

**TO: All members of Development
Control Committee papers**

**(Copy to recipients of Development
Control Committee papers)**

Our reference HMH
Your reference N/A
Contact Helen Hardinge
Email helen.hardinge@westsuffolk.gov.uk

29 October 2021

Dear Councillor

**Development Control Committee - Wednesday 3 November 2021
Agenda Item 5 - Report Number: CAB/WS/21/041 - Planning Application
DC/21/0152/HYB – Land South of Burwell Road, Exning**

We have received notification that the Highway Authority will be unable to attend the meeting with regards to the above planning application, which is due for determination at the Development Control Committee meeting on Wednesday 3 November 2021.

Therefore, they have provided the attached Technical Note, for the information of the Committee.

Yours sincerely

Helen Hardinge
Democratic Services Officer

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West Suffolk
Council

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Technical Note 01

29th October 2021

DC/21/0152/FUL - Land South of Burwell Road, Exning

Luke Barber – Strategic Transport and Policy Manager

Sam Bye - Senior Transport Planning Engineer

Introduction

Suffolk County Council (SCC) Transport Strategy team were consulted by West Suffolk Council (WSC) in our role of a statutory consultee responsible for the majority of the roads local to this site.

SCC responded to WSC on; 25th March 2021, 29th July 2021, 16th September 2021 and 19th October 2021.

The July letter was a substantive response, including draft planning conditions to be imposed on the application, if determined positively by WSC. In consultation with the WSC case officer it was determined that further clarification was required on several highway issues. This technical note seeks to provide this clarity and assist committee members in understanding the highway issues related to the current site.

Phase One Mitigation

The above referenced scheme is a second phase of a larger scheme. As such it relies on the previously secured mitigation package of highway improvements. These included:

- Replacement of the junction on Cotton End Road/Windmill Hill junction to a mini roundabout with enhanced crossing facilities.
- Road widening works at Junction Windmill Hill/ A142 Fordham Road.
- Traffic Calming on Windmill approach to 30mph.
- Alterations to Burwell Road, bus stop provision and amendments together with other traffic calming measures on Burwell Road.
- Cycle link through to Queensway.

As the future scheme was considered as part of phase one, this scheme over-provided mitigation to safeguard and provide additional highway capacity to facilitate phase two. The advantage of this approach was that improvements were carried out earlier than technically required and to avoid digging up the roads in Exning twice and further inconveniencing residents.

Phase Two Mitigation

In addition to the above scheme, phase two is contributing (via a section 106 agreement) to a shared cycle path/ footway route between Burwell and Exning, linking the two villages and facilities. This is an important sustainable transport corridor and will benefit existing residents, as well as residents on phase one and two of the development.

Cycle Provision

The condition requested by SCC as the highway authority is as below:

11. *Cycling Condition: Before first occupation of site a cycle signing, and lighting strategy should be submitted to and approved in writing by the Local Planning Authority and Highway Authority which include:*

a) signing strategy to and from the site to local amenities

b) types of signs to be provided

c) location of signs and posts

d) methodology of lighting the routes.

Reason: in the interest of Highway Safety, to encourage sustainable transport modes and to ensure the routes are useable and desirable at all times.

The route was established as per phase one. The collision data from 01/08/2016 to 31/07/2021 does not indicate any injury collisions that would require mitigation.



Therefore, there is no reason to find that the proposed cycle improvement condition could not be fully discharged, post determination. All works in the highway are subject to agreement (S278) with SCC, and this will require a full Road Safety Audit process which will fully consider the safety of all road users.

Transport Assessment

This site was included in the Forest Heath District Council Local Plan Single Issue Review (SIR). The site reference in the SIR was SA12(a). The SIR was supported by a district-wide traffic assessment carried out by Aecom, this was used to support the principle of this site being allocated. SCC was fully consulted on the evidence base for the SIR and found, at a district-wide level the transport evidence to be robust, and the plan was found to be 'sound' at Examination in Public by the Planning Inspectorate.

As part of the detailed evidence supporting this planning application, a transport assessment was submitted, Richard Jacksons document dated October 2020. SCC reviewed this document and made a number of recommendations in our letter dated 25th March 2021, some of these detailed comments referred to the traffic impact of the scheme. A further Technical Note (dated 18th June

2021) was supplied which addressed these concerns, providing additional information and context to show the impacts had been robustly modelled.

To aid committee members' understanding of the level of capacity constraint in the village the following junction modelling tables have been extracted from the Transport Assessment.

Table 7.1 – B1103 Newmarket Road / B1102 Isaacson Road – Existing Layout Results

Arm / Movement	2031 Base				2031 Proposed			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
B1102 Isaacson Road	0.5	0.34	0.6	0.37	0.6	0.36	0.7	0.42
B1103 Newmarket Road (right to B1102)	0.1	0.07	0.0	0.03	0.1	0.07	0.0	0.03

Table 7.2 – B1103 Newmarket Road / B1102 Isaacson Road – Committed Layout Results

Arm / Movement	2031 Committed				2031 Proposed			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
B1102 Isaacson Road	0.7	0.41	1.0	0.51	0.8	0.43	1.3	0.56
B1103 Newmarket Road (right to B1102)	0.0	0.02	0.0	0.04	0.0	0.02	0.0	0.04
Committed Development (left turn)	0.1	0.05	0.0	0.03	0.1	0.05	0.0	0.03
Committed Development (ahead/right)	0.3	0.23	0.2	0.15	0.3	0.23	0.2	0.15
B1103 Newmarket Road (right to com. dev.)	0.1	0.05	0.0	0.03	0.1	0.05	0.0	0.03

Table 7.3 – B1103 Burwell Road / Proposed Site Access Results

Arm / Movement	2031 Committed				2031 Proposed			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
Site Access	N/A	N/A	N/A	N/A	0.1	0.10	0.0	0.03
B1103 Burwell Road (right to Site Access)	N/A	N/A	N/A	N/A	0.0	0.00	0.0	0.02

Table 7.4 – B1103 Burwell Road / Burwell Road (Glebe Drive) Results

Arm / Movement	2031 Committed				2031 Proposed			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
Burwell Road (Glebe Drive) (left turn)	0.0	0.04	0.0	0.00	0.1	0.06	0.0	0.01
Burwell Road (Glebe Drive) (right turn)	0.2	0.15	0.1	0.06	0.3	0.24	0.1	0.10
B1103 Burwell Road (right to Burwell Road (Glebe Drive))	0.0	0.00	0.1	0.06	0.0	0.01	0.2	0.09

Table 7.5 – B1103 Church Street / B1103 Swan Lane / Cotton End Road / Windmill Hill Results

Arm / Movement	2031 Committed				2031 Proposed			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
B1103 Church St	0.5	0.34	1.1	0.52	0.6	0.35	1.3	0.57
B1103 Swan Ln	3.0	0.75	1.1	0.52	5.1	0.84	1.2	0.55
Link (from south)	0.0	0.65	0.0	0.51	0.0	0.68	0.0	0.56
Cotton End Road	0.8	0.46	0.4	0.31	0.9	0.47	0.5	0.33
Windmill Hill	0.4	0.30	0.5	0.32	0.5	0.31	0.6	0.36
Link (from north)	0.0	0.32	0.0	0.32	0.0	0.36	0.0	0.33

SCC have considered the junction modelling within the TA this includes all predicted traffic from the phase one and phase two traffic, with background traffic growth of to 2031. Additionally, all committed (permitted and allocated) local development in the areas was included in the traffic modelling, for example permitted developments in Burwell and Newmarket. It is noted that there were/are mitigation proposals for key sites identified in the transport assessment, for example Windmill Hill junction with Fordham Road and the Windmill Hill War Memorial junction, addressed in phase one and the off-road cycle/footway between Exning to Burwell linking key services and facilities.

It is the technical judgement of SCC that this traffic modelling shows that no significant traffic issues are predicted to occur on this network. Generally, any junction where the RFC are less than 0.85 will operate well within their theoretical capacity. As can be seen no RFCs on any arm of any junction are close to this figure, the highest being below 0.6, showing more than adequate residual capacity will exist on the network in 2031.

Summary:

The bar for a Local Highway Authority to object to a development is set extremely high, by the National Planning Policy Framework (NPPF). The 2021 revision states, at paragraph 111:

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

There is clearly an impact from the additional development of 205 dwellings in Exning. However, SCC has assessed this application and the supporting technical information, and it is the assessment of SCC Transport Strategy that this impact falls significantly below the tests set out in the NPPF.

Therefore, planning permission should not be refused on highway grounds.

Appendices

SCC Highway Response Letters, dated:

- 25th March 2021
- 29th July 2021
- 16th September 2021
- 19th October 2021

Your Ref: DC/21/0152/FUL
Our Ref: SCC/CON/0812/21
Date: 25 March 2021
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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

Email: planning.help@westsuffolk.gov.uk

The Planning Department
West Suffolk Council (FH)Development Management
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

For the attention of: Kerri Cooper - FHDC

Dear Kerri Cooper - FHDC,

TOWN AND COUNTRY PLANNING ACT 1990

CONSULTATION RETURN: DC/21/0152/FUL

PROPOSAL: Hybrid Planning Application - A. Full planning for 205 dwellings, garages, new vehicular accesses, pedestrian/cycle accesses, landscaping and associated open space and B. Outline planning - early years education facility.

LOCATION: Land South Of Burwell Road Exning Suffolk

ROAD CLASS:

Notice is hereby given that the County Council as Highways Authority recommends that permission be refused for the following reasons:

When these points are addressed we will be able to look at removing our refusal:

Design layout:

If the basins are to be taking Hwy surface water who will be adopting these?

Planting next to the cycle way should be sufficiently set back to allow growth without hampering the cycle way some hedge planting has been shown right up to the cycleways. Please ensure that this is shown said that it does not hamper cycle or pedestrian use.

Bin for collection points appear located in planted areas with trees. Please ensure that adequate space is been left off the proposed adopted highway the bin presentation that will not impact on Hwy visibility or has been planted with vegetation.

A safe cycle link into Glebe drive has not been provided cycle links through here linking to route 51 should be provided in line with LTN 01/20.

Some facilities linking across the site are remote from dwellings and under trees ensure but the cyclists have adequate clearance under trees of 2.4 metres and that cyclists have clear visibility and inter visibility to feel safe using the cycle paths I would recommend relocating cycle paths away from trees. How would the cycle paths going to be lit are they going to have Street lights or will they have solar powered guiding lights?

There are a couple of locations where the cycle paths cross access roads what treatment is these areas

will be provided to ensure that cyclists have a safe passage and that it is in line with LTN 01/20?
The cycling route will need a signing strategy.

All boundary treatments such as fences, hedges and trees must be out of visibility splays of all junctions, accesses and forward visibility.

Ensure all of the trees that are on the planning layout are set back at least two metres from edge of carriage way depending on species.

The planning layout does not indicate how cyclists are provided for at the direct access onto Burwell Rd?

There has been no mention of how cyclists after safely access facilities in the village of Burwell.
All cycle provision throughout the whole site should meet LTN 01/20.

I note that there are several dwellings that have been assigned triple parking some of these plots included that I have concerns about our plots 57, 58, 96, 97, 183, 197, 198, 199, 169, 181, 180, 173 and 156 in order for Suffolk County Council to look to adopt the highway triple parking in these areas should be removed and space is relocated.

Plots 11 and 12 also have triple parking on them this is on the main access to the site nearly opposite a junction so this is not only against Suffolk parking guidance but is situated in a potentially unsafe location these spaces too need to be relocated. There are a lot of visitor parking spaces provided on private drives. These spaces therefore may not be accessible for all users and people visiting. For example, the middle of the eastern phase is devoid of visitor parking as are the main corridors on the western phase. Ensure that all visitor parking is evenly distributed throughout the site.

Transport assessment comments will follow along with any requests from that.

Travel Plan Comments:

On reviewing the Interim Residential Travel Plan (dated October 2020) the following points will need to be addressed:

- The Travel Plan or Transport Assessment has not included any evidence of the existing bus operators that serve the site being contacted to see if any improvements to their services can be secured. The on checking the timetables for the Stagecoach 11 service, there should be some discussions to see if the hours of the services can be extended to make commuting to Cambridge possible, as the current services may not start early enough to get the resident to their workplace in Cambridge on time, or it departs Cambridge too early at the end of their shift. Evidence in the Phase 1 Travel Plan that there are a fair number of residents that work in Cambridge and travel there by car. Section 8.9 identifies a commitment for the Travel Plan Coordinator to contact Stagecoach to promote bus travel to the residents, but this should be done sooner. If it is done sooner there may be some opportunities to enhance the existing bus services that serve the site. The evidence secured through the Phase 1 Travel Plan should assist these early discussions. Evidence of this measure being investigated needs to be submitted in a revised Travel Plan or Highways Technical Note, as a Section 106 obligations/contributions may be required to secure any enhancements to the bus services

- It is strongly recommended that the Travel Plan process for this site is a continuation of the Phase 1 development and the monitoring of this Travel Plan starts almost immediately, instead of waiting until the 100th dwelling is occupied (the 133rd dwelling trigger identified in the Travel Plan is not in accordance with the Suffolk Travel Plan Guidance). This can be combined with an extension of the monitoring for Phase 1 and some of the measures like the newsletters and promotional events that the Phase 2 residents will benefit from. This ensures that the Phase 1 residents still benefit and maintain from the sustainable transport engagement funded from the Phase 2 development to act as highway mitigation, with any additional modal shift from the Phase 1 residents credited to the Phase 2 monitoring. The vehicular access is shared so this continued Phase 1 resident engagement is justified. If it is not possible to expand the Phase 1 Travel Plan to Phase 2, Suffolk County Council may require a Travel Plan Contribution through a Section 106 agreement to take control over the delivery of the Phase 2 site to ensure there is continuity

- As Suffolk County Council are named in the Travel Plan as part of the monitoring and engagement process a £1,000 per annum Travel Plan Evaluation and Support Contribution will be required through a Section 106 agreement, from first occupation for a minimum of five years, or one year after occupation of the final dwelling (whichever is the longest duration). This is a discretionary function of Suffolk County Council and is therefore chargeable under Section 93 of the 2003 Local Government Act and Section 3 of the 2011 Localism Act

A revised Travel Plan or Highways Technical Note that addresses the comments raised must be submitted prior to the determination of this planning application.

If a suitable Travel Plan can be agreed the following planning conditions are required to effectively secure the implementation of the Travel Plan:

- Condition: Prior to the occupation of any dwelling details of the travel arrangements to and from the site for residents of the dwellings, in the form of a Travel Plan in accordance with the mitigation measures identified in the submitted Transport Assessment and Interim Residential Travel Plan [DATED] shall be submitted for the approval in writing by the local planning authority in consultation with the highway authority. This Travel Plan must contain the following:

- Baseline travel data based upon the information provided in the Transport Assessment, with suitable measures, objectives and targets identified targets to reduce the vehicular trips made by residents across the whole development, with suitable remedial measures identified to be implemented if these objectives and targets are not met

- Appointment of a suitably qualified Travel Plan Coordinator to implement the Travel Plan in full and clearly identify their contact details in the Travel Plan

- A commitment to monitor the vehicular trips generated by the residents and submit a revised (or Full) Travel Plan on occupation of the [AGREED TRIGGER POINT] dwelling

- A further commitment to monitor the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan to be submitted to and approved in writing by the Local Planning Authority until five years has passed after occupation of the final dwelling using the same methodology as the baseline monitoring

- A suitable marketing strategy to ensure that all residents on the site are engaged in the Travel Plan process

- A Travel Plan budget that covers the full implementation of the Travel Plan

- A copy of a residents travel pack that includes a multi-modal voucher to incentivise residents to use sustainable travel in the local area

No dwelling within the site shall be occupied until the Travel Plan has been agreed. The approved Travel Plan measures shall be implemented in accordance with a timetable that shall be included in the Travel Plan and shall thereafter adhered to in accordance with the approved Travel Plan.

Reason: In the interest of sustainable development as set out in the NPPF, and policy DM45.

- Condition: Within one month of the first occupation of any dwelling, the occupiers of each of the dwellings shall be provided with a Residents Travel Pack (RTP). Not less than 3 months prior to the first occupation of any dwelling, the contents of the RTP shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and shall include walking, cycling and bus maps, latest relevant bus and rail timetable information, car sharing information, personalised Travel Planning and a multi-modal travel voucher.

Reason: In the interest of sustainable development as set out in the NPPF, and policy DM45.

Note 1: The Travel Plan and Resident Travel Pack should be produced in accordance with Suffolk County Council's Travel Plan Guidance

(www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/information-for-developers)

Passenger Transport comments:

Burwell Road is already reasonably well served with Stagecoach route 11, offering hourly journeys between Bury, Newmarket and Cambridge but the route could benefit from a few enhancements. The first and last buses to/from Cambridge only go as far as Burwell village so a contribution to Stagecoach for them to extend those buses as far as Exning would be required to provide another sustainable transport link. This could be an obligation between the applicant and the operator and fed back into the travel plan.

The existing bus stops: The Newmarket-bound one has a small parish-owned shelter. This would benefit from being replaced with a larger one if the parish are amenable. The Cambridge-bound footway looks to be wide enough to accommodate a shelter. Neither stop has a raised kerb yet, and there looks to be just enough space around the shelter to create one without reducing the size of the parking bays either side. Adding one new and replacing the other shelter plus the kerb works at the current sites would be in the region of £10-15,000.

Although Stagecoach are not yet part of the Suffolk RTPi system, we will soon be able to access their feed through the national Bus Open Data Scheme so a pair of RTPi screens for these stops would also be required to encourage use of sustainable transport. It looks like we have power available both sides of the road, so should be able to install both for £25,000.

The space they have marked for potential future development would presumably only be zoned for residential as it would not be suitable for ongoing deliveries for retail or similar?

Finally, I am slightly concerned by the potential school site. Although it would be mainly serving pupils within walking distance, there will still be a need to make the site suitable for access by home to school transport. This would most likely be minibus or smaller vehicles for SEND pupils but the potential for full-sized buses needs to be considered in the design. They will also need to factor in the impact of any school movements (including parents dropping off/picking up by car) on the existing Glebe Drive/Plover Place residents. Thoughts as to how parking will be restricted through this area.

Final 106 contributions to follow when able to assess what conditions could be put in place.

Yours sincerely,

Sam Bye
Senior Development Management Engineer
Growth, Highways and Infrastructure

Your Ref:DC/21/0152/FUL
Our Ref: SCC/CON/2197/21
Date: 16 June 2021
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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

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The Planning Department
West Suffolk (BSE)
Development Management
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

For the attention of: Kerri Cooper - SEBC

Dear Kerri Cooper - SEBC

TOWN AND COUNTRY PLANNING ACT 1990

CONSULTATION RETURN: DC/21/0152/FUL

PROPOSAL: Hybrid Planning Application - A. Full planning for 205 dwellings, garages, new vehicular accesses, pedestrian/cycle accesses, landscaping and associated open space and B. Outline planning - early years education facility

LOCATION: Land South Of Burwell Road Exning Suffolk

ROAD CLASS: B1103

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

From the amended plans that have been submitted i have not been able to ascertain if the majoity of my comments from my response dated 25th March 202, have been addressed. I note that parking has been adjusted to remove allocated triple parking to just in private roads, which appears acceptable. I do still note that a lot of visitor parking is still remote to the main dwellings and is not evenly disperesed.

Yours sincerely,

Sam Bye

Senior Development Management Engineer

Growth, Highways and Infrastructure

Your Ref:DC/21/0152/FUL
Our Ref: SCC/CON/3401/21
Date: 29 July 2021
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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

Email: planning.help@westsuffolk.gov.uk

The Planning Department
West Suffolk (BSE)
Development Management
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

For the attention of: Kerri Cooper - SEBC

Dear Kerri Cooper - SEBC,

TOWN AND COUNTRY PLANNING ACT 1990

CONSULTATION RETURN: DC/21/0152/FUL

PROPOSAL: Hybrid Planning Application - A. Full planning for 205 dwellings, garages, new vehicular accesses, pedestrian/cycle accesses, landscaping and associated open space and B. Outline planning - early years education facility

LOCATION: Land South Of Burwell Road Exning Suffolk

ROAD CLASS: B

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:

Notwithstanding the outstanding travel planning comments which still need to be addressed before any grant of permission.

Should this be resolved then i would expect the following conditions to be applied:

1. Access Condition Burwell Road: No other part of the development hereby permitted shall be commenced until the new vehicular access complete with footways and cycleways has been laid out and completed in broad accordance with drawing no's. 203-20 0101 P1 and 203-20 0100 P8. Thereafter, it shall be retained in its approved form.

Reason: To ensure the access is laid out and completed to an acceptable design in the interests of the safety of persons using the access and users of the highway and that would be detrimental to highway safety. *This needs to be a pre-commencement condition because access for general construction traffic is not otherwise achievable safely or would be through a residential area and to provide a sustainable link from the site into the existing network and wider network and to accord with the NPPF (July 2021) paragraphs 104c, 105, 112a, 112b, 112c and LTN 1/20 14.3.12.

2. Access Condition Plover Place: No part of the development shall be commenced until details of the proposed access link into Plovers Place have been submitted to and approved in writing by the Local Planning Authority. The approved access shall be laid out and constructed in its entirety prior to

any occupation of the development. Thereafter the access shall be retained in its approved form. The details shall show how the two cycle links will safely link to each other giving cyclists a safe and sustainable link.

Reason: To ensure that the access is designed and constructed to an appropriate and acceptably safe specification and made available for use at an appropriate time. This needs to be a pre-commencement condition because safe access to the cycle links and facilities and to accord with the NPPF (July 2021) paragraphs 104c, 105, 112a, 112b, 112c and LTN 1/20 14.3.12.

3. Visibility Condition: Before [the development is commenced / any building is constructed above ground floor slab level] details of the areas to be provided for the secure, covered and lit cycle storage including electric assisted cycles shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure drivers of vehicles entering the highway have sufficient visibility to manoeuvre safely including giving way to approaching users of the highway without them having to take avoiding action and to ensure drivers of vehicles on the public highway have sufficient warning of a vehicle emerging in order to take avoiding action, if necessary.

4. Refuse Bin Condition: Before the development is occupied details of the areas to be provided for the storage and presentation of refuse and recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that space is provided for refuse and recycling bins to be stored and presented for emptying and left by operatives after emptying clear of the highway and access to avoid causing obstruction and dangers for the public using the highway.

5. Parking Condition: The use shall not commence until the areas within the site shown on drawing no. 203-20 0100 P8 for the purposes of loading, unloading, manoeuvring and parking of vehicles has / have been provided and thereafter the areas shall be retained, maintained and used for no other purposes.

Reason: To ensure that sufficient areas for vehicles to be parked are provided in accordance with Suffolk Guidance for Parking 2019 where on-street parking and or loading, unloading and manoeuvring would be detrimental to the safe use of the highway.

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

Reason: In the interests of highway safety to ensure that roads/footways are constructed to an acceptable standard.

7. Estate Road Condition: No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority.

Reason: In the interests of highway safety to ensure that satisfactory access is provided for the safety of residents and the public.

8. Estate Road Condition: The new estate road junction(s) as shown on Drawing No. 203-20 0101 P1 and 203-20 0100 P8. 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: In the interests of highway safety, to ensure a safe access to the site is provided before other works commence.

9. Estate Road Condition: No development shall be commenced until an estate road phasing and completion plan has been submitted to and approved in writing by the local planning authority. The estate road phasing and completion plan shall set out the development phases and the standards of construction that the estate roads serving each phase of the development will be completed to and maintained at.

Reason: In the interests of highway safety, to ensure that the estate roads serving the development are completed and thereafter maintained during the construction phase to an acceptable standard.

10. Construction Management Plan Condition: Before the development hereby permitted is commenced a Construction Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. Construction of the development shall not be carried out other than in accordance with the approved plan. The Construction Management Plan shall include the following matters:

- a) parking and turning for vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) piling techniques
- d) storage of plant and materials
- e) provision and use of wheel washing facilities
- f) programme of site and all associated works such as utilities including details of traffic management necessary to undertake these works
- g) site working and delivery times
- h) a communications plan to inform local residents of the program of works
- i) provision of boundary hoarding and lighting
- j) details of proposed means of dust suppression
- k) details of measures to prevent mud from vehicles leaving the site during construction
- l) haul routes for construction traffic on the highway network and
- m) monitoring and review mechanisms.
- n) Details of deliveries times to the site during construction phase.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway and to ensure minimal adverse impact on the public highway during the construction phase.

11. Cycling Condition: Before first occupation of site a cycle signing and lighting strategy should be submitted to and approved in writing by the Local Planning Authority and Highway Authority which include:

- a) signing strategy to and from the site to local amenities
- b) types of signs to be provided
- c) location of signs and posts
- d) methodology of lighting the routes.

Reason: in the interest of Highway Safety, to encourage sustainable transport modes and to ensure the routes are useable and desirable at all times.

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

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

The County Council must be contacted on Tel: 0345 606 6171.

For further information go to:

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/>

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.

12. 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.

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

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

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/>

13. Note: The Local Planning Authority recommends that developers of housing estates should enter into formal agreements with the Highway Authority under Section 38 of the Highways Act 1980 in the interests of securing the satisfactory delivery, and long term maintenance, of the new streets. For further information please visit:

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/>

Please note that this development may be subject to the Advance Payment Code and the addition of non statutory undertakers plant may render the land unadoptable by SCC Highways for example flogas and LPG.

14. Note: Acceptance of the road layout by the highway authority during the planning process does not guarantee meeting the Section 38 of the Highways Act 1980 adoption criteria. It is recommended that the applicant refers to the current adoption criteria:

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/>

106 Contributions: Policy refers to off site mitigation and contribution for a cycle link between Exning and Burwell. This should be secured in a 106 agreement with a trigger point to be confirmed.

Yours sincerely,

Samantha Bye
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

Your Ref:DC/21/0152/FUL
Our Ref: SCC/CON/4321/21
Date: 16 September 2021
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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

Email: planning.help@westsuffolk.gov.uk

The Planning Department
West Suffolk (BSE)
Development Management
West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

For the attention of: Kerri Cooper - SEBC

Dear Kerri Cooper - SEBC

TOWN AND COUNTRY PLANNING ACT 1990

CONSULTATION RETURN: DC/21/0152/FUL

PROPOSAL: Hybrid Planning Application - A. Full planning for 205 dwellings, garages, new vehicular accesses, pedestrian/cycle accesses, landscaping and associated open space and B. Outline planning - early years education facility

LOCATION: Land South Of Burwell Road Exning Suffolk

ROAD CLASS: B

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

This site was included in the Forest Heath District Council Local Plan Single issue Review (SIR) . The site reference in the SIR was SA12(a). The SIR was supported by a district-wide traffic assessment carried out by Aecom, this was used to support the principle of this site being allocated. SCC was fully consulted on the evidence base for the SIR and found, at a district-wide level the transport evidence to be robust, and the plan was found to be 'sound' at Examination in Public by the Planning Inspectorate.

As part of the detailed evidence supporting this planning application, a transport assessment was submitted, Richard Jacksons document dated October 2020. SCC reviewed this document and made a number of recommendations in our letter dated 25th March 2021, some of these detailed comments referred to the traffic impact of the scheme. A further Technical Note (dated 18th June 2021) was supplied which addressed these concerns, providing additional information and context to show the impacts had been robustly modelled.

It is worth remembering that the bar for a Local Highway Authority to object to a development is set extremely high, by the National Planning Policy Framework (NPPF). The 2021 revision states, at paragraph 111:

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

There is clearly an impact from the additional development of 205 dwellings in Exning. However it is the assessment of SCC Transport Strategy that this impact falls significantly below the tests set out in the NPPF, and permission should not be refused on highways grounds.

Also as part of the transport assessment, committed local development was included in the trip data for example development in Burwell and Newmarket. It is noted that there were/are mitigation proposals for key sites identified in the transport assessment, for example Windmill Hill junction with Fordham Road and the Windmill Hill War Memorial junction, addressed in phase one and the off road cycle/footway between Exning to Burwell linking key services and facilities.

Yours sincerely,

Samantha Bye
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

Your Ref: DC/21/0152/FUL
Our Ref: SCC/CON/4596/21
Date: 19 October 2021
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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For the attention of: Kerri Cooper - SEBC

Dear Kerri Cooper - SEBC

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/0152/FUL

PROPOSAL: Hybrid Planning Application - A. Full planning for 205 dwellings, garages, new vehicular accesses, pedestrian/cycle accesses, landscaping and associated open space and B. Outline planning - early years education facility

LOCATION: Land South Of Burwell Road Exning Suffolk

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

With regards to plan 47343-PP-202 Rev -, The submitted mitigation for Oxford Street is not considered by SCC as the highway authority (HA) to be LTN 1/20 compliant with regards to the road markings and informal cycle lanes, especially near to the junction of Swan Lane where the road and footway width is reduced and will be encouraging vehicles to be in the middle of the road on a bend with limited forward visibility.

The blue signs on posts whilst welcomed, need to supply the destination details and a distance to the destination to aid the cyclist on their journey. The signs should also be mounted where possible on existing street furniture to reduce the clutter in the footways and cycle ways. Key locations should be agreed with the LPA and SCC HA.

Yours sincerely,

Samantha Bye
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

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