

NOTES INTERPRETING CHILTON WOODS PLANNING APPLICATION

CHILTON WOODS OUTLINE PLANNING APPLICATION WITH ALL MATTERS RESERVED EXCEPT FOR ACCESS. REFERENCE: B/15/01718

HOW TO VIEW APPLICATION ON LINE

ON BABERGH DISTRICT WEBSITE, SEARCH PLANNING APPLICATIONS, ENTER CHILTON WOODS. THE APPLICATION WILL COME UP THEN FIND DETAILED DOCUMENTS OF WHICH THERE ARE 151. The information provided on the Babergh District website has been provided in such a manner that an awful lot of the information is difficult to find and the Sudbury Society has produced an explanatory document. To assist individuals negotiating their way around the planning application. If you print our version of the document schedule this will lead you through the application.

THIS CONSULTATION ENDS ON MARCH 8th 2016 AND ALL COMMENTS HAVE TO BE SUBMITTED TO BABERGH DISTRICT COUNCIL BY THIS DATE.

The purpose of this document is to help interested parties negotiate their way around the document and is not designed in any way as a criticism of the form the development takes. Sudbury Society will be working out their reaction and comments to the proposals and will formally comment on the outline application and we would encourage as many people as possible to investigate the application and to make their own comments on it. It would be impossible to include everyone's comments in the Society's response.

PLANNING APPLICATION DETAILS

The application site shown on Figure 1 and Figure 2 in the list of documents – The site occupies a quadrant of land reaching, from just west of the Tesco roundabout, round in an arc, adjoining the northern extremities of Sudbury's development, crossing Acton Lane and linking on to Aubrey Drive and Reynold's Way, adjoining Waldingfield Road and it also includes the existing employment area adjoining Waldingfield Road at the entrance to the airfield. The site covers

117 hectares (289 acres). The best plan to show this is Figure 2. Figure 3 shows the illustrative master plan for the development.

THE PROPOSED DEVELOPMENT

RESIDENTIAL

Up to 1,100 residential dwellings

EMPLOYMENT

14 hectares of employment land at the western end of the site adjoining Tesco's.

0.6 hectare hotel use

0.6 hectare household waste recycling centre.

A district heating energy centre, if pursued as an option.

1.2 hectare employment area at the eastern end of the site adjoining Waldingfield Road.

VILLAGE CENTRE

The village centre will contain

- up to 1,000 square metres of retail and office space
- Village Hall
- Work space
- Market square & village green
- Some residential dwellings approximately 20 units
- Adjoining the village centre there will be a primary school and associated pre-school.

CAR ACCESS

The Council's proposals refer to 5 new points of vehicular access to the site but in effect this involves a new entrance lying to the west of Tesco on the A134, an extension of Aubrey Drive, an extension of Reynold's Way, the creation of a staggered crossroads on Acton Lane where the new Aubrey Drive extension will cross the site and a new access off Acton Lane to the sports pavilion.

The development will also include sustainable transport links, allotments, sustainable drainage system and balancing pond, community woodland, a sports pavilion, car parking and playing fields.

DETAILED PROPOSALS

The site will provide up to 1,100 new dwellings. The homes will come forward in 3 main phases with the expected completion date for the site being 2031. The development can take place up to 10.8m (35ft) in height.

1 and 2 bedroomed houses and apartments	:	250
2 bedroomed houses	:	250
3 bedroomed houses	:	500
4+ bedroomed houses	:	100

Babergh District Council aim to provide 35% affordable housing but it is clearly stated that Babergh District Council and Suffolk County Council will work to provide a viable level of affordable housing?

EMPLOYMENT USES

The planning application is for a total area of 16.4 hectares of employment land with 15.2 hectares being located to the west and north of the Tesco site, being accessed off the new main entrance to the site from Springlands Way and a smaller employment area approached from the Airfield entry off Waldingfield Road of 1.2 hectares.

This will see a development of 61,650 square metres of employment floor space, with building up to 14m height (45ft).

It is estimated that this amount of employment space will create over 2,000 jobs.

WESTERN EMPLOYMENT AREA

This is the main centre for commercial space with 57,400 square metres of accommodation on 15.2 hectares of land.

Included within this area is an allowance for a household waste recycling centre – the aim of which is to provide this at the earlier stages of the development of Chilton Woods. There is an allocated site fronting the A134 Springlands Way for a hotel development of 0.6 hectare. A site has been allocated for a District Heating Centre (subject to interest from a developer or energy company). This facility would provide a source of on-site low carbon heat to serve the development using either Biomass fuel or gas combined heat and power, subject to commercial viability.

EASTERN EMPLOYMENT AREA

1.2 hectares would be new development.

VILLAGE CENTRE

The proposal for this is that there should be a new village hall with associated play area and local retail and service provision which could include features such as a convenience store, café and pharmacy. This section of the development will have a 12m (39ft6in) height restriction.

MARKET SQUARE AND VILLAGE GREEN

Fronting the main spine road to provide a focal point for activities.

MANAGED WORK SPACE

Which could be used to support business start ups.

Within the village centre there are proposed to be 20 1 or 2 bedroomed apartments and the village centre overlooks the main core area of community woodland and wider green space.

The phasing of these facilities has not as yet been decided and will be subject to viability.

Adjoining the village centre is the provision of a primary school for 315 children. The estimate is that up to 270 of these might come from the Chilton Woods area and as such would not be funded completely from within the Chilton Woods funding and would require additional funding.

GREEN INFRASTRUCTURE STRATEGY, LANDSCAPING PLAY AREAS

28.7 hectares of community woodland

12.1 acres of county wildlife site

16 hectares of greenspace and landscaping including sustainable drainage systems, village green

4.8 hectares of sports pitches

0.9 hectares of allotments.

The development would be split into three phases:-

Phase 1

Comprising 500 homes, 5.8 hectares employment land, initial landscaping, the new western access as a gateway to the western employment area plus

alterations to Aubrey Drive and Reynolds Way and the alterations to Acton Lane, together with off site highway works.

Phase 2

Comprises 6.1 hectares of employment land including the household waste recycling centre, 11.5 hectares of housing with 400 units, construction of primary school, initial stages of the village centre and further off site highway works.

Phase 3

Comprises 4.5 hectares employment land, 7.3 hectares of residential and completion of the village centre.

Since the public consultation in January 2015, the key changes to the masterplan are that the number of houses has been reduced from 1,250 to 1,100 compared with the original target of 750 when the discussions for Chilton Woods was launched.

Traffic calming measures designed for Acton Lane which in effect means a staggered junction for traffic using Acton Lane to travel from the A134 in a northerly direction towards Newmans Green. Car parking has been identified for the sports pavilions. Further green space and landscaping within the village centre and extension of the wildlife and community woodland lying to the north of the village centre. Alterations to the main spine road through the site to avoid a dormouse hedgerow.

With a development of this size and type there are various contributions required by the Local Authority which include developer contributions and likely planning obligations associated with the proposed developments and a new system of developer contribution has recently been agreed and Community Infrastructure Levy (CIL) will be in force from 18th March 2015 but as the Chilton Woods site is a strategic development site, there will be no CIL contribution sought for the Chilton Woods development. In other areas within the Babergh District Council area CIL will be charged at £90 per square metre. Other planning obligations will be dealt with by a Section 106 Agreement which has not been finalised and the figures set out below are contributions requested by the relevant authorities, not yet agreed.

EXTRACTS FROM DRAFT SECTION 106 DOCUMENT

Affordable housing - Babergh District Council have applied their standard 35% requirement but this is always a figure which is up for negotiation and discussion but on the present housing proposal this would equate to 385 affordable units.

Provision of allotments.

An archaeological contribution of £18 per person has been estimated at £47,520. The following have been requested but no cost calculated for ecological mitigation, community woodland planting, playing field, county wildlife site, public open space, sports pavilion and car parking.

A request has been made in the sum of £1.873 million pounds for management of the community woodland.

£963,000 for the management of on site landscaping

£100,000 for maintenance of the play areas

£165,000 for 20 year maintenance of play areas

£385,000 for maintenance of local play areas (7 No)

£1,235,000 and management and adoption of sports facilities and recreation ground

£300,000 to cover sports pavilion management and adoption

£160,000 for village hall maintenance

There are requests in for just over £1,000,000 for the provision of a village hall £348,000 has been requested by NHS England although it is though this may be considered further as the local Health Centre has recently been erected.

£218,000 in respect of policing

£270,000 for the provision of libraries

£40,000 for temporary road signage.

It is estimated that Babergh District Council will spend £25,000 on legal costs to prepare Section 106 Agreement.

Suffolk County Council are looking for a contribution of £5,600,000 for primary and pre school provision and £470,000 for temporary classroom provision.

An interesting figure bearing in mind the Council have demolished a middle school on the site.

We are not fully aware of how these items will be dealt with under the Section 106 Agreement but the expenditure normally forms part of the overall viability of

the scheme, which is normally partly funded by a reduction in required percentage of affordable housing provision and developer contributions.

OFF SITE ROAD PROPOSALS

JUNCTION 5 B1115 WALDINGFIELD ROAD/CHURCHFIELD ROAD/AUBREY DRIVE AND HOMEBASE ROUNDABOUT

The approach to this roundabout from Sudbury town direction will see the road opened up to two lanes as will the exit road from Aubrey Drive and the into town route from Great Waldingfield.

The approach from Churchfield Road will be narrowed to a single lane.

JUNCTION 6 B1115 NORTHERN ROAD/A134 JUNCTION (MCDONALD'S/BARRETT LEE ROUNDABOUT)

This roundabout sees considerable alteration, with the width of the roundabout itself being narrowed and with a new segregated left turn slip avoiding ever entering the junction from the out of town Waldingfield Road route to Springlands Way westbound.

From Northern Road onto Waldingfield Road into town there is also proposed to be a segregated left turn slip avoiding the roundabout.

This proposal seems to create an extremely dangerous junction for people leaving the car garage and petrol station onto Waldingfield Road who want to turn right.

It is already an extremely difficult junction and is likely to become more so if this proposal is adopted.

JUNCTION 7 NORTHERN ROAD A134 SHAWLANDS AVENUE/NEWTON ROAD A134 JUNCTION (KFC ROUNDABOUT)

The alterations to this roundabout appear to be mostly to footpath crossing and minor realignment of roadways.

JUNCTION 8A A131 GIRLING STREET/MELFORD ROAD/GAINSBOROUGH ROAD JUNCTION

The main changes on this junction would be to narrow the Melford Road approach to a single lane, meaning that traffic travelling from Gainsborough Road to Girling Street would not block Melford Road traffic and the traffic would filter once it has entered Girling Street. This single line approach to the junction could

increase peak time traffic queues along Melford Road, although in theory the traffic would not have to stop whilst waiting for traffic approaching from Gainsborough Road. However, for buses and heavy vehicles on the one way system, the proposed roadway markings look quite narrow.

There is a layby outside the Methodist Hall which would be retained and is described as a bus stop, but we are not sure it is used as such.

JUNCTION 8B GAINSBOROUGH STREET/STOUR STREET/GREGORY STREET AND SCHOOL STREET JUNCTION

These proposals include realigning the traffic leaving this junction onto Gregory Street so that traffic turning right out of Gainsborough Street and left out of Stour Street should have equal priority which should ease the flow peak times towards the junction along Stour Street leading to traffic filtering as it travels along Gregory Street past the fire station.

There is a huge amount of further information contained within the documents supporting this outline application.

VIABILITY STATEMENT

We would draw particular attention to the viability statement which refreshingly is a short two page letter containing the following quotes

“Our work to date shows that there are viability challenges, particularly regarding what level of affordable housing is achievable and how the upfront infrastructure cost to release the employment land can be met once planning permission is in place”

“Suffolk County Council and Deloittes are currently working with Babergh District Council and their viability consultants to explore how these challenges can be overcome, including the potential for further sources of funding and investment (eg LEP funding or wider public funding). The work on scheme viability will continue during the planning application process to ensure where possible affordable housing is compliant with planning policy, subject to not jeopardising the viability of the development”

“A financial viability report will be submitted to the council as soon as possible”

FEASIBILITY STUDY UK POWER NETWORKS

One of the documents contained within 'Supporting Information' is a feasibility study from UK Power Networks. This is an extremely technical and another pretty impenetrable document which outlines infrastructure costs as follows:

Proposed 10 mva new primary cost £9.98million

Proposed Sudbury reinforcement cost £2.85million 6mva

Proposed 11 KV 3.5 mva transfer cost £730,000

Diversion of a single circuit 33 KV required £720,000

This will require further investigation.

FOOTPATH, ROADWAY AND LTP3 SCHEMES

Within the transport assessment there are a schedule of 30 transport proposals.

Year 1 - 7 would be undertaken which involve a total expenditure of £144,000 and include the construction of a cycle track and footpath in Sudbury and Great Cornard together with a small expenditure on Market Hill described as being pedestrianisation.

Year 2 – shared use route to the town centre in King Street/ East Street and pedestrianisation of Market Hill! Total cost £460,000

A range of further works with no timescale with 23 proposals mostly involving cycle tracks, etc, all taking place south of the A134 Springlands Road within the town in many varied locations and these are shown on the road plan in Appendix B of the Transport Assessment.

Included within these proposals are £1,000,000 cost for providing

- 1) A new bus station off Great Eastern Road!
- 2) Converting existing right of way across Friars Meadow from near Waitrose (The Railway Walk) to the station past Lady's Island.
- 3) Widening footpaths in Waldingfield Road

Ends

These notes have been prepared to deal with the major points arising out of the 151 documents supporting the outline planning application, but there is a huge amount of further information on archaeology, wildlife, sustainable drainage, etc.