

Resource Management
Bury Resource Centre
Hollow Road
Bury St Edmunds
Suffolk
IP32 7AY

Philip Isbell
Corporate Manager - Development Manager
Planning Services
Mid Suffolk District Council
131 High Street
Needham Market
Ipswich IP6 8DL

Enquiries to: Rachael Abraham
Direct Line: 01284 741232
Email: Rachael.abraham@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: 2016_4455
Date: 2 December 2016

For the Attention of Kathryn Oelman

Dear Mr Isbell

**Planning Application 4455/16-- Land to the south of Union Road, Onehouse:
Archaeology**

This large site lies in an area of archaeological importance recorded in the County Historic Environment Record. A field walking and metal detecting survey of the site detected several prehistoric, Roman and medieval finds (ONS 007 and SKT 009) and archaeological investigations at the northern end of Chilton Leys have uncovered extensive occupation remains of prehistoric, Roman, Saxon and medieval date, including kilns, ovens, a Saxon cemetery and a medieval moated site (HGH 052). The development site is also located in an area which is topographically favourable for early occupation, overlooking the Rattlesden River and on a south facing slope. As a result, this location has good potential for the discovery of important hitherto unknown archaeological sites and features in view of its proximity to known remains. The proposed works would cause significant ground disturbance that has potential to damage any archaeological deposits and below ground heritage assets that exist.

Given the high potential, lack of previous investigation and large size of the proposed development area, I recommend that, in order to establish the full archaeological implications of this area and the suitability of the site for the development, the applicant should be required to provide for an archaeological evaluation of the site prior to the determination of this application, to allow for preservation *in situ* of any sites of national importance that might be defined (and which are still currently unknown). This large area cannot be assessed or approved in our view until a full archaeological evaluation has been undertaken, and the results of this work will enable us to accurately quantify the archaeological resource (both in quality and extent). This is in accordance with paragraphs 128 and 129 of the National Planning Policy Framework as is consistent with the advice provided to the applicant during pre-application consultations.

Decisions on the suitability of the site, and also the need for, and scope of, any further work should there be any below-ground archaeological finds of significance, will be based upon the results of the evaluation.

In this case, a trial trenched archaeological evaluation will be required to establish the potential of the site. The results of the evaluation must be presented with any application submitted for the site, along with a detailed strategy for further investigation and appropriate mitigation. The results should inform the development to ensure preservation *in situ* of any previously unknown nationally important archaeological remains within the development area.

The Conservation Team of the Suffolk County Council Archaeological Service would be pleased to offer guidance on the archaeological work required and will, on request, provide a brief for each stage of the archaeological investigation. Please see our website for further information on procedures and costs: <http://www.suffolk.gov.uk/archaeology>

Please do get in touch if there is anything that you would like to discuss or you require any further information.

Yours sincerely,

Rachael Abraham

Senior Archaeological Officer
Conservation Team



Historic England

EAST OF ENGLAND OFFICE

Ms Kathryn Oelman
Mid Suffolk District

Direct Dial: 01223 582738

Our ref: P00540032

05 December 2016

Dear Ms Oelman

**Arrangements for Handling Heritage Applications Direction 2015 &
T&CP (Development Management Procedure) (England) Order 2015**

**LAND TO THE SOUTH OF UNION ROAD, ONEHOUSE, SUFFOLK, IP14 3EH.
Application No 4455/16**

Thank you for your letter of 29 November 2016 notifying Historic England of the application for listed building consent/planning permission relating to the above site. On the basis of the information provided, **we do not consider that it is necessary for this application to be notified to Historic England** under the relevant statutory provisions, details of which are enclosed.

If you consider that this application does fall within one of the relevant categories, or if there are other reasons for seeking the advice of Historic England, we would be grateful if you could explain your request. Please do not hesitate to telephone me if you would like to discuss this application or the notification procedures in general.

We will retain the application for four weeks from the date of this letter. Thereafter we will dispose of the papers if we do not hear from you.

Yours sincerely

Clare Campbell

Principal Inspector of Historic Buildings and Areas

E-mail: clare.campbell@HistoricEngland.org.uk

Enclosure: List of applications requiring consultation with and notification to Historic England



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk





Planning and Listed Building Consent applications requiring consultation with and notification to Historic England (the Historic Buildings and Monuments Commission for England) April 2015

Applications for planning permission

Historic England must be consulted or notified (see note 1) of the following planning applications by virtue of the following provisions:

Consultation:

Development which in the opinion of the local planning authority falls within these categories:

- P1 Development of land involving the demolition, in whole or in part, or the material alteration of a listed building which is classified as Grade I or II*
- P2 Development likely to affect the site of a scheduled monument
- P3 Development likely to affect any battlefield or a Grade I or II* park or garden of special historic interest which is registered in accordance with section 8C of the Historic Buildings and Ancient Monuments Act 1953

Basis for this - Town and Country Planning (Development Management Procedure) (England) Order 2015 - article 18 and Schedule 4.

- P4 Development likely to affect certain strategically important views in London

Basis for this - Secretary of State for Communities and Local Government Directions relating to Protected Vistas 2012

Notification:

Development which the local authority (or Secretary of State) think would affect:

- P5 The setting of a Grade I or II* listed building; or
- P6 The character or appearance of a conservation area where
 - i) the development involves the erection of a new building or the extension of an existing building; and
 - ii) the area of land in respect of which the application is made is more than 1,000 square metres

Basis for this - Planning (Listed Buildings and Conservation Areas) Regulations 1990 - regulation 5A (as amended by The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015

- P7 Local authority/ies own applications for planning permission for relevant demolition in conservation areas. (see note 2)

Basis for this - Town and Country Planning General Regulations 1992 (as amended by the Town and Country Planning General (Amendment) (England) Regulations 2015

Note 1: There is a difference between Consultation and Notification. When LPAs consult on applications, there is a duty to provide a substantive response to the LPA within 21 days. A notification from the LPA is to enable representations to be made if we so wish, and to respond within 21 days. Historic England does not make a distinction in its handling of advice work.





Applications for listed building consent

Historic England must be notified of the following applications for listed building consent by virtue of the following provisions:

Notification:

- L1 For works in respect of any Grade I or II* listed building; and
- L2 For relevant works in respect of any grade II (unstarred) listed building

(relevant works means:

- i) works for the demolition of any principal building (see note 3);
- ii) works for the alteration of any principal building which comprise or include the demolition of a principal external wall of the principal building; or
- iii) works for the alteration of any principal building which comprises or includes the demolition of all or a substantial part of the interior of the principal building.

For the purposes of sub paragraphs ii) and iii) above:

- a) a proposal to retain less than 50% of the surface area of that part of a principal building represented on any elevation (ascertained by external measurement on a vertical plan, including the vertical plane of any roof) is treated as a proposal for the demolition of a principal external wall;
- b) a proposal to demolish any principal internal element of the structure including any staircase, load bearing wall, floor structure or roof structure is treated as a proposal for the demolition of a substantial part of the interior.)

- L3 Decisions taken by the local planning authorities on these applications

Basis for this - Arrangements for handling heritage applications - Notification to Historic England and National Amenity Societies and the Secretary of State (England) Direction 2015 - made under section 12, 15 (1) and (5) of the Planning (Listed Buildings and Conservation Areas) Act 1990

Historic England
15 April 2015

Note 2: Relevant demolition is defined in section 196D of the Town and Country Planning Act 1990 as "demolition of a building that is situated in a conservation area in England and is not a building to which section 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990 does not apply by virtue of s75 of that Act (listed buildings, certain ecclesiastical buildings, scheduled monuments and buildings described in a direction of the Secretary of State under that section.)

Note 3: "principal building" means a building shown on the list compiled under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and includes (unless the list entry indicates otherwise) any object or structure fixed to that building, but does not include any curtilage building.



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk



From: David Pizzey
Sent: 06 December 2016 11:45
To: Kathryn Oelman
Cc: Planning Admin
Subject: 4455/16 Land to the south of union Road, Onehouse.

Kathryn

I have no objection to this proposal subject to it being undertaken in accordance with the protection measures outlined in the accompanying arboricultural report. Whilst a small number of trees are proposed for removal these are generally of limited amenity value and their loss will not have a significant impact on the character of the local area.

Regards

David

David Pizzey
Arboricultural Officer
Hadleigh office: 01473 826662
Needham Market office: 01449 724555
david.pizzey@baberghmidsuffolk.gov.uk
www.babergh.gov.uk and www.midsuffolk.gov.uk
Babergh and Mid Suffolk District Councils - Working Together

From: DIO SEE-EPS SG3a1 (Roberts, Jillian Mrs) [mailto:DIOSEE-EPSSG3a1@mod.uk]
Sent: 08 December 2016 08:23
To: Planning Admin
Subject: 10038006- 4455/16 Land to the south of Union Raod Onehouse 1P14 3EH

FTO Kathryn Oelman

Your Ref: 4455/16
DIO ref: 10038006
Proposal: Erection of 300 dwellings, access, internal roads, garages, fence, walls, parking, landscaping, public open space, ecological enhancement works, draining infrastructure and associated works
Location: Land to the south of Union Road, Onehouse 1P14 3EH

Good morning Kathryn

This consultation in regard to a proposal for 300 dwellings with associated infrastructure and SUDs. The site is located on an agriculture field on the outskirts of Stowmarket, 7km North from RAF Wattisham.

The proposed drainage scheme for the site includes the use of three attenuation basins along the southern edge of the development. The maximum depth of water in these basins will be 1.6m and the basins will be adopted and maintained by Anglian Water.

If they have permanent open water then the SUDs attenuation basins in this development have the potential to attract and support hazardous waterfowl, potentially increasing the populations and flightlines in the vicinity of RAF Wattisham.

Therefore the MOD request further details regarding the attenuation basins, in particular whether they are expected to be normally dry or to usually contain water, the proposed planting, details of draw down times and of any fencing.

Looking forward to hearing from you

Jill Roberts
Assistant Safeguarding Officer - Environment & Planning Support – Safeguarding
DIO Safety Environment & Engineering
Defence Infrastructure Organisation
Kingston Road, Sutton Coldfield, West Midlands, B75 7RL

MOD telephone: 94421 3818 | **Telephone:** 0121 311 3818 | **Fax:** 0121 311 2218 | **Email:** DIOSEE-EPSSG1@mod.uk |

Website: <https://www.gov.uk/government/publications/wind-farms-ministry-of-defence-safeguarding>

From: RM PROW Planning
Sent: 13 December 2016 16:31
To: Planning Admin
Cc: Sharon Berry (MSDC); Kevin Verlander; wlusty@savills.com; Luke Barber
Subject: RE: Consultation on Planning Application 4455/16

Our Ref: W420/022/ROW857/16

For The Attention of: Kathryn Oelman

Public Rights of Way Response

Thank you for your consultation concerning the above application.

This response deals only with the onsite protection of affected PROW, and does not prejudice any further response from Rights of Way and Access. As a result of anticipated increased use of the public rights of way in the vicinity of the development, SCC may be seeking a contribution for improvements to the network. These requirements will be submitted with Highways Development Management response in due course.

Government guidance considers that the effect of development on a public right of way is a material consideration in the determination of applications for planning permission and local planning authorities should ensure that the potential consequences are taken into account whenever such applications are considered (Rights of Way Circular 1/09 – Defra October 2009, para 7.2) and that public rights of way should be protected.

Public Footpath 22 is recorded through the proposed development area, we comment as follows:

Previously this service requested the upgrade of the public footpath to bridleway status with a 3m width, as part of these works, which will legally permit walking and cycling, as well as equestrian use along the route. This will feed in to the bridleway network north of Union Road. This requirement is still relevant.

The realignment of the southern section of FP22 will require a legal order.

We have no objection to the proposed ramp providing visibility is good. The surface of which should be unsealed and non-slip.

We have no objection to this proposal.

Informative Notes:

Please note that the granting of planning permission is separate to any consents that may be required in relation to Public Rights of Way.

Nothing should be done to stop up or divert the Public Right of Way without following the due legal process including confirmation of any orders and the provision of any

new path. In order to avoid delays with the application this should be considered at an early opportunity.

The alignment, width, and condition of Public Rights of Way providing for their safe and convenient use shall remain unaffected by the development unless otherwise agreed in writing by the Rights of Way & Access Team.

Nothing in this decision notice shall be taken as granting consent for alterations to Public Rights of Way without the due legal process being followed. Details of the process can be obtained from the Rights of Way & Access Team.

"Public Rights of Way Planning Application Response - Applicant Responsibility" and a digital plot showing the definitive alignment of the route as near as can be ascertained; which is for information only and is not to be scaled from, is attached for the applicant.

Regards

Jackie Gillis
Green Access Officer
Access Development Team
Rights of Way and Access
Resource Management, Suffolk County Council
Endeavour House (Floor 5, Block 1), 8 Russell Road, Ipswich, IP1 2BX

<http://publicrightsofway.onesuffolk.net/> | [Report A Public Right of Way Problem Here](#)

For great ideas on visiting Suffolk's countryside visit www.discoversuffolk.org.uk

From: planningadmin@midsuffolk.gov.uk [mailto:planningadmin@midsuffolk.gov.uk]
Sent: 29 November 2016 12:41
To: RM PROW Planning <PROWplanning@suffolk.gov.uk>
Subject: Consultation on Planning Application 4455/16

Correspondence from MSDC Planning Services.

Location: Land to the south of Union Road, Onehouse IP14 3EH

Proposal: Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works

Midlands and East (East)
Swift House
Hedgerows Business Park
Colchester Road
Chelmsford
Essex CM2 5PF
Tel: 0113 824 9111
Email: kerryharding@nhs.net

Our Ref: NHSE/MIDS/16/4455/KH

Your Ref: 4455/16

Planning Services
Mid Suffolk District Council
Council Offices
131 High Street
Needham Market, IP6 8DL

14 December 2016

Dear Sir / Madam

Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works.

Land to the south of Union Road, Onehouse, Stowmarket, IP14 3EH

1.0 Introduction

- 1.1 Thank you for consulting NHS England on the above full planning application.
- 1.2 I refer to the above planning application and advise that, further to a review of the applicants' submission the following comments are with regard to the primary healthcare provision on behalf of NHS England Midlands and East (East) (NHS England), incorporating Ipswich and East Suffolk Clinical Commissioning Group (CCG).

2.0 Existing Healthcare Position Proximate to the Planning Application Site

- 2.1 The proposed development is likely to have an impact on the services of 2 GP practices operating within the vicinity of the application site. The GP Practices do not have capacity for the additional growth resulting from this development.
- 2.2 The proposed development will be likely to have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. NHS England would therefore expect these impacts to be fully assessed and mitigated.

3.0 Review of Planning Application

- 3.1 The planning application does not appear to include a Health Impact Assessment (HIA) however, the planning statement recognises that a capital contribution may be required to mitigate the primary healthcare impacts arising from the proposed development.
- 3.2 NHS England notes that this proposed development is allocated as a strategic site and therefore CIL funding will not be obtained. Therefore, any mitigation required will need to be secured through a Section 106 planning obligation.
- 3.3 A Healthcare Impact Assessment (HIA) has been prepared by NHS England to provide the basis for a developer contribution towards capital funding to increase capacity within the GP Catchment Area.

4.0 **Assessment of Development Impact on Existing Healthcare Provision**

4.1 The existing GP practices do not have capacity to accommodate the additional growth resulting from the proposed development. The proposed development could generate approximately 720 residents and subsequently increase demand upon existing constrained services.

4.2 The primary healthcare services within a 2km radius of the proposed development and the current capacity position is shown in Table 1.

Table 1: Summary of position for primary healthcare services within a 2km radius (or closest to) the proposed development

Premises	Weighted List Size ¹	NIA (m ²) ²	Capacity ³	Spare Capacity (NIA m ²) ⁴
Stow Health	17,389	1000.00	14,583	-192.39
Combs Ford Surgery	8,450	378.50	5,520	-200.93
Total	25,839	1,378.50	20,103	-393.32

Notes:

1. The weighted list size of the GP Practice based on the Carr-Hill formula, this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list.
2. Current Net Internal Area occupied by the Practice
3. Based on 120m² per GP (with an optimal list size of 1750 patients) as set out in the NHSE approved business case incorporating DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"
4. Based on existing weighted list size

4.3 The development would have an impact on primary healthcare provision in the area and its implications, if unmitigated, would be unsustainable. The proposed development must therefore, in order to be considered under the 'presumption in favour of sustainable development' advocated in the National Planning Policy Framework, provide appropriate levels of mitigation.

5.0 **Healthcare Needs Arising From the Proposed Development**

5.1 The intention of NHS England is to promote Primary Healthcare Hubs with co-ordinated mixed professionals. This is encapsulated in the strategy document: The NHS Five Year Forward View.

5.2 The development would give rise to a need for improvements to capacity, in line with emerging CCG Estates Strategy; this would not be by way of site specific infrastructure, but in the form of reconfiguration and refurbishment at Stow Health; a proportion of the cost of which would need to be met by the developer. Monies are required to improve capacity at existing facility Stow Health, to further develop it as a sustainable primary care hub, including increasing the number of community services thus reducing the need for patients to attend hospital.

5.3 Table 2 below provides the Capital Cost Calculation of additional primary healthcare services arising from the development proposal.

Table 2: Capital Cost calculation of additional primary healthcare services arising from the development proposal

Premises	Additional Population Growth (300 dwellings) ⁵	Additional floorspace required to meet growth (m ²) ⁶	Spare Capacity (NIA) ⁷	Capital required to create additional floor space (£)

Stow Health	720	49.37	-192.39	113,551
Total	720	49.37	-192.39	£113,551

Notes:

5. Calculated using the Mid Suffolk District average household size of 2.4 taken from the 2011 Census: Rooms, bedrooms and central heating, local authorities in England and Wales (rounded to the nearest whole number).
 6. Based on 120m² per GP (with an optimal list size of 1750 patients) as set out in the NHSE approved business case incorporating DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"
 7. Existing capacity within premises as shown in Table 1.
 8. Based on standard m² cost multiplier for primary healthcare in the East Anglia Region from the BCIS Public Sector Q3 2015 price & cost Index, adjusted for professional fees, fit out and contingencies budget (£2,300/m²), rounded to nearest £100.
- 5.4 A developer contribution will be required to mitigate the impacts of this proposal. NHS England calculates the level of contribution required, in this instance to be **£113,551**. Payment should be made before the development commences.
- 5.5 NHS England notes that this proposed development is allocated as a strategic site and therefore CIL funding will not be obtained. NHS England therefore requests that this sum be secured in the form of a section 106 obligation linked to any grant of planning permission.

6.0 Conclusions

- 6.1 In its capacity as the primary healthcare commissioner, NHS England has identified that the development will give rise to a need for additional primary healthcare provision to mitigate impacts arising from the development.
- 6.2 The capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth generated by this development.
- 6.3 Assuming the above is considered in conjunction with the current application process, NHS England would not wish to raise an objection to the proposed development. Otherwise the Local Planning Authority may wish to review the development's sustainability if such impacts are not satisfactorily mitigated.
- 6.4 The terms set out above are those that NHS England deem appropriate having regard to the formulated needs arising from the development.
- 6.5 NHS England is satisfied that the basis and value of the developer contribution sought is consistent with the policy and tests for imposing planning obligations set out in the NPPF.
- 6.6 NHS England and the CCG look forward to working with the applicant and the Council to satisfactorily address the issues raised in this consultation response and would appreciate acknowledgement of the safe receipt of this letter.

Yours faithfully



Kerry Harding
Estates Advisor

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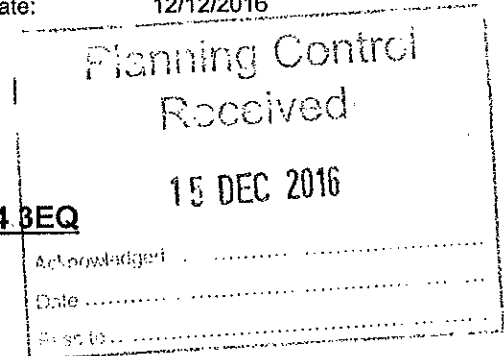
Suffolk Fire and Rescue Service

Mid Suffolk District Council
Planning Department
131 High Street
Needham Market
Ipswich
IP6 8DL

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref: 4455/16 +S106
Our Ref: FS/F221360
Enquiries to: Angela Kempen
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 12/12/2016



Dear Sirs

Land to the south of Union Road, Stowmarket IP14 3EQ
Planning Application No: 4455/16 + S106

I refer to the above application.

The plans have been inspected by the Water Officer who has the following comments to make.

Access and Fire Fighting Facilities

Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations Approved Document B, (Fire Safety), 2006 Edition, incorporating 2010 and 2013 amendments Volume 1 - Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of buildings other than dwelling houses. These requirements may be satisfied with other equivalent standards relating to access for fire fighting, in which case those standards should be quoted in correspondence.

Suffolk Fire and Rescue Service also requires a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Approved Document B, 2006 Edition, incorporating 2010 and 2013 amendments.

Water Supplies

Suffolk Fire and Rescue Service recommends that fire hydrants be installed within this development on a suitable route for laying hose, i.e. avoiding obstructions. However, it is not possible at this time to determine the number of fire hydrants required for fire fighting purposes. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies.

Continued/

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Suffolk Fire and Rescue Service recommends that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system. (Please see sprinkler information enclosed with this letter).

Consultation should be made with the Water Authorities to determine flow rates in all cases.

Should you need any further advice or information on access and fire fighting facilities, you are advised to contact your local Building Control in the first instance. For further advice and information regarding water supplies, please contact the Water Officer at the above headquarters.

Yours faithfully



Mrs A Kempen
Water Officer

Enc: PDL1

Copy: Mr W Lusty, Savills Ltd, Unex House, 132-134 Hills Road, Cambridge
CB2 8PA

Enc: Sprinkler information

Planningcontributions.admin@suffolk.gov.uk

Consultee Comments for application 4455/16

Application Summary

Application Number: 4455/16

Address: Land to the south of Union Road, Onehouse IP14 3EH

Proposal: Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works

Case Officer: Kathryn Oelman

Consultee Details

Name: Mrs Peggy Fuller

Address: [REDACTED]

Email: [REDACTED]

On Behalf Of: Onehouse Parish Clerk

Comments

Onehouse Parish Council objects to the proposals for 300 houses on land south of Union Road.

The current Stowmarket Area Action Plan adopted in 2013 identifies many primary sites that could give up to 1800 extra dwellings that have yet to be developed and therefore it is not necessary to bring a reserved site into development at this time.

All brownfield sites in the area should be developed before greenfield sites are used.

There will be a loss of good quality agricultural land.

There will be a vast increase of traffic movement along Union Road and with only one way to access the A14 will cause massive congestion during peak hours.

It is likely that with this amount of traffic many vehicles will travel west along Union Road and through the village of Onehouse to gain access to the westbound A14 at Woolpit. This will have a massive impact on the village and road safety.

Vehicles will also access Starhouse Lane to gain access to the A14 Eastbound which is totally unsuitable for this use.

Concerns are expressed regarding road safety for cyclists and pedestrians. Whilst provision has been made for a footway by the development there is nothing further towards Onehouse and no cyclepath in either direction included in plans.

Stowmarket town centre, already gridlocked at certain times of the day will come to a standstill, particularly at the Tavern Street crossroads and along Gipping Way. The junction of Onehouse Road, Finborough Road and Recreation Road cannot cope with the current weight of traffic without the increase in vehicles from this proposed development and also Chilton Leys currently under construction.

Within the Transport Assessment 3.18 it states that the Chilton Leys development is all but complete. This is utter nonsense; phase 2 has not begun to be built.

Current Health infrastructure is inadequate with Combs Ford Surgery having closed its books to new patients and Stowhealth becoming difficult too.

Educational provision is insufficient with some schools already with waiting lists. Whilst there is likely to be a new primary school built within the current plans at Chilton Leys (but construction is a considerable way in the future), no provision has been made for secondary education.

The proposal only includes 20% affordable housing. MSDC policy is for 35% and this should be maintained for this development.

Drainage: at present Starhouse Lane regularly adds to flooding problems on B1115 following heavy rain, as water runs down Starhouse Lane and on the field where development is proposed. Development on the site will compound the water run off on the road, which breaks down the surface and banks of Starhouse Lane as the water will not be able to soak away in the developed land.



Developments Affecting Trunk Roads and Special Roads
Highways England Planning Response (HEPR 16-01)
Formal Recommendation to an Application for Planning Permission

From: Martin Fellows
Operations (East)
planningee@highwaysengland.co.uk

To: Mid Suffolk District Council

CC: growthandplanning@highwaysengland.co.uk

Council's Reference: 4455/16

Referring to the planning application referenced above, dated 30 November 2016, application for the erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works, Land to the south of Union Road Onehouse IP14 3EH, notice is hereby given that Highways England's formal recommendation is that we:

- a) offer no objection;
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B ~~is~~ is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

Signature:



Date: 19 December 2016

Name: David Abbott

Position: Asset Manager

Highways England:

Woodlands, Manton Lane

Bedford MK41 7LW

david.abbott@highwaysengland.co.uk

From: Philip Raiswell [mailto:Philip.Raiswell@sportengland.org]
Sent: 19 December 2016 15:59
To: Planning Admin
Subject: App Ref: 4455/16 - Land South of Union Road, Stowmarket IP14 3EQ

Sport England Ref: E/MS/2016/44186/N

FAO Kathryn Oelman

Dear Kathryn,

Thank you for consulting Sport England on the above application.

Summary: Sport England OBJECTS to this application as it fails to make any provision for formal indoor or outdoor sport, either through on-site provision or contributions to enhance off-site facilities to meet the demand generated by the proposed development.

Sport England – Non Statutory Role and Policy

The Government, within their Planning Practice Guidance (Open Space, Sports and Recreation Facilities Section) advises Local Planning Authorities to consult Sport England on a wide range of applications.

<http://planningguidance.planningportal.gov.uk/blog/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space/open-space-sports-and-recreation-facilities/>

This application falls within the scope of the above guidance as it relates to: *(insert relevant application type from DCLG guidance)*

Sport England assesses this type of application in line with its planning objectives and with the National Planning Policy Framework (NPPF). Sport England's planning objectives are to PROTECT existing facilities, ENHANCE the quality, accessibility and management of existing facilities, and to PROVIDE new facilities to meet demand. Further information on Sport England's planning objectives can be found here:

<http://www.sportengland.org/facilities-planning/planning-for-sport/aims-and-objectives/>

The occupiers of new development, especially residential, will generate demand for sporting provision. The existing provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Therefore, Sport England considers that new developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site. The level and nature of any provision should be informed by a robust evidence base such as an up to date Sports Facilities Strategy, Playing Pitch Strategy or other relevant needs assessment.

The Proposal and Assessment against Sport England's Objectives and the NPPF

The population of the proposed development is estimated to be 720 (300 x 2.4 persons per household). This additional population will generate additional demand for sports facilities. If this demand is not adequately met then it may place additional pressure on existing sports facilities, thereby creating deficiencies in facility provision. In accordance with the NPPF, Sport England seeks to ensure that the development meets any new sports facility needs arising as a result of the development.

You may be aware that Sport England's Sports Facilities Calculator (SFC) can help to provide an indication of the likely demand that will be generated by a development for certain facility types. The SFC indicates that a population of 720 in this local authority area will generate a demand for 0.19 sports hall (pro-rata cost £102,728), 7.42m² water space (pro-rata cost £125,621) and 0.02 artificial grass pitch (pro-rata cost £16,591). These levels of demand do not justify on-site provision, but this demand will be transferred to other facilities in the locality, therefore it is reasonable to secure a financial contribution to secure quantitative/qualitative enhancements to existing facilities to

In addition, the proposal does not make any on-site provision for formal outdoor sport, nor is there any reference to contributions being secured via s106 for off-site qualitative or quantitative improvements to existing sites for outdoor sport, in order to meet demand generated by this development.

Sport England would reconsider our position if the specified Section 106 obligations (Para. 5.4 of the Planning Statement) were widened to include a contribution towards off-site indoor/outdoor sport, in line with Policy CS6 of the adopted Core Strategy.

Sport England, in conjunction with Public Health England, has produced 'Active Design' (October 2015), a guide to planning new developments that create the right environment to help people get more active, more often in the interests of health and wellbeing. The guidance sets out ten key principles for ensuring new developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government's desire for the planning system to promote healthy communities through good urban design. Sport England would commend the use of the guidance in the master planning process for new residential developments. The document can be downloaded via the following link:

<http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/>

Conclusion

In light of the above, Sport England wishes to **object** to this application as it is not considered that the proposal makes any provision, either on-site or off-site, for formal outdoor/indoor community sport. The proposal therefore does not satisfy Sport England's planning policy objectives, or Para 73 of the NPPF.

We would be grateful if you would advise us of the outcome of the application by forwarding a copy of the decision notice.

Yours sincerely,

Philip Raiswell
Planning Manager

T: 020 7273 1824

M: 07769 741165

F: 020 7273 1981

E: Philip.Raiswell@sportengland.org



Consultation Response Pro forma

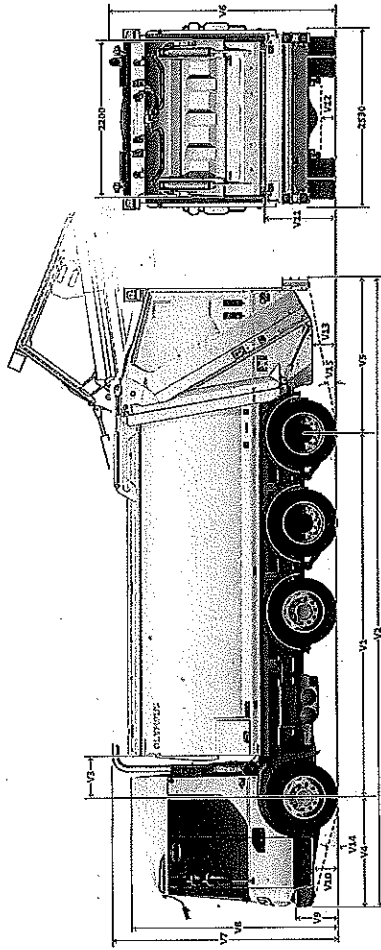
1	Application Number	4455/16	
2	Date of Response	19/12/2017	
3	Responding Officer	Name:	Hannah Bridges
		Job Title:	Waste Management Officer
		Responding on behalf of...	Waste Services
4	Recommendation (please delete those N/A) Note: This section must be completed before the response is sent. The recommendation should be based on the information submitted with the application.	No objection subject to condition	
5	Discussion Please outline the reasons/rationale behind how you have formed the recommendation. Please refer to any guidance, policy or material considerations that have informed your recommendation.	Please ensure that all properties have a unique bin collection point that are close to each property and nearest to the public high way as possible, plot/number 159 is missing. On the shared access and private drives please make sure that the road surfaces are suitable for a 32 tonne refuse vehicle to manoeuvre on and that they will take the weight of the vehicle. Shingle tar and block paving may get damage when driven on by a dustcart. I have attached the vehicle specification for a Dennis Eagle 32 tonne dustcart which is the vehicle we use to make collections, can you ensure that the vehicle can access all the roads with as the turning circle of the vehicle is 24metres.	
6	Amendments, Clarification or Additional Information Required (if holding objection) If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate		
7	Recommended conditions	Please ensure that the points in the discussion are met.	

Please note that this form can be submitted electronically on the Councils website. Comments submitted on the website will not be acknowledged but you can check whether they have been received by reviewing comments on the website under the application reference number. Please note that the completed form will be posted on the Councils website and available to view by the public.

OLYMPUS - 8x4MS Wide - Smooth Body RCV

Elite 6 - 8x4MS Wide Track

Euro 6 SPECIFICATIONS



Vehicle model	OL-27M/8x4MS
Compaction body type - effective volume(s)	Olympus 27M (26.5 m ³)
Elite chassis type	8x4MS (Mid Steer) Wide Track
GVW (Gross Vehicle Weight)	32000
Front axle related weight	8000
Rear axle/body plates weight	24000
Recycling box type	-
Recycling box type (Capacity m ³)	-
V1 Overall width base	6400
Turning circle - overall (meters)	24 meters up to width
Vehicle unladen weight**	18800
V2 Overall length	10290
V3 Front axle to front of compaction body	1870
V4 Front overhang	650
V5 Rear overhang - cab tilted	1865
V6 Overall height	3485
V7 Height at exhaust tip - nominal	2225
V8 Cab roof height	3085
V9 Cab roof height - cabs tilted	3450
V10 First cab step height from ground	500
V11 Rave rail height	3500
V12 Ground clearance at lowest part of vehicle	3130
V13 Ground clearance - tailgate	3690
V14 Approach angle	825 Driver side, 885 Passenger side
V15 Departure angle	485
	1050
	435
	15.5°
	15°

(**) Typical rear mounted lifting device equipment will add up to 1200 kg.

(***) Turning circle shown is for best case.

(*) Excludes front view mirror which adds approx. 230 mm

NOTE: Unless otherwise stated, all dimensions are nominal, in mm and represent an unladen vehicle without a lifting device and fitted with standard tyres. Tyre deflection is not included. All specifications are subject to manufacturer's standard conditions. Dimensions are in millimeters. Additional equipment may alter weights. All weights include oil and water, and on diesel fueled vehicles, add 80 litres of fuel. Additional equipment may alter dimensions and weights quoted.



Ms K Oelman
Mid Suffolk District Council
131 High Street
Needham Market
Suffolk
IP6 8DL

20 December 2016

Dear Ms Oelman

Re: 4455/16 Erection of 300 dwellings and associated infrastructure at Union Road, Onehouse.

Thank you for consulting the RSPB regarding this application for 300 new homes at Union Road, Onehouse. The RSPB do not consider that this application is likely to result in significant effects on nationally or internationally important wildlife sites or populations, but have the following comments to make regarding potential biodiversity enhancements.

We welcome the recommendation within the Phase 2 Ecological Survey and Assessment report to incorporate nest boxes for house sparrow, starling, house martin and swift into the development. For swift, an amber listed Bird of Conservation Concern¹, the RSPB is keen to promote the use of integrated nest bricks into new buildings. One of the reasons for its decline is the loss of nest spaces as the swift nests almost exclusively in older buildings. New developments without nest spaces in do not allow them to breed. Integrated nest bricks may also benefit other species of conservation importance, such as starling and house sparrow, depending on the design of the brick. Both starling and house sparrow are listed as species of principal conservation importance under Section 41 of the NERC Act.

The RSPB believes that the following planning policy considerations provide sufficient support for the inclusion of integrated nest bricks into this development.

- Paragraph 117 of the National Planning Policy Framework (NPPF) states that Councils should "...promote ... the protection and recovery of priority species populations."
- Section 40 of The Natural Environment and Rural Communities (NERC) Act (2006) states that "Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity."

The Town and Country Planning Association, in their "Good Practice Guidance for Green Infrastructure and Biodiversity"² recommend incorporating nesting/roosting spaces in new developments. We would

¹ Eaton M, Aebischer N, Brown A, Hearn R, Lock L, Musgrove A, Noble D, Stroud D and Gregory R (2015) Birds of Conservation Concern 4: the population status of birds in the United Kingdom, Channel Islands and Isle of Man. *British Birds* 108, 708-746

² See <https://www.wildlifetrusts.org/sites/default/files/Green-Infrastructure-Guido-TCPA-TheWildlifeTrusts.pdf>

Eastern England
Regional Office
Stalham House
65 Thorpe Road
Norwich
Norfolk NR1 1UD

Tel 01603 660066
Fax 01603 660088
rspb.org.uk



also highlight Exeter City Council's award winning Residential Design Guide SPD³ as an example of good practice. Appendix 2 is particularly relevant regarding integrating nesting/roosting places into the fabric of buildings during construction.

We recommend that groups of 2-6 nest bricks placed approximately 1 metre apart in suitable locations are most likely to be occupied. It is important to avoid direct sunlight and prevailing weather conditions and place bricks at least 5m above ground level, typically under the eaves or high on a gable end. We recommend the Manthorpe Building Products integrated swift brick⁴ but many other designs are available⁵.

Should the Council be minded to approve this application, we would welcome the inclusion of these measures into a suitably worded planning condition.

Please do not hesitate to contact me should you have any queries.

Yours sincerely



Jacqui Miller
Conservation Officer
RSPB Eastern England
Email: jacqui.miller@rspb.org.uk
Direct dial: 01603 697582

³ See <https://exeter.gov.uk/planning-services/planning-policy/supplementary-planning-documents/residential-design-guide-spd/>

⁴ See <http://manthorpebuildingproducts.co.uk/product/gsvb-swift-nest-brick>

⁵ See <http://www.swift-conservation.org/Shopping1.htm>



SUFFOLK CONSTABULARY



Phil Kemp
Design Out Crime Officer
Bury St Edmunds Police Station
Suffolk Constabulary
Raynegate Street, Bury St Edmunds
Suffolk
Tel: 01284 774141
www.suffolk.police.uk

Planning Application (4455/16)

SITE: 300 Dwellings at land south of Union Road Onehouse,

Applicant: Artisan PPS Ltd

Planning Officer: Ms Kathryn Oelman

The crime prevention advice is given without the intention of creating a contract. Neither the Home Office nor Police Service accepts any legal responsibility for the advice given. Fire Prevention advice, Fire Safety certificate conditions, Health & Safety Regulations and safe working practices will always take precedence over any crime prevention issue. Recommendations included in this document have been provided specifically for this site and take account of the information available to the Police or supplied by you. Where recommendations have been made for additional security, it is assumed that products are compliant with the appropriate standard and competent installers will carry out the installation as per manufacturer guidelines.

Dear Ms Kathryn Oelman

Thank you for allowing me to provide an input for the above Outline Planning Application for the proposed development of 300 residential properties on land south of Union Road, Onehouse.

On behalf of Suffolk Constabulary I have no formal objections to the proposals for this site.

One of the main aims stated in the Babergh and Mid Suffolk Core Strategy Development Plan Document of 2008 (updated in 2012) at Section 1, para 1.19 under Local Development Framework and Community Strategy states:

A safe community: Protect the environment from pollution, flooding and other natural and man-made disasters; reduce the level of crime; discourage re-offending; overcome the fear of crime; and provide a safe and secure environment.

Section 17 outlines the responsibilities placed on local authorities to prevent crime and disorder.

The National Planning Policy Framework on planning policies and decisions to create safe and accessible environments, laid out in paragraphs 58 and 69 of the framework, emphasises that developments should create safe and accessible environments where the fear of crime should not undermine local quality of life or community cohesion.

- 1.1 vehicular and pedestrian routes should be designed to ensure that they are visually open, direct, well used and should not undermine the defensible space of neighbourhoods. Design features can help to identify the acceptable routes through a development thereby encouraging their use and in doing so enhance the feeling of safety.
- 1.2 There are advantages in some road layout patterns over others, especially where the pattern frustrates the searching behaviour of the criminal and his need to escape. Whilst it is accepted that through routes will be included in developments such as this, the designers must ensure that the security of the development is not compromised by excessive

NOT PROTECTIVELY MARKED
RESTRICTED/CONFIDENTIAL

permeability, for instance allowing an offender legitimate criminal access to the rear or side boundaries of a dwelling.

1.3 Developments that enhance the passive surveillance of the area by the residents from their homes and which incorporate high levels of street activity have both been proven to influence a criminal's behaviour and deflect them elsewhere.

1.4 **There should be good natural surveillance of properties and vehicle parking as preferred by police Secure By Design principles.** It is important that the boundary between public and private areas is clearly indicated. Each building needs two faces: a front onto public space for the most public activities and a back where the most private activities take place. If this principle is applied consistently, streets will be overlooked by building fronts improving community interaction and offering surveillance that creates a safer feeling for residents and passers-by.

2. **General layout of the proposed plan**

2.1 For the majority of housing developments, it will be desirable for dwelling frontages to be open to view, so walls, fences and hedges will need to be kept low or alternatively feature a combination of wall (maximum height 1 metre) and railings or timber picket fence.

2.2 Properties with gable end windows that look onto public spaces is a police preferred preference of design that allows natural surveillance of the area to reduce the risk of graffiti, other forms of criminal damage, or inappropriate loitering. Where blank gable walls are unavoidable there should be a buffer zone, using either a 1.2 – 1.4m railing (with an access gate) or a 1m mature height hedge with high thorn content.

2.3 I would refer the developers to SBD 2016, page 18 on "Dwelling Boundaries", which outlines the importance of how the boundary between public and private areas should be clearly indicated.

2.4 **There are five main reasons for providing a perimeter boundary fence:**

- a) To **mark a boundary** to make it obvious what is private and public property.
- b) **Provide safety** for employers and employees.
- c) **Prevent casual intrusion** by trespassers.
- d) **Prevent casual intrusion** onto the site by criminals.
- e) **Reduce the wholesale removal** of property from the site by thieves.

2.5 The gates to the side or rear of dwellings that provide access to rear gardens, should be of robust construction and be the same height of the fence line at a minimum height of 1.8m and be capable of being locked (operable by key from both sides of the gate and a good quality mortise lock is preferred). SBD 2016, Pages 18-19, Paras 10.9 – 10.5.12 refers.

2.6 Where extra access paths are essential they should be gated with the gates at the entrance of the footpath as near to the front building line as possible. The gates should have a key operated lock, operable from both sides. The gates must not be easy to climb over or remove from their hinges. Where possible the street lighting scheme should be designed to ensure the gates are well illuminated and recommendation for a lux plan to be provided.

3. **Outer Perimeter**

3.1 Installing fencing to a high standard will ensure the security and longevity of the boundary. A high quality fence that lasts for a long time will provide security and reduce overall maintenance costs. Further details on Secure By Design (SBD) fencing can be found at page 19 of SBD New Homes 2016, Paras 10.5-10.5.6

4. Footpaths

- 4.1 The balance between permeability and accessibility is always a delicate one. We (policing) want less permeability as it creates entry and escape routes for those who may want to commit a crime. For planners it is about the green agenda, being able to get people from A to B, preferably not in their cars. We cannot demand reductions in permeability without having evidence that this is the only option. What we can do is look at the design of walkways, lighting, surveillance and the security of surrounding properties to ensure that any permeability is as safe as it can be and that the offender will stand out in a well-designed community. There is no blanket approach, site specifics apply, based on the crime rate and local context. Research from across the United Kingdom shows that 85% of house burglaries occur at the rear of a property.
- 4.2 Routes for pedestrians, cyclists and vehicles should be integrated to provide a network of supervised areas to reduce crime along with Anti-Social Behaviour. Where a suggested footpath is unavoidable, such as along a right of way, designers should consider making the footpath a focus of the development and ensure that they are straight as possible, preferably at least 3m across to allow people to pass one another without infringing on personal space and accommodate passing wheelchairs, cyclists and mobility vehicles with low growing and regularly maintained vegetation on either side. If possible it would assist for that area to also be well lit. (SBD 2016, pages 14-17, at Paras 8.1-8.19).
- 4.3 Footpaths that include lighting should be lit to relevant levels as defined by BS 5489:2013.

5. Lighting

- 5.1 I would recommend photocell operated wall mounted lighting at the front of all household dwellings, (on a dusk to dawn light timer) complete with a compact fluorescent lamp and wired through a switched spur to allow for manual override. I would also appreciate viewing a "Lux" lighting plan of the proposed site.
- 5.2 Lighting should conform to the requirements of BS 5489:2013. A luminaire that produces a white light source (Ra>59 on the colour rendering index) should be specified but luminaires that exceed 80 on the colour rendering index are preferred.

6. Car Parking

- 6.1 Parking areas should have areas that allow natural surveillance.
- 6.2 Communal parking facilities must be lit to the relevant levels as recommended by BS5489:2013 and a certificate of compliance provided. See section 16 SBD Homes 2016 for the specific lighting requirements as well as recommendations for communal parking areas.

7. Communal Areas/ Public Open Space

- 7.1 **Communal Areas/Public Open Space.** Section 9, SBD 2016, provides further details around Communal areas in order to reduce the potential for ASB and Criminal Damage Issues.
- 7.2 Should any play equipment be installed it should meet **BS EN 1176** standards and be disabled friendly. I would recommend that any such area has suitable floor matting tested to **BS EN1177** standards.
- 7.3 Should gymnasium/fitness equipment be installed, spacing of the equipment and falling

space areas should be in line with BS EN1176. There is a recommended guideline that static equipment should be at a minimum 2.50 metres distance from each object.

- 7.4 All litter bins should be of a fire retardant material.
- 7.5 Attention should be paid to the sighting and fixing of **Gates, Fences, Seats and Pathways**. Page 17, of SBD New Homes 2016 at Paras 9:1-9.4, under the heading "Communal Areas" refers.
- 7.6 The Fields Trust Planning and Design for Outdoor Sport and Play introduced 2008 and The Association of Play Industries Adult Outdoor fitness Equipment Standards also offer further guidance.

8. **Further Recommendations in General**

- 8.1 The physical security element of the application should not be overlooked. Doors and windows should be to British Standards (PAS 24) for doors and windows that ensure that the installed items are fit for purpose.
- 8.2 Door chains/limiters fitted to front doors, meeting the Door and Hardware Federation Technical Specification 003 (TS 003) and installed in accordance with the manufacturer's recommendations. (SBD NH 2016 Para. 21.17).

9. **Conclusion**

- 9.1 I strongly advise the development planners adopt the ADQ guide lines and Secure by Design (SBD) principles for a secure development.
- 9.2 As of the 1st June 2016 the police lead Secure By Design (SBD) New Home 2016 was introduced, replacing the previous Secure By Design (SBD) 2014 New Homes guide. This guide aptly meets the requirements of Approved Document Q for new builds and renovation work to a preferred security specification, through the use of certified fabricators that meet Secure By Design principals, for external doors, windows and roof lights to the following standards
[http://www.securedbydesign.com/wp-content/uploads/2016/03/Secured by Design Homes 2016 V1.pdf](http://www.securedbydesign.com/wp-content/uploads/2016/03/Secured%20by%20Design%20Homes%202016%20V1.pdf)
- 9.3 SBD New Homes 2016 Incorporates three standards available within the New Homes 2016 guide, namely Gold, Silver or Bronze standards. It is advisable that all new developments of 10 properties or more should seek at least a Bronze Secured by Design. Further details can be obtained through the Secure By Design (SBD) site at <http://www.securedbydesign.com/>
- 9.4 To achieve a Silver standard, or part 2 Secured by Design physical security, which is the police approved minimum security standard and also achieves ADQ, involves the following:
 - a. All exterior doors to have been certificated by an approved certification body to BS PAS 24:2012, or STS 201 Issue 4:2012, or STS 202 BR2, or LPS 1175 SR 2, or LPS 2081 SRB.
 - b. All individual front entrance doors to have been certificated by an approved certification body to BS Pas 24:2012 (internal specification).
 - c. Ground level exterior windows to have been certificated by an approved certification body to BS Pas 24:2012, or STS204 Issue 3:2012, or LPS1175 Issue 7:2010 Security Rating 1, or LPS2081 Issue 1:2014. All glazing in the exterior doors, and ground floor (easily accessible) windows next to or within 400mm of external doors to

include laminated glass as one of the panes of glass. Windows installed within SBD developments must be certified by one of the UKAS accredited certification bodies.

9.5 It is now widely accepted a key strand in the design of a 'sustainable' development is its resistance to crime and anti-social behaviour by introducing appropriate design features that enable natural surveillance and create a sense of ownership and responsibility for every part of that development.

The Police nationally promote Secured by Design (SBD) principles, aimed at achieving a good overall standard of security for buildings and the immediate environment. It attempts to deter criminal and anti-social behaviour within developments by introducing appropriate design features that enable natural surveillance and create a sense of ownership and responsibility for every part of the development.

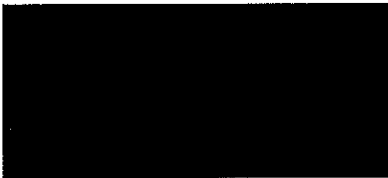
These features include secure vehicle parking, adequate lighting of common areas, control of access to individual and common areas, defensible space and a landscaping and lighting scheme which, when combined, enhances natural surveillance and safety.

The applicant can also enter into a **pre-build agreement** and make use of the Award in any marketing or promotion of the development. The current "New Homes 2016" guide and application forms are available from www.securedbydesign.com which explains all the crime reduction elements of the scheme.

In conclusion, I have no formal objections to the proposals for this site.

If you wish to discuss anything further or need assistance with the SBD application, please contact me on 01284 774141.

Yours sincerely

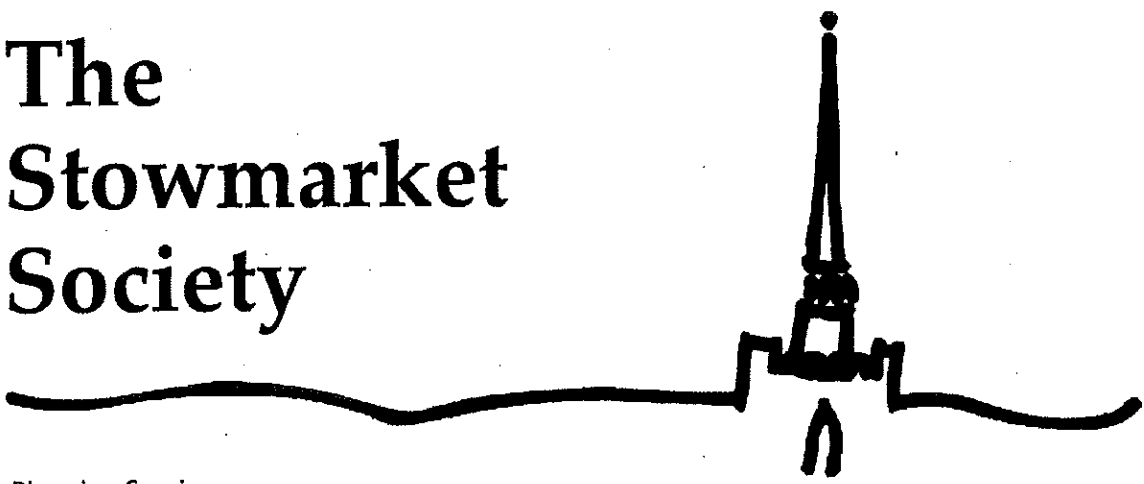


Phil Kemp

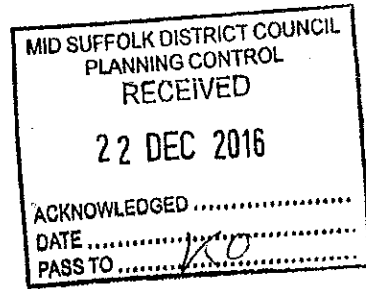
Designing Out Crime Officer
Western and Southern Areas
Suffolk Constabulary
Raynegate Street
Bury St Edmunds
Suffolk
IP33 2AP

4455/16

The Stowmarket Society



Planning Services
Mid Suffolk District Council
131 High Street
Needham Market
Ipswich
IP6 8DL



20 December 2016

Dear Sirs

4455/16 - Land to the south of Union Road, Onehouse IP14 3EH
Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works

We OBJECT to this application on the grounds that

- Development of this site provides a once in a lifetime opportunity to significantly alleviate the cross-town traffic problems of central Stowmarket at minimal cost - an opportunity that is being ignored in the current proposals. The site lies between the southern end of Chilton Way and the B1115 Finborough Road providing an ideal route for a link road giving good access to the A14 and the A1308 without the need to pass through the middle of Stowmarket. The current site layout with its very low density of development could be easily adapted to accommodate such a link road.

The scheme has a significant detrimental effect on the setting of the Listed Building, Stow Lodge. Shortly after its was erected as a workhouse in the late eighteenth century this building was referred to as having 'more the air of a gentleman's seat than a receptacle for paupers'. This perception was due to its monumental front facade and dominant ornamented pediment, coupled to its prominent position on the ridge line facing across a broad valley and fronted by open fields. The open aspect of the building is still a vital part of its setting, which features in long views across the landscape from Great Finborough, Combs and beyond. The current proposals in this application despoil that open setting, littering the open field and valley side with a jumbled mass small scale housing. The proposals make a nominal acknowledgement of the buildings presence with an attempt at creating a square of housing opposite Stow Lodge, but it is a feeble response and in no way compensates for the destruction of the setting that the building has enjoyed for over two hundred years.

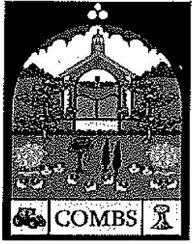
In order to alleviate the negative impact on the Listed Building, the current scheme could be adapted to create a much more significant square between Stow Lodge and the new housing which becomes a real and exciting townscape experience along Union Road. This will need a significant improvement in the quality of the buildings enclosing the square in their appearance scale and townscape function, and far greater attention given to the landscape detailing of the landscaped space the forecourt of Stow Lodge.

We trust that the above points will be taken into account and look forward to seeing a revised scheme in due course..

Yours faithfully



J Pattle
Secretary



COMBS PARISH COUNCIL

Sarah Meech, Parish Council Clerk
5 Fishponds Way, Haughley, Stowmarket, Suffolk IP14
3PJ
Tel: 07594 621570
Email: parishclerkmeech@gmail.com

Planning Services
Mid Suffolk District Council
131 High Street
Needham Market
Suffolk
IP6 8DL

13th December 2016

Dear Sir/Madam,

Proposal: **Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works**

Location: **Land to the South of Union Road, Onehouse, IP14 3EH**

Planning Ref No: **4455/16**

Further to a meeting of Combs Parish Council on Monday 12th December 2016 we request that you note the following comments again that were submitted back in May 2016 .

1. Combs Parish Council have concerns over traffic congestion and road safety within the local area and highlight specifically Combs Lane, Star House Lane and the Shepherd & Dog bridge that is over the river rat. The development could severely increase the amount of traffic through the Combs Ford area causing traffic congestion and these areas could also be potentially used by the 174 new homes to be built on the land off Farriers Road in Combs Ford that borders the parish of Combs.
2. Good plans have been made within the development brief for cycle paths, however, no links to existing cycle paths are shown on the plans, Combs Parish Council feel it is essential for cycle paths to be connected and upgraded as part of the development.
3. Part of the land in the development brief appears to be within the parish of Onehouse although Stowmarket is likely to collect the precept for these homes. Part of Combs parish is annexed by Stowmarket with the Farriers Road development and Combs Parish Council feel this is a further parcel of land annexed away from an adjoining parish, raising concerns over other land that is adjoining Stowmarket.
4. With regards to the drainage for the development flooding already occurs at the Shepherd & Dog end of Combs Lane and this development will be adding 300 more houses and it is felt that this will increase the risk of flash flooding and further water going into local rivers.

Please do not hesitate to contact us if you have any further questions.

Yours Sincerely

Sarah Meech

From: Khan Wasil [mailto:Wasil.Khan@networkrail.co.uk] **On Behalf Of** Town Planning SE
Sent: 03 January 2017 16:56
To: Planning Admin
Cc: Town Planning SE
Subject: Consultation on Planning Application 4455/16 / Land to the south of Union Road, Onehouse IP14 3EH / response deadline 20/12/2016 (anglia)

Network Rail Consultation -

Dear Sir/Madam,

Thank you for consulting Network Rail with regards to the Reference 4455/16.

On the issue of safety, we observe that applicant / developer must be mindful of 'Stowmarket Station and Regent Street' level crossings at all times, please see below link for education on how to use level crossings, <http://www.networkrail.co.uk/level-crossings/>

After reviewing the information provided in relation to the above planning application, Network Rail has no objection or further observations to make.

Many Thanks,

Kind Regards,

Wasil Khan
Town Planning Technician, Property

Network Rail
5th Floor
1 Eversholt Street
London NW1 2DN
Tel: 07734 648485
E:Wasil.khan@networkrail.co.uk
www.networkrail.co.uk/property



From: planningadmin@midsuffolk.gov.uk [mailto:planningadmin@midsuffolk.gov.uk]
Sent: 29 November 2016 12:40
To: Town Planning SE
Subject: Consultation on Planning Application 4455/16 / Land to the south of Union Road, Onehouse IP14 3EH / response deadline 20/12/2016 (anglia)

Correspondence from MSDC Planning Services.

From: RM Floods Planning
Sent: 09 January 2017 11:09
To: Planning Admin
Cc: Kathryn Oelman
Subject: 2017-01-09 JS Reply Land to the south of Union Road, Onehouse IP14 3EH Ref 4455/16

Suffolk County Council, Flood and Water Management note that we have only been consulted as of the 4th January 2017, therefore this is our initially comment

The MLM prepared FRA and Drainage Strategy is seems to indicated that the only viable method for the disposal of surface water is via a piped connected to the Rattlesden River. This strategy is reliant on the applicant producing evidence that they have a 3rd Party agreement for connection into river, agreement for new pipes to be laid underneath the public highway (Finborough Rd, B1115) & an Environmental Permit for discharge point from the Environment Agency. I also not that the piped connection into the Rattlesden River is outside of redline of the planning application.

The Environment Agency in there reply to the pre-application enquiry made reference to the need for an oil Interceptor for large car park, but I cannot find any reference on the supplied drawings.

The attenuation basin side slopes are I believe proposed to be 1:3, but we believe this is too steep for the basins in a public accessible area and a risk assessment need to be undertaken on the design. We would prefer to see these as a minimum of 1:4 with a depth of water no greater than 0.5m during the 1:100+CC year event.

Storm Water Drainage Maintenance Regime Oct 2016 is not satisfactory and needs to revised to be more specific about the maintenance regime of each surface water drainage asset. As it stands it is too general.

It is also noted that it refers to an old Ciria SuDs Manual.

I also note that it appear that not all of the documents required under our guidance documents have not been provided at this stage. I have highlight the ones that I believe are missing.

Pre-app	Outline	Full	Reserved Matters	Discharge of Conditions	Document Submitted
✓	✓	✓			Flood Risk Assessment/Statement (Checklist)
	✓	✓			Drainage Strategy/Statement & sketch layout plan (checklist)
	✓				Preliminary layout drawings
	✓				Preliminary "Outline" hydraulic calculations
	✓				Preliminary landscape proposals
	✓				Ground investigation report (for infiltration)
	✓	✓			Evidence of 3 rd party agreement to discharge to their system (in principle/consent to discharge)
		✓		✓	Maintenance program and ongoing maintenance responsibilities
		✓	✓		Detailed development layout
		✓	✓	✓	Detailed flood & drainage design drawings

		✓	✓	✓	Full structural, hydraulic & ground investigations
		✓	✓	✓	Geotechnical factual and interpretive reports, including infiltration test results (BRE365)
		✓	✓	✓	Detailed landscape details
		✓	✓	✓	Discharge agreements (temporary & permanent)
		✓	✓	✓	Development management & construction phasing plan

Kind Regards

Jason Skilton
Flood & Water Engineer
Suffolk County Council

Tel: 01473 260411
Fax: 01473 216864

From: planningadmin@midsuffolk.gov.uk [mailto:planningadmin@midsuffolk.gov.uk]
Sent: 04 January 2017 09:10
To: RM Floods Planning <floods.planning@suffolk.gov.uk>
Subject: Consultation on Planning Application 4455/16

Correspondence from MSDC Planning Services.

Location: Land to the south of Union Road, Onehouse IP14 3EH

Proposal: Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works

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](#)

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, Cor9, CSFR-FC2, CL8, H17, CSFR-FC1, CSFR-FC1.1, Cor1, Cor2, Cor3, Cor5, Cor6, Cor8, CSFR-FC3, CL9, CL11, H7, HB1, SB3, T4, T5, T9, T10, T11, T12, T13, RT4, RT12, SC3, SDA1, SDA2, SDA3, SDA4, CL2, CS SAAP, which can



**Defence
Infrastructure
Organisation**

Kathryn Oelman
Mid Suffolk District Council
Planning Services,
131 High Street,
Suffolk
IP6 8DL
England

**Safeguarding
Statutory**
Defence Infrastructure Organisation
Kingston Road
Sutton Coldfield
West Midlands
B75 7RL

Tel: +44 (0)121 311 3818 Tel (MOD): 94421 3818
Fax: +44 (0)121 311 2218
Email: DIO-safeguarding-statutory@mod.uk
www.mod.uk/DIO

10 Jan 2017

Dear Kathryn

Your Reference: 4455/16

Our Reference: 10038006

MOD Safeguarding

Proposal: Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works

Location: Land to the south of Union Road, Onehouse 1P14 3EH

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development which was received by this office on 29/11/2016.

I can confirm that the MOD has no safeguarding objections to this proposal.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely

Jill Roberts
Assistant Safeguarding Officer

Your Ref: MS/4455/16
Our Ref: 570\CON\4092\16
Date: 12th January 2017
Highways Enquiries to: julia.elliott@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.
Email: planningadmin@baberghmidsuffolk.gov.uk

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

For the Attention of: Kathryn Oelman

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990 - CONSULTATION RETURN MS/4455/16

PROPOSAL: Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works

LOCATION: Land To The South Of, Union Road, Onehouse, IP14 3EH

ROAD CLASS: C440

Suffolk County Council have been consulted on this planning application in their capacity of Highway Authority for the area affected by these proposals. We will comment of the transport impacts of the scheme in due course. However, the supplied planning layout has a number of detailed issues which give rise to concern, and we would strongly suggest that the layout is revised to incorporate our suggestions prior to final comments being made on the proposals.

As the current layout is not acceptable in highways and transportation terms we would recommend that planning permission is **Refused**, pending a more acceptable layout being provided by the developers.

Notice is hereby given that the County Council as Highway Authority make the following comments:

- For the eastern access junction; on this class of road, to allow safe entry onto the public highway, we would require DMRB visibility splays of 90.0m (y distance) from a set back of 2.4m (x distance) to be provided. It was observed on site that traffic speeds show a poor compliance with the current 30 mph speed limit. This is supported by the supplied traffic data which indicates that 85th percentile speeds are 38.5mph Eastbound and 42.6mph Westbound. Therefore we would require a visibility splay of 120m for the western access junction. The supplied drawings will need to be revised to show that these visibility splays are achievable, within land that is controlled by the applicants or the highway authority.
- The main access opposite Stow Lodge Centre should be moved to prevent conflict with traffic movements from the development and Stow Lodge Centre. The spacing between a proposed major access and existing junctions or major accesses must be considered. When on opposite sides, the spacing should be sufficient to separate conflicting turning movements and avoid

'straight across' vehicle movements. The site layout will need to be revised to avoid a location directly opposite the Stow Lodge Centre access road.

- We would prefer the trees away from all metalled highway surfaces and to be placed in non-highway locations such as the 'open spaces'. "Section 141 Highways Act restricts planting of trees etc., in or near the carriageway". As shown the current layout would not be suitable for adoption by SCC, we do not generally support the planning of highway trees in the verge between a footway or cycleway and the edge of the carriageway.
- Where there are no footways adjacent the roads we would still require 1m service strips adjacent to the roads, and around the turning heads to have somewhere to locate services and any street lighting columns.
- It would be preferable to limit the use of parking courts, as they have historically caused problems in Suffolk. For dwellings remote from the designated spaces there will be a temptation to park on the verge / shared road immediately adjacent to their front door, and this will need to be carefully considered. Parking in undesirable locations tends to cause neighbour disputes and can damage the verge / road edge.
- The layby visitor spaces would be more preferable in the open space areas as opposed to outside houses who would possibly treat them as their own spaces. Also an increase in the visitor layby parking would be preferred.
- Where appropriate the footways provided should be wide enough for both pedestrians and cycles on the north eastern side of the site.
- Pedestrian and cycle access to link this development with Union Road and hence existing Public Rights of Way of Onehouse Lane or other future developments to the east of this site have not been provided
- There is no footway provided for the residents to the east of the development to easily access Union Road. The layout will need to be revised to allow for a footway connection from the site to the Union Road footway, adjacent to Numbers 16, 17 and 18 on drawing 005. .
- We will require a properly designed and constructed footway along the site frontage, to link the footway adjacent to 91 – 95 Union Road with the junction of Union Road and Starhouse Lane to provide continuous pedestrian access south of Union Road. While a majority of this route can be accommodated within the site red line land we can confirm that there is sufficient highway verge to complete the link west of the site boundary to the junction.
- There are insufficient details supplied in the application such as visibility and footway gradient to determine if the proposed layout is suitable for pedestrians to access or safely cross Finborough Road.
- The current design requires realignment of the Public Right of Way (Onehouse 22) particularly at the south of the site

Our specific concerns regarding junction safety and footway connectivity cause us to recommend that the current application is refused planning permission based on the supplied information. We will comment of the Transport Assessment and Draft Residential Travel Plan in due course, however we feel it would be beneficial to address the issues with the layout at an early stage, so we can have commented ahead of a full response to this planning consultation.

However, subject to the above layout issues being resolved and any additional issues related to the traffic impacts of the scheme also being addressed we would be happy to revisit our view on this project, in due course.

Yours faithfully

Steve Merry
Transport Policy and Development Manager
Resource Management
Suffolk County Council



Consultation Response Pro forma

1	Application Number	4455/16 Land to the south of Union Road, Onehouse, IP14 3EH						
2	Date of Response	18/01/2017						
3	Responding Officer	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Name:</td> <td>Rebecca Styles</td> </tr> <tr> <td>Job Title:</td> <td>Heritage Officer</td> </tr> <tr> <td>Responding on behalf of...</td> <td>Heritage</td> </tr> </table>	Name:	Rebecca Styles	Job Title:	Heritage Officer	Responding on behalf of...	Heritage
Name:	Rebecca Styles							
Job Title:	Heritage Officer							
Responding on behalf of...	Heritage							
4	Summary and Recommendation (please delete those N/A) Note: This section must be completed before the response is sent. The recommendation should be based on the information submitted with the application.	1. The Heritage Team considers that the proposal would cause <ul style="list-style-type: none"> • No harm to designated heritage assets adjacent to the application site because although the proposal has the potential to impact the setting of four Grade II listed buildings, it is considered that although there will be an impact on these buildings, it is not considered that the impact will be a harmful one, due to a combination of the natural topography of the site, existing vegetation, distance of the application site from heritage assets, and the retention of Stow Lodge's open frontage. 						
5	Discussion Please outline the reasons/rationale behind how you have formed the recommendation. Please refer to any guidance, policy or material considerations that have informed your recommendation.	<p>This application seeks planning permission for the erection of 300 houses, creation of access roads, garaging and associated landscaping on land to the south of Union Road, Onehouse. The development would be erected on land currently used for agriculture, to the west of an existing large scale housing development. The topography of the site is typical of the rolling valley farmlands, gently sloping from north to south, into the valley. The site area is almost 'L' shaped which utilises the site's historic field pattern.</p> <p>As outlined by the applicant's Heritage Impact Assessment, this proposal has the potential to affect 4 listed buildings within the site's setting. These are Stow Lodge Hospital, The Shepherd and Dog public house, Starhouse Farmhouse, and barn 10m west of Starhouse Farmhouse.</p> <p><u>Stow Lodge Hospital</u> Stow Lodge Hospital is a Grade II listed former workhouse and hospital, now converted into residential use, located to the north of the application site. Stow Lodge has an impressive red brick façade, slated roof with a detailed fenestration scheme. Stow Lodge has in more recent years been developed to the rear; however the principal elevation, clearly designed to be the most impressive, has avoided any inappropriate alterations.</p>						

Please note that this form can be submitted electronically on the Councils website. Comments submitted on the website will not be acknowledged but you can check whether they have been received by reviewing comments on the website under the application reference number. Please note that the completed form will be posted on the Councils website and available to view by the public.

The development at the northern edge of the site would impact the setting of Stow Lodge, especially, as detailed in the applicant's HIA, because the workhouse would have been deliberately built on the edge of the parish, away from the built up centre of Stowmarket. This development would extend the suburban edge of Stowmarket and would thus further erode the intended isolated setting of Stow Lodge.

However, Stow Lodge would retain its open frontage onto Union Road, and thus the visual importance of the site would not be harmed by the proposal. Although the scheme would enclose the land to the south of Stow Lodge, the impact of the rolling valley farmland declining away from Stow Lodge towards Finborough Road would, on balance, not harm the setting of the Grade II listed building.

Stow Lodge Hospital can be viewed from the south of the application site off Finborough Road. However, due to the rolling valley landscape, the view of Stow Lodge Hospital is distorted by the natural topography of the site. The proposed dwellings would obliterate the view of Stow Lodge Hospital from the south of the application site, but the loss of this view would not be harmful to the setting of the listed building.

The Shepherd and Dog

To the SW of the application site is the GII listed Shepherd and Dog, a C17th timber framed public house, located on the corner of Lower Road and Finborough Road. The Shepherd and Dog is located some 200m from the nearest edge of the application site, which, due to the sloping effect of the valley topography, the setting of The Shepherd and Dog public house would not be affected by the proposal.

Starhouse Farmhouse and the Barn 10m west of Starhouse Farmhouse

Both Grade II listed, these buildings form part of the historic Starhouse farmstead. The main farmhouse is GII listed, 15th timber framed, thatched dwelling, whilst the GII listed barn is C18th timber framed, once thatched, but now utilises a corrugated iron roof. The Starhouse farm complex sits on a higher point in the valley than the application site, and is screened from Union Road by mature, non-native vegetation. It is not considered that the proposal would harm the setting of the historic farmstead, as the application site would not affect the

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		<p>immediate setting of these listed buildings, nor would the development affect land historically associated with Starhouse Farm.</p> <p>On balance, the proposal will have an effect on the setting of heritage assets in the vicinity of the application site, particularly Stow Lodge, however it is not considered that the impact of the proposal will be harmful to the setting of the listed buildings, for the reasons detailed above. No objection.</p>
6	<p>Amendments, Clarification or Additional Information Required (if holding objection)</p> <p>If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate</p>	
7	<p>Recommended conditions</p>	

Please note that this form can be submitted electronically on the Councils website. Comments submitted on the website will not be acknowledged but you can check whether they have been received by reviewing comments on the website under the application reference number. Please note that the completed form will be posted on the Councils website and available to view by the public.

Your ref: 4455/16
Our ref: Stowmarket – land south of Union
Road 00039505
Date: 22 January 2017
Enquiries to: Neil McManus
Tel: 01473 264121 or 07973 640625
Email: neil.mcmanus@suffolk.gov.uk

Ms Kathryn Oelman,
Planning Services,
Mid Suffolk District Council,
Council Offices,
131 High Street,
Needham Market,
Ipswich,
Suffolk,
IP6 8DL

Dear Kathryn,

Stowmarket: land south of Union Road – developer contributions

I refer to the planning application for the erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works. I previously provided pre-application advice by way of letter dated 02 March 2016.

Mid Suffolk adopted the Chilton Leys Development Brief on 16 December 2013. The Union Road site is identified within the Stowmarket Area Action Plan (SAAP) and it therefore needs to be considered in relation to SAAP Policy 11.1 and Core Strategy Policy CS6 which requires all development to provide for the supporting infrastructure they necessitate. In addition the applicant has produced a Development Brief which sets out the guiding principles for development on this site.

It is considered that the requirements of SCC meet the legal tests which are set out in paragraph 204 of the National Planning Policy Framework and Regulation 122 & 123(3) of the Community Infrastructure Levy Regulations 2010 (as amended).

I set out below Suffolk County Council's infrastructure requirements associated with a scheme of 300 dwellings which need to be considered by Mid Suffolk. The county council will need to be a party to any sealed Section 106 legal agreement if it includes obligations which are its responsibility as service provider. Without the following contributions being agreed between the applicant and the local authority, the development cannot be considered to accord with relevant national and local policies.

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.

Mid Suffolk District Council has adopted their Community Infrastructure Levy Charging Schedule which was implemented on 11 April 2016.

The current Mid Suffolk 123 List, dated November 2014, includes the following as being capable of being funded by CIL rather than through planning obligations:

- Provision of passenger transport
- Provision of library facilities
- Provision of additional pre-school places at existing establishments
- Provision of primary school places at existing schools
- Provision of secondary, sixth form and further education places
- Provision of waste infrastructure

However this site is identified as a strategic allocation which is zero rated for CIL and the mitigation required, ensuring the delivery of sustainable development as set out in the NPPF, will continue to be dealt with via planning obligations.

1. **Education.** 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.'

SCC would anticipate the following **minimum** pupil yields from a development of 300 residential units, namely:

- a. Primary school age range, 5-11: 75 pupils. Cost per place is £16,429 (2016/17 costs). This is based on the estimated cost of £6.9m to build a 420 place primary school.
- b. Secondary school age range, 11-16: 54 pupils. Cost per place is £18,355 (2016/17 costs).
- c. Secondary school age range, 16+: 12 pupils. Costs per place is £19,907 (2016/17 costs).

At the primary school level the agreed strategy is to deliver within the Chilton Leys strategic allocation a new on-site primary school with an integrated early years facility. Land for the new school has already been secured via an option agreement. The proportionate contribution to fund the delivery of the new primary school is 75 places x £16,429 per place = £1,232,175 (2016/17 costs).

The local catchment secondary school is Stowmarket High School.

Based on existing forecasts SCC will have no surplus places available at the catchment secondary school to accommodate any of the pupils arising from this scheme. Based on this current position SCC will require contributions towards providing additional education facilities for all of the 66 secondary age pupils arising, at a total cost of £1,230,054 (2016/17 costs).

The total education contribution is £2,462,229 (2016/17 costs).

The scale of contributions is based on the actual cost of building the new primary school and the cost multipliers for the capital cost of providing a secondary school place, which are reviewed annually to reflect changes in construction costs. The figures quoted will apply during the financial year 2016/17 only and have been provided to give a general indication of the scale of contributions required should residential development go ahead. The sum will be reviewed at key stages of the application process to reflect the projected forecasts of pupil numbers and the capacity of the schools concerned at these times. Once the Section 106 legal agreement has been signed, the agreed sum will be index linked using the BCIS index from the date of the Section 106 agreement until such time as the education contribution is due. SCC has a 10 year period from completion of the development to spend the contribution on education provision.

Clearly, local circumstances may change over time and I would draw your attention to paragraph 13 where this information is time-limited to 6 months from the date of this letter.

- 2. Pre-school provision.** Refer to the NPPF 'Section 8 Promoting healthy communities'. It is the responsibility of SCC to ensure that there is sufficient local provision under the Childcare Act 2006. Section 7 of the Childcare Act sets out a duty to secure free early years provision for pre-school children of a prescribed age. 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. From these development proposals SCC anticipates up to 30 pre-school pupils.

Ordinarily, SCC would request a capital contribution of $30 \times £6,091 = £182,730$ (2016/17 costs) to spend on enhancing existing local early years provision. However, in view of the strategic nature of this allocation, the intention is to deliver on-site early years facility co-located with the primary school at an estimated build cost of £350,000. This facility will be able to accommodate all pre-school children arising. On this basis the contribution per dwelling is reduced to £437 per dwelling. From the 300 dwellings SCC therefore seeks a proportionate contribution of $300 \times £437 = £131,100$ (2016/17 costs). This contribution will be BCIS index linked.

Please note that the early years pupil yield ratio of 10 children per hundred dwellings is expected to change and increase substantially in the near future. The Government announced, through the 2015 Queen's Speech, an intention to double the amount of free provision made available to 3 and 4 year olds, from 15 hours a week to 30.

3. **Play space provision.** Consideration will need to be given to adequate play space provision. A key document is the 'Play Matters: A Strategy for Suffolk', which sets out the vision for providing more open space where children and young people can play. Some important issues to consider include:
 - a. In every residential area there are a variety of supervised and unsupervised places for play, free of charge.
 - b. Play spaces are attractive, welcoming, engaging and accessible for all local children and young people, including disabled children, and children from minority groups in the community.
 - c. Local neighbourhoods are, and feel like, safe, interesting places to play.
 - d. Routes to children's play spaces are safe and accessible for all children and young people.
4. **Transport issues.** Refer to the NPPF 'Section 4 Promoting sustainable transport'. 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 Luke Barber and Christopher Fish.

An important issue to address will be ensuring excellent pedestrian & cycling connectivity with the Chilton Leys scheme and to other facilities and services in the locality. It will also be important to ensure that there is permeability between this part of the site allocation and the remainder of the site which is to the east of Starhouse Lane.

The transport assessment will need to consider 'desire lines' along Starhouse Lane and over the single lane bridge on the B1115 between Finborough Road and Combs Lane.

Suffolk County Council, in its role as local Highway Authority, has worked with the local planning authorities to develop county-wide technical guidance on parking which replaces the preceding Suffolk Advisory Parking Standards (2002) in light of new national policy and local research. It has been subject to public consultation and was adopted by Suffolk County Council in November 2014.

5. **Libraries.** The libraries and archive infrastructure provision topic paper sets out the detailed approach to how contributions are calculated. A contribution of £216 per dwelling is sought i.e. £64,800 (BCIS index linked), which will be spent on enhancing provision at Stowmarket Library. A minimum standard of 30 square metres of new library space per 1,000 populations is required. Construction and initial fit out cost of £3,000 per square metre for libraries (based on RICS Building Cost Information Service data but excluding land costs). This gives a cost of $(30 \times £3,000) = £90,000$ per 1,000 people or £90 per person for library space. Assumes average of 2.4 persons per dwelling. Refer to the NPPF 'Section 8 Promoting healthy communities'.

6. **Waste.** All local planning authorities should have regard to both the Waste Management Plan for England and the National Planning Policy for Waste when discharging their responsibilities to the extent that they are appropriate to waste management. The Waste Management Plan for England sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management.

Paragraph 8 of the National Planning Policy for Waste states that when determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that:

- New, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service.

The waste disposal facilities topic paper sets out the detailed approach to how contributions are calculated. A contribution of £51 per dwelling is sought i.e. £15,300 (BCIS index linked), which will be spent on enhancing provision in Stowmarket.

SCC would request that waste bins and garden composting bins will be provided before occupation of each dwelling and this will be secured by way of a planning condition. We would also encourage the installation of water butts connected to gutter down-pipes to harvest rainwater for use by occupants in their gardens.

7. **Supported Housing.** In line with Sections 6 and 8 of the NPPF, homes should be designed to meet the health needs of a changing demographic. Following the replacement of the Lifetime Homes standard, designing homes to the new 'Category M4(2)' standard offers a useful way of fulfilling this objective, with a proportion of dwellings being built to 'Category M4(3)' standard. In addition we would expect a proportion of the housing and/or land use to be allocated for housing with care for older people e.g. Care Home and/or specialised housing needs, based on further discussion with the local planning authority's housing team to identify local housing needs.
8. **Archaeology.** Please refer to the letter dated 02 December 2016 from Rachel Abraham.
9. **Sustainable Drainage Systems.** Section 10 of the NPPF seeks to meet the challenges of climate change, flooding and coastal change. National Planning Practice Guidance notes that new development should only be considered appropriate in areas at risk of flooding if priority has been given to the use of sustainable drainage systems.

On 18 December 2014 the Secretary of State for Communities and Local Government (Mr Eric Pickles) made a Ministerial Written Statement (MWS) setting

out the Government's policy on sustainable drainage systems. In accordance with the MWS, when considering a major development (of 10 dwellings or more), sustainable drainage systems should be provided unless demonstrated to be inappropriate. The MWS also provides that, in considering planning applications:

"Local planning authorities should consult the relevant lead local flood authority on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The sustainable drainage system should be designed to ensure that the maintenance and operation requirements are economically proportionate."

The changes set out in the MWS took effect from 06 April 2015.

A consultation response will be coordinated by Suffolk County Council FAO Jason Skilton.

- 10. Fire Service.** Any fire hydrant issues will need to be covered by appropriate planning conditions. SCC 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 SCC to make final consultations at the planning stage.
- 11. Superfast broadband.** Refer to the NPPF paragraphs 42 – 43. SCC would recommend that all development is equipped with high speed broadband (fibre optic). This facilitates home working which has associated benefits for the transport network and also contributes to social inclusion; it also impacts educational attainment and social wellbeing, as well as improving property prices and saleability.

As a minimum, access line speeds should be greater than 30Mbps, using a fibre based broadband solution, rather than exchange based ADSL, ADSL2+ or exchange only connections. The strong recommendation from SCC is that a full fibre provision should be made, bringing fibre cables to each premise within the development (FTTP/FTTH). This will provide a network infrastructure which is fit for the future and will enable faster broadband.
- 12. Legal costs.** SCC will require an undertaking for the reimbursement of its own legal costs associated with work on a S106A, whether or not the matter proceeds to completion.
- 13.** The above information is time-limited for 6 months only from the date of this letter.

I consider that the contributions requested are justified and satisfy the requirements of the NPPF and the Community Infrastructure Levy (CIL) 122 & 123(3) Regulations.

Yours sincerely,



Neil McManus BSc (Hons) MRICS
Development Contributions Manager
Strategic Development – Resource Management

cc Iain Maxwell, Suffolk County Council
Luke Barber/Christopher Fish, Suffolk County Council
Floods Planning, Suffolk County Council

From: Nathan Pittam
Sent: 26 January 2017 08:47
To: Planning Admin
Cc: Kathryn Oelman
Subject: 4455/16/FUL. EH - Land Contamination

M3 : 187291

4455/16/FUL. EH - Land Contamination.

SH, Street Record, Union Road, Onehouse, STOWMARKET, Suffolk.

Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works.

Many thanks for your request for comments in relation to the above application. I have reviewed the Geotechnical and Geoenvironmental Report by Harrison Geotechnical (ref. GN19411_SI) dated October 2015 that was submitted with the application which incorporates a thorough review of the history of the site and limited sampling for a range of commonly occurring contaminants which indicates that contamination of the soil from previous uses of the site and adjacent sites is not likely to adversely impact on the proposed development and as such no further works are necessary. Having reviewed the site I can confirm that this is a position with which I can concur and as such I am happy to confirm that I have no objection to the proposed development from the perspective of land contamination.

I would only request, as with all applications, that we are contacted in the event of unexpected ground conditions being encountered during construction and that the developer is made aware that the responsibility for the safe development of the site lies with them.

Regards

Nathan

Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer
Babergh and Mid Suffolk District Councils – Working Together
t: 01449 724715
m: 07769 566988
e: Nathan.pittam@baberghmidsuffolk.gov.uk
w: www.babergh.gov.uk www.midsuffolk.gov.uk

From: Nathan Pittam
Sent: 27 January 2017 09:28
To: Planning Admin
Subject: 4455/16/FUL. EH - Land Contamination

M3 : 187291

4455/16/FUL. EH - Land Contamination.

SH, Street Record, Union Road, Onehouse, STOWMARKET, Suffolk.

Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works.

Many thanks for your request for comments in relation to the above application. I have reviewed the application and can confirm that I have no objections to the proposed development from the perspective of land contamination. I would only request that we are contacted in the event of unexpected ground conditions being encountered during construction and that the developer is made aware that the responsibility for the safe development of the site lies with them.

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Nathan Pittam BSc. (Hons.) PhD
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m: 07769 566988
e: Nathan.pittam@baberghmidsuffolk.gov.uk
w: www.babergh.gov.uk www.midsuffolk.gov.uk

From: Abbott, Pat N [mailto:Pat.Abbott@environment-agency.gov.uk]
Sent: 27 January 2017 16:22
To: Kathryn Oelman
Subject: planning application 4455/16

Hi Kathryn

I am responding to your message regarding application 4455/16. We did not comment on this application as it falls outside our constraints. I hope that confirms the situation

Pat

Pat Abbott
Sustainable Places - Planning Advisor
Tel: 02 084 748011
E-Mail: pat.abbott@environment-agency.gov.uk

We have recently published new webpages for **LPA**s, **developers** and **Neighbourhood Planning Groups** giving clarification on our planning consultation role. Please refer to this to check if we can provide you with advice on your development proposals. For developments in areas at risk of flooding, please refer to our new **Flood Risk Assessment checklist**.

Iceni House, Cobham Road, Ipswich, IP3 9JD



National Customer Contact Centre: 03708 506506

(Weekday Daytime calls may cost 8p plus up to 6p per minute from BT Weekend Unlimited. Mobile and other providers' charges may vary.)

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spam

Resource Management
Bury Resource Centre
Hollow Road
Bury St Edmunds
Suffolk
IP32 7AY

Philip Isbell
Corporate Manager - Development Manager
Planning Services
Mid Suffolk District Council
131 High Street
Needham Market
Ipswich IP6 8DL

Enquiries to: Rachael Abraham
Direct Line: 01284 741232
Email: Rachael.abraham@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: 2016_4455
Date: 8 February 2017

For the Attention of Kathryn Oelman

Dear Mr Isbell

**Planning Application 4455/16– Land to the south of Union Road, Onehouse:
Archaeology**

This large site lies in an area of archaeological importance recorded in the County Historic Environment Record. A field walking and metal detecting survey of the site has detected several prehistoric, Roman and medieval finds and a first phase of evaluation at this site has detected a scatter of archaeological features (ONS 007 and SKT 009). Within the vicinity of the proposed development area, archaeological investigations at the northern end of the nearby Chilton Leys development have uncovered extensive occupation remains of prehistoric, Roman, Saxon and medieval date, including kilns, ovens, a Saxon cemetery and a medieval moated site (HGH 052). The development site is also located in an area which is topographically favourable for early occupation, overlooking the Rattlesden River and on a south facing slope. As a result, this location has good potential for the discovery of further important hitherto unknown archaeological sites and features. The proposed works would cause significant ground disturbance that has potential to damage any archaeological deposits and below ground heritage assets that exist.

There are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important heritage assets. However, in accordance with the *National Planning Policy Framework* (Paragraph 141), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

In this case the following two conditions would be appropriate:

1. No development shall take place within the area indicated [the whole site] until the implementation of a programme of archaeological work has been secured, in accordance

with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment
- c. Provision to be made for analysis of the site investigation and recording
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e. Provision to be made for archive deposition of the analysis and records of the site investigation
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

2. No building shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under part 1 and the provision made for analysis, publication and dissemination of results and archive deposition.

REASON:

To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2012).

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

I would be pleased to offer guidance on the archaeological work required and, in our role as advisor to Mid Suffolk District Council, the Conservation Team of SCC Archaeological Service will, on request of the applicant, provide a specification for the archaeological work required at this site. In this case, a second phase of archaeological evaluation will be required to establish the potential of the site and decisions on the need for any further investigation (excavation before any groundworks commence and/or monitoring during groundworks) will be made on the basis of the results of the evaluation.

Further details on our advisory services and charges can be found on our website: <http://www.suffolk.gov.uk/archaeology/>

Please do get in touch if there is anything that you would like to discuss or you require any further information.

Yours sincerely,

Rachael Abraham

Senior Archaeological Officer
Conservation Team



21 February 2017

Kathryn Oelman
Mid Suffolk District Council
Council Offices
131 High Street
Needham Market
Ipswich IP6 8DL

By email only

Dear Kathryn

Application: 4455/16

Location: Land to the south of Union Road, Onehouse IP14 3EH

Proposal: Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works

Thank you for consulting Place Services on the above application.

Holding objection: There is insufficient ecological information available to understand the residual impacts of development on Priority habitats eg hedgerows and Priority species, particularly skylarks.

Indeed the Phase 2 Ecological Surveys and Assessment report (SES, Oct 2016) specifically identifies 2 probable territories of skylarks will be lost and no mitigation has been offered, ideally offsite as nest plots on nearby arable land. It also states that the boundary hedgerows H1, H2, H3, H5, H6 and H10 are Important Hedgerows as well as Priority Habitat. There is no certainty for the mitigation proposed (gapping up hedgerows on site and new planting) as part of the development design.

This additional information is necessary to confirm the residual impacts on Priority Habitats and Species, and that the necessary mitigation measures have been secured. There is therefore a gap in information which needs to be filled before determination of this application.

I look forward to working with the LPA and the applicant to provide the missing information to remove my holding objection. Please contact me with any queries.

Best wishes

Sue Hooton CEnv MCIEEM BSc (Hons)
Principal Ecological Consultant
Place Services at Essex County Council
sue.hooton@essex.gov.uk
07809 314447

Place Services provide ecological advice on behalf of Babergh and Mid Suffolk District Councils

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.

From: Rachael Abraham
Sent: 27 March 2017 16:24
To: Kathryn Oelman
Cc: Planning Admin
Subject: RE: Reconsultation on Planning Application 4455/16

Dear Kathryn,
Thank you for consulting us on these amendments.
Our advice remains the same as that sent on 8/2, which I have attached again for convenience.
Best wishes,
Rachael

Rachael Abraham B.A. (Hons), M.A.
Senior Archaeological Officer

Suffolk County Council Archaeological Service,
Bury Resource Centre,
Hollow Road,
Bury St Edmunds,
IP32 7AY

Tel.: 01284 741232
Mob: 07595 089516
Email: rachael.abraham@suffolk.gov.uk

Website: <http://www.suffolk.gov.uk/culture-heritage-and-leisure/suffolk-archaeological-service/>
Suffolk Heritage Explorer: www.heritage.suffolk.gov.uk
Twitter Page: www.twitter.com/SCCArchaeology

From: RM Archaeology Mailbox
Sent: 27 March 2017 15:51
To: Rachael Abraham <Rachael.Abraham@suffolk.gov.uk>
Subject: FW: Reconsultation on Planning Application 4455/16

From: planningadmin@midsuffolk.gov.uk [<mailto:planningadmin@midsuffolk.gov.uk>]
Sent: 27 March 2017 15:41
To: RM Archaeology Mailbox <archaeology@suffolk.gov.uk>
Subject: Reconsultation on Planning Application 4455/16

Correspondence from MSDC Planning Services.

We recently sent you a consultation in respect of the above application.

We have recently received further information/revised plans in respect of this and would ask you to take this additional information into account when replying.



The Archaeological Service

Resource Management
Bury Resource Centre
Hollow Road
Bury St Edmunds
Suffolk
IP32 7AY

Philip Isbell
Corporate Manager - Development Manager
Planning Services
Mid Suffolk District Council
131 High Street
Needham Market
Ipswich IP6 8DL

Enquiries to: Rachael Abraham
Direct Line: 01284 741232
Email: Rachael.abraham@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: 2016_4455
Date: 8 February 2017

For the Attention of Kathryn Oelman

Dear Mr Isbell

**Planning Application 4455/16– Land to the south of Union Road, Onehouse:
Archaeology**

This large site lies in an area of archaeological importance recorded in the County Historic Environment Record. A field walking and metal detecting survey of the site has detected several prehistoric, Roman and medieval finds and a first phase of evaluation at this site has detected a scatter of archaeological features (ONS 007 and SKT 009). Within the vicinity of the proposed development area, archaeological investigations at the northern end of the nearby Chilton Leys development have uncovered extensive occupation remains of prehistoric, Roman, Saxon and medieval date, including kilns, ovens, a Saxon cemetery and a medieval moated site (HGH 052). The development site is also located in an area which is topographically favourable for early occupation, overlooking the Rattlesden River and on a south facing slope. As a result, this location has good potential for the discovery of further important hitherto unknown archaeological sites and features. The proposed works would cause significant ground disturbance that has potential to damage any archaeological deposits and below ground heritage assets that exist.

There are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important heritage assets. However, in accordance with the *National Planning Policy Framework* (Paragraph 141), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

In this case the following two conditions would be appropriate:

1. No development shall take place within the area indicated [the whole site] until the implementation of a programme of archaeological work has been secured, in accordance

with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment
- c. Provision to be made for analysis of the site investigation and recording
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
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- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

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REASON:

To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2012).

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

I would be pleased to offer guidance on the archaeological work required and, in our role as advisor to Mid Suffolk District Council, the Conservation Team of SCC Archaeological Service will, on request of the applicant, provide a specification for the archaeological work required at this site. In this case, a second phase of archaeological evaluation will be required to establish the potential of the site and decisions on the need for any further investigation (excavation before any groundworks commence and/or monitoring during groundworks) will be made on the basis of the results of the evaluation.

Further details on our advisory services and charges can be found on our website: <http://www.suffolk.gov.uk/archaeology/>

Please do get in touch if there is anything that you would like to discuss or you require any further information.

Yours sincerely,

Rachael Abraham

Senior Archaeological Officer
Conservation Team

From: Infrastructure Team (Babergh Mid Suffolk)
Sent: 28 March 2017 09:21
To: Planning Admin
Subject: RE: Reconsultation on Planning Application 4455/16

The site is named in the MSDC Charging Schedule MSDC as a Strategic site and therefore the proposed development, if granted permission, would be liable for CIL at a rate of £0m². Any infrastructure requirements should be secured via s278 and s106 respectively.

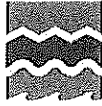
Kind Regards,

Nicola

Nicola Parrish
Infrastructure Officer

Babergh and Mid Suffolk District Council – Working Together

Tel: 01449 724977
Mob: 07720899821



Historic England

EAST OF ENGLAND OFFICE

Ms Kathryn Oelman
Mid Suffolk District

Direct Dial: 01223 582740

Our ref: P00540032
3 April 2017

Dear Ms Oelman

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**LAND TO THE SOUTH OF UNION ROAD, ONEHOUSE, SUFFOLK, IP14 3EH
Application No. 4455/16**

Thank you for your letter of 29 November 2016 regarding the above application for planning permission. On the basis of the information available to date, in our view you do not need to notify or consult us on this application under the relevant statutory provisions, details of which are enclosed.

If you consider that this application does fall within one of the relevant categories, or you have other reasons for seeking our advice, please contact us to discuss your request.

Yours sincerely

Sophie Cattier

Assistant Inspector of Buildings and Areas

E-mail: sophie.cattier@HistoricEngland.org.uk

Enclosure: List of applications requiring consultation with and notification to Historic England



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk



Historic England is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.



Historic England

EAST OF ENGLAND OFFICE

Planning and Listed Building Consent applications requiring consultation with and notification to Historic England (the Historic Buildings and Monuments Commission for England) April 2015

Applications for planning permission

Historic England must be consulted or notified (see note 1) of the following planning applications by virtue of the following provisions:

Consultation:

Development which in the opinion of the local planning authority falls within these categories:

- P1 Development of land involving the demolition, in whole or in part, or the material alteration of a listed building which is classified as Grade I or II*
- P2 Development likely to affect the site of a scheduled monument
- P3 Development likely to affect any battlefield or a Grade I or II* park or garden of special historic interest which is registered in accordance with section 8C of the Historic Buildings and Ancient Monuments Act 1953

Basis for this - Town and Country Planning (Development Management Procedure) (England) Order 2015 - article 18 and Schedule 4.

- P4 Development likely to affect certain strategically important views in London

Basis for this - Secretary of State for Communities and Local Government Directions relating to Protected Vistas 2012

Notification:

Development which the local authority (or Secretary of State) think would affect:

- P5 The setting of a Grade I or II* listed building; or
- P6 The character or appearance of a conservation area where
 - i) the development involves the erection of a new building or the extension of an existing building; and
 - ii) the area of land in respect of which the application is made is more than 1,000 square metres

Basis for this - Planning (Listed Buildings and Conservation Areas) Regulations 1990 - regulation 5A (as amended by The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015

- P7 Local authority/ies own applications for planning permission for relevant demolition in conservation areas. (see note 2)

Basis for this - Town and Country Planning General Regulations 1992 (as amended by the Town and Country Planning General (Amendment) (England) Regulations 2015

Note 1: There is a difference between Consultation and Notification. When LPAs consult on applications, there is a duty to provide a substantive response to the LPA within 21 days. A notification from the LPA is to enable representations to be made if we so wish, and to respond within 21 days. Historic England does not make a distinction in its handling of advice work.

Applications for listed building consent

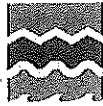


24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

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Historic England

EAST OF ENGLAND OFFICE

Historic England must be notified of the following applications for listed building consent by virtue of the following provisions:

Notification:

- L1 For works in respect of any Grade I or II* listed building; and
- L2 For relevant works in respect of any grade II (unstarred) listed building

(relevant works means:

- i) works for the demolition of any principal building (see note 3);
- ii) works for the alteration of any principal building which comprise or include the demolition of a principal external wall of the principal building; or
- iii) works for the alteration of any principal building which comprises or includes the demolition of all or a substantial part of the interior of the principal building.

For the purposes of sub paragraphs ii) and iii) above:

- a) a proposal to retain less than 50% of the surface area of that part of a principal building represented on any elevation (ascertained by external measurement on a vertical plan, including the vertical plane of any roof) is treated as a proposal for the demolition of a principal external wall;
- b) a proposal to demolish any principal internal element of the structure including any staircase, load bearing wall, floor structure or roof structure is treated as a proposal for the demolition of a substantial part of the interior.)

- L3 Decisions taken by the local planning authorities on these applications

Basis for this - Arrangements for handling heritage applications - Notification to Historic England and National Amenity Societies and the Secretary of State (England) Direction 2015 - made under section 12, 15 (1) and (5) of the Planning (Listed Buildings and Conservation Areas) Act 1990

*Historic England
15 April 2015*

Note 2: Relevant demolition is defined in section 196D of the Town and Country Planning Act 1990 as "demolition of a building that is situated in a conservation area in England and is not a building to which section 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990 does not apply by virtue of s75 of that Act (listed buildings, certain ecclesiastical buildings, scheduled monuments and buildings described in a direction of the Secretary of State under that section.)

Note 3: "principal building" means a building shown on the list compiled under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and includes (unless the list entry indicates otherwise) any object or structure fixed to that building, but does not include any curtilage building.



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk



Historic England is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.

From: Nathan Pittam
Sent: 04 April 2017 09:48
To: Planning Admin
Subject: 4455/16/FUL. EH - Land Contamination.

M3 : 191819

4455/16/FUL. EH - Land Contamination.

SH, Street Record, Union Road, Onehouse, STOWMARKET, Suffolk.

Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works.

Many thanks for your request for comments in relation to the above application. I have reviewed the application and can confirm that I have no objections to the proposed development from the perspective of land contamination. I would only request that we are contacted in the event of unexpected ground conditions being encountered during construction and that the developer is made aware that the responsibility for the safe development of the site lies with them.

Regards

Nathan

Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer
Babergh and Mid Suffolk District Councils – Working Together
t: 01449 724715
m: 07769 566988
e: Nathan.pittam@baberghmidsuffolk.gov.uk
w: www.babergh.gov.uk www.midsuffolk.gov.uk

From: Consultations (NE) [mailto:consultations@naturalengland.org.uk]
Sent: 05 April 2017 15:51
To: Planning Admin
Subject: Planning Consultation: 4455/16 - NE RESPONSE

Dear Ms Oelman,

Application ref: 4455/16
Our ref: 212238

Natural England has no comments to make on this application.

Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on ancient woodland and veteran trees which you can use to assess any impacts on ancient woodland.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>

Yours sincerely,

Rachel Bowden
Technical Support Adviser
Natural England
Technical Services, Consultations Team
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire, CW1 6GJ

Tel: 0300 060 3900
Email: consultations@naturalengland.org.uk

www.gov.uk/natural-england

From: Planning Liaison [mailto:planningliaison@anglianwater.co.uk]
Sent: 07 April 2017 11:41
To: Planning Admin
Subject: RE: Reconsultation on Planning Application 4455/16

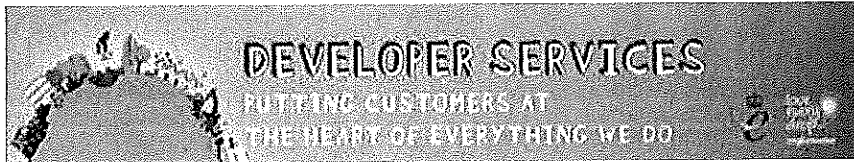
Dear whom it may concern,

As nothing has changed in terms of Drainage, Foul or Surface water since we last commented on the 11th January 2017, Anglian Water have no further comment to make.

Many thanks,

Pre-Development Team
Developer Services

Anglian Water Services Limited
Thorpe Wood House, Thorpe Wood,
Peterborough, Cambridgeshire, PE3 6WT
Telephone: 0345 0265 458
www.anglianwater.co.uk





Consultation Response Pro forma

1	Application Number	4455/16 Land to the south of Union Road, Onehouse	
2	Date of Response	07/04/2017	
3	Responding Officer	Name:	Rebecca Styles
		Job Title:	Heritage Officer
		Responding on behalf of...	Heritage
4	Summary and Recommendation (please delete those N/A) Note: This section must be completed before the response is sent. The recommendation should be based on the information submitted with the application.	1. The Heritage Team has been reconsulted on this scheme pursuant to additional information submitted by the applicant. On reviewing the additional information, the Heritage team has no further comments to those submitted on 18/01/2017 regarding this proposal.	
5	Discussion Please outline the reasons/rationale behind how you have formed the recommendation. Please refer to any guidance, policy or material considerations that have informed your recommendation.		
6	Amendments, Clarification or Additional Information Required (if holding objection) If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate		
7	Recommended conditions		

Please note that this form can be submitted electronically on the Council's website. Comments submitted on the website will not be acknowledged but you can check whether they have been received by reviewing comments on the website under the application reference number. Please note that the completed form will be posted on the Council's website and available to view by the public.

From: Philip Raiswell [mailto:Philip.Raiswell@sportengland.org]
Sent: 07 April 2017 15:49
To: Planning Admin
Subject: 4455/16 - Land South of Union Road

FAO Kathryn Oelman

Thank you for consulting Sport England on the revised plans for this proposal. As the revisions do not address the concerns raised in our email response dated 19 December 2016, Sport England would wish to retain our **OBJECTION** to this application.

Kind Regards,

Philip Raiswell
Planning Manager

T: 020 7273 1824
M: 07769 741165
F: 020 7273 1981
E: Philip.Raiswell@sportengland.org



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For more information please visit <http://www.mimecast.com>

From: Iain Farquharson
Sent: 10 April 2017 15:22
To: Planning Admin
Subject: M3 191854: Reconsultation on Planning Application 4455/16

M3 191854. 4455/16 Union Road Stowmarket
Sustainability Statement AK/CC/P17-1202/01 March 2017 feedback

The following text highlights specific areas of the sustainability report that would benefit from additional attention and improvement. This department is seeking commitments to standards that will help ensure the most environmentally friendly dwellings are constructed.

3.3 The main facades of most of the buildings on the development site are orientated south/north, south-east/north-west or south-west/north-east permitting maximum daylight penetration into the new dwellings. What %?

3.4 Good levels of natural daylight will be achieved for the majority of the scheme. This will reduce reliance on artificial lighting and thus limit energy consumption. What %?

3.5 Overheating will be avoided due to moderate overshading created by existing and new trees, and by adopting a shading control systems in the form of occupier controlled interior blinds/curtains.

New trees will take a long time to grow and therefore ineffective for the first few years. Occupant controlled blinds require homes to be occupied during the day – most people are not at home during the day.

New trees and occupant blinds should not be considered as measures for controlling overheating, good design should deal with this issue.

3.9 The following table details the proposed fabric efficiency standards for this development U values proposed are average and very similar to the notional dwelling suggested max values, further improvements are encouraged.

3.10 Due to the proposed residential use, there is limited opportunity to exploit thermal mass directly; this is because the internal finishes such as carpets and dry-lining will reduce the effectiveness of the building's structure as an energy store.

This is new build, the design can be changed to take advantage of thermal mass.

3.14 All the dwellings will utilise natural ventilation with trickle vents and extractor fans to all kitchens and wet rooms, unless further measures are necessary to reduce the risk of overheating, in which case the incorporation of mechanical ventilation with heat recovery (MVHR) will be considered.

This is poor design. If mechanical items are needed to control overheating something is wrong. MVHR is not for combatting overheating it is an air extract system for air changes (health) and removal of dampness.

3.22 Although, Code for Sustainable Homes assessment is no longer a planning requirement, the

development at Union Road will incorporate sustainability features encouraged by the Code but not forming part of the Building Regulations, such as internal and external drying space. What other features? the one listed is very basic and likely to be included anyway.

3.23 The building systems and plants will be selected to optimise the efficiency of the systems by matching installed capacity to anticipated building demand. Items of equipment, which make up the building's mechanical building services installation, will be specified to achieve high annual energy efficiency in operation and will be regularly serviced to maintain their performance.

This paragraph is simply saying equipment will be sized correctly which is good practice. In addition regular servicing will not be in the control of the developer and so cannot be claimed as part of the energy saving.

3.24 Additionally, some of the houses will be provided with woodburning stoves, fitted in living areas. They will be HETAS approved, with minimum 65% efficiency.

This is not a good energy efficiency, 75% would be much better

3.33 Wood burners, specified for some of the dwellings, are also considered renewable technology

as they generate energy that comes from renewable sources (wood logs). They have been considered to act as secondary heating systems in larger houses on the site.

The reduced gas use cannot be measured, in a modern home the addition of a log burner is not actually required for heating and the heating system will be designed as if the log burner is not in place. The use of the burner cannot be quantified and so should not form part of the renewable or energy saving claims.

4.3 The dwellings will achieve a potable water use target of less than 125 litres per person per day

through the use of water efficient fittings alone. This will meet the requirements of Part G of the Building Regulations.

What actual use per day will be achieved? 105 or less is required.

4.6 aspirational indoor water use.

Are you aspiring or committing to 105ltrs? a commitment is required.

6.1 Preference has been given to the selection of sustainable materials with a low environmental

impact over their life cycle, as well as sustainable procurement and waste disposal.

What is meant by this? please elaborate using items such as BRE Green Guide Ratings to indicate levels of commitment and minimum standards that will be achieved.

6.4 The following sustainable construction practices will be considered within the development

at Union Road.

Considered or definitely incorporated? This council seeks commitments.

6.5 As part of achieving a sustainable approach to construction, the main contractor will be encouraged to commit

Encouraged or required to commit? This council seeks commitments.

6.6 Where feasible timber used on site will be reclaimed, re-used or responsibly sourced.

It is very easy to commit to this as the vast majority of timber is certified, rather than say 'where feasible'

6.7 The proposed development will give preference to the selection of sustainable materials and

the minimisation of waste. The following measures will be considered to demonstrate that the materials specified are sourced, managed and used in a sustainable manner.

- The use of locally sourced materials will be prioritised, where feasible to reduce transport related emissions and to support local supply chains;
- Responsible sourcing of materials from suppliers that operate an Environmental Management System will be prioritised. 100% of all timber included in the construction of floors, roofs, walls and staircase will be legally sourced;
- The use of recyclable materials, such as aggregate will be considered;
- The use of insulation materials with low Global Warming Potential (GWP) will be prioritised;
- The use of high VOC content paints, sealants and all ozone depleting materials including insulation will be avoided. Specific consideration will be given to embodied energy and durability and strength of materials selected for the scheme.

Again use of the phrase considered, commitments are required.

Define locally sourced

Timber will be legally sourced, good, what about FSC certified?

Recyclable materials considered, why not commit to their use?

6.8 On-site waste will be minimised, and a high proportion of the waste that is produced will be

diverted from landfill.

Commit to a % please

8.4 The scheme has been designed to further encourage sustainable modes of travel
Could EV charging 'readiness' (ie suitable wiring to a fused spur) be created in garages/car ports etc

We are concerned that properties in later phases will not be as efficient as they could be.

Within the Development brief S3.15 phasing, it states:

The delivery of the site will be approached in a phase way, commencing in 2018 and completed at a rate of approximately 45 dwellings per annum.

Housing standards will continue to be improved during the lifetime of this site and with the potential for the final dwelling to be completed in 2024 it is not acceptable to have a property still being built to 2016 standards.

As a minimum we would request that the applicant commits to each phase being built to the regulations in force at the time. To avoid plots being partly constructed but completed at a later date (and hence deemed started and under 'old' regulations) construction cannot/will not be deemed started purely by the installation of items such as, but not limited to, drainage/footings etc.

We would seek that prior to the commencement of each phase, a scheme of works be submitted to the planning authority for their approval demonstrating the improvement in environmental performance of the dwellings in that phase above and beyond the regulations in force at that time.

Iain Farquharson

Senior Environmental Management Officer
Babergh Mid Suffolk Council

☎ 01449 724878

✉ iain.farquharson@babberghmidsuffolk.gov.uk

Your Ref: MS/4455/16
Our Ref: 570\CON\1153\17
Date: 10th April 2017
Highways Enquiries to: julia.elliott@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.
Email: planningadmin@baberghmidsuffolk.gov.uk

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

For the Attention of: Kathryn Oelman

Dear Kathryn

**TOWN AND COUNTRY PLANNING ACT 1990
CONSULTATION RETURN MS/4455/16**

PROPOSAL: Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works

LOCATION: Land To The South Of, Union Road, Onehouse, IP14 3EH

ROAD CLASS: C440

Notice is hereby given that the County Council as Highway Authority make the following comments:

With reference to the letter dated 9th March 2017 from Savills, it is our understanding that a Stage 1 Road Safety Audit is currently being prepared to be submitted and a revised version of the Transport Assessment is to be submitted in due course. Subject to these items being provided and giving a satisfying conclusion we will then submit our conditioned response. For your information below is a list of planning obligations to be included (but not limited to the following topic areas).

Public Rights of Way Response

This response deals only with the onsite protection of affected PROW, and does not prejudice any further response from Rights of Way and Access. As a result of anticipated increased use of the public rights of way in the vicinity of the development, SCC may be seeking a contribution for improvements to the network. These requirements will be submitted with Highways Development Management response in due course.

Government guidance considers that the effect of development on a public right of way is a material consideration in the determination of applications for planning permission and local planning authorities should ensure that the potential consequences are taken into account whenever such applications are considered (Rights of Way Circular 1/09 – Defra October 2009, para 7.2) and that public rights of way should be protected.

Public Footpath 22 is recorded through the proposed development area; we comment as follows:

Previously this service requested the upgrade of the public footpath to bridleway status with a 3m width, as part of these works, which will legally permit walking and cycling, as well as equestrian use along the route. This will feed in to the bridleway network north of Union Road. This requirement is still relevant.

The realignment of the southern section of FP22 will require a legal order.

We have no objection to the proposed ramp providing visibility is good. The surface of which should be unsealed and non-slip.

We have no objection to this proposal.

Informative Notes:

Please note that the granting of planning permission is separate to any consents that may be required in relation to Public Rights of Way.

Nothing should be done to stop up or divert the Public Right of Way without following the due legal process including confirmation of any orders and the provision of any new path. In order to avoid delays with the application this should be considered at an early opportunity.

The alignment, width, and condition of Public Rights of Way providing for their safe and convenient use shall remain unaffected by the development unless otherwise agreed in writing by the Rights of Way & Access Team.

Nothing in this decision notice shall be taken as granting consent for alterations to Public Rights of Way without the due legal process being followed. Details of the process can be obtained from the Rights of Way & Access Team.

"Public Rights of Way Planning Application Response - Applicant Responsibility" and a digital plot showing the definitive alignment of the route as near as can be ascertained; which is for information only and is not to be scaled from, is attached for the applicant.

Travel Plan response

The Interim Travel Plan (dated October 2016) is not sufficient and will require further work before it can be formally accepted by Suffolk Highways. The main issue with the Travel Plan is that it fails to acknowledge the "Travel Plans, Transport Assessments and Statements in Decision-taking" section of the 2014 Planning Practice Guidance. According to this guidance both the Travel Plan and Transport Assessment must overarch to identify opportunities to mitigate the vehicular impact on the existing highway network. In reviewing the supporting Transport Assessment (dated October 2016) there is also no reference to the Planning Practice Guidance either. To comply with the overarching principles any vehicular reduction identified in the Travel Plan will need to be included as part of the highway mitigation in the Transport Assessment. Ideally by discounting the Travel Plan reduction to the proposed trip generation identified in the Transport Assessment. Therefore, both documents are not fully compliant of the current national planning guidance, and will need to be amended to take this into account.

The Travel Plan has identified a 10% reduction over a five-year period for the "driving by car" mode of the 2011 Census. The 10% reduction target is reasonable given the edge of town location of the proposed development, however the Travel Plan does not include a plan of effectively monitoring the target. The monitoring methodology identified in the Travel Plan is focused on using iTrace compliant surveys. The use of these surveys can provide the Travel Plan Coordinator and Highway Authority some suitable qualitative data, however by experience these surveys tend to be unrepresentative of the development, as most Residential Travel Plan surveys achieve a response rate of less than 20%, which would be hard to justify as being representative of the development. Therefore, the Travel Plan should include some monitoring through the use of traffic counts on all the vehicular access points to the site for a two-week period during a neutral month. This should act as the primary form of Travel Plan monitoring, as it can

easily be compared to the estimated trip rates in the Transport Assessment that is used to measure the impact on the existing highways. These results can help inform and justify further Travel Plan measures to mitigate the highway impact when the site is occupied. The resident surveys should still be used to provide some supporting qualitative data to inform the developments Travel Plan Coordinator or Highway Authority if there are any specific issues that can be resolved (i.e. damage to foot/cycleways, inadequate public transport services, etc).

The measures identified in the Travel Plan will need some further clarification, as there is no evidence included in the Travel Plan that a bus operator will be willing to divert their services through the site, to demonstrate that the measure will be effective. Also if a bus operator is willing to provide a bus service that serves the site; the service must be suitable for commuting, as some of the existing bus services that serve close to the site would not be suitable for a resident working a typical 9am-5pm job. Also the Travel Plan identified that First Buses provide a frequent service from Chilton Way. On reviewing the bus times on Traveline; I noticed that the First Bus services (88/88A/89/89A) that stop closest to the site terminate at the Kipling Way bus stop a two-minute journey away. Looking at the actual timetable for the services it appears that the bus continues from that stop back towards Stowmarket and then towards Ipswich. Therefore, some further clarification would be needed in the Travel Plan to see if the residents only need to pay one fare to travel beyond the Kipling Way bus stop, as paying two fares would act as a disincentive to use the bus as an alternative form of travel.

Other measures that need to be included is the provision of a multi-modal voucher (ideally through the resident welcome packs) for each dwelling to the value of two monthly bus tickets for travel between Stowmarket and Ipswich. According to the 2011 Census Origin-Destination data the majority of residents of Stowmarket (Mid-Suffolk 009 middle layer) usually commute between the two towns. If the resident does not want to redeem two bus vouchers; a cycle or rail voucher of equivalent value should be offered as an alternative. Another measure that was included in the Action Plan (Appendix 5) was the provision of a car club. The Travel Plan did not include any evidence of discussions with any car club operators to confirm if such measure will be deemed viable by an operator for a development of this size and nature. The Action Plan also mentioned some Travel Plan measures involving the local schools. Some further evidence of when these measures were agreed with the schools in question need to be included in the Travel Plan. Also there will need to be some further remedial measures identified in the Travel Plan in the event the agreed Travel Plan targets are not achieved.

In regards to the monitoring there is no commitment in the Interim Travel Plan to produce a revised Travel Plan (Full Travel Plan) after the baseline monitoring has been conducted on occupation of the 100th dwelling. The Full Travel Plan is should be based on the actual travel habits of the residents that live on the development and include site specific measures to primarily reduce single-occupancy vehicle travel throughout the lifetime of the Travel Plan.

A revised Travel Plan that takes into account the comments raised above, should be submitted for approval prior to the determination on the application.

These revisions need to comply with National Planning Policy Framework paragraph 32, which sets out that plans and decisions should take account of whether:

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

Other relevant paragraphs include 34, 35, 36 and 37 as well as the "Travel Plans, Transport Assessments and Statements in Decision-taking" section of the 2014 Planning Practice Guidance.

In addition, a decent quality travel plan will also support Core Strategy Objectives SO3 and SO6 of the Mid Suffolk Core Strategy Development Plan Document (2008) and Core Strategy Focused Review (2012).

To ensure there is sufficient resource for Suffolk County Council to engage with the Travel Plan and there are certainties that the Travel Plan will be implemented in full; the following Section 106 contributions are required:

- Travel Plan Evaluation and Support Contribution - £1,000 per annum from occupation of the 100th dwelling for a minimum of five years, or one year after occupation of the final dwelling, whichever is longest. This is to cover Suffolk County Council officer time working with the Travel Plan Coordinator and agreeing new targets and objectives throughout the full duration of the travel plan. If the contribution is not paid Suffolk County Council may not be able to provide sufficient resource to assisting the ongoing implementation and monitoring of the travel plan, which may result in the failure of the Travel Plan to mitigate the highway impact of this development.
- Travel Plan Implementation Bond, or cash deposit - £196,531 (£655 per dwelling – based on the estimated cost calculated by Suffolk County Council of fully implementing the travel plan). This is to cover the cost of implementing the travel plan on behalf of the developer if they fail to deliver it themselves.

I would require the implementation of the travel plan to be secured solely by Section 106 obligations. A planning condition will be insufficient due to the size and possible phasing of the development. Therefore, I would require the following elements of the Travel Plan to be secured by Section 106 obligations:

- Implementation of the Interim Residential Travel Plan (when approved)
- Provision of an approved welcome pack to each dwelling on first occupation
- Approval and full implementation of the Full Residential Travel Plan
- Monitoring the Travel Plan for a minimum of five years, or one year after occupation of the final dwelling, whichever is longest
- Securing and implementing remedial Travel Plan measures if the minimum 10% vehicular reduction target is not achieved

All the contributions and obligations have taken into account CIL regulation 122 and are:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development

Full wording for the proposed Section 106 obligations can be supplied at a later date if planning permission is granted.

More detailed Travel Plan comments can be provided on request by the applicant if needed.

Bus Infrastructure team response

The Bus Infrastructure Team has made a request for all new stops to have raised kerbs (£2,500 each), shelters (£5,000 each) and for Real Time Passenger Information (RTPI) screens (£10,000 each) to be provided by a S106 Planning Obligation. Clearway signs and associated TRO are essential for the bus lay-bys so they are not abused by parked cars. A through route to Finborough Road, would be very useful (especially if there was a bus-gate). Service provision along Finborough Road is minimal at present and such a link would give the opportunity for a dramatic reorganisation of services in Stowmarket.

Chapter 4 of the NPPF focuses on the importance of promoting sustainable transport. Paragraph 29 says "The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel." Paragraph 30 says "Encouragement should be given to solutions which support reductions in greenhouse emissions and reduce congestion." The NPPF in paragraph 35 says "plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people." It goes on to say "give priority to pedestrian and cycle movements, and have access to high quality public transport" and "to consider the needs of people with disabilities by all modes of transport."

These improvements directly relate to the development as the new residents will need to be able to have close and easy access to the public transport network combined with accurate and up to date information on the destinations served from the nearest bus stops and the punctuality / frequency of services, in order to encourage sustainable transport modes.

Yours sincerely,

Ms Julia Elliott
Development Management Engineer
Strategic Development – Resource Management

From: Paula Gladwell
Sent: 11 April 2017 09:17
To: Planning Admin
Subject: Re: Reconsultation on Planning Application 4455/16

Hi

Please can Great Finborough Parish Council's comments be reiterated for the re consultation on this application as below.

Kind regards

Paula Gladwell
Great Finborough Parish Clerk

"Great Finborough Parish Council have concerns about the impact on the existing infrastructure that the scale of this development will cause. The level of traffic using Star House Lane in particular will be increased; this single track in places lane will need to be significantly improved if traffic is to flow well enough not to cause congestion. Council have considerable concerns about Combs Lane, this is at present an unclassified road that already takes a large amount of traffic including HGV and buses that wish to avoid the town centre of Stowmarket especially since the introduction of traffic lights within the town and the need of drivers to reach the Ipswich bound A14. It has proved almost impossible to get any maintenance or improvements to the lane which are desperately needed now because of the high levels of traffic and the obvious increase in traffic resulting from this proposal to build 300 properties will only compound the issues already present. Combs Lane needs urgent attention to improve safety by regular cutting of hedges and verges and maintenance of the "step up" so that pedestrians can use it safely; reclassification as a 'B' road is essential if this development is to go ahead. The provision of medical facilities in the area is under considerable strain; Combs Ford Surgery has closed its list to new patients, Violet Hill Medical Centre has very little parking available which causes considerable difficulties not only for patients but also passing traffic. It is essential that provision of additional Health Centre facilities are considered as well as additional school places.

The Proposed footpath links between Onehouse and Stowmarket are commendable however the Parish Council would like to see some consideration given to linking this network for cyclists and pedestrians to Great Finborough."

From: Peggy Fuller
Sent: 11 April 2017 10:27
To: Planning Admin
Cc: Penny Otton; John Matthissen
Subject: Re: Reconsultation on Planning Application 4455/16

Councillors have considered the further information/revised plans. Nothing within these changes our concerns and Onehouse Parish Council continues to object to the proposals as per the comments show on your planning portal.

Regards

Peggy Fuller
Clerk to Onehouse PC

From: planningadmin@midsuffolk.gov.uk
Sent: Monday, March 27, 2017 3:40 PM
To: Peggy Fuller
Subject: Reconsultation on Planning Application 4455/16

Correspondence from MSDC Planning Services.

We recently sent you a consultation in respect of the above application.

We have recently received further information/revised plans in respect of this and would ask you to take this additional information into account when replying.

Please ensure that we receive your reply by **17/04/2017** at the latest.

To view details of the planning application online please click [here](#)

We look forward to receiving your comments.

Emails sent to and from this organisation will be monitored in accordance with the law to ensure compliance with policies and to minimize any security risks. The information contained in this email or any of its attachments may be privileged or confidential and is intended for the exclusive use of the addressee. Any unauthorised use may be unlawful. If you receive this email by mistake, please advise the sender immediately by using the reply facility in your email software.

Your ref: 4455/16
Our ref: Stowmarket – land south of Union
Road 00039505
Date: 12 April 2017
Enquiries to: Neil McManus
Tel: 01473 264121 or 07973 640625
Email: neil.mcmanus@suffolk.gov.uk

Ms Kathryn Oelman,
Planning Services,
Mid Suffolk District Council,
Council Offices,
131 High Street,
Needham Market,
Ipswich,
Suffolk,
IP6 8DL

Dear Kathryn,

Stowmarket: land south of Union Road – developer contributions

I refer to the planning application for the erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works. I submitted a consultation response by way of letter dated 22 January 2017. In respect of the re-consultation I have no further comments to add to those already submitted.

I have copied this letter to colleagues who may have additional comments in respect of highways, drainage and archaeology matters.

Yours sincerely,



Neil McManus BSc (Hons) MRICS
Development Contributions Manager
Strategic Development – Resource Management

cc Steve Merry/Christopher Fish, Suffolk County Council
Floods Planning, Suffolk County Council
Archaeology Services, Suffolk County Council

From: RM PROW Planning
Sent: 12 April 2017 10:06
To: Planning Admin
Cc: Kevin Verlander; wlusty@savills.com
Subject: RE: Reconsultation on Planning Application 4455/16

For The Attention of: Kathryn Oelman

Public Rights of Way Response

Thank you for the additional correspondence in relation to the above planning application.

Our request, as submitted in our response dated 13/12/2016 is all still applicable, in particular the requirement to upgrade of Public Footpath 22 to bridleway status.

Please contact Kevin Verlander, Area Rights of Way Officer should you require any further information or clarification on kevin.verlander@suffolk.gov.uk.

Jackie Gillis
Green Access Officer
Access Development Team
Rights of Way and Access
Resource Management, Suffolk County Council
Endeavour House (Floor 5, Block 1), 8 Russell Road, Ipswich, IP1 2BX

🌐 <http://www.suffolkpublicrightsofway.org.uk/> | [Report A Public Right of Way Problem Here](#)

From: Hannah Bridges
Sent: 15 April 2017 10:22
To: Planning Admin
Subject: RE: Reconsultation on Planning Application 4455/16

Dear Sir/Madam,

My comments still stand for this planning application 4455-16 and I have attached them for your reference, I have no further comments to my original reply.

Kind regards

Hannah

Hannah Bridges
Waste Management Officer - Waste Services
Mid Suffolk and Babergh District Councils - Working Together
Tel: 01449 778649
www.midsuffolk.gov.uk www.babergh.gov.uk

From: Adkins, Connor [mailto:Connor.Adkins@highwaysengland.co.uk]
Sent: 18 April 2017 13:47
To: Planning Admin
Cc: growthandplanning
Subject: planning application 4455/16
Importance: High

Dear Sir/Madam

The changes to the applications are unlikely to result in further detrimental impact on the strategic road network. Our earlier formal recommendation may therefore remain unchanged in this instance.

Yours Faithfully
Connor Adkins

Connor Adkins

Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW

Tel: +44 (0) 300 4704744

Web: <http://www.highways.gov.uk>

GTN: 0300 470 4744

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**Highways England Company Limited | General enquiries: 0300 123 5000
|National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park,
Birmingham B32 1AF |**

The Stowmarket Society

Planning Services
Mid Suffolk District Council
131 High Street
Needham Market
Ipswich
IP6 8DL

18 April 2017

Dear Sirs

4455/16 | Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works | Land to the south of Union Road, Onehouse IP14 3EH

I refer to your email of 27 March concerning the reconsultation on this application.

Having examined the further information/revised plans we can see that there has been no significant change to the proposals, and consequently our previous objection to the application still applies.

Yours faithfully



J Pattle
Secretary

The Stowmarket Society, 19 Bond Street, Stowmarket, IP14 1HR
A Founder Member of Civic Voice



From: Michelle Marshall [mailto:MichelleM@stowmarket.org]
Sent: 20 April 2017 09:32
To: Planning Admin
Subject: Planning applications

Please see below for comments regarding recent planning applications:

4455/16

The Town Council wishes to reiterate its previous comments in respect of the planning application and record its gratitude that the developer had taken into account comments made in respect of the application, with the submission of these amendments.

[REDACTED]

[REDACTED] 16

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Kind regards,
Michelle

Michelle Marshall
Deputy Town Clerk

Stowmarket Town Council
Milton House | Milton Road South | Stowmarket | Suffolk | IP14 1EZ

01449 612060 | michellem@stowmarket.org | www.stowmarket.org

 @stowmarketTC

From: Philippa Stroud
Sent: 30 May 2017 15:19
To: Kathryn Oelman
Subject: 4455/16/FUL Land to the south of Union Rad, Onehouse IP14 3EH - Other Issues

WK/191818

Dear Kathryn

Ref: 4455/16/FUL AMENDED PLANS EH – Other Issues
Location: Land to the south of Union Road, Onehouse IP14 3EH
Proposal: Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works

Thank you for your further consultation.

The Noise Impact Assessment, dated 20/02/2017, with regard to the pumping station is satisfactory.

The application site is close to a number of existing residential dwellings and for this reason there is a risk of loss of amenity during the construction phase of the development, from noise, dust etc. I would, therefore, recommend that a construction management plan be required by means of condition.

I also recommend that the hours of noise intrusive work during construction of the development be limited to:

Monday to Friday between 08:00 hrs and 18:00 hrs
Saturday between 09:00 hrs and 13:00 hrs
No work to be undertaken on a Sunday, Bank or Public Holiday.

The above should apply to deliveries too.

Reason – To minimise detriment to nearby residential amenity.

Regards,

Philippa Stroud
Senior Environmental Protection Officer
Babergh and Mid Suffolk District Councils - Working Together

Telephone: 01449 724724

Email: Philippa.Stroud@baberghmidsuffolk.gov.uk
Websites: www.babergh.gov.uk www.midsuffolk.gov.uk

Your Ref: MS/4455/16
Our Ref: 570\CON\1153\17
Date: 26th June 2017
Highways Enquiries to: julia.elliott@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.
Email: planningadmin@babberghmidsuffolk.gov.uk

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

For the Attention of: Kathryn Oelman

Dear Kathryn

**TOWN AND COUNTRY PLANNING ACT 1990
CONSULTATION RETURN MS/4455/16**

PROPOSAL: Erection of 300 dwellings, access, internal roads, garages, fences, walls, parking, landscaping, public open space, ecological enhancement works, drainage infrastructure and associated works

LOCATION: Land To The South Of, Union Road, Onehouse, IP14 3EH

ROAD CLASS: C440

Further to revised details given, regarding the addendum to the Transport Assessment dated May 2017 the Highways Authority has comments as follows with the relevant conditions added below.

Regarding the traffic calming shown on the site layout, this has not been agreed with the Highways authority and as such will need to be reviewed and agreed within the Section 278 agreement. As shown on the supplied site layout plans the 30 mph roundels are not compliant with standards and alternative traffic calming measures may be required.

For the shared facility of the cycle/footway to the south it needs to remain 3m through the whole section, as drawn the cycle provision is a cul de sac, which is not acceptable, the cycle path will need to link to a suitable access point to the B1115, Finborough Road along the southern boundary of the site. The other link not upgraded for cycle use can however remain as drawn. The tactile paving details at the south needs to be extended to warn any pedestrians they are joining a shared facility, and this can also be reviewed and agreed within the detailed design review, and Section 278 agreement.

Concerning the trees, the Highways Authority restricts the planting of trees in or near the carriageway, it is likely that the areas containing trees will not be adopted, and root barrier details will be required as part of the detailed design to ensure they will not damage footways or carriageways. Please refer to the notes for further details.

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

Condition 1: Before the accesses are first used visibility splays shall be provided as shown on Drawing No. 617766/SK17 (Eastern Access junction) with an X dimension of 4.5m and a Y dimension of 90m and (Western Access junction) with an X dimension of 4.5m and a Y dimension of 120m and both thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely and vehicles on the public highway would have sufficient warning of a vehicle emerging in order to take avoiding action.

Condition 2: The use shall not commence until the areas within the site shown on project no. ST01 drawing number 005 Rev F for the purposes of manoeuvring and parking of vehicles has been provided and thereafter that areas 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

Condition 3: The areas to be provided for storage of Refuse/Recycling bins as shown on project no. ST01 drawing number 003 Rev F shall be provided in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

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

Condition 4: Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway.

Condition 5: Before the development is commenced, details of the estate roads and footpaths/cycleways, (including layout, levels, gradients, surfacing, traffic calming, Lighting 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/cycleways are constructed to an acceptable standard.

Condition 6: 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.

Condition 7: The new estate road junction with Union Road inclusive of cleared land within the sight splays to this junction must be formed prior to any other works commencing or delivery of any other materials.

Reason: To ensure a safe access to the site is provided before other works and to facilitate off street parking for site workers in the interests of highway safety.

Condition 8: The definitive line of the public footpath must be physically marked out on site at the start of the development, and remain open, unobstructed and undisturbed for as much of the construction phase as possible. If crossed by construction traffic, then that crossing point must be maintained in a good state of repair and be safe and fit for use at all times.

Reason: In the interests of the amenity of the public.

Planning Obligations

Public Rights of Way Response

This response deals only with the onsite protection of affected PROW, and does not prejudice any further response from Rights of Way and Access. As a result of anticipated increased use of the public rights of way in the vicinity of the development, SCC may be seeking a contribution for improvements to the network. These requirements will be submitted with Highways Development Management response in due course.

Government guidance considers that the effect of development on a public right of way is a material consideration in the determination of applications for planning permission and local planning authorities should ensure that the potential consequences are taken into account whenever such applications are considered (Rights of Way Circular 1/09 – Defra October 2009, para 7.2) and that public rights of way should be protected.

Public Footpath 22 is recorded through the proposed development area; we comment as follows:

Previously this service requested the upgrade of the public footpath to bridleway status with a 3m width, as part of these works, which will legally permit walking and cycling, as well as equestrian use along the route. This will feed in to the bridleway network north of Union Road. This requirement is still relevant.

The realignment of the southern section of FP22 will require a legal order.

We have no objection to the proposed ramp providing visibility is good. The surface of which should be unsealed and non-slip.

We have no objection to this proposal.

Informative Notes:

Please note that the granting of planning permission is separate to any consents that may be required in relation to Public Rights of Way.

Nothing should be done to stop up or divert the Public Right of Way without following the due legal process including confirmation of any orders and the provision of any new path. In order to avoid delays with the application this should be considered at an early opportunity.

The alignment, width, and condition of Public Rights of Way providing for their safe and convenient use shall remain unaffected by the development unless otherwise agreed in writing by the Rights of Way & Access Team.

Nothing in this decision notice shall be taken as granting consent for alterations to Public Rights of Way without the due legal process being followed. Details of the process can be obtained from the Rights of Way & Access Team.

"Public Rights of Way Planning Application Response - Applicant Responsibility" and a digital plot showing the definitive alignment of the route as near as can be ascertained; which is for information only and is not to be scaled from, is attached for the applicant.

Travel Plan response

The Interim Travel Plan (dated October 2016) is not sufficient and will require further work before it can be formally accepted by Suffolk Highways. The main issue with the Travel Plan is that it fails to acknowledge the "Travel Plans, Transport Assessments and Statements in Decision-taking" section of the 2014 Planning Practice Guidance. According to this guidance both the Travel Plan and Transport Assessment must overarch to identify opportunities to mitigate the vehicular impact on the existing highway network. In reviewing the supporting Transport Assessment (dated October 2016) there is also no reference to the Planning Practice Guidance either. To comply with the overarching principles any vehicular reduction identified in the Travel Plan will need to be included as part of the highway mitigation in the Transport Assessment. Ideally by discounting the Travel Plan reduction to the proposed trip generation identified in the Transport Assessment. Therefore, both documents are not fully compliant of the current national planning guidance, and will need to be amended to take this into account.

The Travel Plan has identified a 10% reduction over a five-year period for the "driving by car" mode of the 2011 Census. The 10% reduction target is reasonable given the edge of town location of the proposed development, however the Travel Plan does not include a plan of effectively monitoring the target. The monitoring methodology identified in the Travel Plan is focused on using iTrace compliant surveys. The use of these surveys can provide the Travel Plan Coordinator and Highway Authority some suitable qualitative data, however by experience these surveys tend to be unrepresentative of the development, as most Residential Travel Plan surveys achieve a response rate of less than 20%, which would be hard to justify as being representative of the development. Therefore, the Travel Plan should include some monitoring through the use of traffic counts on all the vehicular access points to the site for a two-week period during a neutral month. This should act as the primary form of Travel Plan monitoring, as it can easily be compared to the estimated trip rates in the Transport Assessment that is used to measure the impact on the existing highways. These results can help inform and justify further Travel Plan measures to mitigate the highway impact when the site is occupied. The resident surveys should still be used to provide some supporting qualitative data to inform the developments Travel Plan Coordinator or Highway Authority if there are any specific issues that can be resolved (i.e. damage to foot/cycleways, inadequate public transport services, etc).

The measures identified in the Travel Plan will need some further clarification, as there is no evidence included in the Travel Plan that a bus operator will be willing to divert their services through the site, to demonstrate that the measure will be effective. Also if a bus operator is willing to provide a bus service that serves the site; the service must be suitable for commuting, as some of the existing bus services that serve close to the site would not be suitable for a resident working a typical 9am-5pm job. Also the Travel Plan identified that First Buses provide a frequent service from Chilton Way. On reviewing the bus times on Travelline; I noticed that the First Bus services (88/88A/89/89A) that stop closest to the site terminate at the Kipling Way bus stop a two-minute journey away. Looking at the actual timetable for the services it appears that the bus continues from that stop back towards Stowmarket and then towards Ipswich. Therefore, some further clarification would be needed in the Travel Plan to see if the residents only need to pay one fare to travel beyond the Kipling Way bus stop, as paying two fares would act as a disincentive to use the bus as an alternative form of travel.

Other measures that need to be included is the provision of a multi-modal voucher (ideally through the resident welcome packs) for each dwelling to the value of two monthly bus tickets for travel between Stowmarket and Ipswich. According to the 2011 Census Origin-Destination data the majority of residents of Stowmarket (Mid-Suffolk 009 middle layer) usually commute between the two towns. If the resident does not want to redeem two bus vouchers; a cycle or rail voucher of equivalent value should be offered as an alternative. Another measure that was included in the Action Plan (Appendix 5) was the provision of a car club. The Travel Plan did not include any evidence of discussions with any car club operators to confirm if such measure will be deemed viable by an operator for a development of this size and nature. The Action Plan also mentioned some Travel Plan measures involving the local schools. Some further evidence of when these measures were agreed with the schools in question need to be included in

the Travel Plan. Also there will need to be some further remedial measures identified in the Travel Plan in the event the agreed Travel Plan targets are not achieved.

In regards to the monitoring there is no commitment in the Interim Travel Plan to produce a revised Travel Plan (Full Travel Plan) after the baseline monitoring has been conducted on occupation of the 100th dwelling. The Full Travel Plan is should be based on the actual travel habits of the residents that live on the development and include site specific measures to primarily reduce single-occupancy vehicle travel throughout the lifetime of the Travel Plan.

A revised Travel Plan that takes into account the comments raised above, should be submitted for approval prior to the determination on the application.

These revisions need to comply with National Planning Policy Framework paragraph 32, which sets out that plans and decisions should take account of whether:

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

Other relevant paragraphs include 34, 35, 36 and 37 as well as the "Travel Plans, Transport Assessments and Statements in Decision-taking" section of the 2014 Planning Practice Guidance.

In addition, a decent quality travel plan will also support Core Strategy Objectives SO3 and SO6 of the Mid Suffolk Core Strategy Development Plan Document (2008) and Core Strategy Focused Review (2012).

To ensure there is sufficient resource for Suffolk County Council to engage with the Travel Plan and there are certainties that the Travel Plan will be implemented in full; the following Section 106 contributions are required:

- Travel Plan Travel Plan Evaluation and Support Contribution - £1,000 per annum from occupation of the 100th dwelling for a minimum of five years, or one year after occupation of the final dwelling, whichever is longest. This is to cover Suffolk County Council officer time working with the Travel Plan Coordinator and agreeing new targets and objectives throughout the full duration of the travel plan. If the contribution is not paid Suffolk County Council may not be able to provide sufficient resource to assisting the ongoing implementation and monitoring of the travel plan, which may result in the failure of the Travel Plan to mitigate the highway impact of this development.
- Travel Plan Implementation Bond, or cash deposit - £196,531 (£655 per dwelling – based on the estimated cost calculated by Suffolk County Council of fully implementing the travel plan). This is to cover the cost of implementing the travel plan on behalf of the developer if they fail to deliver it themselves.

I would require the implementation of the travel plan to be secured solely by Section 106 obligations. A planning condition will be insufficient due to the size and possible phasing of the development. Therefore, I would require the following elements of the Travel Plan to be secured by Section 106 obligations:

- Implementation of the Interim Residential Travel Plan (when approved)
- Provision of an approved welcome pack to each dwelling on first occupation
- Approval and full implementation of the Full Residential Travel Plan
- Monitoring the Travel Plan for a minimum of five years, or one year after occupation of the final dwelling, whichever is longest
- Securing and implementing remedial Travel Plan measures if the minimum 10% vehicular reduction target is not achieved

All the contributions and obligations have taken into account CIL regulation 122 and are:

- necessary to make the development acceptable in planning terms;

- directly related to the development; and
- fairly and reasonably related in scale and kind to the development

Full wording for the proposed Section 106 obligations can be supplied at a later date if planning permission is granted.

More detailed Travel Plan comments can be provided on request by the applicant if needed.

Bus Infrastructure team response

The Bus Infrastructure Team has made a request for all new stops to have raised kerbs (£2,500 each), shelters (£5,000 each) and for Real Time Passenger Information (RTPI) screens (£10,000 each) to be provided by a S106 Planning Obligation. Clearway signs and associated TRO are essential for the bus lay-bys so they are not abused by parked cars. A through route to Finborough Road, would be very useful (especially if there was a bus-gate). Service provision along Finborough Road is minimal at present and such a link would give the opportunity for a dramatic reorganisation of services in Stowmarket.

Chapter 4 of the NPPF focuses on the importance of promoting sustainable transport. Paragraph 29 says "The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel." Paragraph 30 says "Encouragement should be given to solutions which support reductions in greenhouse emissions and reduce congestion." The NPPF in paragraph 35 says "plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people." It goes on to say "give priority to pedestrian and cycle movements, and have access to high quality public transport" and "to consider the needs of people with disabilities by all modes of transport."

These improvements directly relate to the development as the new residents will need to be able to have close and easy access to the public transport network combined with accurate and up to date information on the destinations served from the nearest bus stops and the punctuality / frequency of services, in order to encourage sustainable transport modes.

Notes:

Note: Section 141 Highways Act restricts planting of trees etc., in or near the carriageway. The Highway Authority recommends new trees planted close to new roads have an approved root direction system to prevent damage to the highway. Suffolk County Council, can supply further information on approved root direction systems.

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.

Further information can be found at: <https://www.suffolk.gov.uk/roads-and-transport/parking/apply-for-a-dropped-kerb/>

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

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

Note: 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.

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

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

Yours sincerely,

Ms Julia Elliott
Development Management Engineer
Strategic Development – Resource Management