the garage to plot 176 as it was causing issues with levels and retaining requirements. The plot still has sufficient parking.

I will send by separate e-mail, due to possible file size issues, a copy of the planning layout which indicates where casual visitor parking is possible, I think around 70 opportunities can be identified.

I believe that this should now satisfy all of Peter and Martin's concerns and look forward to receiving confirmation of this in due course.

Updated planning housetypes will follow shortly reflecting the above changes.

Yours sincerely,

Mark Preston
Director
mpreston@rdcllc.co.uk

RDC Limited.
Unit 5 & 5A,
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Northamptonshire.
NN6 8LU

Tel: 01604 500048
Fax: 01604 505942


development consultants

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Your Ref: MS/3310/14
Our Ref: 570\CON\0381\15
Date: 13th February 2015
Enquiries to: MartinEgan
Tel: 01473 264757
Email: martin.egan@suffolk.gov.uk



The Planning Officer
Mid Suffolk District Council
Council Offices
131 High Street
Ipswich
Suffolk
IP6 8DL

For the Attention of: Michelle Lyon

Dear Sir/Madam,

TOWN AND COUNTRY PLANNING ACT 1990 - CONSULTATION RETURN MS/3310/14

PROPOSAL: Erection of 270 dwellings comprising 110 x two-bedroom houses, 131 x 3 bedroom houses and 29 x 4 bedroom houses and associated garaging/car parking, landscaping, public open space, play areas and access to Bramford Road, together with the construction of a convenience store with 6 x two-bedroom flats above, associated parking and servicing areas on land at Hackneys Corner.

LOCATION: Land Between Gipping &, Bramford Road, Great Blakenham, Ipswich, Suffolk

Notice is hereby given that the County Council as Highway Authority makes the following comments and subsequently recommends that any permission which the Planning Authority may give should include the conditions which follow:

New Junctions

Bramford Road – the original proposal was for a roundabout that would also cater for the Snoasis leisure site. This application proposes to change the roundabout to a priority junction with the provision of the roundabout under any future development on the leisure site. The proposal is acceptable.

The modelling of the junction shows that it will operate within capacity to the 2024 assessment year and turning movements for large vehicles are accommodated.

Provision is made for pedestrian and cycle links from the Orion Business Park up to Hackneys Corner. There is provision for 2 informal crossings on Bramford Road with central islands.

Hackneys Corner – the original proposal was for a full signalised junction. The proposal is now for a re-alignment of the junction but still to remain a priority one. The re-alignment will make the junction more acceptable. The modelling of the junction shows that it will operate within capacity to the 2024 assessment year and turning movements for large vehicles are accommodated.

The concerns over the private access have been addressed by the inclusion of turning movements for large vehicles.

A toucan crossing is proposed on Bramford Road as part of the junction improvements.

Chapel Lane – the proposal is for a fully signalised bus only junction. The detail and design of this has been agreed but the works have not yet started. Traffic Regulation Orders will need to be in place to restrict the access for buses and cycles only and the provision of double yellow lines on Chapel Road. This will be completed prior to adoption.

Local Centre – the access to the local centre is off Gipping Road. The access and vehicle movements to the centre are acceptable. It has been demonstrated that a 7.5t vehicle can turn within site and exit in a forward gear. The drawing does show that the vehicle waiting for the gates to open will block 2 parking spaces.

It is not Suffolk County Councils intention to adopt the roads within the local centre, only the bell mouth to Gipping Road.

The above accesses will require that the developer enters a section 278 agreement which will include detailed design and safety audits. Minor changes to the road alignments may be required as part of this process along with the provision of correct lining and signing.

Transport Assessment

The main concern during scheme assessment related to the use of traffic data that is more than three years old. Following consideration of local data taken from SCC count sites M057 and A2476 on B1113 north of Gt Blakenham, that would indicate negligible change in traffic flows (2005- 2012); and accepting that there is no realistic prospect of the Snoasis Leisure scheme being constructed, SCC is content with the use of the 2010 traffic data. The revised assessments, technical notes TN04 and TN05, show that the development would not have a significant impact.

The Suffolk County Council consultants WSP in response to technical Note dated 15 Jan 15 para 30 also confirms that the level of traffic would be unlikely to have a severe impact on traffic conditions in Sproughton

RGP's Technical Note 04 has broadly corrected junction modelling errors and shows that there is not a significant impact at the junctions. The Highways Agency has also now confirmed after clarifying a few issues that the development will not impact on the A14; and has therefore lifted the Holding Direction.

On Site Problems

Road Hierarchy – The changes now made to the shared surface roads is acceptable and they can therefore be adopted if required.

Dwellings Parking – the changes made to the house types and parking is acceptable and conforms to our Suffolk Guidance for Parking.

Visitor Parking – the changes show the provision of some visitor parking spaces. There will still be an element of on street parking but is not sufficient to recommend refusal.

SUDs Drainage – There is still one outstanding issue that has not been resolved relating to the area around the proposed Rail Station. There is a risk that water could overflow to Gipping Road and the level crossing. Orbit is aware and is looking to resolve it. If the commuted sum figure is paid in full then SCC will be willing to adopt the roads subject to entering a section 38 agreement along with the necessary easements on the open space.

Section 106 requirements.

Below are the requirements taken from the existing s106 which needs to be incorporated in any new s106 agreement.

Existing s106

Second Schedule

- 5.1 – Local centre provided before 160 dwellings occupied
- 7.0 – Provision of a Highway Works Phasing Plan
- 7.4 – Highway Work Plan completed before 160 dwellings occupied
- 7.5 – Access onto Bramford Road to be provided before 160 dwellings occupied which links back to Gipping Road
- 7.5 – No more than 160 dwellings off single access
- 7.7 – all Chapel Lane measures to be implemented prior to adoption of link road
- 7.8 – Before adoption of link road the Chapel Lane link to be provided
- 7.8 – Pedestrian link must be provided to Chapel Lane
- 7.11 – Must allow buses to use the Chapel Lane link without impediment
- 8 – Sproughton mitigation to be removed from new agreement but retained in existing agreement.
- 9 – Travel Plan comments

From the date of this agreement (unless otherwise agreed in writing with the County and the Council) the Owner shall submit and obtain the approval in writing of the Council to a Travel Plan (unless otherwise agreed in writing with the Council and the County)

The Owner shall revise the draft travel plan to take account of any reasonable comments as are made in writing by the Council and the County provided such comments are made within a period of fifty six (56) days from the date of submission of the draft Travel Plan

Following the approval of the travel plan and at least during the course of each successive year until the completion of the Development the Owner shall review the requirements of the Travel Plan and at the end of each successive year shall submit to the Council and the County a draft review of the Travel Plan

The Owner shall revise the draft review of the Travel Plan to take account of any reasonable comments as are made in writing by the Council and the County provided such comments are made within a period of fifty six (56) days from the date of submission of the draft review of the Travel Plan

Upon approval by the Council of any draft review of the Travel Plan the approved review document shall form the Travel Plan for the purposes of this Deed

The Owner shall implement at its own expense and shall comply at all times with the terms of the Travel Plan (and as it may be following approval to a review) until the completion of the Development

Unless otherwise agreed in writing with the Council and the County the Owner shall not permit nor cause or permit any additional part of the Development to be Occupied unless the Travel Plan has first been approved in writing by the Council

Following the approval of the travel plan the Owner shall use reasonable endeavours to achieve the targets agreed in the Travel Plan until completion of the Development

12 – A revised Construction Management Plan required

12.3 – No parking up or laying over of vehicles on Bramford Road, Gipping Road or Chapel Lane

14 – Details of the Village Green required

14.2 – The village Green to be provided before local centre occupied

15 – Structural Landscaping Phasing plan to be submitted

Sixth Schedule

- Rewritten to include:
- Construction of priority junction on Bramford Road
- Reconfiguration of Hackney's Corner
- Construction of cycle tracks along Bramford Road
- Installation of Toucan Crossing on Bramford Road
- Provision of lighting along Bramford Road
- Improvements to Gipping Road
- Protection of Roadside Nature Reserve
- Erection of protection fence for RNR
- Removal of turves and translocation
- Phasing Plan to include points above and all access points
- Chapel Lane measures as per paragraph 4 sections (a) to (h)

Seventh Schedule

- Sproughton mitigation measure – not required in this agreement

Eighth Schedule

Chris Ward not interested in keeping the **Eighth Schedule** as the Travel Plan information is out of date and there are no specific measures listed that would have a benefit to a modern travel plan.

Recommended Conditions

1 ER 1

Condition: Before the development is commenced, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

2 ER 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.

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

3 P 1

Condition: The use shall not commence until the area(s) within the site shown on Drawing Number LLC926-AP5-100-Q as submitted for the purposes of [LOADING, UNLOADING,] manoeuvring and parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the on site parking of vehicles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

4 NOTE 02

Note: 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 Central Area Manager must be contacted on Telephone: 01473 341414. Further information go to: www.suffolk.gov.uk/environment-and-transport/highways/dropped-kerbs-vehicular-accesses/

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.

5 NOTE 07

Note: 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.

Yours faithfully

Mr Martin Egan
Development Management Engineer

Highway Network Management Group
Economy, Skills & Environment

Former Mason's Works, Great Blakenham – Response to RGP Technical Notes

Date	15 January 2015	Revision A
Prepared by	David Gooding	
Checked by	Malcolm Foster	
Authorised	Matthew Chilvers	

Introduction

1. WSP was asked by Suffolk County Council (SCC) to review the RGP Transport Assessment (RGPTA) and Addendum (RGPTAA) in November 2014 and provided a detailed response dated 09/12/14 which set out concerns and actions required moving forwards. RGP provided a response, on behalf of the developers, in December 2014 which was superseded by further submissions in January 2015, which are detailed below:
 - RGP Technical Note 04 dated January 2015 in response to WSP review of TA on behalf of SCC
 - RLT Report on Traffic Data dated 17 December 2014
 - RGP Technical Note 05 dated January 2015 in response to Sproughton Parish Council comments
2. The technical response appears to have addressed many of the detailed concerns raised in WSP's Transport Assessment Review, however WSP is not satisfied that it adequately addresses some of the fundamental concerns with regard to the traffic data used and impact assessments undertaken.
3. In undertaking this review WSP has identified some additional concerns with regard to the original TA. WSP cannot comment on whether these issues have been raised or addressed in previous discussions between the developer, their consultants and SCC officers as these took place prior to our involvement.
4. The key issues / concerns are summarised below, together with an assessment of their importance, where appropriate.

Development Proposals and Proposed Improvements

5. There are a number of historic planning consents on the site, the most recent being a mixed used scheme comprising 356 residential units, a primary school, retail and B1 use. The proposed development is for a wholly residential scheme of 440 residential units with retail / local centre retained. In theory, it would normally be appropriate for the TA to assess the net impacts of the proposed development, relative to the previously consented scheme, provided the previous TA included a comprehensive assessment of development impacts.
6. However the developer is seeking to re-negotiate / amend the previously approved package of highway / off-site improvements that were agreed for the original consent to ensure that they are appropriate and justifiable for the currently proposed level of development.
7. This is complicated by the fact that extensive transport infrastructure improvements were agreed to accommodate the previously consented scheme plus the consented Snoasis Leisure Park scheme opposite. The Transport Assessment suggests that the Snoasis development is no longer viable, and given that the improvements associated with Snoasis are no longer considered deliverable is seeking to agree a revised package of improvements for the proposed development as an individual entity, able to mitigate its own impacts.

8. WSP is not clear from the information provided, whether separate packages of improvements were identified and cannot comment on the planning status of the Snoasis scheme. However, given that the Snoasis scheme is committed, it would be reasonable that the developer undertake a technical exercise to consider the cumulative impacts of both schemes over the local and strategic road network, in order to identify separately the required improvements, with and without Snoasis and /or the proposed development going ahead. This would be over and above what is currently presented in the submissions reviewed to date.

Scope of Transport Assessment

9. The scope of the TA is set out in the TA (section 1.2)
10. Notwithstanding the above, it is recognised that in the TA para 1.2.3, it is confirmed that the impact of the entire proposed mixed use scheme is assessed which is above the netting out exercise that would normally be required, given the 2011 consented scheme. Accordingly the resulting package of improvements identified, if satisfactory, are likely to be deemed proportionate to this development's impacts.
11. TA para 1.2.11 details the junction locations to be assessed in Plan 01, which WSP assumes has been agreed previously with SCC. The approach identifies that detailed capacity assessments will be undertaken at certain junctions, whilst at others traffic flows impacts only will be undertaken, where impacts are shown to not have a significant impact. This is considered a reasonable approach, subject to adequate identification of the level of impact at each junction and on key links and subject to the reliability of traffic data and forecast traffic generation.
12. The reliance on previous capacity assessments of previous TAs for other sites to scope out the need for further detailed assessments is unusual and is also subject to the reliability of traffic data, key assumptions and forecast traffic generation used in those assessments. As a minimum this data should be supplied with the Transport Assessment to allow the reviewer the opportunity to check that the conclusions drawn are valid. As this data has not been provided in the Transport Assessment or technical notes, WSP is not able to check that the conclusion about the development not having an impact at the Claydon Interchange and B1113/ Bramford Road traffic signals is valid. However, if this assessment is based on old traffic data WSP would expect additional surveys/ analysis to be undertaken.

Traffic Flow Data

13. From an initial review of the TA and the additional submissions it is still unclear whether or not the traffic flow data used is based on old historical counts growthed up or based on more recent traffic count data. The RLT reports provide a timeline of events to demonstrate what traffic data has been used and why, rather providing a detailed justification that the traffic counts are representative of current traffic conditions.
14. WSP cannot comment with regard to previous correspondence on this matter between the developer, their consultants and the highway authority and cannot therefore conclude with regard to what was 'approved' or otherwise. However, the basis of the 2014 base data, at each junction, should be clarified.
15. If the 2014 turning movement counts are based on 2004 traffic counts, whether growthed up in 2010 assessments or not, then WSP would have significant concerns with regard to how representative this data is of current traffic conditions. If as indicated in TN04 that the traffic data is from June 2010 it would still be important to undertake further counts to demonstrate that this 2010 data is representative of the traffic conditions in 2014. If the data is from 2004, as a minimum, WSP would normally expect a comprehensive programme of ATCs or MCCs to provide updated traffic data at key affected junctions and links.

16. WSP would expect additional counts to be undertaken to verify that the data used is still appropriate, including at the Claydon Interchange and B1113/ Bramford Road junction.

Assessment of Impacts

17. The validity or otherwise of the conclusions drawn with regard to traffic impacts and the significance of development related traffic impacts may need to be revised subject to updated traffic flow data, taking into account the previous comments on the Snoasis development proposals and the netting out exercise for this development.
18. The PICADY parameters used in RGP's revised model of the Hackney's corner junction now appear to be reasonable; however WSP cannot agree with the capacity results until the traffic data used in the model has been agreed.

Mitigation Measures and Proposed Improvements

19. Although the site location does not assist with the delivery of a particularly sustainable development, in light of current guidance WSP considers that the on-site and off-site measures proposed represent a reasonable attempt to assist the use of sustainable modes and encourage journeys by modes other than the car. However, the suitability of proposed measures to mitigate highway impact may need to be revised subject to updated traffic flow data and taking into account the previous comments on the Snoasis development proposals and the netting out exercise for this development.

Trip Generation

20. The multi-modal trip generation information is recognised and is appropriate for a development of this size in this location.

Other matters

21. The refuse vehicle swept paths in Appendix C of TN04 appear to be appropriate.

Drawing 2013/1725/005

22. Drawing 2013/1725/005 shows a recycling drop off layby opposite parking spaces 25-28 with what appears to be large recycling containers adjacent. Further detail about the type of vehicle expected to collect the recyclable waste from these containers is required, along with a swept path drawing demonstrating that these recycling bins could be serviced with vehicles entering/ leaving the area in a forwards gear. The comments in paragraph 3.5 of TN04 are noted.
23. The swept path drawing (2013/1725/007) demonstrates that the 7.5T box van would collide with the planting shown around the turning head. The swept path also shows that the body of the vehicle sweeps to close to within 0.5m of a doorway on the front elevation of the building.

Drawing 2013/1725/002

24. WSP has no further comments on this drawing.

Drawing 2013/1725/004

25. WSP has no further comments on this drawing

Technical Note 05

26. It is agreed that the assessment of background traffic changes in Sproughton between 2006 and 2013 appears to show that the traffic in Sproughton has fallen during that period, presuming that the two ATC counts were undertaken in the same location.
27. With regards to paragraphs 4.1 and 4.2, it is unlikely that the only traffic using the B1113 south of Great Blakenham would be travelling to the towns/ villages along the B1113. The B1113 also offers an alternative route to the A14 to travel to Ipswich as there is a minimal time difference between the two routes, particularly to the Bixley/ Stoke Park areas.
28. With regards to paragraph 4.3, local traffic does not always choose to use the strategic route – journeys towards Ipswich (particularly back to Great Blakenham) may use the B1113 instead.
29. The gravity model presented in paragraph 4.4 does not take account of journeys towards Ipswich, it also does not seem likely that the number of households/ population in the towns/ villages on the B1113 would be the main attractor of trips to/ from a residential development.
30. With regards to paragraph 4.8, the worst case, is all traffic from the development that uses the B1113 passing through Sproughton. It is accepted that even this level of traffic would be unlikely to have a severe impact on traffic conditions in Sproughton.

Conclusion

31. WSP still has some major concerns about the assessment contained in RGP's Transport Assessment. In particular, WSP requests that further details are provided regarding:
 - Traffic count data used;
 - Cumulative impact with Snoasis included as a committed development
 - Revised impact based on new traffic data and details of development related impacts on all key links and junctions set out in the TA para 1.2.11 and Plan 01
 - Further demonstration that the convenience store can be safely serviced by delivery and refuse vehicles;

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From: floods
Sent: 27 November 2014 11:11
To: Planning Admin
Subject: RE: Consultation on Planning Application 3310/14

Flood & Water Reply:-

General statement for all project "Drainage system to be in accordance with CIRA 697 sustainable drainage and including exceedance routes."

Regards

Jason Skilton
Flood & Water Engineer

Suffolk County Council
Endeavour House
8 Russell Rd
Ipswich
Suffolk
IP1 2BX

Tel 01473 260411
Fax 01473 216864
Email Jason.skilton@suffolk.gov.uk

From: planningadmin@midsuffolk.gov.uk [<mailto:planningadmin@midsuffolk.gov.uk>]
Sent: 03 November 2014 14:49
To: floods
Subject: Consultation on Planning Application 3310/14

Correspondence from MSDC Planning Services.

Location: Land Between Gipping & Bramford Road, Great Blakenham

Proposal: Erection of 270 dwellings comprising 110 x two-bedroom houses, 131 x 3 bedroom houses and 29 x 4 bedroom houses and associated garaging/car parking, landscaping, public open space, play areas and access to Bramford Road, together with the construction of a convenience store with 6 x two-bedroom flats above, associated parking and servicing areas on land at Hackneys Corner.

We have received an application on which we would like you to comment. A consultation letter is attached. To view details of the planning application online please click [here](#)

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We request your comments regarding this application and these should reach us within 21 days. Please make these online when viewing the application.

The planning policies that appear to be relevant to this case are GP1, NPPF, H17, CL8, RT12, CL9, Cor1, Cor2, Cor3, Cor4, Cor5, Cor6, Cor7, Cor9, CSFR-FC1, CSFR-FC1.1, CSFR-FC2, CSFR-FC3, SB2, H8, H13, H14, H15, H16, E6, S5, S7, S8, S10, T4, T9, T10, T11, RT1, RT5, RT14, SC6, which can

be found in detail in the Mid Suffolk Local Plan.

We look forward to receiving your comments.

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From: Jeff Horner
Sent: 03 December 2014 15:31
To: Michelle Lyon
Cc: Neil McManus; Peter Black; Jason Skilton
Subject: RE: 3310/14 land between Gipping and Bramford Road Great Blakenham

Dear Michelle

To clarify; the on-going issue regarding the commuted sums for the drainage relates to the main highway drainage system, which covers the residential part of the development. This is approved in principle and awaits acceptance of the commuted sums by Orbit.

The open space contains proposed highway assets with access to maintain by easement. SCC will not be adopting any part of the open space.

Therefore, the comments made by Jason will cover the whole site and the SuDS for the highway element should be covered by highways returned comments. SCC will only be adopting the highway drainage elements on the site and maintenance will be covered by our normal highway duties. As for the other elements, these will unfortunately be with Orbit or the individual house owner.

Regards

Jeff Horner
Flood & Water Manager

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Regards

Jeff Horner
Flood & Water Manager

Your ref: 3310/14
Our ref: Great Blakenham – Orbit Homes,
Blakenham Fields
Date: 18 November 2014
Enquiries to: Neil McManus
Tel: 01473 264121 or 07973 640625
Email: neil.mcmanus@suffolk.gov.uk

Mrs Michelle Lyon,
Mid Suffolk District Council
Council Offices,
131 High Street,
Needham Market,
Suffolk, IP6 8DL.

Dear Michelle,

Great Blakenham: Orbit Homes, Blakenham Fields 3310/14 – developer contributions

I refer to planning application reference 3310/14 for 270 dwellings at Great Blakenham. However, this must be considered in terms of planning application reference 3489/09 with associated S106A dated 23 December 2010 which inter alia granted permission for 350 dwellings at Great Blakenham. In overall terms this new application will see a total of 426 dwellings built at Blakenham Fields.

As part of pre-application discussions Orbit Homes and Mid Suffolk have undertaken wide and extensive community consultation, particularly around securing funding for community infrastructure to mitigate the impacts of the development. The existing S106A obligations were deemed necessary as serving a useful planning purpose by an Inspector and the Secretary of State following a lengthy public inquiry and therefore careful consideration must be given before a Deed of Variation is entered into.

The current permission under reference 3489/09 has a S106A dated 23 December 2010 which contains a number of obligations in favour of the county council. This permission has been implemented and some obligations have already paid, although Orbit Homes are in breach of a number of obligations (particularly transport) and are very close to triggering other obligations. In turn this legal agreement links with the approved (extant) planning permissions for SnOasis and the Railway Station. The district will need to carefully consider the knock-on consequences for SnOasis and the Railway Station if the existing S106A is varied in favour of Orbit Homes.

It is essential that any assessment of infrastructure requirements must be made against the whole scheme, part of which has already been implemented under permission 3489/09. The development must comply with the principles of delivering sustainable development as articulated in the NPPF. Mid Suffolk's Core Strategy Focused Review was adopted on 20 December 2012 and contains a number of references to delivering

sustainable development including infrastructure e.g. Strategic Objective S06, Policy FC 1 and Policy FC 1.1.

The National Planning Policy Framework (NPPF) in paragraph 204 sets out the requirements of planning obligations, which are that they must be:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and,
- c) Fairly and reasonably related in scale and kind to the development.

Please also refer to the adopted 'Section 106 Developers Guide to Infrastructure Contributions in Suffolk' which sets out the agreed approach to planning obligations with further information on education and other infrastructure matters in the topic papers. This can be viewed via the following webpage link <http://www.suffolk.gov.uk/business/planning-and-design-advice/planning-obligations/>

The county council also draws attention to the provisions of the Growth and Infrastructure Act 2013 (Section 7) which provides for applications to vary affordable housing requirement secured by planning obligation, where it is shown to make development of the site economically unviable. This indicates the implied flexibility that should be applied to affordable housing requirements, and which is also evident from appeal decisions – for example appeal reference 2184128 (dismissed), where 0% affordable housing was deemed acceptable, but inadequate funding for education provision was not.

Education matters

Refer to the NPPF paragraph 72 which states 'The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education'.

The NPPF at paragraph 38 states 'For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.'

Furthermore, it is the responsibility of SCC to ensure that there is sufficient local provision under the Childcare Act 2006. The Education Bill 2011 amended Section 7, introducing the statutory requirement for 15 hours free early years education for all disadvantaged 2 year olds. The current requirement is to ensure 15 hours per week of free provision over 38 weeks of the year for all 3 and 4 year-olds. The Education Bill 2011 amended Section 7, introducing the statutory requirement for 15 hours free early years education for all disadvantaged 2 year olds.

We would anticipate the following minimum (unless otherwise stated) pupil yields from a development of 426 dwellings, namely:

- Pre-school age range, 2, 3 & 4: up to 29 pupils.

- Primary school age range, 5 - 11: 99 pupils.
- Secondary school age range, 11 - 16: 63 pupils.
- Secondary school age range, 16+: 14 pupils.

For early years we would request a capital contribution of 29 places x £6,091 per place = £176,639 (2013/14 costs) to spend on enhancing existing local early years provision. In Bramford there is one pre-school which currently has 1 space available and no waiting list with an additional six 2 year olds eligible here from September 2014. In Great Blakenham there is no childcare provision at present. In Claydon there is one pre-school which currently has no surplus spaces available and no waiting list, with an additional six 2 year olds eligible here from September 2014. At both settings there are children attending who are unable to access their full 15 hours entitlement. This is usually due to sessions being full or spaces not being available at the sessions needed.

With regard to primary school provision the existing S106A contains provision for the transfer of a school site to the county council. However, after careful review with education colleagues we are prepared to remove the site requirement but only on the basis that the county council receives developer funding of £1,205,919 (99 places x £12,181 per place) to provide off-site additional classroom places & facilities at catchment schools.

Transport matters

Refer to the NPPF 'Section 4 Promoting sustainable transport', which reinforces the importance of a comprehensive, sustainable transport strategy for this major development. A comprehensive assessment of highways and transport issues will be required as part of the planning application. This will include travel plan, pedestrian & cycle provision, public transport, rights of way, air quality and highway provision (both on-site and off-site). Requirements will be dealt with via planning conditions and Section 106 as appropriate, and infrastructure delivered to adoptable standards via Section 38 and Section 278. This will be coordinated by Suffolk County Council FAO Peter Black.

Orbit Homes will need to undertake a transport assessment (TA).

Set out below is what is seen as the minimum sustainable transport requirements for the application, namely:

- A second access onto Bramford Road will be required.
- Upgrade the footway to shared use along Bramford Road as agreed.
- Complete the bus link to Chapel Lane with the agreed traffic lights, tank trap and parking restrictions.
- Provision of the junction improvements at Hackney's Corner as agreed with traffic lights and upgrade of footway to shared use on Bramford Road and Gipping Road.
- Provision of street lighting in Bramford Road and Gipping Road as agreed.
- Provision of the Village Centre.
- Travel plan measures.

Further consideration must be given to transport matters relating to SnOasis and the Railway Station, which are all captured in the existing S106A dated 23 December 2010.

Sustainable Drainage Systems

Refer to the NPPF 'Section 10 Meeting the challenges of climate change, flooding and coastal change'. It is anticipated that eventually the sustainable drainage provisions within the Flood and Water Management Act 2010 will be implemented, requiring most developments to seek drainage approval from the county council and/or its agent alongside planning consent. At this time, the county council and/or its agent will be expected to adopt and maintain Sustainable Approval Body approved systems for more than one property and a mechanism for funding this ongoing maintenance is expected to be introduced by the Government.

In the interim, developers are urged to utilise sustainable drainage systems (SuDS) wherever possible, with the aim of reducing flood risk to surrounding areas, improving water quality entering rivers and also providing biodiversity and amenity benefits. The National SuDS guidance will be used to determine whether drainage proposals are appropriate. Under certain circumstances the County Council may consider adopting SuDS ahead of the currently unknown implementation date and if this is the case would expect the cost of ongoing maintenance to be part of the Section 106 negotiation.

There are ongoing discussion between the applicant and SCC (Jeff Horner) to agree a drainage strategy for implementation.

Fire Service

Any fire hydrant issues will need to be covered by appropriate planning conditions. We would strongly recommend the installation of automatic fire sprinklers. The Suffolk Fire and Rescue Service requests that early consideration is given during the design stage of the development for both access for fire vehicles and the provisions of water for fire-fighting which will allow us to make final consultations at the planning stage.

Superfast broadband

SCC would recommend that all development is equipped with superfast broadband (fibre optic). This facilitates home working which has associated benefits for the transport network and also contributes to social inclusion. Direct access from a new development to the nearest BT exchange is required (not just tacking new provision on the end of the nearest line). This will bring the fibre optic closer to the home which will enable faster broadband speed. Refer to the NPPF paragraphs 42 – 43.

Environmental/Ecological matters

There may be issues to carefully consider and I have copied to Sue Hooton.

Legal costs

SCC will require an undertaking for the reimbursement of its own legal costs, whether or not the matter proceeds to completion.

The above information is time-limited for 6 months only from the date of this letter.

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I consider that the contributions requested are justified and satisfy the requirements of the NPPF and the CIL 122 Regulations.

Yours sincerely,



Neil McManus
Development Contributions Manager
Economy Skills & Environment Directorate

cc Neil Eaton, Suffolk County Council
Peter Black, Suffolk County Council
Jeff Horner, Suffolk County Council
Sue Hooton, Suffolk County Council

Michelle Lyon

From: Jenkins, Leigh <Leigh.Jenkins@suffolk.pnn.police.uk>
Sent: 26 February 2015 11:05
To: Michelle Lyon
Subject: Police Contributions : 3310/14

Michelle,

I have re visited the figures for the proposed development, based on population growth that includes dwellings built and those proposed in the next stage, and you'll see that this would still necessitate the funding for a PCSO (even when considering that a PC was funded in the first phase). The Constabulary has sought to reduce costs by requesting funding for a PCSO, and not an police officer, reducing costs by around £50,000.

The justification for ANPR and a vehicle are increased, as a result of the premises on site no longer being sought (with staff working from the Needham, and travelling into the area of the development).

From our conversation it's appreciated that funding from the site for developer contributions will not facilitate all requests, that those applying for funding will need to revise the level of funding being applied for. The Constabulary is more than happy to meet with SCDC and discuss how policing and community safety needs can be addressed in the most cost effective manner.

The following table shows the current staffing levels for MSDC based on a population of 97,973, the area of the proposed GB development.

Staff Type	Current Staffing Level	Increased Staffing Level (NC growth of 1,037 population)
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SNT Officers	14	0.15
SNT PCSOs	18	0.19
Response Officers	37	0.39
Other Officers Prorated (inc CID and other specialist teams)	51	0.53
Police Staff for MSDC Suffolk Pro rated	101	1.07

Officers and Staff Set-up Costs

Additional Officers	Approx Set-up Cost per Officer	Pro rata requirement for 1 officers
Recruitment	£1,060	£1,060
Training	£4,400	£4,400
Uniform & Personal equipment	£940	£940
Standard equipment (ICT)	£1,642	£1,642

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and furniture)		
Total costs	£8,042	£8,042

Additional central support services	Approx Set up cost per member of staff	Pro rata requirement for 1 staff
Recruitment	£1,060	£1,060
Standard equipment (ICT and furniture)	£1,642	£1,642
Total costs	£2,702	£2,702

Source of tables shown in Appendix One: SC Finance/HR and ICT

The costs shown above are reflective of the costs as at the time of this paper being submitted, these are however subject to change and will be recalculated at the point of planning permission being submitted.

Happy to discuss anything raised in the above, or additional requirements.

Regards,

Leigh Jenkins

Business Liaison Manager

Finance Department

Suffolk Constabulary

Police Headquarters, Martlesham Heath

Ipswich, Suffolk, IP5 3QS

Tel: 01473-782725

Fax: 01473-613851

This e-mail carries a disclaimer

Go here to view [Suffolk Constabulary Disclaimer](#)

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From: Jenkins, Leigh [<mailto:Leigh.Jenkins@suffolk.pnn.police.uk>]
Sent: 18 February 2015 16:05
To: Michelle Lyon
Subject: Planning Application 3310/14

Michelle,

Good to have a chat the other day, hopefully our conversation helped to clarify some of the outstanding issues, the key points that needed addressing are set out below:

- Funding for the Initial resource expires in June 2015, so there will be no overlap with the initial funding secured through the original planning application and commencement of the new resource. Initial funding was for an Officer, whilst funding being sought through the revised application is for a Police Community Support Officer, hence the reduction in cost. The PCSO would be stationed at the nearest Safer Neighbourhood Team to the development, which is Needham.
- The £20,750 funding for a vehicle would equip a Focus for SNT/Response requirements, which would be dedicated to the SNT where the funded PCSO would be stationed. Due to the nature of police vehicles, modification is required and this cost has been included.
- The police use cameras as an integral part of a national infrastructure of cameras that assist law enforcement agencies, and these are sited at various locations. These help the police in the prevention, detection or disruption of the crime, with the additional benefit of protecting vulnerable persons. Due to the sensitive nature of ANPR, it is not possible to go into depth as to the existing network used by the Constabulary.

Ensuring the appropriate level of policing and community safety for a development, be this for the existing or emerging community, is paramount and something that all key community stakeholders have a vested interest in securing.

Whilst it is acknowledged that a development needs to be economically viable, and where appropriate the requests for developer contributions will need to reflect this and so may result in a reduction in what is being requested, policing needs to be considered at the same level as others i.e. Health, Education.

It is acknowledged that traditionally policing is not always considered a recipient of funding through the planning process. However, as stated in the business case submitted, from a planning perspective policing needs to be considered as an equal with other key community stakeholders.

On the back of our recent conversation, I will revisit the figures and base calculation on 432 dwellings (of which 156 will have been built in the first phase). Once you've received these revised figures, we can arrange to meet up and go through them in detail.

I look forward to meeting and progress this area.

Regards,

Leigh Jenkins

Business Liaison Manager

Finance Department

Suffolk Constabulary

Police Headquarters, Martlesham Heath

Ipswich, Suffolk, IP5 3QS