

# St Edmundsbury Local Development Framework

## Site Allocations Development Plan Document

### **SITE SUBMISSION FORM - March 2012**



*St Edmundsbury*  
BOROUGH COUNCIL

This form is provided for the submission of any **alternative** sites that you think should be considered by the Council for their availability for development over the next 20 years.

Any further sites submitted must be accompanied by a completed and appropriate (Bury, Haverhill or Rural) 'Vision 2031 Preferred Options Document Questionnaire'.

Please complete and return these forms and a **map** clearly identifying the boundary of the site by:

5pm on 30<sup>th</sup> April 2012 to:

Planning Policy Section  
St Edmundsbury Borough Council  
West Suffolk House  
Western Way  
Bury St Edmunds  
IP33 3YU

or email it to: [LDF@stedsbcc.gov.uk](mailto:LDF@stedsbcc.gov.uk)

**ALL INFORMATION SUBMITTED WILL BE MADE AVAILABLE FOR PUBLIC INSPECTION AND MAY BE THE SUBJECT OF PUBLIC CONSULTATION AS PART OF THE LDF PROCESS**

#### **Guidance**

- 1 Please use a separate form for each site and complete the form to the best of your knowledge.
- 2 Do submit sites that:
  - would be available for development or redevelopment in the next 20 years; and
  - are more than 0.2 hectares (0.5 acres).
- 3 Do not submit sites that:
  - already have planning permission for development unless a new and different proposal is likely in the future; and
  - are outside of the St Edmundsbury local authority area.
- 4 Details of existing constraints can be obtained from a number of sources.
  - Information on floodplains can be found at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)
  - Information on nature designations can be found at [www.natureonthemap.org.uk](http://www.natureonthemap.org.uk)
  - Details of special landscape areas and conservation areas can be obtained from the existing replacement Local Plan at [www.stedmundsbury.gov.uk](http://www.stedmundsbury.gov.uk)

## Site Plan

This form should be accompanied by a site plan on a recognised Ordnance Survey base. The site plan should clearly illustrate the following information:

- The exact boundary details (**coloured red**) of the site that you would like considered
- Potential access points (*vehicular and non-vehicular*)
- Those areas identified as brownfield (**shaded blue**) and/or greenfield land (**shaded green**)

### 1. CONTACT DETAILS

Your name

Organisation

Address

Telephone

Email address

Your agents (if applicable)

Sally Fletcher

Organisation

Januaries Consultant Surveyors

Address

7 Dukes Court

54-62 Newmarket Road

Cambridge

Postcode

CB5 8DZ

Telephone

01223 326823

Email address

sfletcher@januaries.co.uk

Site Owner

Mr and Mrs J Barber

Address

Downings Farm

Rede

Bury St Edmunds

Suffolk

Postcode

IP29 4BE

Please indicate if you have the consent of the landowner to promote this site for inclusion in the Local Development Framework:

## 2. SITE DETAILS

Site name Land off Chiltern Street

Location Clare

Total Area 4.089 hectares

Of which 0 (ha) is on brownfield land

Of which 4.089(ha) is on greenfield land

Ordnance Survey Grid Reference \_\_\_\_\_

Current use(s) (please specify last use if vacant )

Arable land \_\_\_\_\_

Suggested uses \_\_\_\_\_

Predominantly residential but also enabling extension to existing employment area.

Land could be made available within or adjoining, the proposed allocation for

Public Open Space purposes as required.

## 3. DEVELOPMENT CONSTRAINTS

Is the suggested use subject to any of the following constraints?

Constraint	Yes/No	Comments
Flood Plain	No	See FRA prepared by Richard Jackson Plc
Nature designation	No	
Land contamination	No	
Conservation Area	No	
Special Landscape Area	No	

How close is the nearest bus stop?	Common Street. See Transport Assessment prepared by SLR
How close is the nearest primary school?	1km – See Transport Assessment
How close is the nearest shop that will provide day-to-day food needs?	1-1.5km – See Transport Assessment
How close is the nearest doctor's surgery?	1.2m and 1.6km – See Transport Assessment

If there are constraints to development, what interventions could be made to overcome them?

**The visual prominence of the site could be overcome by structural landscaping around the periphery. As detailed in the accompanying Transport Statement, a Footway (cycleway link back to the village could be created within the highway to serve the development.**

**Policy constraints:** How does the proposal conform to current national, regional or local planning policies?

**Current national planning policy encourages sustainable development such as that proposed. Clare has been identified as a settlement capable of accommodating additional residential development.**

**The facility of this site to accommodate both residential development and employment development will make development more sustainable.**

**The National Planning Policy Framework published 27 March 2012, confirms a presumption in favour of sustainable development which the proposed site comprises (Paragraph 14).**

**The Core Planning principles support the allocation of the Chiltern Street site which would support sustainable economic development by promoting a mixed residential/employment allocation in acceptable proportions, and taking into account the character of different areas around Clare and conserving Heritage Assets.**

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#### 4. OTHER INFORMATION

Has the viability of the site been tested? If so, please include details.

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Level of developer interest, if known: **NOT KNOWN**

Low

Medium

High

Likely time frame for development: **IMMEDIATELY AVAILABLE**

**Any further information: (Continue on separate sheets if necessary). Please supply four copies of any supportive statements or an electronic version.**

**Factors:**

- The site accords with the designation of Clare as a Key Service Centre in the Submission Core Strategy.
- The site promoted for allocation and referred to in the accompanying Transport Assessment by SLR (Document 1), is capable of accommodating of up to 130-150 units. However, it should be stressed that this represents the maximum number of units and that a smaller, phased development could be accommodated within the same area but utilising the same point of access and incorporating the same connectivity with the remainder of the settlement.
- The allocation meets the sustainability objectives as has been detailed in previous representations submitted.
- The site would be related to existing development in Clare being immediately adjacent to residential development to the South East and projecting no further West than that existing. However, the advantage of the site now proposed is that it is a lower level than the adjacent development and that extensive land in the same ownership could facilitate significant structural landscaping around so as to soften the visual impact when approaching Clare from the West.

**Environmental Factors:**

- The accompanying Flood Risk Assessment prepared by Richard Jackson Plc (Document 2) indicates that the site would not be at risk from flooding nor increase the risk of flooding elsewhere in the area.
- The Environment Agency confirmed that foul drainage from the development can be accommodated within the existing sewerage system without the need for any off-site reinforcements and the connection point would be direct to the existing Terminal Pumping Station off Clare Road immediately North of the site (Document 3).
- The development would not impact on the historic environment or environmental designations. The site is not in the Conservation Area and there are no Listed Buildings in the vicinity except for Chapel Cottage on the Northern side of Chiltern Street by the junction with Chapel Lane. The County Archaeologist has stated that 'we do not require any investigation prior to the land being included in the LDF, however we wish to make it clear that the area should be subject to archaeological evaluation before a Development Brief is prepared to allow the preservation *in situ* of any sites of national importance that might be defined which are currently unknown, and so that any other archaeological mitigations can be defined at an early stage'. (Email from [jude.plouviez@suffolk.gov.uk](mailto:jude.plouviez@suffolk.gov.uk) dated 20 July 2009) (Document 4).
- The land is currently Greenfield land.
- Bearing in mind that the site is farmed for arable crops, it is not thought that the allocation site would impact on local diversity.

**Economic Factors:**

- Rather than resulting in a loss of employment land, it is proposed that the access into the residential allocation could be via an extension to an existing employment allocation thereby facilitating the provision of both housing and employment.
- The proposed vehicular access, to serve both the existing employment allocation and proposed employment allocation together with the proposed housing site, is detailed in the accompanying Transport Statement by SLR (Document 1).
- It should be noted that the design of the access relates to local conditions on Chiltern Street and that the same vehicular access would be required for the employment allocation alone or for the combined employment/residential allocation.
- The allocation of the site and the resultant increase in population can only further support existing facilities within Clare. It is considered that with population growth, there is a likelihood that the existing bus services could be improved as a result of increased demand.
- The land would be made available immediately for development should it be allocated.

**Social Factors:**

- At present it is considered that the Western approach to Clare is not the best as the line of residential properties, with no surrounding landscaping, lines the brow of the hill and is visually very dominant. A sensitively designed development on the lower slopes, surrounded by structural landscaping, would have a positive impact on the visual amenity of the area.
- Given the proximity of the site to the centre of Clare, there would be good access to all key services and facilities.
- The allocation of the site, rather than resulting in the loss of open space, could increase provision as it is volunteered that public open space including sports pitches could be provided on land in the same ownership to the West of the proposed allocation and as noted on Drawing No.10 in the accompanying Transport Assessment.
- There are no public footpaths or rights of way currently crossing this land.
- The development of the land would not detrimentally impact on the setting of Clare on any Heritage Asset.

# St Edmundsbury Local Development Framework

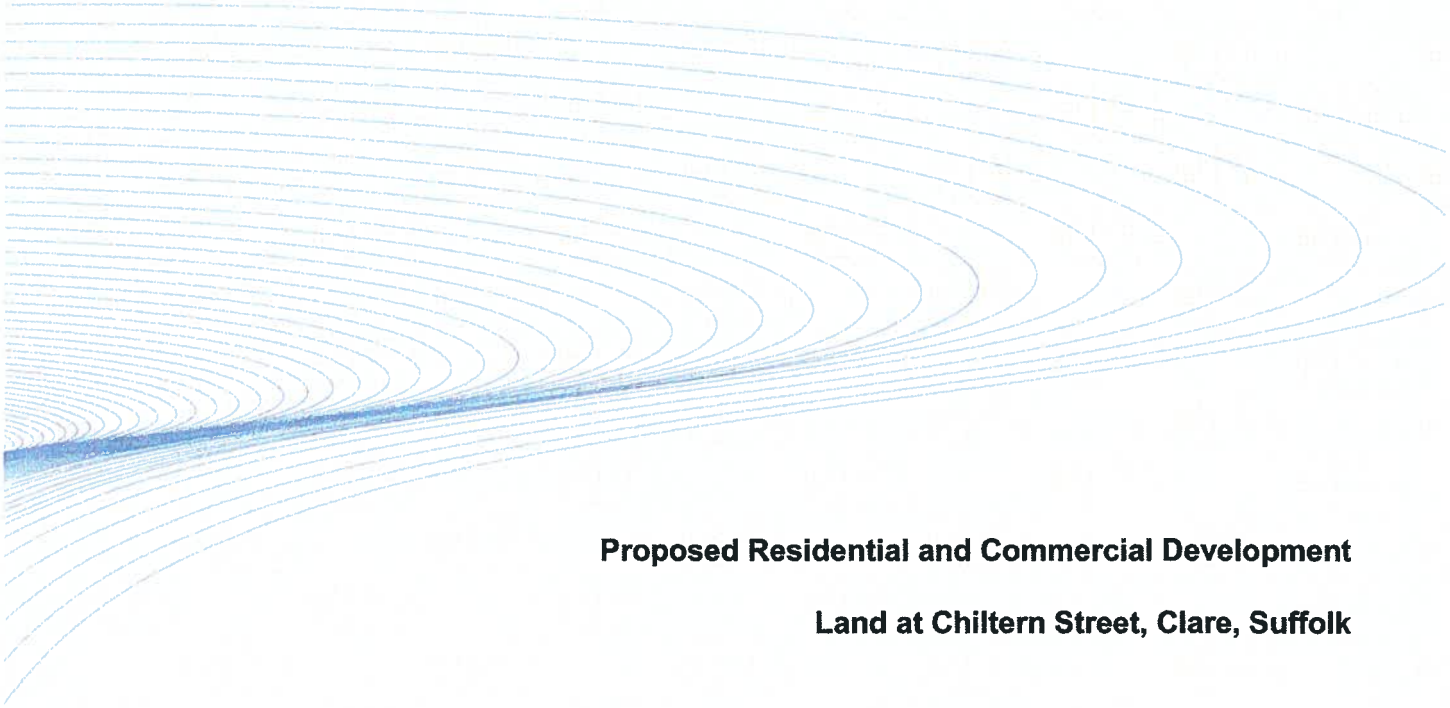
## Site Allocations Development Plan Document

### SITE SUBMISSION SUSTAINABILITY APPRAISAL

	SA Objective	Please indicate whether your proposal will have a positive or negative contribution towards each objective
1	To improve the health of the population overall	-
2	To maintain and improve levels of education and skills in the population overall	-
3	To reduce crime and anti-social activity	✓
4	To reduce poverty and social exclusion	✓
5	To improve access to key services for all sectors of the population	✓
6	To offer everybody the opportunity for rewarding and satisfying employment	✓
7	To meet the housing requirements of the whole community	✓
8	To improve the quality of where people live and to encourage community participation	✓
9	To improve water and air quality	-
10	To conserve soil resources and quality	-
11	To use water and mineral resources efficiently, and re-use and recycle where possible	✓
12	To reduce waste	-

	<b>SA Objective</b>	<b>Please indicate whether your proposal will have a positive or negative contribution towards each objective</b>
<b>13</b>	To reduce the effects of traffic on the environment	✓
<b>14</b>	To reduce contributions to climate change	✓
<b>15</b>	To reduce vulnerability to climatic events	-
<b>16</b>	To conserve and enhance biodiversity	✓
<b>17</b>	To conserve and where appropriate enhance areas of historical and archaeological importance	-
<b>18</b>	To conserve and enhance the quality and local distinctiveness of landscapes and townscapes	-
<b>19</b>	To achieve sustainable levels of prosperity and economic growth throughout the plan area	✓
<b>20</b>	To revitalise town centres	✓
<b>21</b>	To encourage efficient patterns of movement in support of economic growth	✓
<b>22</b>	To encourage and accommodate both indigenous and inward investment	✓





**Proposed Residential and Commercial Development**

**Land at Chiltern Street, Clare, Suffolk**

**Transport Statement**

**Mr & Mrs Barber**

**October 2009**

**SLR Ref: 406-2804-00001**



**solutions for today's environment**

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## **1.0 INTRODUCTION**

SLR Consulting is instructed, on behalf of Mr & Mrs Barber, to prepare and submit a transport statement in support of the allocation of land at Chiltern Street, Clare, Suffolk within the St Edmundsbury Local Development Framework (LDF) for residential and commercial development, together with ancillary car parking, access and amenity areas and access provision to a possible recreation ground.

The purpose of this report is therefore to assess the suitability of the site for its allocation for commercial and residential purposes, including an examination of the site location and the access provision to the development site itself.

## **2.0 PROPOSED DEVELOPMENT**

### **2.1 Current Site Usages**

The location of the submission site is shown on Drawing 1.

The application site is situated to the south of Chiltern Street, Clare in within the District of St Edmundsbury. It is presently open agricultural land with intervening and roadside hedgerows, ditches and very occasional scattered clumps of trees.

The land is essentially level, rising slightly towards the south at the rear of the site. The overall site is slightly above the road level, which therefore has a slight bank along the frontage to the road. To the north and west are further agricultural fields, whilst the existing settlement of Clare, and in particular the established residential estate of Hertford Road, adjoins immediately to the south and east.

At the frontage of the site, and surrounded by the proposed allocation, is a small development of 4 terraced residential units (Wentford View) and a small industrial unit to the rear, formerly a Council depot. These are accessed by a concrete industrial access road that joins Chiltern Street immediately to the east of the terrace.

### **2.2 Proposed Development**

The proposed Master Plan for the site is shown on Drawing 10, attached to this submission.

The proposal site comprises a total of 4.089 hectares, for which some 3.655 hectares is proposed for allocation to the rear as residential development adjoining the existing residential area of Clare, and the remaining 0.434 hectares, not including the existing building area, allocated for commercial development on the frontage to Chiltern Street adjoining the existing industrial unit.

Land adjoining, and including, the existing industrial unit is already included as an allocation (site LP20) within the Emerging Plan. However, it is proposed to enlarge this allocation to enable the provision of a purpose-built access road with visibility splays to serve as a suitable means of access for both the new commercial units and the residential development to the rear.

The remaining site is proposed for residential use. At a density of some 35 - 40 units/hectare, it is envisaged that the development site will be suitable to accommodate between 130 - 150 residential units.

### **2.3 Proposed Access Provision**

The proposed access provision to the site has been designed in outline by SLR Consulting and is shown on Drawing 20 of this report.

It is proposed that a new access road be created along the western boundary of the proposed allocation. This will comprise a high-specification road, suitable to accommodate the residential traffic from the new development to the rear but also the commercial traffic to the front of the site. This road also has the capacity to serve as a means of access the existing commercial unit, which is currently served by the concrete access road, if appropriate.

Only a single point of access for the commercial development will be created onto the main access road from the new commercial area, whilst once within the new residential development, the layout may be designed to serve the new development area as appropriate.

It is proposed that the new access road into the site have a minimum carriageway width of 6.7m, with 2 x 2.0m footways, to serve as the principal vehicular access to the development.

A site frontage footway could be created along the site frontage to Chiltern Street/Snow Hill, within the public highway. In addition, a separate cycle and pedestrian access can be created to the site directly from Chiltern Street at the eastern corner of the development site, thus creating a direct pedestrian and cycle route to the village centre. From this point, a new footway may be created within the existing highway to link with the existing footway at the junction with Hertford Road. The indicative alignments of these routes are shown indicatively on Drawing 10.

The internal access roads will be the subject of detailed consideration when the detail of the internal layout is to be considered, but it is noted that access could be provided through the development site to serve a possible recreation ground on land to the south-west.

The suitability of the proposed access arrangements, including consideration of the appropriate estate road standards, for both vehicles and pedestrians is assessed within Section 4 of this report.

### **3.0 EXISTING CONDITIONS**

#### **3.1 Current Transport Policy**

The type and location of this development requires its transport assessment to have full regard to the current planning policy framework. Accordingly, the following national, regional and local planning policy guidance on the transportation and accessibility implications of the development will be considered:

The following national, regional and local policies will be considered:

- PPS3 – Housing (2006)
- PPG13 - Transport (March 2001)
- PPG13: A Guide to Better Practice
- Regional Spatial Strategy 14: The East of England Plan (May 2008)
- Suffolk Local Transport Plan (2006 – 2016)

##### **3.1.1 National Planning Policy Guidance**

###### ***PPS3 – Housing (2006)***

Planning Policy Statement 3: Housing (PPS3) underpins the delivery of the Government's strategic housing policy objectives. It replaces Planning Policy Guidance 3: Housing (PPG3) which was published in March 2000.

Within the housing policy objectives, PPS3 states that the planning system should deliver the following specific outcomes:

- *High quality housing that is well-designed and built to a high standard.*
- *A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural.*
- *A sufficient quantity of housing taking into account need and demand and seeking to improve choice.*
- *Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.*
- *A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.*

PPS3 also states that, amongst the criteria to be considered when assessing design quality, the proposed development should meet the following:

- *Is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly.*
- *Provides, or enables good access to, community and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies.*

- *Is well integrated with, and complements, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access.*
- *Takes a design-led approach to the provision of car-parking space, that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.*

PPS3 states that, at a local level, Local Development Documents should set out a strategy for the planned location of new housing which contributes to the achievement of sustainable development. The policy states that Local Planning Authorities should, working with stakeholders, set out the criteria to be used for identifying broad locations and specific sites for housing taking into account, amongst others, the following criteria:

- *Options for accommodating new housing growth (or renewal of existing housing stock), taking into account opportunities for, and constraints on, development. Options may include, for example, re-use of vacant and derelict sites or industrial and commercial sites for providing housing as part of mixed-use town centre development, additional housing in established residential areas, large scale redevelopment and re-design of existing areas, expansion of existing settlements through urban extensions and creation of new freestanding settlements.*
- *Accessibility of proposed development to existing local community facilities, infrastructure and services, including public transport. The location of housing should facilitate the creation of communities of sufficient size and mix to justify the development of, and sustain, community facilities, infrastructure and services.*

Within the section titled “Effective use of land”, PPS3 states (paragraphs 40 and 41) that:

*A key objective is that Local Planning Authorities should continue to make effective use of land by re-using land that has been previously developed.*

*The national annual target is that at least 60 per cent of new housing should be provided on previously developed land. This includes land and buildings that are vacant or derelict as well as land that is currently in use but which has potential for re-development. When identifying previously-developed land for housing development, Local Planning Authorities and Regional Planning Bodies will, in particular, need to consider sustainability issues as some sites will not necessarily be suitable for housing.*

### **PPG 13: Transport**

PPG13 (March 2001) is primarily aimed at achieving a better integration between land use planning and transport. Clear advice is provided on the approach to be taken to meet the stated objectives, namely to promote more sustainable transport choices and to reduce the need to travel.

Paragraph 3 sets out the core principle of PPG13 in stating that:

*Land use planning has a key role in delivering the Governments integrated transport strategy. By shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking, and cycling.*

The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:

1. *promote more sustainable transport choices for both people and for moving freight;*
2. *promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and*
3. *reduce the need to travel, especially by car.*

To deliver these objectives, the guidance advises that local planning authorities should, amongst other considerations (paragraph 6):

- *actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges;*
- *accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling;*
- *use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys;*

The policies within PPG13 relating to housing provision reflect those in PPS3 (and PPG3 before that), and are summarised as follows:

*To promote more sustainable patterns of development and make better use of previously developed land, the focus for additional housing should be existing towns and cities. PPG3 requires local planning authorities to build in ways which "exploit and deliver accessibility by public transport to jobs, education and health facilities, shopping, leisure and local services".*

*PPG3 also requires local authorities to (amongst others) "seek to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity, and by planning for mixed use".*

In respect of the guidance on accessibility, PPG13 states (paragraph 19) that:

- *A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking, and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion.*

Paragraph 49 notes that the availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel (particularly for the journey to work) even for locations very well served by public transport. Reducing the amount of parking in new development is essential, as part of a package of planning and transport measures, to promote sustainable travel choices. At the same time, the amount of good quality cycle parking in developments should be increased to promote more cycle use.

Paragraph 51 of PPG13 states that in developing and implementing policies on parking, local authorities should (inter alia):

- *ensure that, as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices;*
- *not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls.*

Paragraph 75 notes that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. It is also noted that walking also forms an often forgotten part of all longer journeys by public transport and car. To this end, PPG13 states that in preparing their development plans and in determining planning applications, local authorities should (inter alia):

- *pay particular attention to the design, location and access arrangements of new development to help promote walking as a prime means of access.*

Paragraph 78 notes that cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport. Accordingly, when preparing their development plans and in determining planning applications, local authorities should (inter alia):

- *influence the design, location and access arrangements of development, including restrictions on parking, to ensure it promotes cycling.*

### **PPG13: A Guide to Better Practice**

This provides further advice regarding the distance that people are generally prepared to travel by various modes. In relation to the distance between homes and activities, it states that:

*Where distances exceed 1 mile (about 1.6km) only a small proportion of people will walk. Where distances exceed about 5 miles (8km) only a small proportion of people will regularly cycle, even where good facilities are provided. Other modes are less sensitive to distance, but motorised modes are rarely used for trips of around half a mile (0.8km) or less. Rail travel usually offers an advantage only for trips longer than about 3 miles (3 km). The closer the activities, the greater is the opportunity to walk or cycle (paragraph 2.05).*



### **3.1.2 Regional Planning Policy Guidance**

#### **Regional Spatial Strategy for the East of England (RSS14) (May 2008)**

The Regional Spatial Strategy for the East of England (RSS14) was published on 12<sup>th</sup> May 2008. It sets out the regional strategy for planning and development in the East of England to the year 2021 and covers economic development, housing, the environment, transport, waste management, culture, sport and recreation, and mineral extraction. The new RSS supersedes previous regional planning guidance and the Structure Plans formerly produced in each of the six counties of Norfolk, Suffolk, Cambridgeshire, Essex, Hertfordshire and Bedfordshire.

The objectives of the East of England Plan are (inter alia):

*(i): To reduce the region's impact on, and exposure to, the effects of climate change by (inter alia):*

- *locating development so as to reduce the need to travel;*
- *effecting a major shift in travel away from car use towards public transport, walking and cycling;*

*(iii): To realise the economic potential of the region and its people by (inter alia):*

- *facilitating the development needed to support the region's business sectors and clusters, improving skills and widening opportunities in line with the Regional Economic Strategy;*
- *providing for job growth broadly matching increases in housing provision and improving the alignment between the locations of workplaces and homes;*
- *ensuring adequate and sustainable transport infrastructure.*

*(iv): To improve the quality of life for the people of the region by (inter alia):*

- *ensuring new development fulfils the principles of sustainable communities, providing a well designed living environment adequately supported by social and green infrastructure;*
- *promoting social cohesion by improving access to work, services and other facilities, especially for those who are disadvantaged;*
- *promoting regeneration and renewal of disadvantaged areas; and*

*(v): To improve and conserve the region's environment by (inter alia):*

- *re-using previously developed land and seeking environmental as well as development gains from the use of previously undeveloped land;*

The East of England Plan contains a Regional Transport Strategy which provides a regional framework for the delivery of transport investment and policy priorities to support the aims of the spatial strategy. The objectives of the Regional Transport Strategy are outlined in Policy T1 as follows:

### ***Policy T1: Regional Transport Strategy Objectives and Outcomes***

*To implement the vision and objectives of the Regional Spatial Strategy, the following objectives of this RTS give a clear priority to increase passenger and freight movement by more sustainable modes, while reflecting the functionality required of the region's transport networks:*

- *to manage travel behaviour and the demand for transport to reduce the rate of road traffic growth and ensure the transport sector makes an appropriate contribution to reducing greenhouse gas emissions;*
- *to encourage efficient use of existing transport infrastructure;*
- *to enable the provision of the infrastructure and transport services necessary to support existing communities and development proposed in the spatial strategy;*
- *to improve access to jobs, services and leisure facilities.*

*The successful achievement of the objectives will lead to the following outcomes (inter alia):*

- *improved journey reliability as a result of tackling congestion;*
- *increased proportion of the region's movements by public transport, walking and cycling;*
- *sustainable access to areas of new development and regeneration;*
- *safe, efficient and sustainable movement between homes and workplaces, education, town centres, health provision and other key destinations;*
- *economic growth without a concomitant growth in travel;*

The overall task of the Regional Transport Strategy is to improve accessibility to jobs, services and other activities in line with the development proposals of the Regional Spatial Strategy while aiming to reduce the overall amount of travel in order to minimise the environmental impact. To this end, Policy T2 outlines the necessity to change travel behaviour:

### ***Policy T2: Changing Travel Behaviour***

*To bring about a significant change in travel behaviour, a reduction in distances travelled and a shift towards greater use of sustainable modes, regional and local authorities, transport providers and other delivery agencies should implement policies to:*

- *raise awareness of the real costs of unsustainable travel and the benefits and availability of sustainable alternatives;*
- *encourage the wider implementation of workplace, school and personal travel plans;*
- *introduce educational programmes for sustainable travel;*
- *invest in business initiatives, including but not limited to tele-working, and other means of decoupling economic activity from the need for travel;*
- *investigate ways of providing incentives for more sustainable transport use; and*
- *raise awareness of the health benefits of travel by non-motorised modes.*

At Paragraph 7.9 the Strategy states that urban areas are where there is the greatest scope for efficient public transport and more use of walking and cycling. Policy T4 develops this theme:

**Policy T4: Urban Transport**

*Within urban areas, including key centres for development and change and appropriate market towns, Local Transport Plans, Local Development Documents and other plans or strategies should identify ways to bring about a shift away from car use to public transport, walking and cycling. This should be achieved through the following types of measures, in combination as appropriate to local circumstances:*

- *ensuring urban extensions and other major developments are linked from the outset into the existing urban structure through safe, well designed pedestrian and cycling routes and a high standard of public transport;*
- *capitalising on opportunities provided by new development to achieve area wide improvements in public transport services, footpaths and cycle networks;*
- *promoting public transport through quality partnerships or other agreements to deliver enhanced services, improved interchange, increased access, higher levels of public visibility, better travel information, and appropriate traffic management measures; and*
- *improvements to local networks for walking and cycling, including increasing the attractiveness and safety of the public realm.*

The Strategy states that while the promotion of walking and cycling and other non-motorised transport is largely a matter for local planning, the cumulative effects on the environment, the level of car traffic, health and quality of life make it a regional issue. Accordingly, Policy T9 outlines the draft Strategy's vision for walking, cycling and non-motorised transport:

**Policy T9: Walking, Cycling and other Non-Motorised Transport**

*Provision for walking, cycling and other non-motorised transport should be improved and developed as part of an integrated strategy for achieving the RTS objectives. Pedestrian, cycle and other non-motorised transport networks should be managed and improved to enhance access to work, schools and town centres, and provide access to the countryside, urban greenspace, and recreational opportunities. Support should be given to completing the National Cycle Network in the region by 2010, and to linking it to local cycle networks.*

**Policy T13: Public Transport Accessibility**

*Public transport provision, including demand responsive services, should be improved as part of a package of measures to improve accessibility. Public transport use should be encouraged throughout the region by increasing accessibility to appropriate levels of service of as high a proportion of households as possible, enabling them to access core services (education, employment, health and retail).*

Policy T14 addresses parking and paragraph 7.35 notes that regional car parking standards are required to support the integrated land use and transport policy envisaged by the RTS.

Paragraph 7.36 notes that the wide range of circumstances in the region justifies a flexible approach to maximum levels of parking at the local level. Parking standards should take account of three key parameters: location, land use and accessibility. The base position is the maximum standards in PPG13, which apply to all new developments above the threshold sizes. More rigorous standards should be set in those parts of the region where, and as, the levels of public transport accessibility is good or improving.

Paragraph 7.38 notes that public transport accessibility is one of the factors influencing parking policy – better public transport accessibility justifies lower levels of parking provision. This is particularly relevant to parking standards, but should also influence charging policy and the provision of public spaces.

Paragraph 7.39 notes that regional advice on parking provision for residential development is not needed. PPG3 discourages more than 1.5 off-street car parking spaces per dwelling in areas of high public transport accessibility and indicates that developers should not be required to provide more car parking than they want. Provision for bicycles, motorbikes and lorries should be made in accordance with PPG13 based on local judgement.

### **Policy T14: Parking**

*Parking controls, such as the level of supply or the charges, should be used as part of packages for managing transport demand and influencing travel change, alongside measures to improve public transport accessibility, walking and cycling, and with regard to the need for coordinated approaches in centres which are in competition with each other. Demand-constraining maximum parking standards should be applied to new commercial development. The standards in PPG13 should be treated as maximums, but local authorities may adopt more rigorous standards to reinforce the effects of other measures particularly in regional transport nodes and key centres for development and change.*

### **3.1.3 Local Planning Policy Guidance**

#### **Suffolk Local Transport Plan 2006-2011**

Suffolk County Council's local transport plan sets out a proposed programme of transport improvements for the period 2006 to 2011. It has been developed in accordance with national and regional strategies and in response to the key transport issues identified for Suffolk. The plan looks to improve access to jobs and services, achieve development and regeneration, as well as improve the quality of urban and rural environments.

The local transport plan objectives have been developed to support the Government's transport priorities, namely accessibility, congestion, safety and air quality. The overarching objective for Suffolk County Council is to provide an efficient and sustainable transport system that meets the travel demands of the people of Suffolk, whilst protecting quality of life and Suffolk's unique environment.

Accordingly, the LTP sets out the following objectives which have particular relevance to this proposal:

- *Improve public transport, walking and cycling, particularly in town centres;*
- *Develop sustainable modes of travel between West Suffolk and employment opportunities in Cambridge;*
- *Significantly improve bus and rail interchanges and facilities in Ipswich and ensure that the transport network caters to the needs of all users;*

- *Maintain and improve Suffolk's transport network to support safe travel and access in the Haven Gateway and Cambridge sub-regions;*
- *Minimise the impact of traffic and transport infrastructure (including air quality) in market towns, villages and tourism hotspots to protect the County's environment and built heritage; and*
- *Maintain and improve Suffolk's transport network to support businesses and communities.*

These objectives mirror the Government's shared priorities for transport of safety, accessibility, congestion and air quality, and reflect the local concerns identified through an analysis of local problems and opportunities.

To achieve the above objectives, the LTP presents a draft strategy that identifies the need to widen choice for transport users, and the need to manage demand for transport. It notes that land use and transport planning can contribute to delivering the LTP strategy for urban areas and their hinterlands by, amongst other, the following provisions:

- Facilitate sustainable growth in the Haven Gateway and Cambridge sub-regions, in particular Ipswich as a Regional Interchange Centre, and also in the sub-regional centre of Bury St Edmunds;
- Support the sustainable development of the ports of Felixstowe, Ipswich and Lowestoft in their roles as gateways to the rest of the country;
- Contribute to the regeneration of Great Yarmouth and Lowestoft sub-region and the broads sub-area; and
- Help maintain viable communities in market towns and villages throughout Suffolk and serve the needs of this largely rural county

The implications of the above national and local planning policies, with particular reference to the site location, are assessed in detail in Section 5 of this report.

### **3.2 Existing Highway Network**

The proposed access to the site is from Chiltern Street, a rural road classified as the B1063 that routes northwards from Clare village itself towards Wickhambrook and thereafter Newmarket to the north. Alternatively, a minor road routes westwards from the B1063 a short distance to the west of the site, providing a direct route into Haverhill via Kedington, thus avoiding the need to pass directly through the village centre of Clare for journeys to the north and west.

The B1063 along the site frontage is subject to a 30mph speed limit, although the de-restriction notice is located immediately at the western extremity of the site frontage. This has specific implications for the site access proposals, but offers opportunities to create a gateway to the village as part of the access arrangements.

In 2006, the B1063 to the north of Clare was carrying an AADT of some 2,137 vehicles, of which 9% were HGV. Traffic flows have generally been stable over the period 1997 – 2006, with a very small decrease in flows over this time. However, flows are generally extremely light, and well within the capacity of the road. The general impression of the road at the site is one of a lightly trafficked rural road.

To the south, the B1063 enters the village of Clare and is the principal road from the north that accesses the village centre with a series of village shops, surgery and post office, as well as the church, primary school and the recreation ground. From the site southwards, the route is firstly known as Snow Hill, and thereafter Bridewell Street to the village centre.

This route has footways to both sides, street lighting provision and is generally fronted by residential units on both sides along its entire length southwards from the site to the village centre, except where improvements have been identified as part of this development proposal.

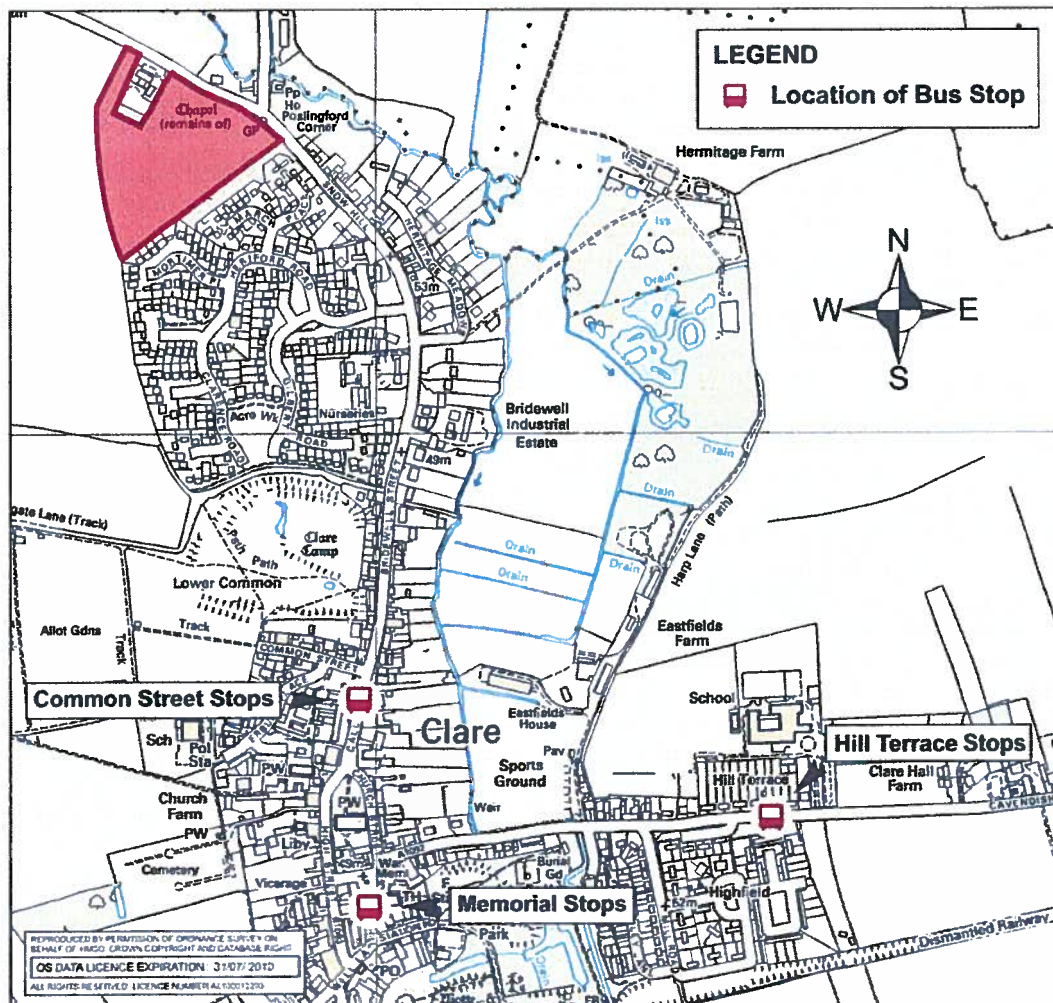
### 3.3 Existing Public Transport Network

#### 3.3.1 Local Bus Services

The nearest marked bus stop to the proposed development site are those on Bridewell Street at Common Street, as shown on Figure 1. However, buses that serve this bus stop pass the site, and so provision for closer stops would be possible as part of the development scheme if appropriate.

This stop is served by the 372 and 373 services between Bury St Edmunds and Sudbury, and full timetable and route details are attached at Appendix 1 and summarised in Table 1 below.

Figure 1 – Local Bus Stops



The routes provide peak hour commuter services to Bury St Edmunds and Sudbury from Mondays to Saturdays. The journey time to Bury St Edmunds is a little under an hour, and Sudbury a little under 30 minutes.

Clare is also served by Service 236, which serves the village centre on a route between Haverhill and Sudbury. This provides an hourly service in the morning and evenings, and journey time is 20 minutes to Haverhill and a little under 30 minutes to Sudbury.

The operational details of these services are summarised in Table 1. Full timetable information is included at Appendix 1, together with an extract of the Suffolk bus map showing the site in the context of the overall bus network.

**Table 1:  
Local bus services within proximity of the development site**

Service Number	Nearest stop to the site	Route	Hours of operation	Service frequency at nearest stop	First and last buses at nearest stop
236	Market Hill	Haverhill – Clare – Sudbury	MON TO SAT (EXCEPT BANK HOLS) 0745 until 1908	Approx hourly	First bus at 08:05 Last bus at 17:30
		Sudbury – Clare – Haverhill	MON TO SAT (EXCEPT BANK HOLS) 0710 until 17:35	Approx hourly	First bus at 07:10 Last bus at 17:35
372/373	Common Street	Bury St Edmunds – Clare – Sudbury	MON TO SAT (EXCEPT BANK HOLS) 1335 until 18:42	3 buses	14:30, 18:20
		Sudbury – Clare – Bury St Edmunds	MON TO SAT (EXCEPT BANK HOLS) 0730 until 10:38	4 buses	1844

### 3.4 Local Services and Destinations

As noted above, PPG13: Transport states that walking offers the greatest potential to replace short car trips; particularly those less than 2km. PPG13: A Guide to Better Practice states that while only a small proportion of people will walk where distances exceed 1 mile (about 1.6km), motorised modes are rarely used for trips of around half a mile (0.8km) or less.

The majority of the key destinations, services and facilities in Clare are within the village centre, the extent of which is defined by the Local Plan and is shown on Drawing 2. Drawing 2 also shows the locations of certain other key destinations within the village including the schools. A full list of these shops and services and destinations is given in Table 2.

In addition to these shops and services, the market towns of Haverhill (15km to the west) and Sudbury (12km to the east) offers a wide range of services and shops including banks and supermarkets such as at Tesco, Sainsbury and Iceland.

Both Haverhill and Sudbury are accessible by bus, as outlined in the appraisal of local bus services above.

**Table 2:  
Local shops and services within Clare**

<b>Category</b>	<b>Address</b>	<b>Distance from site</b>
<b>Doctor</b>	<b>Guildhall Surgery, High Street</b>	1.0km
	<b>Stonehall Surgery, Nethergate Street</b>	1.6km
<b>Post Office</b>	<b>Clare Post Office, Well Lane</b>	1.5km
<b>Primary School</b>	<b>Clare Primary School, Erbury Close</b>	1.0km
<b>Shops</b>	<b>Clare Petfoods, Market Hill</b>	1.0 – 1.4km
	<b>Co-op Supermarket, Market Hill</b>	
	<b>Hurst's Bakery, High Street</b>	
	<b>Humphrey &amp; Sons Butchers, Market Hill</b>	
	<b>John Orbell Greengrocers, Market Hill</b>	
	<b>Clare Jug &amp; Bottle – Off Licence, High Street</b>	
<b>Services</b>	<b>Library, The Guildhall, High Street</b>	1.0 – 1.4km
	<b>Clare Pharmacy, Well Lane</b>	
	<b>Billson Opticians, 30 High Street</b>	
	<b>Allsorts Parent &amp; Toddler Group, Baptist Hall, High Street</b>	
	<b>Clare Bears Pre-School, Old School Community Centre, Callis Street</b>	
<b>Public houses</b>	<b>The Bell, Market Hill</b>	1.0 – 1.4km
	<b>The Cock Inn, High Street</b>	
	<b>The Globe, Callis Street</b>	
	<b>The Swan Inn, High Street</b>	
<b>Cafes/Restaurants/ Take Aways</b>	<b>Café Clare, Well Lane</b>	1.0 – 1.4km
	<b>Number One Delicatessen &amp; Café, High Street</b>	
	<b>Tuckermans Sandwich Bar, Market Hill</b>	
	<b>Clare Fish &amp; Chips, High Street</b>	
	<b>The Lantern Chinese Takeaway, High Street</b>	
	<b>The Cardamon, High Street</b>	

### 3.5 Local Employment and Mode of Travel to Work

To provide an assessment of the likely availability of future employment opportunities for residents of the site, the 2001 Census has been investigated to determine the current patterns in terms of distance and mode travelled to work.

Table 1 in Appendix 2 shows the distance travelled to work by people living in the Census Output Areas that cover Clare. The table shows that of the 894 people in employment who live in and around Clare, 16 per cent work from home and 14 per cent work less than 2km from home. 19 per cent work between 5 and 10km from home, while 16 per cent work between 10 and 20km from home (a range that could include Sudbury and Haverhill). A further 10 per cent work between 20 and 30km from home – a range that would include the Bury St Edmunds. The distances involved indicate that few Clare residents work in Cambridge.

Table 2 in Appendix 2 shows the method of travel to work by people living in the Census Output Areas that cover Clare. The table shows that 9 per cent of the resident population of Clare walks or cycles to work. Three per cent use the bus for the longest part of their journey to work and one per cent use the train. 64 per cent drive to work as the sole occupier of a car, while 6 per cent travel as a passenger.

This data therefore indicates the likely future employment destinations and modes by residents of the site, and therefore the potential for these to travel by non-car modes. This aspect is assessed further in Section 5.



#### **4.0 SITE ACCESS ASSESSMENT**

The proposed site access arrangements are shown in detail on Drawing 20 of this report.

The new access road into the site will be provided with a minimum carriageway width of 6.7m with 2.0m footways. This is a suitable width to serve the residential development of some 130 – 150 units, plus a small amount of commercial development within the industrial allocation. The access roads within the estate will be subject to further consideration at the detailed design stage, but would accord with the appropriate standards in Manual for Streets and the local estate road design guidance.

The access road is therefore capable of taking all 2-way traffic in free flow, as determined by Figure 7.1 of Manual for Streets.

The site access point is located at the junction of the 30mph/60mph speed limit point, which therefore requires splays of 4.5m x 90.0m back towards Clare to the right as exiting, and 215.0m to the west as exiting. The provision of the access enables the speed limit to be adjusted to accord with the requirements of the junction, and offers the possibility of the creation of a gateway feature for the northern approach to the village.

A preliminary design for this junction is attached on Drawing 20, showing the layout of the access road, the splays. Space is available, if necessary, to create a nearside passing bay within Chiltern Street to protect right-turning traffic.

As described in Section 2.3 of this report, land is also available to create a separate cycle and pedestrian access to the site directly from Chiltern Street/Snow Hill by passing through the eastern corner of the land itself. The alignment of this route is shown indicatively on Drawing 10, the Master Plan, and its provision offers a potential alternative route for pedestrians through to the centre of the village and the Schools and services. The provision of this route may be the subject of further consideration at a detailed design stage.

Whilst the layout of the development itself will be the subject of detailed consideration at an application stage, the design of the internal roads should ensure traffic speeds are moderated throughout and pedestrians retain priority on all internal access roads.

## **5.0 TRANSPORT POLICY ASSESSMENT**

### **5.1 Locational Assessment**

National and local planning policies, as described within this report, all emphasise the need to locate developments where there is a realistic and reasonable expectation that day-to-day services and facilities may be accessed by travel modes other than the private car.

Furthermore, in locations where there is good access by non-car modes, the densities of developments should be increased accordingly.

Paragraph 75 of PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Paragraph 78 states that cycling also has the potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.

The description of the site in the context of the local transport conditions clearly indicates that the services, shops, Primary School and other facilities within Clare, and the local bus stops, are all well within a comfortable and reasonable walking distance of the site, and these destinations offer all the usual day-to-day services and facilities that a resident of the development may be expected to require.

The Census analysis attached at Appendix 2 indicates that 30% of those living in Clare work at home or within the village itself, with the Bridewell Industrial Estate and services/shops with the village an obvious option for employment, although agriculture is also a significant factor. If this trend were continued, there is a good potential for future residents to walk or cycle to work. There is also an indication that a further 19% work in Haverhill or Sudbury, for example, and this can be accessed by the regular bus service, as can those working in Bury St Edmunds.

The combined provision of residential and commercial units offer a mixed use development that could therefore act as both a place of residents and work to future occupiers. However, in light of the analysis of travel to work as set out above, there is the same opportunity for employees to travel to work as for future residents to travel away from the site by non-car modes.

On this basis, and with reference to paragraph 75 of PPG13, there is a high potential for a significant proportion of residents and occupiers of the development to travel to work by non-car modes. The regular bus services to Haverhill, Sudbury and Bury St Edmunds offer a convenient means of access to and from these centres, and the new footway link offers access by foot and cycle if necessary from the site to the centre of the village.

### **5.2 Traffic Routing Assessment**

It is recognised that traffic activity in historic local town and village centres may lead to some delay, particularly in the peak hours.

In this instance, and as determined in Section 3.2 above, the site location will enable traffic that is routing to and from the site to the north and west, including Bury St Edmunds, Haverhill, Newmarket and Cambridge, to do so without the need to pass directly through the village centre of Clare.

It may therefore be reasonably concluded that the development site is entirely appropriate, from a locational point of view, to accommodate a residential and commercial development. The site location offers direct access by foot to day-to-day services and facilities, and by bus to the main centres for leisure, shopping and employment, which will serve to meet both housing provision and locational objectives.

## **6.0 SUMMARY AND CONCLUSIONS**

SLR Consulting Limited (SLR) has been appointed to prepare a Transport Statement on behalf of Mr and Mrs Barber in support of the allocation of land at Chiltern Street, Clare, Suffolk within the St Edmundsbury Local Development Framework (LDF) for residential and commercial development, together with ancillary car parking, access and amenity areas and access provision to a possible recreation ground.

This transport assessment undertakes an audit of the existing transport and policy conditions that affect the site and its setting. The nature of the local road conditions, including the public transport services are all described.

The assessment concludes that the site location is one that would support a residential and commercial development of the type and nature proposed. The location of the site and local transport services available are such that future residents and workforce would have a choice of travel modes for trips to shopping, work and leisure purposes.

The site access provision, which is to be constructed as an integral part of this development, is assessed in terms of the suitability and operation. A footway and cycleway link back to the village is also to be created within the highway to serve the development.

It is concluded that in transport terms the development proposal meets appropriate national and local policies aimed at securing suitable sustainable development.

## **7.0 CLOSURE**

This report has been prepared by SLR Consulting Limited with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

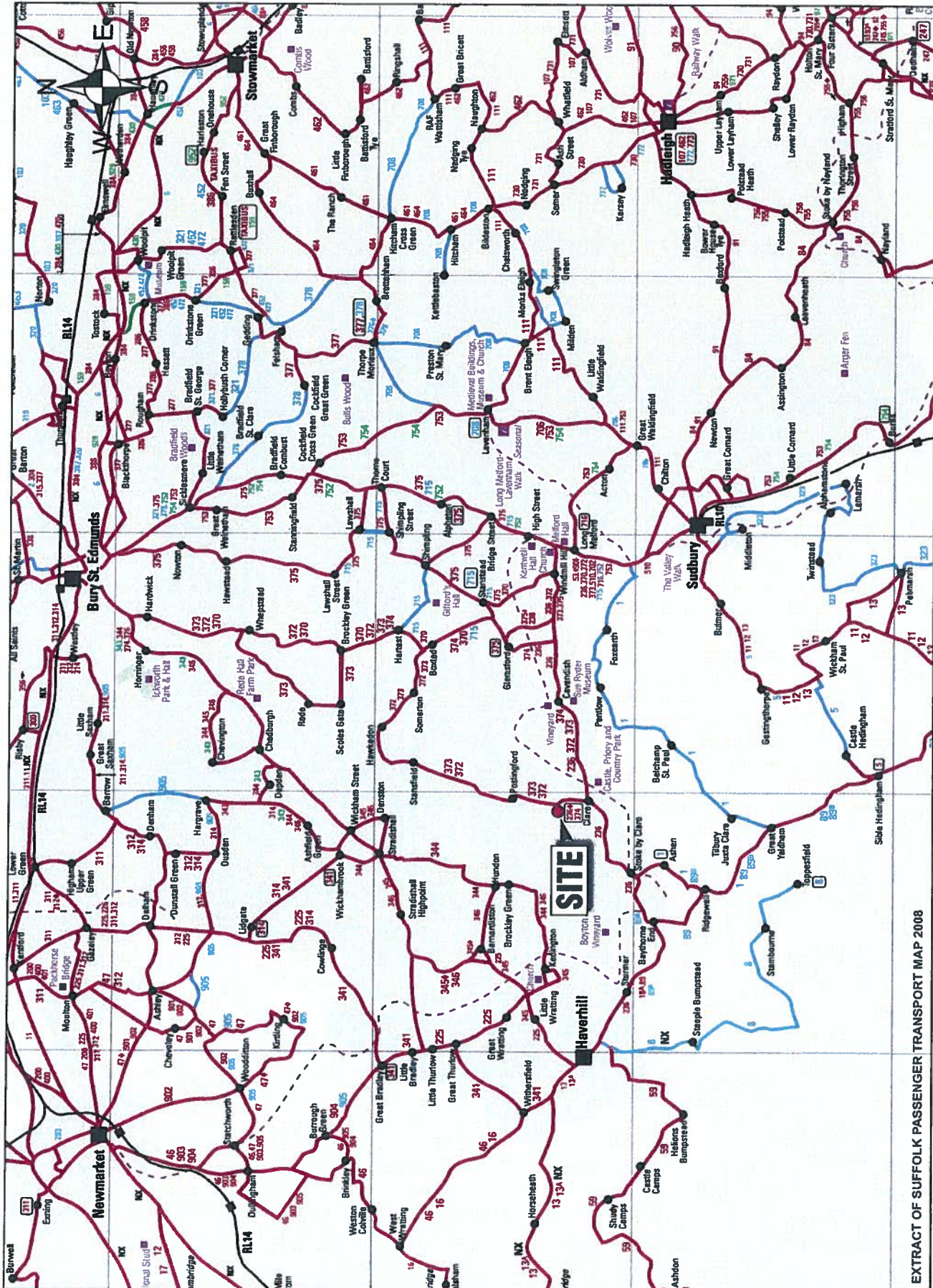
This report is for the exclusive use of Mr and Mrs Barber, no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.







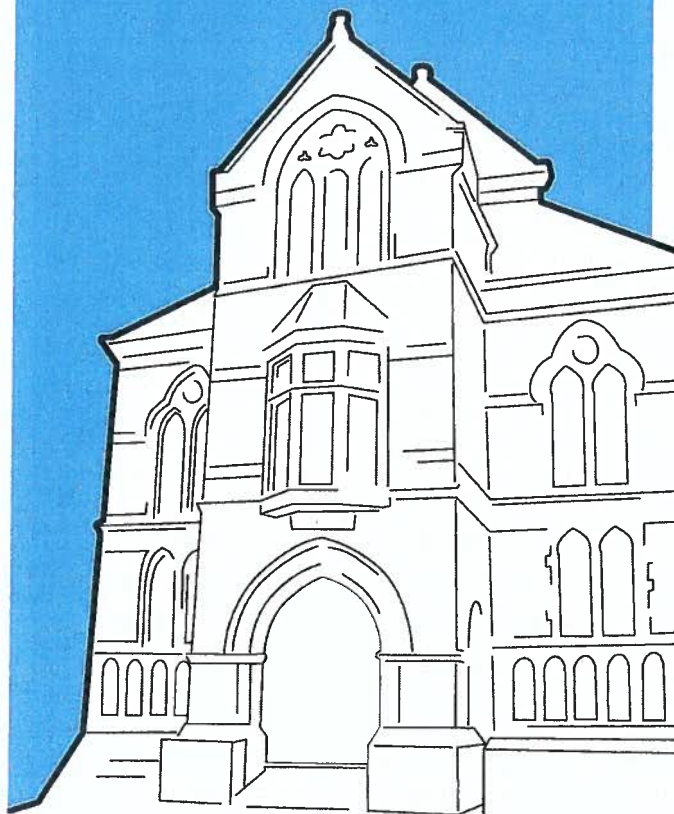




8

# **Haverhill** **& Surrounding Area** **Including Services** **13, 13A, 225, 236,** **341, 342 & 344/345** **Get On Board!**

Valid from April 2009



 **Suffolk**  
County Council

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suffolk passenger transport

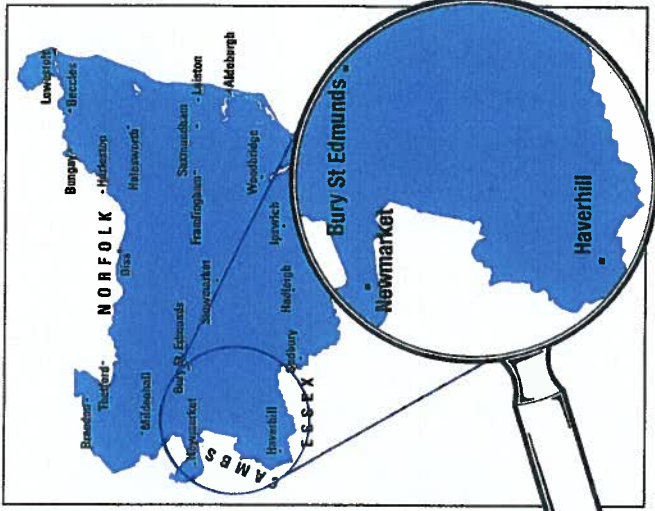
This guide contains information about the bus services in your area.

Timetables apply Monday to Saturday, Sundays and Public Holidays as indicated on timetables.

All information is correct at the time of going to print. For more detailed information call **traveline** on **0871 200 22 33** or visit **www.traveline.info**

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### Operator Information Code and contact information

Operator	Contact
(ABC) ABC Cab Company	01440 712712
(BE) Beestons	01473 823243
(BU) Burtons Coaches	01440 702257
(CB) Stagecoach in Cambridge	01223 423578
(FB) Four Counties Buses	01799 516878
(HD) Heddingham & District Omnibuses	01787 460623
(MU) Mulleys Motorways	01359 230234
(ST) Stansted Transit Ltd.	01279 681786

### KEY

€	Near Rail Station	NCol	Not college days
€€	Bus Station/Interchange	S	Saturdays only
1	Sponsored by Suffolk County Council	NS	Not Saturdays
3	Sponsored by Essex County Council	Th	Thursdays only
Sch	Schooldays only	NTh	Not Thursdays
NSch	Not schooldays	F	Fridays only
Col	College days only	A	Time at Saffron Walden, Common
		P	Time at Police HQ, does not serve High St.



## Sudbury - Glemsford - Haverhill

236

Monday to Saturday

Operator  
Service  
Notes

from 3rd September 2007

	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE
Sudbury, Off Borehamgate, Bus Station.....	0645	0750	0845	0945	1045	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445
Sudbury, Melford Road, opp Chaucer Road.....	0650	0755	0850	0950	1050	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445
Long Melford, Westgate Street, Black Lion.....	0655	0800	0855	0955	1055	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445
Glemsford, Broadway, opp Shelter.....	0700	0805	0900	1000	1100	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445
Cavendish, A1092, opp The Bull.....	0705	0810	0905	1005	1100	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445
Clare, Market Hill, opp Memorial.....	0710	0815	0910	1010	1100	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445
Stoke by Clare, The Street, opp The Lion.....	0715	0820	0915	1015	1100	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445
Baythorne End, Ridgewell Road.....	0720	0825	0920	1020	1100	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445
Sturmer, Memorial.....	0725	0830	0925	1025	1100	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445
Haverhill, Bus Station.....	0730	0835	0930	1030	1100	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445

## Haverhill - Glemsford - Sudbury

236

Monday to Saturday

Operator  
Service  
Notes

from 3rd September 2007

	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE	BE
Haverhill, Bus Station.....	0730	0835	0930	1030	1100	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445
Clare, Market Hill, opp Memorial.....	0805	0910	1005	1105	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445	2545
Cavendish, A1092, The Bull.....	0810	0915	1010	1110	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445	2545
Glemsford, Broadway, Shelter.....	0815	0920	1015	1115	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445	2545
Long Melford, Westgate Street.....	0820	0925	1020	1120	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445	2545
Sudbury, Melford Road, Chaucer Road.....	0825	0930	1025	1125	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445	2545
Sudbury, Off Borehamgate, Bus Station.....	0830	0935	1030	1130	1100	1200	1300	1400	1500	1625	1725	1845	1945	2045	2145	2245	2345	2445	2545

## Bury St Edmunds - Sudbury 370,372,373,374

Monday to Saturday from 7th April 2008  
 Operator CH CH CH CH CH  
 Service 370 370 373 374 370 372  
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Bury St Edmunds, St.Louis School	.....	1540	.....
Bury St Edmunds, Bus Station	.....	0850 1105 1335 1545 1615 1725	.....
Bury St Edmunds, County/St.Benedict's Schools	.....	.....	1557
Bury St Edmunds, West Suffolk College	.....	.....	1600
West Suffolk Hospital, Hardwick Lane	.....	.....	1342
Bury St Edmunds, Spread Eagle PH	.....	0859 1114 1345	1625 1735
Horringer, Meadow Drive	.....	.....	1615
Horringer, Sharpes Lane	.....	.....	1617
Whepstead, Primary School	.....	0905 1120 1351 1626	1631 1741
Whepstead, White Horse PH	.....	.....	1352
Stonecross, Green	.....	.....	1355
Rede, Four Ashes Corner	.....	.....	1358

Scotes Gate	.....	.....	1402	.....
Gatling, Green	.....	0908 1123	1631 1634 1744	.....
Brockley Green, Cocks Lane	.....	0910 1125 1404 1635	1638 1748	.....
Hartest Green	.....	0913 1128 1407 1640	1644 1753	.....
Boxed Hill	.....	0916 1131 1410 1644	.....	1756
Somerton Hall	.....	.....	1412	.....
Hawkeston, Green	.....	.....	1414	.....
Stanfield, Compasses PH	.....	.....	1420	.....
Postlingford, Shepherd & Dog PH	.....	.....	1424	.....
Clare, Market Hill	.....	.....	1428 17048	.....
Clare, Westfields	.....	.....	1430 17068	.....
Cavendish, Bull PH	.....	.....	1437 16598	.....
Scotchford, Bridge	.....	0920 1135	1648	.....
Glensford, Broadway	.....	.....	1647	.....
Stanstead, Valley View	.....	0922 1137	.....	.....
Long Meaford, Post Office	.....	0927 1142 1446	.....	1832
Sudbury, Bus Station	.....	0937 1152 1456	.....	1842

## Sudbury - Bury St Edmunds 370,372,373,374

Monday to Saturday from 7th April 2008  
 Operator CH CH CH CH CH  
 Service 374 372 372 373 370 370 370  
 Notes 1Sch 1Sch 1SSV 1 1 1 1SSV

Sudbury, Bus Station	.....	0700 0723 0920 1240 1440	.....
Long Meaford, Post Office	.....	0708 0733 0930 1250 1450	.....
Stanstead, Valley View	.....	.....	1255 1455
Scotchford, Bridge	.....	.....	1258 1458
Cavendish, Bull PH	.....	(0737) 0718 0742 0939	.....
Clare, Westfields	.....	0730 0727 0749 0946	.....
Clare, Market Hill	.....	0732 0729 0751 0948	.....
Glensford, Broadway	.....	0745	.....
Postlingford, Shepherd & Dog PH	.....	0734 0755 0952	.....
Stanfield, Compasses PH	.....	0738 0759 0956	.....
Hawkeston, Green	.....	0745 0805 1002	.....
Boxed Hill	.....	0750 0750 0809 1006	.....

Hartest Green	.....	0753 0756 0813 1010 1305 1505 1645	.....
Brockley Green, Cocks Lane	.....	0758 0801 0815 1012 1310 1510 1650	.....
Gatling Green	.....	0805 0819	1313 1513 1653
Scotes Gate	.....	0801	1014
Rede, Four Ashes Corner	.....	0803	1018
Doveden Hall	.....	0810	.....
Stonecross Green	.....	.....	1021
Whepstead, White Horse PH	.....	.....	1022
Whepstead, Primary School	.....	0809 0821 1023 1315 1515 1655	.....
Horringer, Sharpes Lane	.....	0815 0820 0826	.....
Bury St Edmunds, Spread Eagle PH	.....	.....	1028 1321 1521 1701
West Suffolk Hospital, Hardwick Lane	.....	.....	0833 1031 1323 1523
Horringer, Court Middle School	.....	0825 0825	.....
Bury St Edmunds, West Suffolk College	.....	0835 0835	.....
Bury St Edmunds, St.Louis School	.....	0837 0837	.....
Bury St Edmunds, St.Andrews Street South	.....	0840 0840 0835 1037	.....
Bury St Edmunds, County/St.Benedict's	.....	0845 0845	.....
Bury St Edmunds, Bus Station	.....	0850 0840 1038 1330 1530 1706	.....

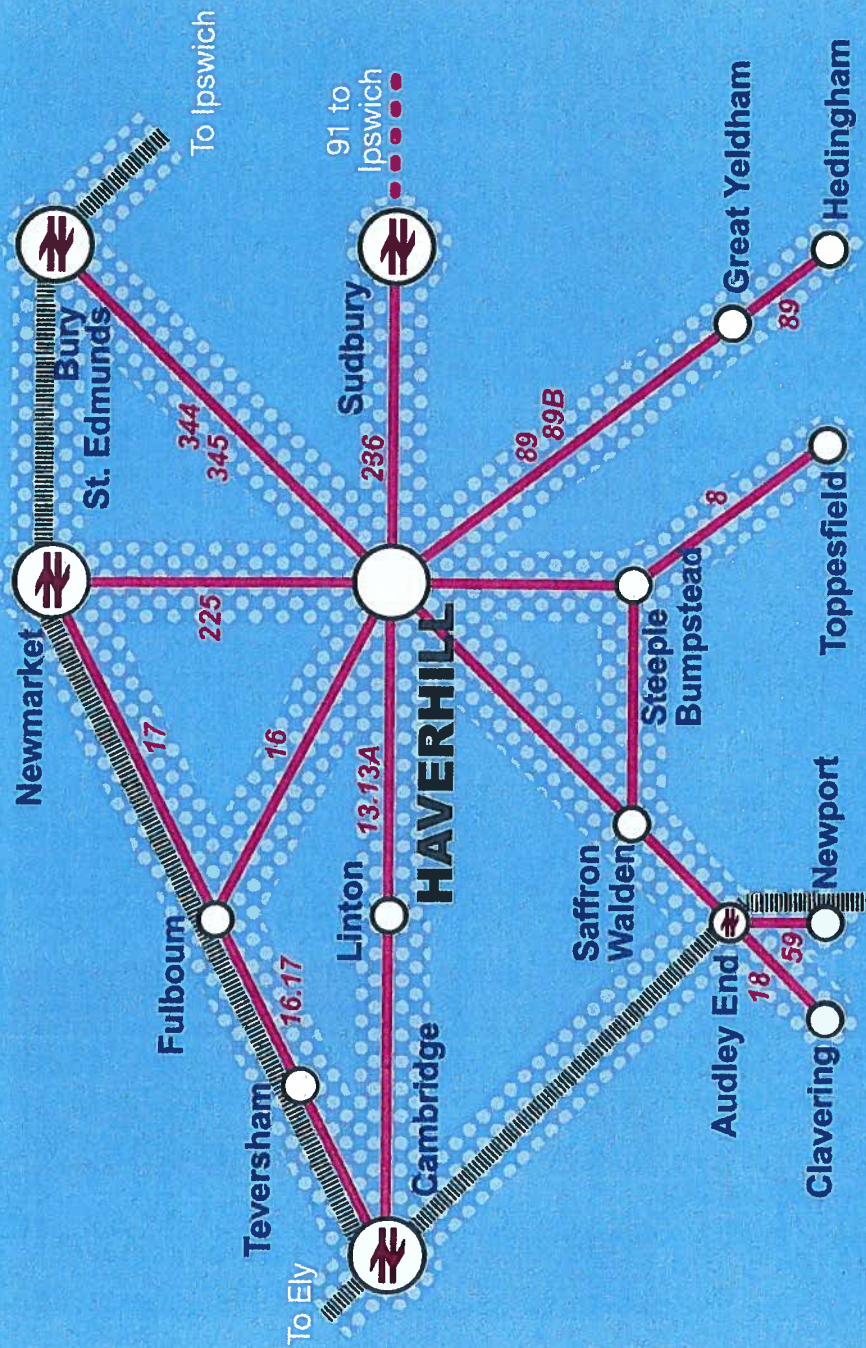


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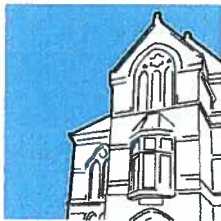
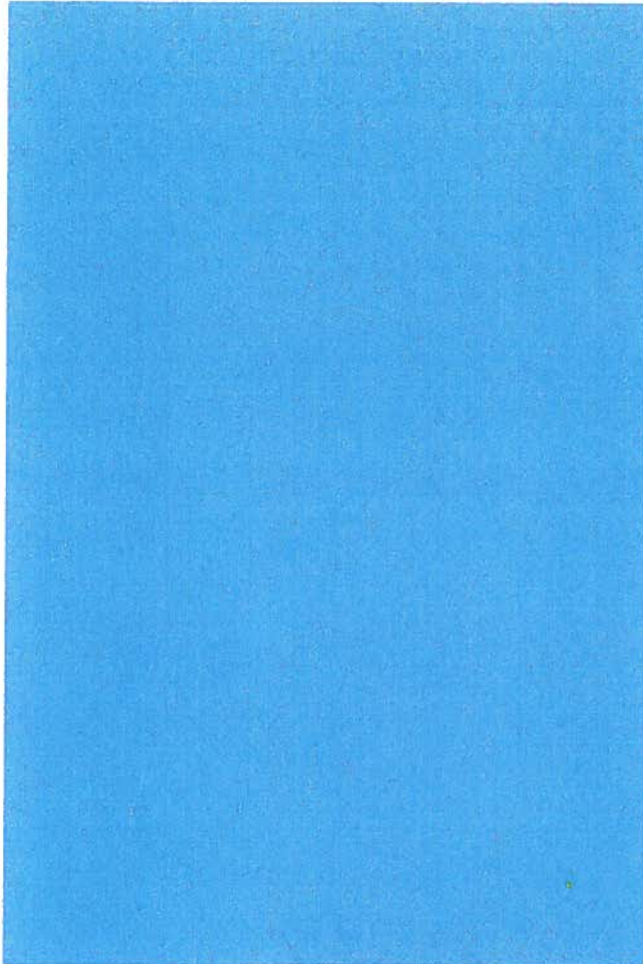
**KEY:**

- Bus Route
- Other routes not included within this leaflet
- INTERCHANGE WITH RAIL SERVICES



To London and Stansted Airport

Please note:  
 Route map not to scale



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[www.traveline.info](http://www.traveline.info)

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Issue 4



## **APPENDIX 2**

---

Table 1  
Distance travelled to work - resident population of census output areas covering Clare

	Census area					
	St Edmundsbury District		East of England		Clare	
	Number	%	Number	%	Number	%
Works mainly at or from home	5,081	10	243,485	9	139	16
Less than 2km	13,758	27	517,466	20	130	14
2km to less than 5km	7,852	16	437,395	17	18	2
5km to less than 10km	4,608	9	354,182	14	167	19
10km to less than 20km	6,122	12	379,857	15	143	16
20km to less than 30km	4,956	10	201,209	8	90	10
30km to less than 40km	1,975	4	107,616	4	73	8
40km to less than 60km	1,661	3	108,875	4	27	3
60km and over	1,784	4	90,977	4	50	6
No fixed place of work/misc	2,258	5	138,316	5	57	6
All People	50,181	100	2,579,378	100	894	100

SOURCE: Census 2001

NOTE:

The table shows the usual resident population aged 16 – 74 in employment by the distance travelled to work. The distance travelled to work is measured in kilometres of a straight line between the residence postcode and the workplace postcode.

NOTE:

Output Areas (OAs) are used across the UK as the base unit of census output. They were introduced in Scotland in 1991 and the rest of the UK in 2001. They have a minimum size of 50 residents in Scotland and 100 in the rest of the UK.

Table 2  
Method of travel to work - resident population of census output areas covering Clare

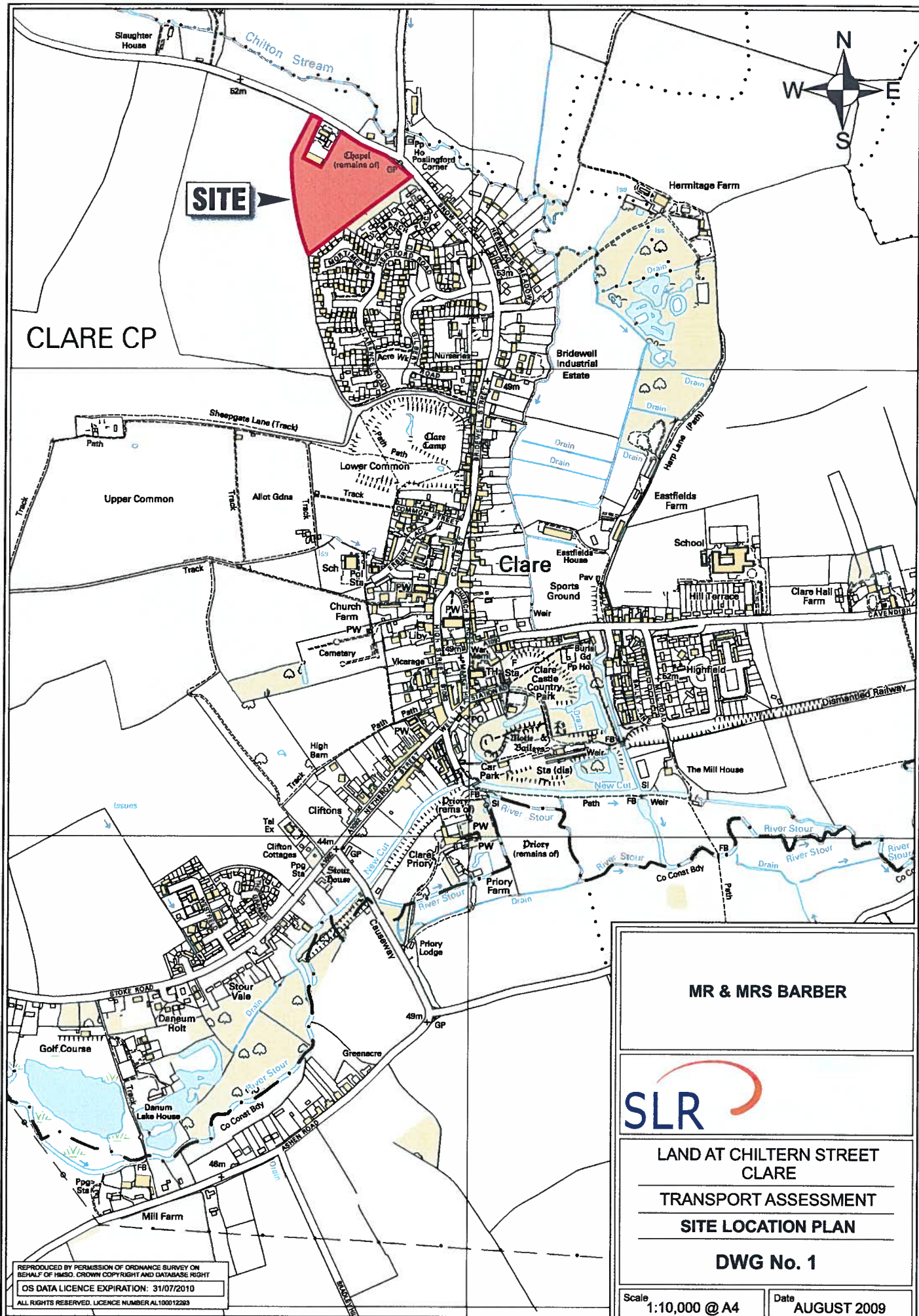
Method of travel to work	Census area		
	St Edmundsbury District %	East of England %	Clare %
Works mainly at or from home	9	10	15
Train	1	6	1
Bus, minibus or coach	2	4	3
Taxi or minicab	<1	<1	<1
Driving a car/van	62	59	64
Passenger in a car/van	7	6	6
Motorcycle, scooter or moped	1	1	1
Bicycle	3	4	1
On foot	12	9	8
Other	2	1	1
All People	100	100	100

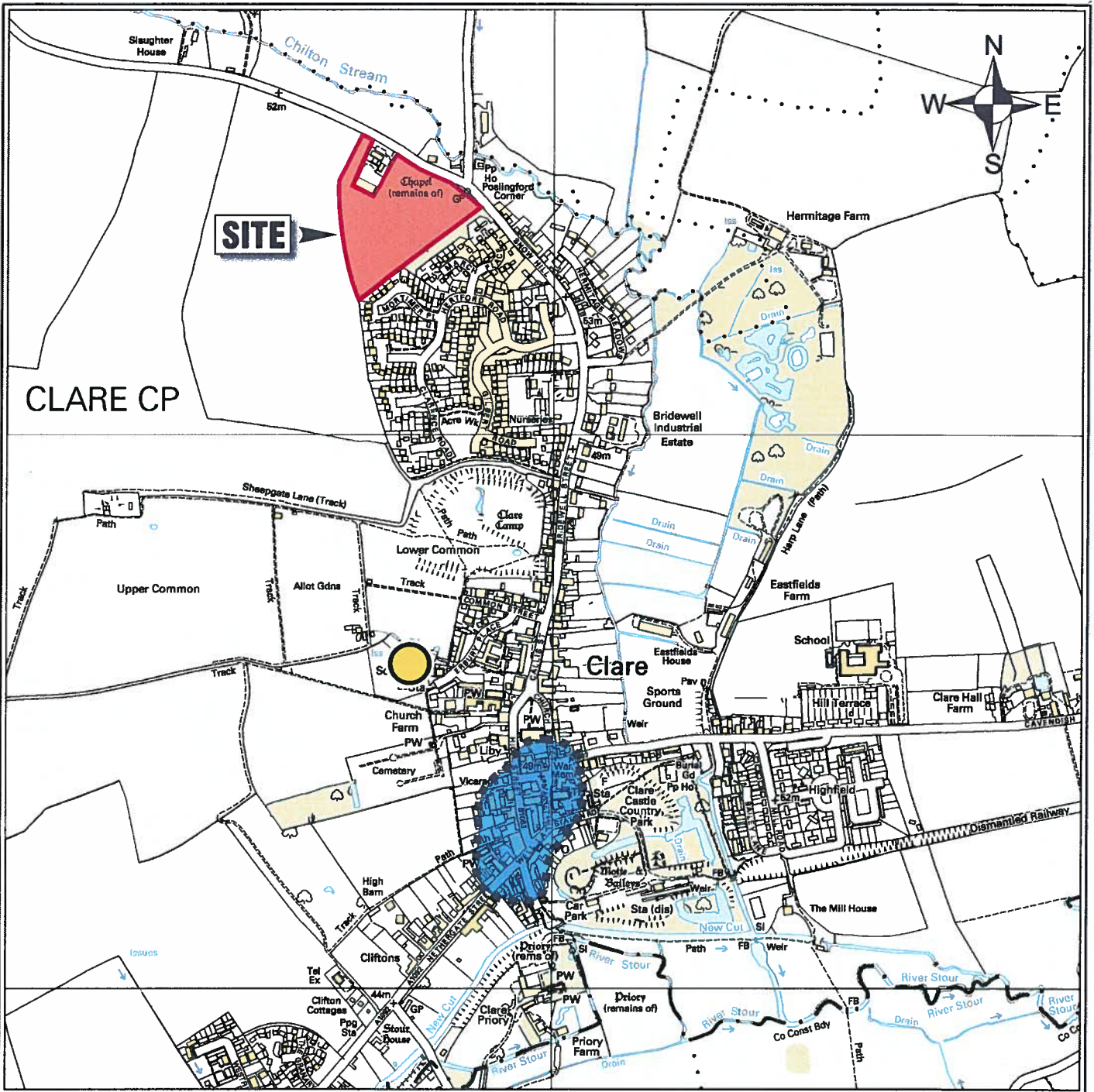
SOURCE: Census 2001

NOTE: The table shows the usual resident population aged 16 – 74 in employment by method of travel to work. The method of travel to work is for the longest part, by distance, of the usual journey to work.

NOTE: Output Areas (OAs) are used across the UK as the base unit of census output. They were introduced in Scotland in 1991 and the rest of the UK in 2001. They have a minimum size of 50 residents in Scotland and 100 in the rest of the UK.







**LEGEND**



Development Site



Shopping Centre



Clare Community Primary School

**MR & MRS BARBER**



**LAND AT CHILTERN STREET  
CLARE**

**TRANSPORT ASSESSMENT  
LOCAL AMENITIES**

**DWG No. 2**

Scale  
**1:10,000 @ A4**

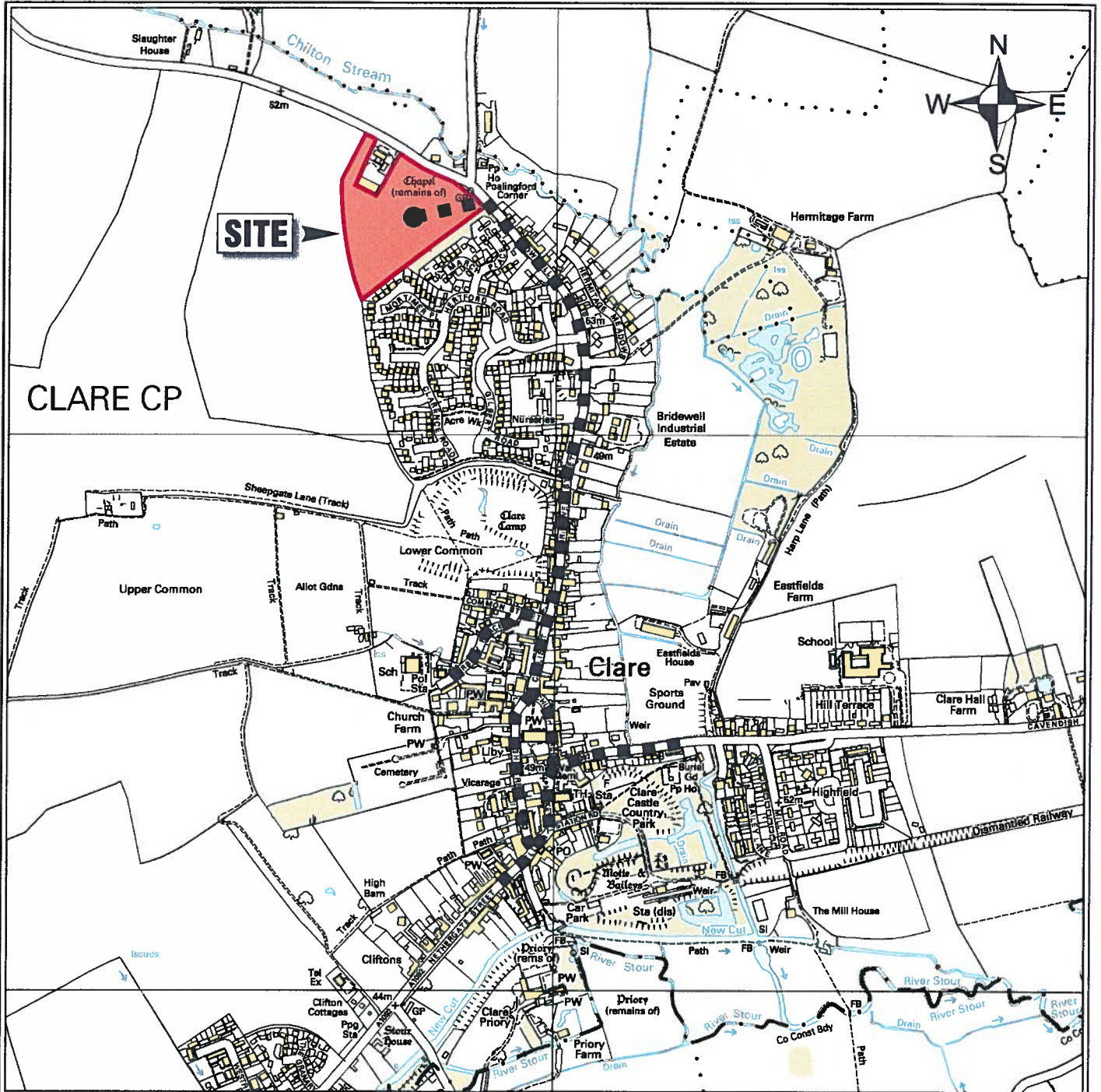
Date  
**AUGUST 2009**

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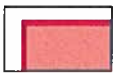
OS DATA LICENCE EXPIRATION: 31/07/2010

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**LEGEND**



Development Site



1.6km Walking Isochrone

**MR & MRS BARBER**



**LAND AT CHILTERN STREET  
CLARE**

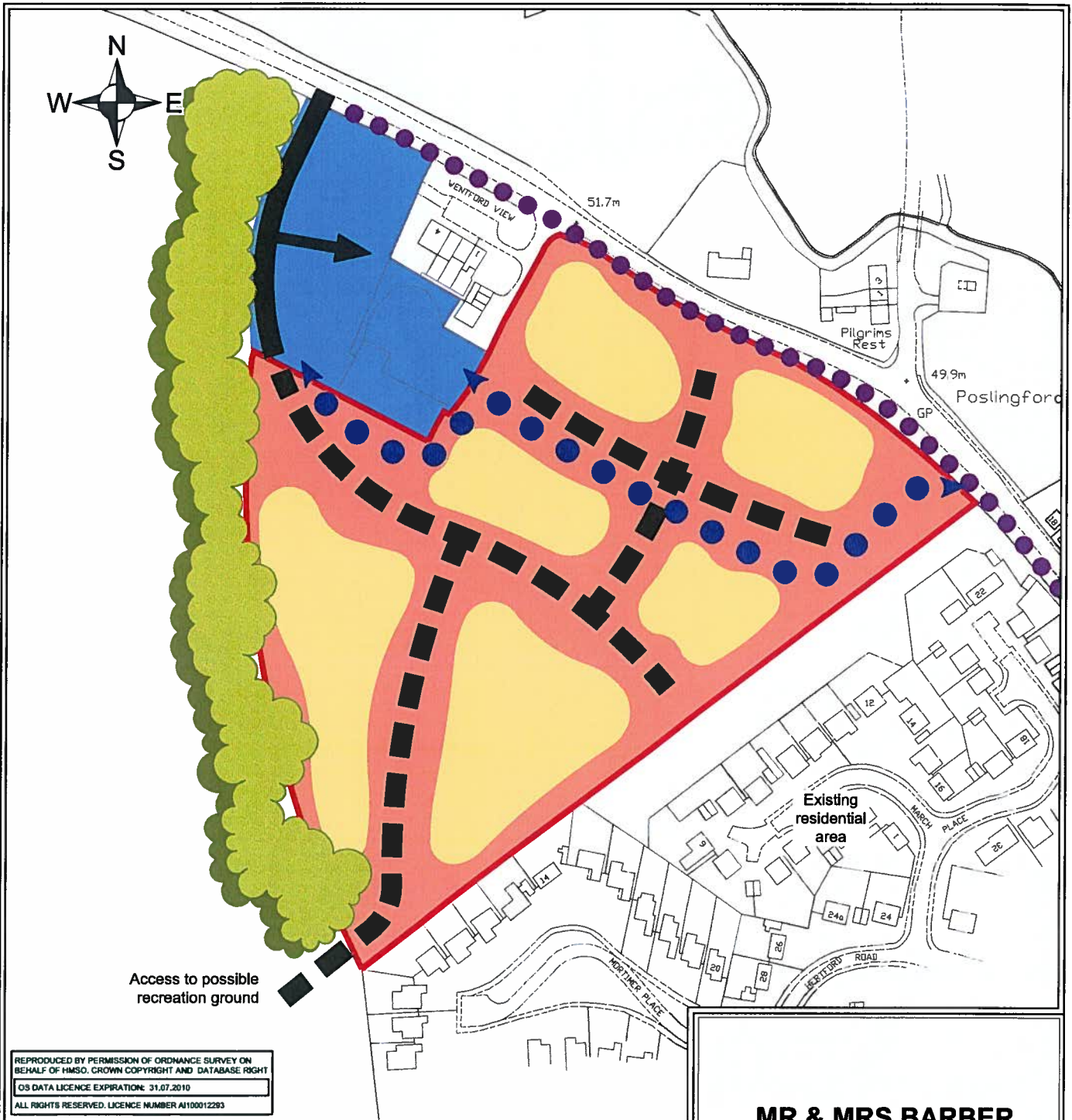
**TRANSPORT ASSESSMENT  
1.6km WALKING ISOCHRONE**

**DWG No. 3**

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Scale  
**1:10,000 @ A4**

Date  
**AUGUST 2009**



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**LEGEND**

- |   |  |   |  |
|---|--|---|--|
|  | Proposed housing development                             |  | Internal estate access roads (layout to be determined)                                 |
|  | Employment allocation (including existing building)      |  | Footway/cycleway link to existing and proposed industrial unit through new development |
|  | Housing areas (Indicative only, layout to be determined) |  | Structural landscaping and informal open space   |
|  | Main site and employment area access route               |  | New footway within existing highway to link to village centre                          |

2804.00001.20.010.1

**MR & MRS BARBER**



MYTTON MILL  
 FORTON HEATH  
 MONTFORD BRIDGE  
 SHREWSBURY, SY4 1HA  
 T: 01743 850170  
 F: 01743 850868  
 www.slrconsulting.com

LAND AT CHILTERN STREET  
 CLARE

TRANSPORT ASSESSMENT

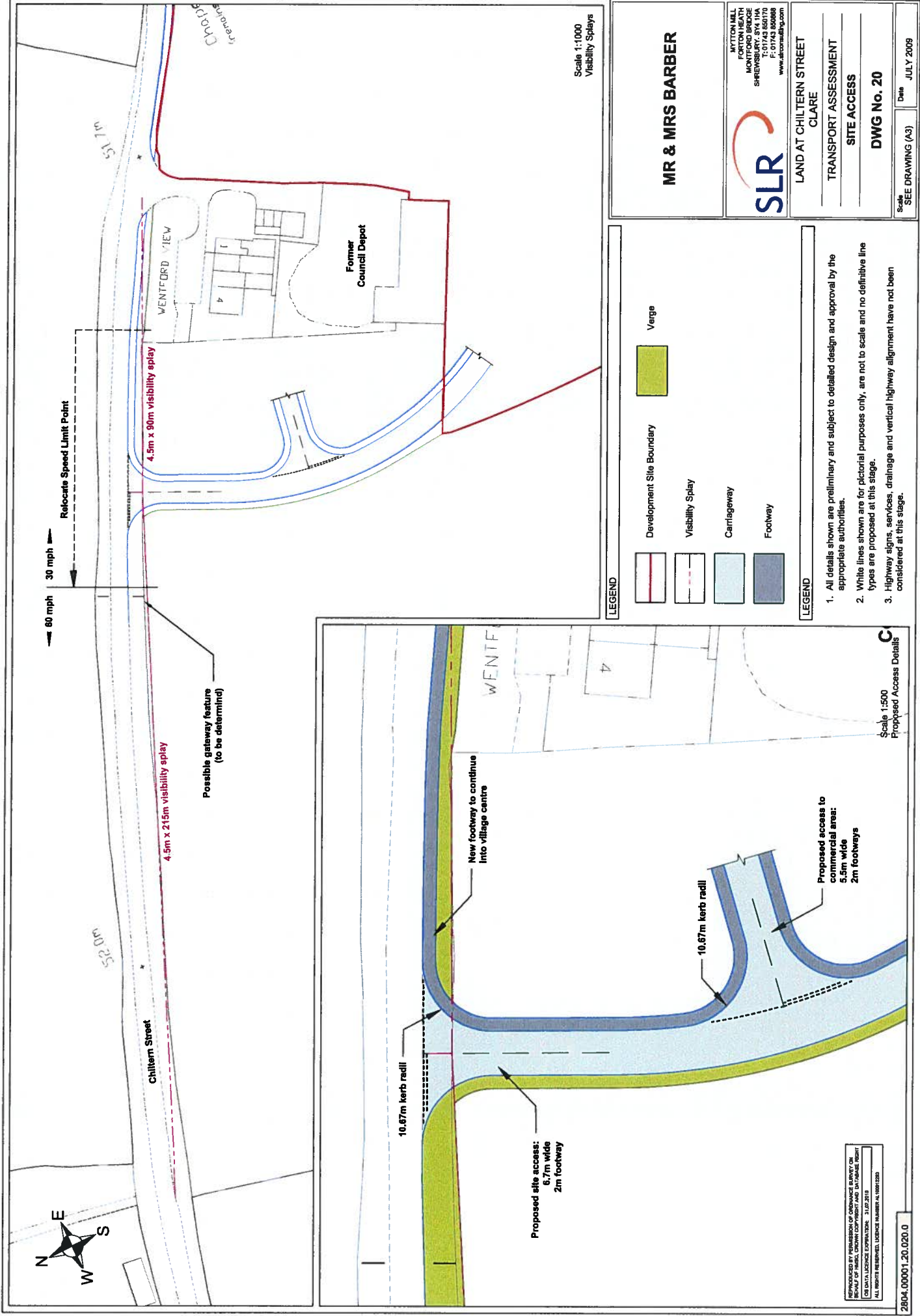
SITE PLAN

DWG No. 10

Scale 1:2,000 @ A4

Date JULY 2009





Scale 1:1000  
Visibility Splays

**MR & MRS BARBER**

**SLR**  
 MYTON MILL  
 FULTON HEATH  
 MANNINGTREE  
 SHREWSBURY, SYM 11A  
 T: 01743 850170  
 F: 01743 850888  
 www.slramm.co.uk

LAND AT CHILTERN STREET  
CLARE  
 TRANSPORT ASSESSMENT  
 SITE ACCESS  
 DWG No. 20

Scale  
SEE DRAWING (A3)  
 Date  
JULY 2009

**LEGEND**

- Development Site Boundary
- Visibility Splay
- Carriageway
- Footway
- Verges

**LEGEND**

1. All details shown are preliminary and subject to detailed design and approval by the appropriate authorities.
2. White lines shown are for pictorial purposes only, are not to scale and no definitive line types are proposed at this stage.
3. Highway signs, services, drainage and vertical highway alignment have not been considered at this stage.

Scale 1:500  
Proposed Access Details

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# PRELIMINARY SITE SPECIFIC FLOOD RISK ASSESSMENT

Proposed Residential Development – Land at Chiltern Street  
Clare, Suffolk

Client: Mr and Mrs Barber

August 2009

Job No. 41021



CONSULTING CIVIL, STRUCTURAL AND GEOTECHNICAL ENGINEERS



**CONTENTS:-**

1. Development, description and location .....	2
2. Definition of the flood hazard .....	2
3. Probability .....	3
4. Climate change .....	3
5. Detailed development proposals .....	3
6. Flood risk management measures .....	4
7. Site impacts .....	4
8. Residual risks.....	4
9. Foul water disposal .....	5
10. Limitations.....	5

**APPENDIX**

Appendix A	Site Plan
Appendix B	Flood Map
Appendix C	Anglian Water Sewer Records
Appendix D	Greenfield Runoff Calculations



## **1. DEVELOPMENT, DESCRIPTION AND LOCATION**

- 1.1. Richard Jackson plc are appointed by Januarys on behalf of Mr and Mrs Barber to undertake a preliminary assessment of flood risk and drainage for a potential development site located in Clare, south west Suffolk. This report follows the proforma provided in Annex C of the PPS25 Development and Flood Risk Practice Guide.
- 1.2. It is proposed to promote a greenfield site for residential development within the Local Development Framework process. The site is located to the north of Clare village adjacent to Chiltern Street (B1063), the extent of the site is as shown in Appendix A.
- 1.3. PPS25 Table D2 identifies residential use as more vulnerable to flooding.

## **2. DEFINITION OF THE FLOOD HAZARD**

- 2.1. At any development site there are three main sources of flooding to consider.
  - River or tidal flooding
  - Ground water flooding or overland flooding
  - Sewer or water main failure
- 2.2. This site is shown by the Environment Agency flood map as zone 1 for river and tidal flooding. This suggests that the site is not at risk of flooding events up to a 1 in 1000 year magnitude. The nearest water course is the Chiltern Stream a tributary of the River Stour which is located to beyond the B1063 to the north of the site.
- 2.3. The topography of the site is such that levels fall from the southwest towards the B1063 and Chiltern Stream beyond. During intense rainfall events it is possible the water from the high ground to the south of the site could flow onto the site. The ground conditions are indicated upon sheet 206 of the British Geological Survey 1:50,000 series as glacial fill. In this location this usually is a dark grey boulder clay which is effectively impermeable. Towards the Chiltern Stream itself ground conditions may change to peat or alluvium which again are effectively impermeable. The ground conditions would therefore encourage water to runoff rather than soakaway.
- 2.4. At the present time no information on the depth of ground water is available, however the depth of glacial fill at this location is significant 50m or greater and the topography as described above indicates that any ground water heading is unlikely within the site. It is likely that

towards the northern portion of the site that the depth to ground water would decrease as the levels fall towards Chiltern Stream.

- 2.5. Currently there are no sewers or water mains within the area of the site. The nearest are located in the developed area to the east and within the B1063 carriageway. There is no logical route for water from these sources to reach the site given the topography. The drainage and water supply infrastructure installed to serve the development is therefore the only such risk to the development. Infrastructure failure can occur at any location at any time. This is a residual risk, which can be managed by careful design at the detail stage of the project.
- 2.6. The proposed development is currently formally land drained to a ditch system, which exists at the northern and western extent of the site. This ditch drains the site and also the carriageway of the B1063. This ditch system outfalls to the Chiltern Stream close to the existing Clare Road Bridge over the watercourse and also via a ditch to the west of the site.

### **3. PROBABILITY**

- 3.1. The site has been identified as being low risk from all sources of flooding. The usual precautions and good practice which are required to be incorporated into current development such as raising the threshold levels of the buildings above their surroundings will ensure that any minor flooding from residual sources will not be able to reach the buildings.
- 3.2. The site is currently used for agriculture and has no impermeable areas. The site area is 3.6Ha approximately. Green field runoff calculations have been undertaken and are appended to this report. These flows are currently draining to the north where they are collected by a system of historic ditches and the highway drainage system which ultimately reaches the Chiltern Stream. The flows for a 1 in 1 year event are 11.9 l/s and 48.6 l/s for a 1 in 100 year event.

### **4. CLIMATE CHANGE**

- 4.1. Climate change is predicted to increase sea levels, increase peak flows in watercourses and also to increase rainfall intensities. The location of the site is such that the floodplain associated with the Chiltern Stream will not reach the site even when climate change is considered. The surface water drainage system which will serve the site must take the predicted increase in rainfall into account.

### **5. DETAILED DEVELOPMENT PROPOSALS**

- 5.1. It is proposed to develop a 3.6 Ha site for residential use. At this stage no specific proposals exist, however, using national recommended

housing densities it is likely that somewhere between 180 and 250 houses could be constructed.

- 5.2. The proposed changes to legislation embodied within the Flood and Water Management Bill will allow a fully sustainable drainage solution to be designed and installed using a combination of the techniques outlined in the Sustainable Urban Drainage Manual to form a Sustainable Urban Drainage UK. As the ground is likely to be impermeable the SUDS Train will attenuate flows to ensure that outflow rates match those which currently exist thus ensuring that the risk of flooding is reduced both on and off site. The SUDS train should be designed to retain all flows from a 1 in 100 year storm with climate change allowance.
- 5.3. Flows from the SUDS train should ultimately be collected into a piped system to the north of the site and be directed via existing infrastructure to the Chiltern Stream. If the existing infrastructure is not in an appropriate condition it may be necessary to construct a new adoptable sewer system with an outfall to the Chiltern Stream. Appropriate outfall consent will need to be obtained from the Environment Agency.
- 5.4. The Core Strategy Submission document identifies that Clare is aligned with the two major water courses, The River Stour and the Chiltern Stream. This proposal would continue this development form whilst not being at risk of flooding itself or increasing the risk of flooding beyond the site boundaries.

## **6. FLOOD RISK MANAGEMENT MEASURES**

- 6.1. No specific flood risk management measures are required for this proposal. An integrated SUDS train together with water demand management should be incorporated to the appropriate level of the Code for Sustainable Homes measures.

## **7. SITE IMPACTS**

- 7.1. The development of this site will not have any adverse impacts as the outflow of surface water will be controlled to match existing rates.

## **8. RESIDUAL RISKS**

- 8.1. Residual risks are those that will still exist after the flood mitigation and surface water disposal measures noted above are in place. At this site the main residual risk is from a rainfall event of greater magnitude than the 1 in 100 year event that the SUDS train will be designed for. In such an event water should be directed away from the buildings and towards less sensitive locations such as public open space and parking areas.

## **9. FOUL WATER DISPOSAL**

- 9.1. The Anglian Water sewer record shows an existing 150mm diameter sewer located to the north of the site in the carriageway of the B1063. This sewer flows eastwards to a pump station located adjacent to the Clare Road bridge over the Chiltern Stream.
- 9.2. Anglian Water have been contacted to ascertain the residual capacity of this system, their response is awaited. The existing sewer system adjacent to the site serves a small industrial area located to the west of the site. It is likely that this pipe will have adequate capacity to take flows from the development. The existing pump station may need to be upgraded to allow the development to be adequately served. The Core Strategy identifies that improvements to the Foul Water disposal system are only triggered if more than 1500 new homes are constructed. It seems likely that adequate capacity exists to serve this proposal without major offsite improvements.

## **10. LIMITATIONS**

- 10.1. This report has been prepared for the sole use of Mr and Mrs Barber to support a planning application and its contents should not be relied upon by others without the written authority of Richard Jackson plc. If any unauthorised third party makes use of this report they do so at their own risk and Richard Jackson plc owe them no duty of care or skill.
- 10.2. All information provided by others is taken in good faith as being accurate, but Richard Jackson plc cannot, and does not, accept any liability for the detailed accuracy, errors or omissions in such information.
- 10.3. This report and its findings are based purely on information that has been made available to Richard Jackson plc upon published data obtained and held by Richard Jackson plc and through consultation with the Environment Agency.

**Mark Geddes**  
**Engineering Director**  
**RICHARD JACKSON plc**

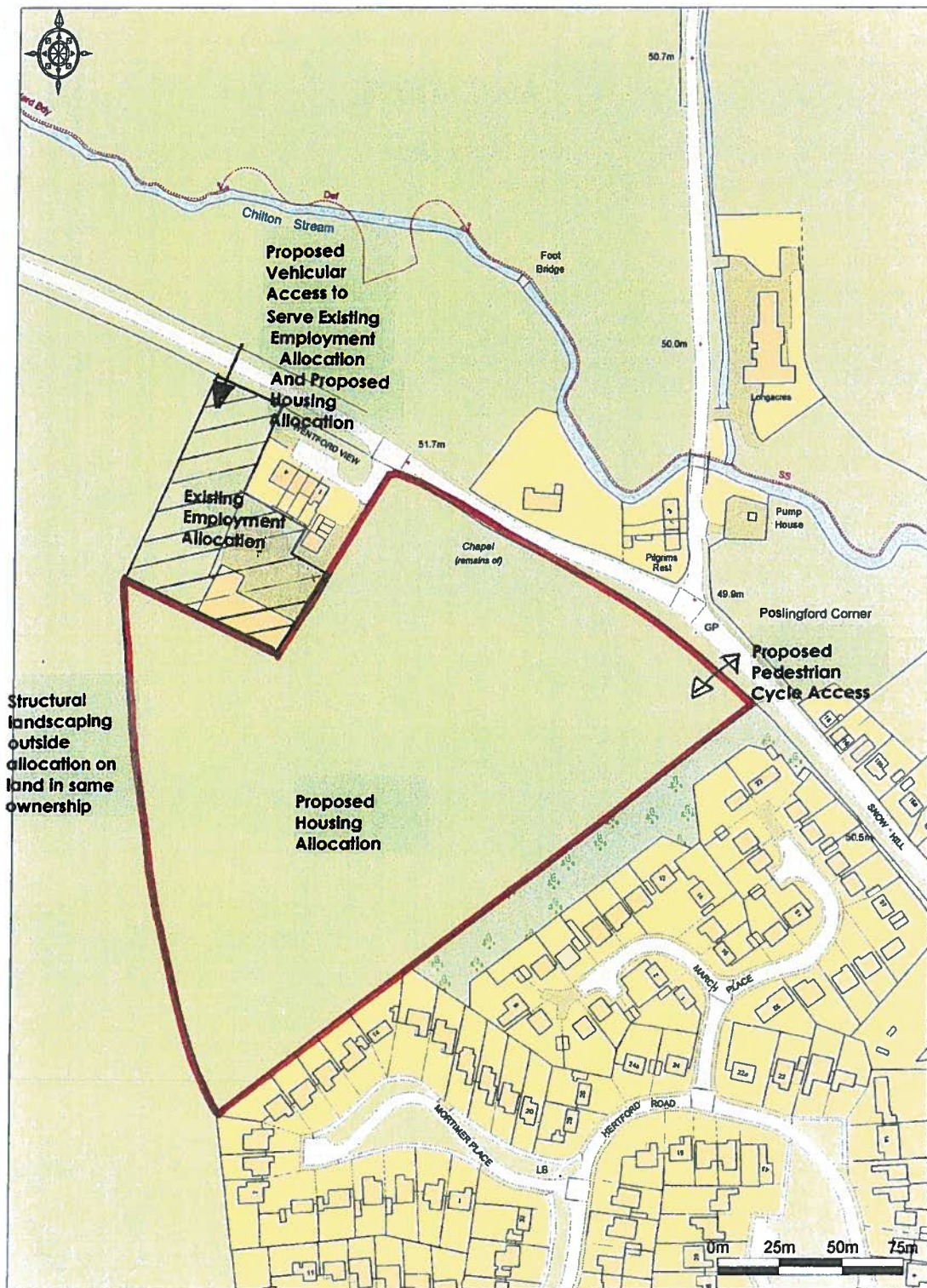
**APPENDIX**

**APPENDIX A**

Site Plan



**PROPOSED HOUSING ALLOCATION,  
LAND OFF CHILTERN STREET, CLARE  
MR & MRS BARBER**



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**APPENDIX B**

Flood Map





Enter postcode or place name:

Clare, Suffolk

Search

Overview map:



Other topics for this area...

Flood Risk

Flood Warning

Rivers

Bathing Water Quality

Drinking Water

Waste

Industrial Pollution

Air Pollution

Environment Agency Offices

River Basin Management Plans - Rivers

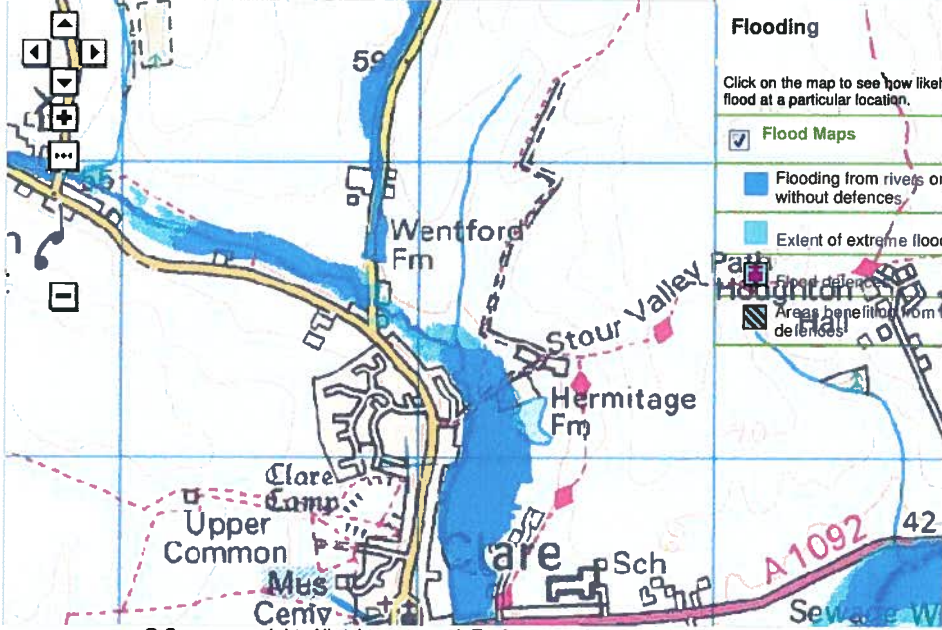
River Basin Management Plans - Lakes

River Basin Management Plans - Coastal Waters

River Basin Management Plans - Estuarine

River Basin Management Plans - Groundwater

Map of Clare, Suffolk at scale 1:20,000



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Map Legend

Flooding

Click on the map to see how likely it is to flood at a particular location.

Flood Maps

Flooding from rivers or sea without defences

Extent of extreme flood

Flood defences

Areas benefiting from flood defences

[view text version of all results](#)

[Problems viewing the map](#)

See also:

[Understanding the flood map](#)

A more detailed explanation to help you understand the flood map shown above.

[Current flood warnings](#)

We provide flood warnings online 24 hours a day. Find out the current flood warning status in your local area.

[Sign up to our flood warning service](#)

We can't always stop rivers from flooding, but we can tell you when it's going to happen. Our free service provides flood warnings direct to you by telephone, mobile, fax or pager.

[Flood risk and home insurance](#)

I am in a floodplain, will this affect my insurance?

[Flood map - your questions answered](#)

Answers to commonly asked questions about the flood map.

## creating a better place

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Author: The Environment Agency | [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk)  
Last updated: 20 January 2009

**APPENDIX C**


Anglian Water Sewer Records





**APPENDIX D**

**Greenfield Runoff Calculations**

Richard Jackson Plc 26 HIGH ST. HADLEIGH IPSWICH SUFFOLK IP7 5AP	Chiltern Street Clare	Page 1 
Date Aug 09 File	Designed By MJG Checked By	
Micro Drainage	Source Control W.11.3 net	

IH 124 Mean Annual Flood

Input

Return Period (years)	1	Soil	0.400
Area (Ha)	3.600	Urban	0.000
SAAR (mm)	600.000	Region Number	5

**Results      l/s**

QBAR Rural	13.7
QBAR Urban	13.7
Q    1 year	11.9
Q    1 year	11.9
Q    2 years	12.2
Q    5 years	17.6
Q    10 years	22.6
Q    20 years	28.6
Q    25 years	30.9
Q    30 years	32.8
Q    50 years	38.8
Q    100 years	48.6
Q    200 years	57.2
Q    250 years	60.0
Q    1000 years	78.7

**PRE DEVELOPMENT REPORT PREPARED FOR:**

**Mr Mark Geddes**

**Richard Jackson**

26 High Street  
Hadleigh  
Ipswich  
Suffolk  
IP7 5AP

Land at Chiltern Street, CLARE  
Proposal: 180-250 Dwellings  
Your ref: MJG/BR/41021

**Prepared by: Carly Summers**  
**Date: 18 Nov 2009**

If you would like to discuss any of the points in this report please contact me on 01733 414619 or email [planningliaison@anglianwater.co.uk](mailto:planningliaison@anglianwater.co.uk)

**Important Notice**

This report is based on the best current information available. This may change if there is further development in the area or for other reasons. You are advised therefore to renew your enquiry should there be a delay in submitting your application for water supply/sewer connection to re-confirm the situation. The information contained in this report may be used to support an application for planning permission.

# Contents

1. Extract of Anglian Water Assets
2. Assets within or close to the boundary of the site
3. Water supply
4. Drainage
5. Budget costs
6. Water efficiency
7. Request for refund of pre development enquiry fee form

## **1. EXTRACT OF ANGLIAN WATER ASSETS**

- 1.1. An extract from our records showing the development site and any Anglian Water assets in the vicinity of the site is attached for your information. However, a more comprehensive plan will be sent direct from our Asset Data Management Centre.
- 1.2. This plan is provided by Anglian Water pursuant its obligations under the Water Industry Act 1991 sections 198 or 199. It must be used in conjunction with any search results attached. The information on this plan is based on data currently recorded but the position must be regarded as approximate. Service pipes, private sewers and drains are generally not shown. Users of this map are strongly advised to commission their own survey of the area shown on the plan before carrying out any works. The actual position of all apparatus MUST be established by trial holes. No liability whatsoever, including liability for negligence, is accepted by Anglian Water for any error or inaccuracy or omission, including the failure to accurately record, or record at all, the location of any water main, discharge pipe, sewer or drain or disposal main or any item of apparatus. This information is valid for the date printed. The plan is produced by Anglian Water Services Limited, trading as Geodesys from Ordnance Survey © Crown Copyright, WU 298492. This map is to be used for the purposes of viewing the location of Anglian Water plant only. Any other use of the map data or further copies are not permitted. This notice is not intended to exclude or restrict liability for death or personal injury resulting from negligence.

## **2. ASSETS WITHIN OR CLOSE TO THE BOUNDARY OF THE SITE**

- 2.1. Our records show that there are no public water mains/public sewers or other assets owned by this company within the boundary of the development site. However, you need to be aware that the site may contain private water mains, sewers or other water installations not shown on our records and subsequently are not Anglian Water's responsibility but that of the landowners.



**3. WATER SUPPLY**

- 3.1. Information relating to the water supply to this development site was not requested with this enquiry. However, should you require this information at a later date please contact us to discuss on 01733 414690.

#### **4. DRAINAGE**

##### **4.1. Capacity for speculative sites is not guaranteed.**

This speculative site has been assessed in isolation and does not consider similar speculative proposals and their cumulative effect on Anglian Water infrastructure and its ability to collectively serve them.

Should all the available capacity be taken up at the STW then upgrades to the works may be required that may involve seeking consent from the Environment Agency for an increase in discharge of final effluent.

4.2. For foul water you must make a formal application under Section 106 of the Water Industry Act 1991 prior to commencement of works to obtain the approved method and location of connection.

4.3. Sewers intended for adoption must be constructed in accordance with 'Sewers for Adoption, Sixth Edition' a copy is available from the publisher: Water Research Centre, Frankland Road, Blagrove, Swindon, Wilts. SN5 8YF. Before commencement of any works you are advised to make a formal application under Section 104 of the Water Industry Act 1991. The application form may be downloaded from the website; [www.anglianwater.co.uk](http://www.anglianwater.co.uk), developers page, go to developers, application forms, sewerage application forms - application for the adoption of a new sewer form (S104) or alternatively we can post to you on request.

##### **Foul**

4.4. The foul drainage from this development can be accommodated within the existing sewerage system without the need for any offsite reinforcements and the connection point would be direct to the existing Terminal Pumping Station off Clare Road immediately north of the site.

##### **Wastewater Treatment**

4.5. The foul drainage from this development will be treated at Clare Sewage Treatment Works that at present does not have available capacity for these flows. Improvement works for growth will be carried out 2016-2021.

##### **Surface Water**

4.6. Please note that there are no public surface water sewers within the vicinity of your development and therefore you will need to investigate alternative methods of surface water drainage disposal which is outside the responsibility of Anglian Water and you will need to seek the approval from the local office of the Environment Agency or if relevant the Internal Drainage Board.

Under no circumstances will surface water be permitted to discharge into the foul system.

## 5. BUDGET COSTS

Please note that any costs indicated in this report are a current estimate and for budget purposes only.

On receipt of applications for supply and connection a quotation will be provided.

A summary of charges 2009/10 can be found at [www.anglianwater.co.uk](http://www.anglianwater.co.uk), developers page, go to developers - summary of charges.

## **6. WATER EFFICIENCY**

The Code for Sustainable Homes replaced the Ecohomes Standard on 1 April 2007. This code provides guidance on how certain levels of water efficiency can be achieved.

We would encourage you to consider ways in which reductions in water consumption can be achieved so that the impact on this precious resource and the environment can be reduced.

Some areas to be considered:

- Dual flush toilets
- Showers with flow rates in the order of 8-10 litres per minute
- Low/flow/spray taps at Wash hand basins
- Appliances such as washing machines and dishwashers selected for water efficiency as well as energy efficiency
- Efficient pipe work design to ensure domestic hot water appliances (cylinder or combination boiler etc) is located as close as possible to points of use thus ensuring the amount of water needed to be drawn off before hot water is delivered at the required temperature is minimised.
- Water butts/ rainwater collection



**REQUEST FOR REFUND OF PRE DEVELOPMENT ENQUIRY FEE**  
(form to be submitted once water and or wastewater scheme has progressed)

PRE DEVELOPMENT REFERENCE

**1405/SP63(001)**

COMPANY  
NAME:

Richard Jackson Plc

COMPANY  
ADDRESS:

26 High Street  
Hadleigh  
Ipswich  
Suffolk  
IP7 5AP

SITE ADDRESS:

Chiltern Street, CLARE

PRE DEV  
FEE PAID:

£326.60

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To be completed by the applicant once water and or wastewater scheme has progressed

AW REFERENCE  
i.e. work order no. or  
sewer connection ref no.

DATE PAYMENT MADE:

I confirm the above scheme has now been progressed and payment has been made to Anglian Water. I therefore request refund of the Pre Development Enquiry Fee.

Print Name: \_\_\_\_\_ Signed: \_\_\_\_\_

Date: \_\_\_\_\_ Contact Telephone No. \_\_\_\_\_

Please sign and return completed form to:  
Anglian Water, Planning & Equivalence, PO Box 1067, PETERBOROUGH, PE1 9JG





**Sally Fletcher**

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**From:** Jude Plouviez [Jude.Plouviez@suffolk.gov.uk]  
**Sent:** 20 July 2009 12:19  
**To:** Sally Fletcher  
**Subject:** RE: LAND SOUTH OF CHILTERN STREET, CLARE: ARCHAEOLOGY

Dear Sally Fletcher

We do not require any investigation prior to the land being included in the LDF, however we wish to make it clear that the area should be subject to archaeological evaluation before a Development Brief is prepared to allow for preservation *in situ* of any sites of national importance that might be defined which are currently unknown, and so that any other archaeological mitigation can be defined at an early stage.

yours

Judith Plouviez  
Archaeology Officer  
Suffolk County Council Archaeological Service  
9-10 Churchyard, Shire Hall  
Bury St Edmunds IP33 2AR  
01284 352448  
email [jude.plouviez@suffolk.gov.uk](mailto:jude.plouviez@suffolk.gov.uk)  
website <http://www.suffolk.gov.uk/Environment/Archaeology/>

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**From:** Sally Fletcher [mailto:Sally@januaries.co.uk]  
**Sent:** 20 July 2009 11:08  
**To:** Jude Plouviez  
**Subject:** LAND SOUTH OF CHILTERN STREET, CLARE: ARCHAEOLOGY

Ms Pouviez

Thank you for your response regarding the above-mentioned site.

However, at this stage my client only proposes to promote the land for development through the Local Development Plan (LDF) process. The land is not allocated at the present time.

I was wondering, therefore, what level of investigation you would wish to be undertaken, if any, in advance of the land being allocated for development in the forthcoming LDF? Obviously with no certainty that the land will be allocated, my client is reluctant to undertake trenching etc as recommended in your email.

I look forward to hearing from you on this matter.

Thank you

Regards

**Sally Fletcher** BSc (Hons) MA MRTPI  
Associate



06/10/2009



## **ADDENDUM TO RV7b**

**Since writing the representations the National Planning Policy Framework was published on 28 March 2012. This statement now cancels Planning Policy Statement 5 'Planning for the Historic Environment' to which extensive reference was made.**

**This is replaced by Paragraph 169 which recommends LPAs should have up-to-date evidence about the historic environment in their area and use it to assess the significance of Heritage Assets and the contribution they make to their environment.**

**It is considered that, should this route be pursued, then the impact of the proposed development of RV7b and its detrimental impact on the character of the area would be identified.**

**One of the overarching core planning principles was to take account of the different roles and character of different areas and, it is contended, that should this be done then the detrimental impact on RV7b on the Conservation Area and setting of Listed Buildings would be identified and the site no longer promoted for development.**

