



Appeal Decision

Inquiry Held on 13, 14, 22 & 27 September 2022

Site visits made on 12 & 15 September 2022

by Nick Fagan BSc (Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 13th October 2022

Appeal Ref: APP/F3545/W/22/3297751

Land North East of Bury St Edmunds, Bury Road, Great Barton, Suffolk

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an hybrid application for planning permission.
 - The appeal is made by Berkeley St Joseph Homes against West Suffolk Council.
 - The application Ref DC/19/2456/HYB, is dated 13 December 2019.
 - The development proposed is described as a Hybrid Planning Application For i) Outline Application (With All Matters Reserved Except For Access) - For Up To 1,375 Dwellings, Access (Including Two New Roundabouts Onto A143 And Creation Of New Foot And Cycleway Links Into The Site Which Would Include New Cycle/Pedestrian Crossings Of The A143 And Cycle/Pedestrian Link Through The Existing Railway Underpass), Public Open Space (Including Buffer To Cattishall And Great Barton) And Landscaping; New Local Centre (Which Could Include The Following Uses A1; A2; A3; A4; A5; B1; D1; Or D2); Primary School; And Associated Infrastructure And Works (Including Access Roads, Drainage Infrastructure And Substations), And ii) Planning Application - Full Details For Phase 1 Of The Outline Application For 287 Dwellings (Which Are Part Of The Overall Up To 1,375 Dwelling Proposal), Garages, Access Roads, Parking, Open Space, Drainage Infrastructure And Associated Infrastructure And Works.
-

Decision

1. The appeal is allowed and planning permission is granted for this Hybrid Planning Application For i) Outline Application (With All Matters Reserved Except For Access) - For Up To 1,375 Dwellings, Access (Including Two New Roundabouts Onto A143 And Creation Of New Foot And Cycleway Links Into The Site Which Would Include New Cycle/Pedestrian Crossings Of The A143 And Cycle/Pedestrian Link Through The Existing Railway Underpass), Public Open Space (Including Buffer To Cattishall And Great Barton) And Landscaping; New Local Centre (Which Could Include Any Uses within Class E of the Use Classes Order 1987, as amended in 2020); Primary School; And Associated Infrastructure And Works (Including Access Roads, Drainage Infrastructure And Substations), And ii) Planning Application - Full Details For Phase 1 Of The Outline Application For 287 Dwellings (Which Are Part Of The Overall Up To 1,375 Dwelling Proposal), Garages, Access Roads, Parking, Open Space, Drainage Infrastructure And Associated Infrastructure And Works at Land North East of Bury St Edmunds, Bury Road, Great Barton, Suffolk in accordance with the terms of the application, Ref DC/19/2456/HYB, dated 13 December 2019, subject to the conditions set out in the Schedule below.

Main Issues

2. The main issues at the start of the Inquiry were as follows:

(1) Whether the proposed development would result in an unacceptable impact on highway safety or severe residual cumulative impacts on the local and strategic transport network contrary to relevant development plan policies and NPPF paragraph 111 (essentially as expressed in the LPA's first putative refusal reason).

(2) With reference to this, in terms of both the improvements to local highway junctions (including the A14 and congested local road junctions) and walking and cycling improvements to the site, what are the exact areas of disagreement between the parties and why: i.e. which improvements required by WSC/SCC is the appellant contesting and why?

(3) How and when highway/transport improvements would be delivered – i.e., via S106 agreement or otherwise, including for the full and outline parts of the proposed development.

(4) Whether the leisure centre (indoor sports provision) contribution of £870,513 is justified and meets the legal tests in CIL Reg 122(2).

(5) Whether the libraries contribution of £297,000 is justified and meets the legal tests in CIL Reg 122(2).

3. The Inquiry was scheduled to last up to 10 days. In the event it was clear that the main parties – the appellant, the Council – West Suffolk Council (WSC), the Local Planning Authority (LPA), and the Rule 6 Party – Suffolk County Council (SCC), the Local Highway Authority (LHA) – were close to agreement on some or all of these main issues. Accordingly, I allowed several adjournments of the Inquiry to facilitate requisite discussions to take place between them. This culminated on the penultimate day of the Inquiry to agreement between all three main parties, including in respect to the precise wording of the planning conditions and of the obligations in a final draft S106 agreement (the S106), on all of the above main issues, which was reflected in all their closing statements on the last sitting day of the Inquiry.
4. In short it was agreed that, subject to the agreed conditions and obligations in the S106, there would be no unacceptable impact on highway safety or severe residual cumulative impacts on the local or strategic transport network. The quantum of financial contributions towards WSC's indoor sports provision and SCC's libraries in the area was also agreed. This meant that neither the LPA nor the LHA, nor indeed National Highways, which had initially also raised highway objections to the proposed development as the body responsible for the A14 strategic road, had any continuing objections. They all agreed that planning permission should be granted on the basis that the development complied with both the development plan for the area and the National Planning Policy Framework (NPPF).
5. It was not possible to obtain the signature of the mortgagee by the last sitting day of the Inquiry and I allowed a period of up to two weeks for the S106 to be finalised. In the event, the S106 was signed, dated and sent in on 7 October 2022.

Reasons

The Site and Surroundings in the Context of the Proposed Development

6. The application site (the Site) extends to approximately 79ha including the highway land required to facilitate access and an area of land to the north of the Orttewell Road roundabout, which is required for surface water drainage purposes.
7. The Site forms a broad triangle shape and is contained on its southern boundary by the Cambridge to Ipswich railway line whilst the A143, which runs from the south west to north east, contains the Site on its northern boundary. The eastern boundary of the Site is formed by the hamlet of Cattishall and Green Lane that runs southwards towards an existing level crossing at the railway line. The Site lies within the 'plateau estate farmlands' landscape character area as defined in the Suffolk Landscape Character Assessment.
8. It is presently in an arable agricultural use, broadly comprising 5 separate fields separated by existing hedgerows. Some of those hedgerows are identified as comprising 'Important' hedgerow under the Wildlife and Landscape Criteria of Hedgerow Regulations (1997). Within the Site there are incidental groups of trees and similar, the most notable of which is referred to as 'Severals Clump'. Two Tree Preservation Orders are in place on the site together with the presence of veteran trees. The proposed development would preserve these important trees and hedgerows. In addition to this a restricted public Byway ('Green Lane') cuts through the site.
9. An existing 'seasonally wet' drainage channel runs along the northwestern boundary of the Site adjacent to the A143. Within the Site there is a small existing pond broadly within the north-eastern quadrant of the Site. A further small water body lies on the edge of the northern boundary of the Site within a copse of existing trees.
10. Where existing development is located close to the Site it is generally mixed in nature. To the south of the railway line is a large modern housing estate (often referred to as 'Moreton Hall'). Access to this housing area from the Site is afforded via an existing underpass under the railway line, albeit for health and safety reasons this is presently blocked. To the west of the Site is the Chapel Pond Hill Industrial Estate and the British Sugar factory, whose silo chimneys dominate views in the landscape. To the north of the Site (on the opposite side of the A143) lies Barton Stud, whilst the village of Great Barton lies to the northeast of the Site.
11. The Site lies within the Bury St Edmunds Housing Settlement Boundary as defined upon the Council's adopted Policy Map (2015). The Site as a whole is excluded from the defined 'countryside' as set out within the Vision 2031 document.
12. It does not fall within a Conservation Area and does not contain any listed buildings or scheduled ancient monuments. The Grade I listed Church of the Holy Innocents lies approximately 500m to the east of the application site, while the Grade II listed Great Barton Lodge lies approximately 500m to the north of the site. Archaeological assessment of the Site has identified that it has a high potential for buried archaeological features with the 'Cattishall

Tumulus' identified within the eastern area of Site and a concentration of Iron Age/Roman remains in the central northern portion of the Site.

13. There is no compelling evidence or information that the proposed development would adversely affect any heritage assets; indeed, there is agreement between the LPA and appellant that it would not and that it would satisfy the two statutory requirements in regard to the preservation or enhancement of listed buildings, their settings or buildings or land in Conservation Areas¹, subject to conditions relating to the requirement for archaeological investigation (Conditions 7 and 8 in the schedule below).

14. There are no local, national or European ecological/biodiversity designations within the existing site. However, there are such designations within the local area, including:

- The Glen Chalk Caves Site of Special Scientific Interest (SSSI) is located circa 1km from the Site and is so designated on the basis that it supports a nationally important population of bats.
- The Horringer Court Caves SSSI is located 4.3km south-west of the Site and is so designated on the basis that it supports a nationally important population of bats.
- The Breckland Special Protection Area (SPA) is located approximately 7.7km north-west of the Site. The SPA is of international importance for its populations of breeding Stone Curlew, Nightjar and Woodlark.

There is no compelling evidence or information that the proposed development would adversely affect these designated ecological sites.

15. There is also agreement between the LPA and appellant that the proposed development would provide well in excess of a 10% biodiversity net gain. It is uncontested that the proposed development would preserve the landscape character of the area, including by retaining important veteran and other protected trees as well as important hedgerows across the site, which would be strengthened.

16. The Great Barton Air Quality Management Area (AQMA) lies approximately 1km to the north of the site, comprising an area incorporating Gatehouse Cottage and 1 to 8 The Street. The management area was declared for Nitrogen Dioxide (NO₂) exceedances. There is no compelling evidence or information that the proposed development would adversely affect this AQMA.

17. The Site lies within Flood Zone 1 and is at low risk of flooding. It lies within a Minerals Safeguarding Zone as defined within SCC's Minerals Core Strategy 2008, but its subsequent designation as an allocated development site within the development plan overrides that zoning.

The Development Proposals in Detail

18. Planning permission is sought for the provision of a total of up to 1,375 dwellings on the site as well as other associated uses. The application is made in a hybrid form and the first phase of dwellings (totalling 287 dwelling units) is proposed in detail. 30% of the dwellings in the detailed Phase 1 stage and 30% within each outline phase – as set out within the S106 (Second Schedule) –

¹ Sections 66 (1) & 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)

would be affordable housing; 80% of these would be at affordable rents and 20% as intermediate units including shared ownership; all such affordable dwellings would require occupation prior to a similar percentage of the market units in any particular phase.

19. The proposed distribution of residential development parcels across the site is shown on the Land Use Parameter Plan. There are also Parameter Plans for density and building heights. In line with the Masterplan SPD, the majority of the development parcels are proposed to be limited to no more than three storeys in height apart from some limited areas of two and four storey development. Housing density within the development parcels is also shown in line with the Masterplan SPD, broadly providing for lower density development on the more sensitive parcel edges and higher densities in more central locations.
20. House types proposed within the Phase 1 full element of the development are mixed, comprising; detached, semi-detached, terraced and flatted properties. Vehicular access into and out from the site is proposed by way of two roundabouts on the A143. Detailed planning permission is sought for both roundabouts. Additional pedestrian and cycle access points into and out from the site are proposed at other locations, including Green Lane and the existing railway underpass. Those access points are indicatively shown on the illustrative framework masterplan that accompanies the application and on the Access and Movement Parameter Plan.
21. Land sufficient to accommodate up to a two-form entry primary school and early years setting is proposed as part of the development; the proposed location of the school is indicated on the Land Use Parameter Plan and is situated between Green Lane and the southern roundabout access.
22. A 'local centre' is proposed near the school site. This is intended to provide service and facility floor space to serve the development. The precise mix of uses that this centre will comprise of is not known at this stage and neither have specific operators been established. As such the application description includes a broad range of uses (now generally Use Class E), any of which may be suitable in this location.
23. A community building is proposed within a central location of the Site and will be delivered as part of Phase 1. This building is intended to be a multi-function community facility space akin to a village hall or similar and is intended to meet the specific community needs of the development itself, and not any wider need. The design and layout of this building is reserved for later approval.
24. A network of green spaces and corridors is proposed within the scheme and the extent of the network is shown on the Green Infrastructure Parameter Plan. The proposals include the provision of a substantial green buffer – essentially a country park – along the eastern edge of the site, which aligns precisely with the extent of the buffer as shown within the adopted policies map. A large central open space is proposed, centred on Severals Clump. Where green corridors are identified as likely being required to host drainage features those corridors have been sized such that they will not be dominated by that drainage infrastructure.

25. It is envisaged that the development proposals will be delivered across five principal phases of development. Indicative Plan ref. 1011 PL C provides an indication of the disposition of phases across the site.
26. The planning application was initially submitted concurrently with a separate application for planning permission for the construction of a footbridge across the Ipswich to Cambridge Railway Lane at the location of an existing at grade crossing to the southeast of the appeal site. This application was subsequently withdrawn by the appellant and the delivery of the footbridge is now secured by condition (Condition 60 in the Schedule).

Relevant Development Plan Policies

27. The statutory adopted development plan, insofar as it relates to this appeal, comprises the following:
- St Edmundsbury Core Strategy adopted December 2010
 - Bury St Edmunds Vision 2031 adopted September 2014
 - Joint Development Management Document adopted February 2015
 - Great Barton Neighbourhood Plan made June 2021
28. The following were, at the start of the Inquiry, the most important policies of the development plan for the purposes of the determination of the application.

St Edmundsbury Core Strategy adopted December 2010:

- Policy CS1 – St Edmundsbury Spatial Strategy
- Policy CS2 – Sustainable Development
- Policy CS3 – Design and Local Distinctiveness
- Policy CS7 – Sustainable Transport
- Policy CS8 – Strategic Transport Improvements
- Policy CS11 – Bury St Edmunds Strategic Growth
- Policy CS14 – Community Infrastructure Capacity and Tariffs

Bury St Edmunds Vision 2031 adopted September 2014:

- Policy BV2 – Housing Development Within Bury St Edmunds
- Policy BV6 – Strategic Site North-East

Bury St Edmunds Joint Development Management Document adopted February 2015:

- Policy DM42 – Open Space, Sport and Recreation Facilities
- Policy DM45 – Transport Assessments and Travel Plans

Great Barton Neighbourhood Plan made June 2021:

This Plan does not allocate the Site for development (it has already been allocated by the preceding Plans), but Policies GB1 – Spatial Strategy and GB2 – Housing Delivery make reference to this allocation.

29. Additionally, the various policies within the above Plans that make reference to masterplanning and design are clearly of relevance to this appeal, in particular: Policies DM2 (Creating Places – Development Principles and Local Distinctiveness) and DM3 (Masterplans) of the Joint DM Document, and Policies GB4 (Housing Mix) and GB5 (Housing Design) of the Neighbourhood Plan, as well as the other detailed policies of these Plans mentioned in section 7 of WSC's Committee Report particularly in regard to Phase 1 (the detailed phase) of the proposed development.

Objections From Third Parties

30. Although the main parties agree that planning permission should be granted subject to the agreed conditions and S106, there remain the initial objections to the proposed development from Great Barton Parish Council, Bury St Edmunds Town Council, British Sugar and from 28 local residents, as well as additional objections from several local residents at the appeal stage, including from Cattishall Residents Association and the late objection from Green Ixworth.
31. Many if not most of these objections express concerns that there would or may be insufficient infrastructure – from roads, schools and doctor's surgeries for instance – to adequately cater for the additional residents of the proposed development, in particular as regards the additional vehicle journeys that would arise from it and taking into account all the other recent, planned and under-construction housing and other developments in and around Bury, for instance at Thurston to the east. Some of these objections also question the necessity and wisdom of building houses on this greenfield site.
32. I have considered these objections in light of development plan policies for the Site, in particular the fact that Policy CS11 iv) of the St Edmundsbury Core Strategy and Policy BV6 of the Bury St Edmunds Vision allocate this site for about this level of residential development. Furthermore, the resulting Masterplan Document and the made Great Barton Neighbourhood Plan acknowledge this. The proposed scheme is in full accordance with all these documents and policies.
33. The main issue at the start of the Inquiry was the impact of the development on highways in the area. There is now no objection from National Highways, who are responsible for the operation of the A14 trunk road and its junctions, nor from SCC as the LHA, who are responsible for the operation of the local non-strategic roads and junctions. This is because everything these two bodies have requested in order to satisfactorily mitigate the impact of additional traffic and journeys to and from the proposed development have been agreed to by the appellant and will be provided either through Grampian-type planning conditions set out in Conditions 54-80 of the Schedule below or by way of planning obligations in the S106. I am satisfied that, accordingly, all third party objections on highway grounds, including those from British Sugar in terms of the development's effects on its Beet Campaigns, have also been overcome by such conditions and obligations.
34. There was initially dispute about two other aspects of infrastructure that the proposed scheme had to provide for by way of financial contributions to libraries and to public indoor open space, in particular to WSC's requirement for the scheme to contribute proportionally to the funding of the swimming pool in its new proposed leisure centre next to its offices in the town. The appellant

has now agreed to do this. It has also agreed to pay the full amount, £297,000, that SCC requires as a contribution to carry out a full revamp of its central library in the town. I have no reason to disagree with WSC or SCC that these substantial financial contributions, achieved via the S106, are sufficient to mitigate the effects of the proposed development on these aspects of the town's public infrastructure, as set out in the CIL Compliance Statement, jointly written by WSC and SCC.

35. Bury St Edmunds Town Council in its objections continues to maintain that the development would fail to accord with Core Strategy Policy CS2 (Sustainable Development) and that the designs of the dwellings in Phase 1 would be repetitive and poor. I disagree. The proposal would constitute sustainable development because it would be built on an allocated site in the Local Plan and provide all the necessary infrastructure required to mitigate the impact of all its future residents, as agreed by WSC, SCC and National Highways.
36. The designs of the dwellings and the associated landscaping within Phase 1 (the detailed element) of the scheme have been iteratively improved since the application was submitted in late 2019. I agree with the LPA that the dwellings will be suitably varied and well-designed, with a satisfactory palette of appropriate well-chosen exterior materials. There would be an acceptable amount of parking, both on- and off-street for both residents and visitors and I am satisfied that the layout of the internal access roads and footpaths are well designed, specifically to prioritise the rights of way of pedestrians and cyclists over vehicle traffic.
37. I am also pleased that the landscaping of the residential areas within Phase 1 would be well connected to the country park on the eastern edge of the Site and that it's layout and design would enable suitable links to the later phases of the scheme which adjoin it, as well as retaining and improving the best landscape features of the existing site.
38. In conclusion, I am confident that Phase 1 is well designed, subject of course to satisfactory compliance with the relevant conditions in the Schedule below.
39. Subject to these conditions and the S106 obligations, I am satisfied that the proposed hybrid development (both the detailed Phase 1 aspect and the outline elements of the scheme) would comply with all the relevant development plan policies mentioned above and with all relevant policies within the NPPF, in particular paragraph 111 relating to its effect on local highways.

Summary of Required Infrastructure To be Provided

40. The differences between the appellant on the one hand and WSC, SCC and National Highways on the other at the start of the Inquiry related not to the principal of development on the Site, because it is an allocated site in the development plan, but solely to the combined public bodies' cases that the appellant was failing to fund the necessary highway, public indoor sports and public libraries infrastructure that was required through development plan policy. By the last sitting day of the Inquiry, and following negotiation between the parties, the details including financial contributions by way of obligations in the S106 of such infrastructure had been agreed, as set out below.
41. In terms of highways and transport infrastructure this comprises a series of works to improve the traffic operation of several road junctions, as well as

works and facilities to improve pedestrian and cycle links to and from the site to the centre of Bury St Edmunds and consequently minimise the growth of vehicular traffic on the local road network arising from the proposed development. Indicated in the list below are financial contributions secured as obligations in the S106 and works and facilities which will be secured through the indicated Grampian-style planning conditions.

42. These are as follows:

- (A) Public Right of Way (PRoW) Contribution of £187,800² – defined in the S106 as Highways (destination A) Contribution – to create a field edge bridleway from the northern end of bridleway BR6 to the new cycle path at Bury St Edmunds Recycling Centre adjacent to Fornham Business Park on Fornham Road.
- (B) PRoW Contribution of £25,350 – defined in the S106 as Footpath 21 Contribution – to upgrade existing public Footpath 21 to a public bridleway, divert it to the field end and extend it south eastwards to East Barton Road.
- (C) Offsite Walking and Cycling Contribution of £695,000 – defined in the S106 as Highways (destination C) Contribution – from the site at Barton Road to the town centre to include pedestrian and cycle path improvements to Eastgate Street, Mustow Street and Looms Lane.
- (D) Highways (mitigation) Contribution of £1,788,758 – defined in the S106 as such – that will enable improvements to the highway network in the Bury St Edmunds Area. This definition would allow the expenditure of this contribution by the LHA to combine walking and cycling improvements with or instead of junction and carriageway improvements to improve vehicular traffic flows, at its discretion.
- (E) Speed Management Contribution of £15,000 – defined in the S106 Highways (A143 TRO) Contribution – towards bringing forward a Traffic Regulation Order to secure a speed limit reduction on the A143 along the accesses to the Site.
- (F) Construction of the southern roundabout to the Site prior to occupation of the 150th dwelling – secured by Condition 58 in the Schedule of Conditions below.
- (G) Construction of the northern roundabout to the Site (adjacent to the Phase 1 detailed scheme) prior to first occupation of any of the dwellings – secured by Condition 59 in the Schedule.
- (H) Construction of footbridge over the Cattishall rail crossing prior to no more than 500 dwellings being occupied including no more than 30 dwellings in Phase 2 – secured by Condition 60.
- (I) The southern access (roundabout) shall not be brought into use until the traffic signal upgrade scheme (MOVA) including the toucan crossing at

² The amount of this and all the other contributions agreed in the S106 are BCIS indexed – i.e., shall be increased by an amount equivalent to the increase in the Building Cost Information Service of the Royal Institute of Chartered Surveyors (BCIS Index) from the date of the S106 until the date on which each sum is payable using a set formula.

Orttewell Road and the cycle link to the Orttewell Road crossing shall have been completed – secured by Condition 61.

- (J) Submit a suitable scheme for the upgrade of the surface of Green Lane (Byway RB4) prior to first occupation of Phase 1, complete the Byway RB4 crossing of the A143 prior to occupation of the 150th dwelling and the spine road crossing within the scheme prior to occupation of the 288th dwelling – secured by Condition 62.
- (K) Upgrading of the BR5 bridleway along the north side of the A143 including the A143 crossing prior to occupation of the 287th dwelling – secured by Condition 63.
- (L) Re-surface bridleway BR6 with hoggin or Breedon Gravel from the junction of Fornham Road southwards for 300 metres prior to occupation of the 287th dwelling – secured by Condition 64.
- (M) Details of the works to be undertaken to re-open the railway underpass between the Site and Moreton Hall estate to be submitted and approved prior to commencement – secured by Condition 66.
- (N) A scheme for an enhanced right hand turn off the A143 onto Fornham Road in Great Barton to be submitted and approved prior to first occupation of development, such scheme to be carried out prior to occupation of the 288th dwelling – secured by Condition 68.
- (O) Completion of walking and cycling link from the northeast corner of the Site to Great Barton including a new crossing on the A143 to be completed in full and made available for public use prior to occupation of the 287th dwelling – secured by Condition 69.
- (P) The agreed works to the Compeigne Way approach to the Northgate roundabout shall be completed and made available for use prior to occupation of the 500th dwelling – secured by Condition 70.
- (Q) A scheme for the traffic calming and associated measures on East Barton Road shall be submitted, agreed and completed prior to first occupation of the 500th dwelling – secured by Condition 71.
- (R) A scheme showing two lane segregation by means of hatching on the A143(S) approach to the A143/A134 roundabout shall be submitted, agreed and completed prior to occupation of the 150th dwelling – secured by Condition 72.
- (S) A signage strategy for pedestrians and cyclists including a timetable for its implementation to be submitted and agreed prior to first occupation of Phase 1, to be carried out and retained thereafter – secured by Condition 73.
- (T) Travel plans relating to respectively the non-residential, residential and primary school/early years facility shall be submitted for LPA approval prior to first occupation of these elements of the scheme – secured respectively by Conditions 74, 75 and 76.
- (U) Details of a shuttle bus service to/from the site to the town centre to be submitted and approved prior to occupation of the development, such

service to be delivered before first occupation of the 50th dwelling – secured by Condition 80.

43. Various financial contributions to public open space are set out in the S106: towards outdoor sports pitches within Bury St Edmunds including the provision of a synthetic pitch at Victory Ground (£73,270); towards outdoor sports facilities, in particular sports pitches at Victory Ground (£831,600); towards sports halls in the town (£271,557); and towards providing swimming pools within the town (£113,157). These, which together total £1,289,584 towards public open space, have all now been agreed between WSC and the appellant.
44. The appellant has now agreed to pay SCC's full requested library contribution of £297,000, which would allow it to essentially refurbish and upgrade the central library in the town centre.
45. The S106 also provides for considerable additional infrastructure, none of which was disputed at the start of the Inquiry. This includes:
- (a) An early years on site contribution of £1,845,720 to provide for an early years facility.
 - (b) An early year off site contribution of £241,752 if necessary.
 - (c) The transfer of a suitably unencumbered site of a minimum of 2.06ha within the Site to SCC for the primary school and early years facility for the sum of £1.
 - (d) A primary school contribution of £6,808,656 to allow the construction of a 2-form entry 420-place primary school for children aged 5-11.
 - (e) A secondary school contribution of £5,610,900 to allow the expansion of secondary schools in the town.
 - (f) A sixth form contribution of £1,117,425 to allow the expansion of sixth forms in the town.
 - (g) A temporary classroom contribution of £250,000 to be used to provide temporary classrooms during the construction of the proposed development.
 - (h) An NHS contribution towards local health facilities of £739,000.
 - (i) A travel plan contribution of £1,000 to enable monitoring of the travel plans.
46. The CIL Compliance Statement³ jointly produced by WSC and SCC comprehensively justifies how all the above obligations fulfil the three tests under regulation 122(2) of the *Community Infrastructure Regulations 2010* as follows:
- (a) Necessary to make the development acceptable in planning terms;
 - (b) Directly related to the development; and
 - (c) Fairly and reasonably related in scale and kind to the development.

³ ID8

47. In particular, it explains in detail which relevant development plan policies and/or SPDs or other relevant documents require such infrastructure to be provided, how this is relevant to this development and precisely how the financial contributions have been arrived at to ensure that they are proportionate to mitigate the effects of the proposed development, for instance by reference to specific formulae within these documents. Hence, I am satisfied that all the above infrastructure is fully justified and legally compliant.

Conditions

48. I asked the parties to agree a combined (for both the detailed and outline elements of this hybrid application) list of conditions, having first seen earlier drafts of such conditions and commented on them where necessary. This is the list of 80 conditions in the Schedule below.
49. It comprises (Conditions 54-80) the relevant highway and traffic conditions including in respect of the infrastructure set out in items (F)-(U) as well as the highway and parking details et cetera of the estate roads in the scheme itself.
50. The rest of the conditions (Conditions 1-53) encompass all the other relevant detailed design and other conditions for both the detailed Phase 1 element of the scheme and all the outline elements, including all the reserved matters and the timings for these matters to be concluded. Condition 4 refers to the approved plans for the outline and detailed elements of the scheme, which are respectively set out in Tables 2 and 3, below the Schedule.
51. All the conditions are set out in the Schedule in the form of a table, which lists their numbers, timings, headings/titles and reasons including legal and development plan and other policy documents references. I am satisfied that for all these reasons all these conditions are necessary and otherwise meet the requirements of NPPF paragraph 56.

The Section 106 Agreement (S106)

52. The S106 encompasses the infrastructure and affordable housing obligations and also allows for necessary monitoring fees for such to be recouped by WSC and SCC, all as set out and justified above, with reference to the joint CIL Compliance Statement.

Conclusions

53. The proposed development would deliver up to 1,375 dwellings in phases, as envisaged by the allocation in the development plan. It therefore complies in principle with the LPA's spatial strategy. The detailed (Phase 1) aspect of the scheme would provide 287 well designed dwellings accessed by an appropriate estate road network giving priority to pedestrians and cyclists, with adequate parking and high-quality landscaping all of which would link well to later phases of the development.
54. The hybrid proposal scheme would comply with the development plan when considered as a whole, and there are no other material considerations which outweigh such compliance. It would meet the statutory heritage tests as set out above and Section 149 of the Equality Act 2010 in that it would not cause harm to any person or persons with protected characteristics under that Act (the public sector equality duty).

55. As such, and subject to the conditions in the Schedule below and to the S106 obligations, Section 38(6) of the Planning and Compensation Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, as well as paragraph 11 c) of the NPPF, indicate that planning permission should be granted.

Nick Fagan

INSPECTOR

Schedule of Conditions – Table 1

No.	Timing	Heading	Condition	Reason
1		Time limit – detailed phase	The development of the detailed phase hereby permitted shall be commenced no later than 3 years from the date of this permission.	In accordance with Section 91 of the Town and Country Planning Act 1990.
2		Time limit – outline component	Applications for the approval of the first reserved matters in respect of the outline component of this permission shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. Applications for approval of all reserved matters shall be made to the Local Planning Authority before the expiration of 12 (twelve) years from the date of this permission. The development hereby permitted for a phase of the outline component of this permission shall commence, in the case of each such phase, no later than three years from date of approval of the final reserved matters for the specific phase in question.	To conform with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
3	Prior to commencement	Reserved matters	Prior to the commencement of development (excluding site preparation) in any outline phase (or any sub-phase or development parcel indicated on the phasing plan) details of the access, appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") for such phase (or sub-phase or development parcel indicated on the Phasing Plan, as relevant) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.	Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended) and to enable to the Local Planning Authority to exercise proper control over these aspects of the development.
4		Approved plans	The development hereby permitted shall be carried out generally in accordance with the details shown on the following approved plans: *See Tables 2 and 3 below	To ensure the satisfactory development of the site and for the avoidance of doubt as to what has been

				considered and approved as part of the outline submission.
5	Prior to commencement	Phasing plan	Prior to commencement of development (excluding site preparation) a Phasing Plan setting out the details of the phasing of the development shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Plan shall include the following information: a. Details of a phased approach to the submission of reserved matters (if appropriate) to address and cover the relevant phase. Thereafter, the development shall be carried out in complete accordance with the approved Phasing Plan.	The condition is imposed in order to seek high standards of design and comprehensively planned development in accordance with the NPPF and provisions of Core Strategy Policies CS2 and CS3 and policies DM2 and DM22 of the Joint Development Management Policies Document 2015.
6	Reserved matters submission	Design statement	Any submission of reserved matters in respect of the outline component of this planning permission shall, as relevant, be accompanied by a Design Statement in respect of the development subject to the relevant reserved matters application for approval by the Local Planning Authority. The Design Statement shall address matters of development layout, building blocks and heights, architectural approaches and materials, the function and treatments of key open spaces, street types and street materials, parking (vehicle and cycle), boundary treatments, hard and soft landscaping, bin storage and collection, lighting of outdoor spaces, measures and strategies to design out opportunities for crime. The development shall be carried out in accordance with the approved details.	These details are required to explain and demonstrate the submission of reserved matters in advance of the development commencing. The condition is imposed in order to seek high standards of design and comprehensively planned development in accordance with the NPPF and provisions of Core Strategy Policies CS2 and CS3 and policies DM2 and DM22 of the Joint Development Management Policies Document 2015.
7	Prior to commencement	Archaeological investigation	1. No development shall take place within each phase or sub-phase until the following have been submitted to and approved in writing by the Local	To safeguard archaeological assets within the approved development

			Planning Authority: A. The methodology for an archaeological field evaluation in respect of the phase or sub-phase (which may or may not form part of an evaluation of the entire site); B. The results of an archaeological field evaluation in respect of the phase or sub-phase (which may or may not form part of an evaluation of the entire site) C. A Written Scheme of Investigation for the phase or sub-phase informed by the approved results of the archaeological field evaluation and to include the following: i. An assessment of significance and research questions ii. -The programme and methodology of site investigation and recording. iii. The programme for post investigation assessment. iv. Provision to be made for analysis of the site investigation and recording. v. Provision to be made for publication and dissemination of the analysis and records of the site investigation. vi. Provision to be made for archive deposition of the analysis and records of the site investigation. vii. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation. viii. An Archaeological Mitigation Strategy for each phase or sub-phase 2. The Archaeological Mitigation Strategy for each phase or sub-phase shall be implemented in accordance with the approved Written Scheme of Investigation and completed prior to commencement of the relevant	boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development in accordance with policy DM20 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 16 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition is required to be agreed prior to the commencement of any development to ensure matters of archaeological importance are preserved and secured early to ensure avoidance of damage or lost due to the development and/or its construction. If agreement was sought at any later stage there is an unacceptable risk of lost and damage to archaeological and historic assets.
--	--	--	--	---

			Phase (or sub-phase) of development.	
8	Prior to occupation	Investigation/recording complete	No building within any phase or sub phase shall be occupied until: - The site investigation and post investigation assessment for the relevant phase or sub phase has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the Written Scheme of Investigation approved under Condition 7, and - Provision has been made for the publication and dissemination of results and archive deposition, and a timetable for this has been submitted to and approved in writing by the Local Planning Authority. The publication and dissemination of results and archive deposition, and further investigations (if required) shall be carried out in accordance with the approved timetables.	To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development in accordance with policy DM20 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 16 of the National Planning Policy Framework and all relevant Core Strategy Policies.
9	Prior to commencement	Remediation strategy	- No development within any phase or sub-phase shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the relevant phase or sub-phase has been submitted to and approved, in writing, by the Local Planning Authority: - A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the relevant phase or sub-phase indicating potential sources, pathways and receptors, including those off site.	To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements. This condition requires matters to be agreed prior to

			b) The results of a site investigation of the relevant phase or sub-phase based on (a) and a detailed risk assessment, including a revised CSM. c) Based on the risk assessment in (b) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary. 2. No occupation of any part of the permitted development within the relevant phase or sub-phase shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (c) has been submitted to and approved in writing by the Local Planning Authority. The long-term monitoring and maintenance plan in (c) shall be updated, to the extent necessary, and be implemented as approved.	commencement since it relates to consideration of below ground matters that require resolution prior to further development taking place, to ensure any contaminated material is satisfactorily dealt with.
10	Compliance condition	Unexpected contamination	If, during development of any phase or sub-phase, contamination not previously identified is found to be present within the relevant phase or sub-phase then no further development of the relevant phase or sub-phase (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning	To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position

			Authority. The remediation strategy shall be implemented as approved.	Statements.
11	Compliance condition	Piling/foundation design	Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.	To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements.
12	Prior to commencement -	Surface water drainage strategy	Prior to commencement of development in any phase or sub phase of the development a surface water drainage scheme for the phase or sub phase shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be in accordance with the approved FRA ref. 5213-FRA-001 and Surface Water Drainage Strategy Addendum dated 14 May 2021 and shall include: a) Dimensioned plans and drawings of the surface water drainage scheme; b) Further infiltration testing on the site in accordance with BRE 365 and the use of infiltration as the means of drainage if the infiltration rates and groundwater levels show it to be possible; c) If the use of infiltration is not possible then modelling shall be submitted to demonstrate that the surface water runoff will be restricted to QBAR or 2l/s/ha for all events up to the critical 1 in 100 year rainfall events including climate change as specified in the FRA; d) Modelling of the surface water drainage scheme to show that the attenuation/infiltration	To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained, in accordance with policy DM6 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework and all relevant Core Strategy Policies. The condition is pre-commencement as it may require the installation of below ground infrastructure and details should be secured prior to any ground disturbance taking place.

			features will contain the 1 in 100 year rainfall event including climate change; e) Modelling of the surface water conveyance network in the 1 in 30 year rainfall event to show no above ground flooding, and modelling of the volumes of any above ground flooding from the pipe network in a 1 in 100 year rainfall event including climate change, along with topographic plans showing where the water will flow and be stored to ensure no flooding of buildings or offsite flows; f) Topographical plans depicting all exceedance flow paths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system; g) Details of the maintenance and management of the surface water drainage scheme. h) Details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) The CSWMP shall include: Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:- i. Temporary drainage systems ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses iii. Measures for managing any on or offsite flood risk associated	
--	--	--	---	--

			with construction	
			The scheme shall be fully implemented as approved	
13	Within 28 days of practical completion	Surface water drainage verification report	Within 28 days of practical completion of the last dwelling/building in each phase, a surface water drainage verification report shall be submitted to the Local Planning Authority, detailing and verifying that the surface water drainage system has been inspected and has been built and functions in accordance with the approved designs and drawings. The report shall include details of all SuDS components and piped networks, in an agreed form, for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.	To ensure that the surface water drainage system has been built in accordance with the approved drawings and is fit to be put into operation and to ensure that the Sustainable Drainage System has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as required under s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk.
14	Prior to commencement	Foul drainage	Prior to the commencement of development within any phase or sub phase, a scheme for on-site foul water drainage works within the relevant phase, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any part of the development within the relevant phase or sub phase, the foul water drainage works relating to that phase must have been carried out in accordance with the approved scheme.	To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained, in accordance with policy DM6 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework

				and all relevant Core Strategy Policies. The condition is pre-commencement as it may require the installation of below ground infrastructure and details should be secured prior to any ground disturbance taking place.
15	Prior to commencement	Fire hydrants	Prior to commencement of development within any phase or sub-phase a scheme for the provision of fire hydrants within the relevant phase or sub-phase shall be submitted to and approved in writing by the Local Planning Authority. No part of the development within the relevant phase or sub-phase shall be occupied or brought into use until the fire hydrants for the relevant phase or sub-phase have been provided in accordance with the approved scheme. Thereafter the hydrants shall be retained in their approved form unless the prior written consent of the Local Planning Authority is obtained for any variation.	To ensure the adequate supply of water for firefighting and community safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 8 and 12 of the National Planning Policy Framework and all relevant Core Strategy Policies. The condition is pre-commencement as it may require the installation of below ground infrastructure and details should be secured prior to any ground disturbance taking place.
16	Prior to commencement	Retrofitting heat pumps	Prior to commencement of development within the detailed phase, details showing how dwellings that will have gas fired boilers installed within this phase can have heat pumps retrofitted shall be submitted and approved by the Local Planning Authority. The information submitted will confirm appropriate cupboard and space allocations for indoor equipment (including hot water tanks, pipes and pumps and internal	To ensure that the proposal meets with the requirements of sustainability, in accordance with policy DM7 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning

			units) and outdoor equipment with scale drawings of indicative locations, and also including confirming that the outdoor units could be installed without causing significant noise issues for residents.	Policy Framework and all relevant Core Strategy Policies. The condition is pre-commencement to ensure that units are constructed in such a manner so as not to prejudice the installation of an alternative means of heating at a later date.
17	Compliance condition	Water consumption	No individual dwelling or flat hereby approved shall be occupied until the requirement for water consumption (110 litres use per person per day) in Part G2, Regulation 36 of the Building Regulations (2016) has been secured in accordance with Policy DM7 of the Joint Development Management Policies Document (2015).	Reason: To ensure that reasonable provision is made by the installation of fittings and fixed appliances that use water efficiently for the prevention of undue consumption of water in accordance with the Building Regulations (2016) and in accordance with Policy DM7 of the Joint Development Management Policies Document (2015).
18	Compliance condition	Retention of public open spaces	The public open spaces (and other similar spaces) identified hereby approved as shown on Drawing No. 1446/002RevP shall, once completed, thereafter be retained and maintained with public access and made available for public use in perpetuity.	Reason: To ensure the public open spaces and other similar spaces secured from the development and made available for public use in perpetuity. The requirements of this condition accord with the requirements of the NPPF policy CS14 of the St Edmundsbury Core Strategy (2010) and policy DM42 of the Joint Development

				Management Policies document (2015).
19	Prior to commencement	Noise Impact Assessment and Acoustic Design Statement	Prior to any above ground work being carried out within any phase or sub-phase a Noise Impact Assessment and Acoustic Design Statement for the relevant phase or sub-phase demonstrating that relevant good acoustic design principles for the suitable protection of future occupants from noise associated with the A143 and the railway line shall be secured, shall be submitted to and approved in writing by the local planning authority. Thereafter, the development within the relevant phase or sub-phase shall be constructed in accordance with the approved details and no individual dwelling or flat within the relevant phase or sub-phase, shall be occupied until those measures have been provided and/or incorporated into the design of the dwelling or flat concerned. The adopted noise mitigation strategy for dwelling units within each Phase or sub-phase shall be such to ensure noise does not exceed an LAeq (16hrs) of 35dB (A) within bedrooms and living rooms between 07:00 and 23:00hrs and an LAeq (8hrs) of 30dB(A) within bedrooms and living rooms between 23:00 and 07:00hrs, and individual noise events from passing trains do not exceed 45dB L_{Amax,f} more than 10x a night within bedrooms. The noise levels specified in this condition shall be achieved with the windows closed and other means of ventilation provided.	To ensure that the residential development is protected from existing noise sources, in accordance with policies DM2, DM22 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.
20	Compliance condition	Construction hours	Demolition or construction works shall not take place outside 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays and at no time on Sundays, public holidays or bank holidays.	To protect the amenity of occupiers of adjacent properties from noise and disturbance, in accordance with policies DM2 and DM14 of the West

				Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.
21	Compliance condition	No burning of waste	The burning of any waste arising from the development hereby permitted shall be prohibited at any time within the site.	To ensure that the development will not have a negative impact on ground and surface water and to protect the amenity of adjacent areas, in accordance with policies DM6 and DM32 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 14 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.
22	No development above slab level	Materials	No development above slab level within any phase or sub-phase shall take place until details of the external materials for the buildings within the relevant phase or sub-phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.	To safeguard the character and appearance of the area, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.
23	Prior to commencement	Residents building	Prior to commencement of the detailed phase a timetable for the delivery of the Residents/Community Building shall be submitted to and approved in writing by the Local Planning Authority. The Residents/Community building and its associated infrastructure shall be	To ensure the timely delivery of the necessary infrastructure to meets the needs of the community in accordance with Core Strategy Policy

			constructed in accordance with the approved details.	CS14. This condition is pre-commencement to ensure that sufficient information is submitted to ensure that the residents/community building will be constructed and available for use at the appropriate time.
24	Reserved matters submission	Soft landscaping – outline	Any submission of reserved matters in respect of the outline component of this planning permission and which seeks approval of landscape matters shall include a scheme of soft landscaping for the areas of the site included in that particular reserved matters submission for approval by the Local Planning Authority. The scheme shall be in accordance with the Landscaping Strategy ref. 1546/023 Rev E. The plan/s shall be drawn to a scale of not less than 1:200 and shall include accurate indications of the position, species, girth, canopy spread and height of all existing trees and hedgerows on and adjacent to that part of the site and details of any to be retained, together with measures for their protection during the course of development. The scheme shall also include details of the siting, design, height and materials of the screen walls/fences to be constructed or erected. The plan/s shall include details of how any areas of public open space shall be protected from incursion by vehicles. All planting comprised in the approved details of landscaping shall be carried out in the first planting season following the commencement of the development within the area subject to the scheme (or within such extended and/or phased period as may first be agreed in writing with the Local Planning Authority). Any retained trees or planting removed,	To enhance the appearance of the development in the interests of the character and appearance of the area in accordance with the NPPF, the provisions of Policies CS2 and CS3 of the St Edmundsbury Core Strategy (2010) and policies DM2 and DM22 of the Joint Development Management Policies Document (2015). These details are required with the reserved matters submission/s and prior to the commencement of development in order to define the scope of the soft landscaping details required to accompany reserved matters.

			dying or becoming seriously damaged or diseased within five years of commencement shall be replaced within the first available planting season thereafter with trees or planting of similar size and species unless the Local Planning Authority gives written consent for any variation.	
25	No development above ground level	Soft landscaping – detailed phase	No development above ground level within the detailed phase shall take place until a scheme of soft landscaping for such phase drawn to a scale of not less than 1:200 has been submitted to and approved in writing by the Local Planning Authority. The soft landscaping details shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant sizes and proposed numbers/ densities. The details shall include planting to enhance Several's Clump and the means to prevent vehicles incursion onto any area of public open space. The approved scheme of soft landscaping works shall be implemented not later than the first planting season following commencement of the detailed phase (or within such extended period as may first be agreed in writing with the Local Planning Authority). Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.	To assimilate the development into its surroundings and protect the character and appearance of the area, in accordance with policies DM2, DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.
26	Reserved matters submission	Hard landscaping - outline	Any submission of reserved matters in respect of the outline component of this planning permission and which seeks the approval of landscape matters shall include full details of a hard landscaping scheme for the areas of the site included in that particular Reserved Matters submission for	To enhance the appearance of the development in the interests of the character and appearance of the area in accordance with the NPPF, the

			approval by the Local Planning Authority. These details shall include existing and proposed finished ground levels and contours showing earthworks and mounding; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulations areas; hard surfacing materials; minor artefacts and structures (for example street furniture, and similar features); how the boundary between public and private land will be defined and barriers to prevent vehicular access onto any areas of public open space; hedgehog gaps in boundary features; proposed and existing functional services above and below ground (for example power, communications cables and pipelines, indicating lines, manholes, supports and other technical features). The approved scheme shall be implemented in accordance with a timetable to be agreed as part of the submission of the hard landscaping details. The hard landscaping scheme shall include a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all hard landscape areas (other than small privately owned domestic or communal gardens and adoptable roads and adoptable footpaths) together with a timetable for the implementation of the landscape management plan and it shall be implemented in accordance with the approved details and timetable.	provisions of Policies CS2 and CS3 of the St Edmundsbury Core Strategy (2010) and policies DM2 and DM22 of the Joint Development Management Policies Document (2015). These details are required with the reserved matters submission/s and prior to the commencement of development in order to define the scope of the hard landscaping details required to accompany reserved matters.
27	No development above ground level	Hard landscaping – detailed phase	No development above ground level within the detailed phase shall take place until details of a hard landscaping scheme for such phase have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels and contours showing earthworks and mounding; surfacing materials; means of enclosure; car parking layouts; other vehicle and pedestrian access and	To assimilate the development into its surroundings and protect the character and appearance of the area, in accordance with policies DM2 and DM13 of the West Suffolk Joint Development Management Policies

			circulations areas; hard surfacing materials; minor artefacts and structures (for example furniture, play equipment, refuse and/or other storage units, signs, lighting and similar features); proposed and existing functional services above and below ground (for example drainage, power, communications cables and pipelines, indicating lines, manholes, supports and other technical features); retained historic landscape features and proposals for restoration where relevant. The approved scheme shall be implemented in accordance with a timetable to be agreed as part of the submission of the hard landscaping details. The hard landscaping scheme shall include a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all hard landscape areas (other than small privately owned domestic or communal gardens and adoptable roads and adoptable footpaths) together with a timetable for the implementation of the landscape management plan and it shall be implemented in accordance with the approved details and timetable.	Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.
28	Prior to development above ground level	Landscape and Ecology Management Plan (LEMP)	No development above ground level within any phase or sub-phase shall take place until a landscape and ecology management plan (LEMP) for all soft landscape areas within the relevant phase or sub-phase (other than small privately owned domestic gardens), including the Countryside Park, Several Clump and the open space adjacent to Hedgerows H1 and H2 (Tree Survey Report AIA AMS – Appendix A) has been submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following: a) Description and evaluation of features to be managed including a plan b) Ecological trends and constraints on site that might	To ensure the longevity of the landscaping scheme and protect the visual amenity and character of the area, in accordance with policy DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

			influence management. c) Aims and objectives of management. d) Appropriate management options for achieving aims and objectives. e) Prescriptions for management actions including a plan. f) Preparation of a work schedule and timetable for delivery (including an annual work plan capable of being rolled forward over a five-year period). g) Details of the body or organization responsible for implementation of the plan. h) Ongoing monitoring and remedial measures. i) Details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. j) Where the results from monitoring show that conservation aims and objectives of the LEMP are not being met, details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. k) Details of the management of existing elm hedgerows including G8 and G23 (as shown on Tree Survey Report AIA AMS – Appendix A) The approved LEMP for the relevant phase or sub-phase shall be carried out in accordance with the approved details and timetable.	
29	Prior to commencement	Arboricultural method statement	Prior to commencement of development within any phase or sub-phase a Specific Arboricultural Method Statement (AMS) (including any demolition, groundworks and site clearance) for the relevant phase or	To ensure that the trees on site are adequately protected, to safeguard the character and

			sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The AMS should include details of the following: a) Measures for the protection of those trees and hedges within the relevant phase that are to be retained, b) Details of all construction measures within the 'Root Protection Area' (RPA) (defined by a radius of dbh x 12 where dbh is the diameter of the trunk measured at a height of 1.5m above ground level or for veteran and ancient trees the buffer zone recommendations in the Natural England and Forestry Commission standing advice should be followed) of those trees within the relevant phase which are to be retained specifying the position, depth, and method of construction/installation/excavation of service trenches, building foundations, hardstandings, roads and footpaths, c) A schedule of proposed surgery works to be undertaken to those trees and hedges on the application site which are to be retained. d) Details of any work within the RPA to existing trees and hedges to be retained including the formation of access routes through hedges, measures for supervision of works within the RPA, and monitoring throughout construction e) Details of any intended works to veteranise existing trees together with detailed proposals for the tunnelling of services through hedgerow (H1), as shown on Drawing 2 of 12 Tree Survey Report AIA AMS - Appendix A.	appearance of the area, in accordance with policy DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement of development to ensure that existing trees are adequately protected prior to any ground disturbance.
--	--	--	---	---

			The development shall be carried out in accordance with the approved AMS unless agreed in writing by the Local Planning Authority.	
30	Reserved matters submission	Levels	Any submission of reserved matters in respect of the outline component of this planning permission shall include details of any earthworks / changes in levels to be carried out within the area in relation to that reserved matters application together with a timetable for their implementation for approval by the Local Planning Authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of the proposed mounding or excavation to existing vegetation and surrounding landform. Development shall be carried out in accordance with the approved details and timetable.	To ensure a satisfactory landform in the interests of visual amenity and the retention of existing landscape features within the locality, in accordance with policies DM2 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. These details are required with the reserved matters submission/s and prior to the commencement of development as it concerns the topography of the site and it is necessary to agree the details prior to any ground disturbance taking place.
31	Prior to commencement	Levels	Prior to commencement of development within the detailed phase details of any earthworks / changes in levels to be carried out within such phase together with a timetable for their implementation have been submitted to and approved in writing by the Local Planning Authority. These details shall include the proposed grading and mounding of land areas as well as the levels and contours to	To ensure a satisfactory landform in the interests of visual amenity and the retention of existing landscape features within the locality, in accordance with policies DM2 and DM13 of the West

			be formed, showing the relationship of the proposed mounding or excavation to existing vegetation and surrounding landform. Development shall be carried out in accordance with the approved details and timetable.	Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. The condition is pre-commencement as it concerns the topography of the site and it is necessary to agree the details prior to any ground disturbance taking place.
32	Prior to above ground development	Lighting strategy	Prior to commencement of above ground works within each phase or sub-phase a lighting design strategy for bio-diversity shall be submitted for the relevant phase or sub-phase. The strategy shall: a) Identify those areas/features on site that are particularly sensitive and that are likely to be disturbed by lighting; and b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) to demonstrate that areas to be lit will not disturb any sensitive features identified or prevent any species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. No other external lighting shall be installed without prior consent from the Local Planning Authority.	To safeguard the visual amenities of the locality and the ecological value of the area, in accordance with policies DM2 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

33	Prior to the construction of the northern access	Northern access – soft landscaping	Prior to the construction of the Northern Access Roundabout as shown on Drawing No. 70055213-SK-011 H a detailed soft landscape scheme for the access point shall be submitted to and approved in writing by the local planning authority. The scheme shall be carried out in accordance with the approved details.	To assimilate the development into its surroundings and protect the character and appearance of the area, in accordance with policies DM2 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.
34	Prior to the construction of the southern access	Southern access – soft landscaping	Prior to the construction of the Southern Access Roundabout as shown on Drawing No. 70055213-SK-010 F a detailed soft landscape scheme for the access point shall be submitted to and approved in writing by the local planning authority. The scheme shall be carried out in accordance with the approved details.	To assimilate the development into its surroundings and protect the character and appearance of the area, in accordance with policies DM2 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.
35	Prior to commencement	Green Infrastructure and Landscape Strategy	Prior to the commencement of development within any phase or sub phase a Green Infrastructure and Landscape Strategy shall be submitted to and approved in writing by the local planning authority. The Strategy shall demonstrate how the development within the relevant phase or sub phase accords with the Green Infrastructure parameter plan 2742A1205PLE and the Landscape	To assimilate the development into its surroundings and protect the character and appearance of the area, in accordance with policies DM2, DM12 and DM13 of the West Suffolk Joint Development

			Strategy 1546/023 Rev E September 2021 and shall include: - A green infrastructure plan to show the GI across the development and how it connects into existing and proposed GI; - A summary of how each aspect of the GI will be managed, including any habitats across the site; - How GI will be phased to ensure it is delivered in a timely and appropriate manner so that the new residents have sufficient GI for their daily needs; and - How the proposed GI will be monitored post-development to measure its effectiveness, in terms of the environment, residents and the local community.	Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement of development to ensure that the principles of good green infrastructure and landscape design are incorporated into the scheme.
36	Prior to above ground works	Ecological masterplan	Prior to commencement of any above ground works within any phase or sub-phase an ecological masterplan for the relevant phase or sub-phase shall be submitted to and approved in writing by the local planning authority. The masterplan shall detail the locations, numbers and designs of proposed additional avoidance and mitigation measures as set out within the Environmental Statement (chapter 8) including but not restricted to: - log and brash piles using arisings from Site clearance - a range of bird nesting boxes on buildings and trees including swift bricks - provision of refuge and hibernation opportunities such as log piles and purpose-built hibernacula - installation of a range of bat boxes on trees and built structures - gaps in boundary fencing and use of dropped kerbs and off-set gully pots in appropriate locations to allow movement of wildlife such as Hedgehogs and amphibians. The development shall be carried out in accordance with the approved	To safeguard the ecological and nature conservation value of the area, in accordance with policy DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

			details.	
37	Prior to commencement	Construction Environmental Management Plan	Prior to commencement of development in any phase or sub-phase (including demolition, ground works, vegetation clearance) a construction environmental management plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall be based on updated surveys for protected and notable species where appropriate and shall include the following: a) Risk assessment of potentially damaging construction activities b) Identification of "biodiversity protection zones" c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) d) The location and timing of sensitive works to avoid harm to biodiversity features e) The times during construction when specialist ecologists need to be present on site to oversee works f) Responsible persons and lines of communication g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person h) Use of protective fences, exclusion barriers and warning signs. i) Method statement for all site clearance which shall incorporate supervision by an appropriately qualified person The approved CEMP shall be adhered to and implemented throughout the construction period for the relevant phase strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.	To safeguard the ecological and nature conservation value of the area, in accordance with policy DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement to ensure that appropriate protection measures etc. are put into place to avoid harm and disturbance to local wildlife and the ecological value of the area.

38	Prior to commencement	Badger survey	Prior to commencement of development in any phase or sub-phase a badger survey for such phase or sub-phase shall be undertaken and details of the survey along with an updated mitigation plan and method statement implementing any such mitigation shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.	To identify and ensure the protection of important species and those protected by legislation, in accordance with policies DM11 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement to ensure that an appropriate strategy is in place prior to any disturbance to wildlife and the ecological value of the area.
39	Reserved matters submission	Sustainability and energy use	Any submission of reserved matters in respect of the outline component of this planning permission shall include, as relevant, a Sustainability and Energy Use Statement for approval by the Local Planning Authority. The Statement shall be based on the Energy Statement December 2019 and Energy Statement Addendum 2 June 2021. The statement shall outline how the development within the area in relation to that reserved matters application has adhered to broad principles of sustainable design and construction and how energy efficiency will be optimised through the use of design, layout, orientation, materials, insulation and construction techniques. The development shall be carried out in accordance with the approved Statement.	To ensure that the proposal meets with the requirements of sustainability, in accordance with policy DM7 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework and all relevant Core Strategy Policies.

40	Prior to above ground works	Sustainability and energy use	Prior to any above ground works within the detailed phase a Sustainability and Energy Statement for such phase shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall be based on the Energy Statement December 2019 and Energy Statement Addendum 2 June 2021. The statement shall outline how the detailed phase has adhered to broad principles of sustainable design and construction and how energy efficiency will be optimised through the use of design, materials, insulation and construction techniques. The development shall be carried out in accordance with the approved Statement.	To ensure that the proposal meets with the requirements of sustainability, in accordance with policy DM7 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework and all relevant Core Strategy Policies.
41	Prior to first occupation	Northern Countryside Park	Prior to first occupation of development within the detailed phase the Northern Countryside Park shown on the Drawing No. 1546/018 Rev F shall be provided and open for public use and all associated hard and soft landscaping works in respect of such park, including the provision of the trim trail, detailed in the approved landscaping scheme shall be completed. Thereafter the Northern Countryside Park shall be retained and used for no other purpose than as a publicly accessible countryside park with associated recreational facilities. No play equipment or other hard landscaping shall be removed from the area(s) or be replaced with equipment/hard landscaping not forming part of the approved landscaping scheme unless the prior written consent of the Local Planning Authority has been obtained for any variation to the approved scheme.	To ensure that sufficient play area space is provided on the development site for the future occupiers of the dwellings, in accordance with policy DM42 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 8 and 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.
42	Reserved matters submission	Play area provision	Any reserved matters application for a phase of development which includes a play area or play areas, shall be accompanied by details of the layout of the area(s) and the play equipment to be installed for approval by the	To ensure that sufficient play area space is provided on the development site for the future occupiers of the

			local planning authority. The details shall include a timetable for the completion of the play area and its opening for public use and the development shall be carried out in accordance with the approved details and timetable. Once completed, the play area(s) shall be retained and used for no other purpose. No play equipment or other hard landscaping shall be removed from the area(s) or be replaced with equipment/hard landscaping not forming part of the approved scheme unless the prior written consent of the Local Planning Authority has been obtained for any variation to the approved scheme.	dwellings, in accordance with policy DM42 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 8 and 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.
43	Prior to occupation of 215 th dwelling	Play area provision	Prior to the occupation of the 215th dwelling the play area(s) within the area labelled as 'The Green' as shown on the Drawing No. 1546/010 Rev M shall be provided and open for public use and all associated hard and soft landscaping works in respect of the play areas, including the provision of play equipment, detailed in the approved landscaping scheme shall be completed. Thereafter the play area(s) shall be retained and used for no other purpose. No play equipment or other hard landscaping shall be removed from the area(s) or be replaced with equipment/hard landscaping not forming part of the approved landscaping scheme unless the prior written consent of the Local Planning Authority has been obtained for any variation to the approved scheme.	To ensure that sufficient play area space is provided on the development site for the future occupiers of the dwellings, in accordance with policy DM42 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 8 and 12 of the National Planning Policy Framework and all relevant Core Strategy Policies.
44	Prior to above ground work	Allotments	Prior to any above ground works taking place in connection with the Northern Countryside Park shown on the Drawing No. 1546/018 Rev F details of the layout of the allotments, including access and car parking, shall be submitted to and approved in writing by the local planning authority. The details shall include measures to prevent vehicular access to the	To sure the timely delivery of the necessary infrastructure to meets the needs of the community in accordance with Core Strategy Policy CS14.

			Northern Countryside Park (other than for the purposes of maintenance) and the provision of an electric charging point for such maintenance vehicles. The allotments shall be provided in accordance with the approved details prior to the occupation of the 215th dwelling and retained for that use thereafter.	
45	Prior to above ground works	Pond restoration and management	Prior to any above ground works taking place in connection with the Northern Countryside Park shown on the Drawing No. 1546/018 Rev F details of the restoration of the pond shown on Drawing No. 1546/018 Rev F, including a timetable for the restoration works, shall be submitted to and approved in writing by the local planning authority. The details shall include the future management of the pond and the surrounding area. The pond restoration and management plan shall be implemented in accordance with the approved details and timetable.	To secure biodiversity enhancements commensurate with the scale of the development, in accordance with policies DM11 and DM12 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.
46	Prior to commencement	Veteran tree management plan	Prior to commencement of development within the detailed phase a Veteran Tree Management Plan - shall be submitted to and approved in writing by the local planning authority. The Veteran Tree Management Plan shall be implemented in accordance with the approved details.	To ensure that the trees on site are adequately protected, to safeguard the character and visual amenity of the area, in accordance with policies DM12 and DM13 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement of

				development to ensure that existing trees are adequately protected prior to any ground disturbance.
47	Compliance condition	Farmland bird mitigation	The Farmland Bird Mitigation Strategy (HDA ref: 2090.43 April 2021) shall be implemented in the first nesting season following commencement of the development and in accordance with the approved details, or any amendment as may be approved in writing pursuant to this condition, and all mitigation features shall be delivered for a minimum period of 10 years.	To ensure the protection of priority species, in accordance with policies DM11 and DM12 of the West Suffolk Joint Development Management Policies Document 2015 and to allow the LPA to discharge its duties under the NERC Act 2006 (Priority habitats & species)
48	Reserved matters submission	Biodiversity net gain	Any submission of reserved matters in respect of the outline component of this planning permission shall be accompanied by a Biodiversity Net Gain (BNG) design stage report which shall demonstrate a minimum 10% BNG for that phase of the development unless agreed otherwise with the Local Planning Authority. The report shall be in line with Table 2 of CIEEM Biodiversity Net Gain report and audit templates (July 2021 or any updated edition) and use the current version of the Defra Biodiversity Metric 3 (or any successor). The content of the Biodiversity Net Gain report should include the following: a) Baseline data collection and assessment of current conditions on site including a Habitat Baseline Plan b) A commitment to measures in line with the Mitigation Hierarchy and evidence of how BNG Principles have been applied to maximise benefits to biodiversity	To demonstrate measurable biodiversity net gain.

			c) Provision of the full BNG calculations, with detailed justifications for the choice of habitat types, distinctiveness and condition, connectivity and ecological functionality d) Design details which must be supported by a Proposed Habitats Plan e) Details of the implementation measures and management of proposals, and f) Details of the monitoring and auditing measures. Off-site enhancement will only be acceptable where on-site provision is not possible, or it would make a better contribution to improving biodiversity than wholly on-site provision. The proposed enhancement measures shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.	
49	No later than 6 months after any non-residential building is brought into use	BREEAM	No later than six months after any non-residential building is first brought into use, a certificate demonstrating that the approved building has gained at least a BREEAM Very Good status shall be submitted to the Local Planning Authority.	To ensure that the proposal meets with the requirements of sustainability, in accordance with policy DM7 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 14 of the National Planning Policy Framework and all relevant Core Strategy Policies.
50	Reserved matters submission	Affordable housing	Any submission of reserved matters in respect of the outline component of this planning permission shall include a scheme for the provision of affordable housing for the areas of the site included in that particular reserved matters submission for the approval of the local planning authority. The scheme shall include	To ensure an appropriate mix and tenure of affordable housing is delivered on the site in accordance with Chapter 5 of the National Planning Policy Framework

			full details of the type, tenure and location on the site of the affordable housing. The approved development shall be carried out and thereafter occupied in complete accordance with the approved scheme.	and all relevant Core Strategy Policies.
51	Reserved matters relating to local centre	Local centre	The reserved matters submitted relating to the areas of land indicated as a Local Centre within the parameter plans, shall (to the extent relevant to the reserved matters application in question) include full details of the distribution, Use Class and size of all units proposed within the Local Centre. The local centre shall be completed in accordance with the approved size, mix and distribution of units.	To ensure a strong local centre with a range of types of non-residential premises providing an appropriate range of facilities and services to meet the day to day needs of the locality in a coherent and attractive built form integrated with surrounding uses.
52	Prior to commencement of Development	Community liaison strategy	Prior to commencement of development a Community Liaison Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include a scheme and timetable for the formation and operation of a Community Liaison Group (with details of the target members (including residents of the site) and management of the Group).	In the interests of delivering a sustainable development and community and to ensure that the new residents are appropriately informed of the phasing and masterplan principles of the development, in accordance with Policies CS2, CS11 and CS14 of the St Edmundsbury Core Strategy 2010 and Chapter 8 of the National Planning Policy Framework. This condition is pre-commencement to ensure the timely establishment of the Community Liaison Group.
53	Prior to first occupation	Residents welcome pack	Prior to first occupation details of information to be provided to new	In the interests of delivering a

			residents of the scheme in the form of a 'Residents Pack' shall be submitted to and approved in writing by the local planning authority. The details shall include the relevant information to be presented to new residents including, but not be limited to, the following matters: a. The relationship of the site with the town of Bury St Edmunds and surrounding area b. facilities and services available on the development as well as links to nearby services and facilities such as schools, medical centres, leisure, cultural and recreation facilities, and employment areas c. details of the management body responsible for the open spaces and community facilities d. the phasing of the development and the obligations secured by the s106 agreement e. details of the agreed Construction Method Statement The development shall be carried out in accordance with the approved details	sustainable development and community and to ensure that the new residents are appropriately informed of the phasing and masterplan principles of the development, in accordance with Policies CS2, CS11 and CS14 of the St Edmundsbury Core Strategy 2010 and Chapter 8 of the National Planning Policy Framework.
54	Prior to first occupation	Electric vehicle charging points - dwellings	Prior to first occupation of any individual dwellinghouse which is not an apartment within the detailed phase or any outline phase, an operational electric vehicle charge point at a reasonably and practicably accessible location, with an electric supply to the charge point capable of providing a 7.4kW charge, shall be installed at such dwellinghouse.	To promote and facilitate the uptake of electric vehicles on the site in order to minimise emissions and ensure no deterioration to the local air quality, in accordance with Policy DM14 of the Joint Development Management Policies Document, paragraphs 105 and 110 of the National Planning Policy Framework and the Suffolk Parking Standards.

55	Prior to first occupation	Electric vehicle charging points - apartments	Prior to first occupation of any apartment within the detailed phase or any outline phase, all unallocated spaces in private communal parking areas for such apartments shall be provided with an operational electric vehicle charge point capable of providing a 7.4kW charge at reasonably and practicably accessible locations. The Electric Vehicle Charge Points shall be retained thereafter and maintained in an operational condition.	To promote and facilitate the uptake of electric vehicles on the site in order to minimise emissions and ensure no deterioration to the local air quality, in accordance with Policy DM14 of the Joint Development Management Policies Document, paragraphs 105 and 110 of the National Planning Policy Framework and the Suffolk Parking Standards.
56	Prior to first occupation	Electric vehicle charging points – non-residential	Prior to first occupation of any non-residential use within any outline phase forming part of the development which benefits from off-street car parking spaces, details of the specification and number of electric vehicle charge points in respect of such spaces shall be submitted to and approved in writing by the local planning authority. The Electric Vehicle Charge Points shall be installed prior to occupation of the relevant non-residential use and retained thereafter and maintained in an operational condition.	To promote and facilitate the uptake of electric vehicles on the site in order to minimise emissions and ensure no deterioration to the local air quality, in accordance with Policy DM14 of the Joint Development Management Policies Document, paragraphs 105 and 110 of the National Planning Policy Framework and the Suffolk Parking Standards.
57	Prior to commencement	Construction Method Statement	Prior to commencement of development including any works of demolition, a Construction Method Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for: a) The parking of vehicles of site operatives and visitors	To ensure the satisfactory development of the site and to protect the amenity of occupiers of adjacent properties from noise and disturbance, in accordance with policies DM2 and

			b) Loading and unloading of plant and materials c) Site set-up including arrangements for the storage of plant and materials used in constructing the development and the provision of temporary offices, plant and machinery d) The erection and maintenance of security hoarding including external safety and information signage, interpretation boards, decorative displays, and facilities for public viewing, where appropriate e) Wheel washing facilities f) Measures to control the emission of dust and dirt during construction g) A scheme for recycling/disposing of waste resulting from demolition and construction works h) Hours of construction operations including times and routes for deliveries and the removal of excavated materials and waste i) Noise method statements and noise levels for each construction activity including piling and excavation operations j) Access and protection measures around the construction site for pedestrians, cyclists and other road users including arrangements for diversions during the construction period and for the provision of associated directional signage relating thereto. k) The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.	DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 15 of the National Planning Policy Framework and all relevant Core Strategy Policies. This condition requires matters to be agreed prior to commencement to ensure that appropriate arrangements are put into place before any works take place on site that are likely to impact the area and nearby occupiers.
58	Prior to occupation of 150 th dwelling	Southern access	Prior to occupation of the 150 th dwelling the southern roundabout as shown on Drawing No. 70055213-SK-	To ensure that the access is made available for use at

			010 Rev F shall be constructed and be available for use by all forms of traffic.	an appropriate time, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
59	Prior to first occupation	Northern access	Prior to first occupation of any of the dwellings hereby approved the northern roundabout as shown on Drawing No. 70055213-SK-011 Rev H shall be completed and available for use by all forms of traffic.	To ensure that the access is made available for use at an appropriate time, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
60	Prior to occupation of 500 th dwelling	Footbridge over Cattishall crossing	No more than 500 dwellings shall be occupied, of which, no more than 30 dwellings shall be occupied in the area identified as 'phase 2' on plan ref. 1011 PL Rev C, until a footbridge over the Cattishall rail crossing has been constructed and is available for use.	To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
61	Prior to the southern access being brought into use	Orttewell Road traffic signal improvement and toucan	The southern access, as detailed in condition 5 shall not be brought into use until such time as the traffic signal upgrade scheme (MOVA) including the toucan crossing at Orttewell Road and	To ensure that the pedestrian and cycle link is made available for use at an appropriate time,

		crossing	the pedestrian and cycle link to the Orttewell Road crossing on the adopted highway, all as shown on Drawing No. 70055213-SK-034-B, have been completed and brought into use.	in accordance with policies DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
62	Prior to occupation of 150 th dwelling	Byway RB4 upgrade	Prior to first occupation of the detailed element a scheme for the upgrading of the surface of Green Lane (Byway RB4) and the design of the Spine Road crossing of Green Lane shall be submitted to and agreed in writing by the Local Planning Authority. No more than 150 dwellings shall be occupied until such time as the works to upgrade Green Lane (Byway RB4) as agreed, including the crossing of the A143 as shown on Drawing No. 70055213-SK-010 Rev F, have been completed and are available for use. The spine road crossing of Green Lane shall be carried out in accordance with the approved details prior to the occupation of the 288th dwelling.	To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
63	Prior to the occupation of the 287 th dwelling	Bridleway BR5 upgrade	No more than 287 dwellings shall be occupied until such time as the works to upgrade Bridleway BR5, including the A143 crossing, as shown on Drawing No. 70055213-SK-040 Rev A and on the adopted highway have been completed and are available for use. A specification for such works shall be submitted to and agreed in writing by the Local Planning Authority prior to being implemented and shall cover the defined minimum width of the bridleway and include a surface treatment suitable for all users.	To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the

				National Planning Policy Framework and all relevant Core Strategy Policies.
64	Prior to the occupation of the 287 th dwelling	Bridleway BR6 upgrade	No more than 287 dwellings shall be occupied until works to re-surface Bridleway BR6 from the junction with Fornham Rd, for a length of approximately 300 metres, have been completed and are available for use. A specification for such works shall be submitted to and agreed in writing by the Local Planning Authority prior to being implemented and shall cover the defined minimum width of the bridleway and include a surface treatment suitable for all users.	To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
65	Reserved matters submission	Bin storage and presentation	Any submission of reserved matters in respect of the outline component of this planning permission shall include details of refuse and recycling storage and presentation/collection facilities, where applicable, within the area in relation to that reserved matters application for approval by the Local Planning Authority. The development shall be carried out in accordance with the approved details and thereafter the facilities shall be retained in accordance with the approved details and continue to be available for use.	To ensure the incorporation of waste storage and recycling arrangements, in accordance with policies DM2 and DM14 of the West Suffolk Joint Development Management Policies Document 2015, Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.
66	Prior to commencement	Railway underpass reopening	Prior to commencement of the development details of the works to be undertaken to re-open the underpass on the southern boundary of the site shall be submitted to and approved in writing by the local planning authority. The details shall include: a. The route to the underpass from the approved dwellings to	To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West

			the north, including the lighting strategy for the route, and b. All structural and non-structural works to be undertaken to the underpass including drainage, surfacing, lighting, and means to secure access to the south. No dwellings shall be occupied until such time as the approved works are completed and the underpass is open for use.	Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
67	Prior to commencement	Parking (bicycle and motor vehicle)	The areas to be provided for the manoeuvring and parking of vehicles (including secure cycle storage), as shown within the approved drawings for the detailed element of this consent shall be carried out and thereafter retained and used for no other purpose.	To ensure that sufficient space for the on-site parking of vehicles is provided, in accordance with policy DM2 and DM46 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
68	Prior to first occupation and prior to the occupation of the 288 th dwelling	Fornham Road / A143 improvement	Prior to first occupation of the development a scheme shall be submitted to the Local Planning Authority for approval in writing for enhanced right hand turn provision for traffic on the A143 turning onto Fornham Road. The approved scheme shall be implemented in full prior to the occupation of the 288 th dwelling.	In the interests of road safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
69	Prior to the occupation of the 287 th dwelling	Great Barton link and A143 crossing	No more than 287 dwellings shall be occupied until such time as the walking and cycling link to Great Barton, including the crossing point on the A143, as shown on Drawing No. 70055213-SK-021 Rev F, have been completed in full and made	To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in

			available for public use. The link shall thereafter be retained.	accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
70	Prior to occupation of 500th dwelling	Northgate / Compiegne Way junction improvement	No more than 500 dwellings shall be occupied until such time as the works to the Compiegne Way approach to the Northgate roundabout on the adopted highway, and as shown on Drawing No. 70055213-SK-066 Rev. A, have been completed and are available for use.	In the interests of road safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
71	Prior to first occupation and prior to occupation of the 500 th dwelling	East Barton Road improvement scheme	Prior to the first occupation of the development a scheme for traffic calming and associated measures at the areas shown indicatively on drawing reference 70055213-SK-067 shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the occupation of the 500 th dwelling.	In the interests of road safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
72	Prior to first occupation and prior to the occupation of the 150 th dwelling	A134 / A143 roundabout improvement scheme	Prior to first occupation of the development a scheme shall be submitted to the LPA for approval in writing showing two lane segregation by means of hatching on the A143(S) approach to the A143/A134 roundabout. The approved scheme shall be implemented in full prior to the occupation of the 150 th dwelling.	In the interests of road safety, in accordance with policy DM2 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

73	Prior to first occupation	Signing strategy for pedestrians and cyclists	No occupation within the detailed phase shall take place until a signage strategy for pedestrians and cyclists within that phase including a timetable for implementation has been submitted to and approved in writing by the local planning authority. The signage strategy shall be carried out in accordance with the approved details and retained thereafter.	To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
74	Prior to the first occupation of any non-residential units	Travel Plan – non-residential	Prior to first occupation of any non-residential units (excluding the primary school and early years facility) within a phase of the development, a Non-Residential Travel Plan shall be submitted for the approval in writing by the local planning authority. This Travel Plan must contain the following: a) Details of the travel arrangements to and from the site for employees within the relevant phase b) Baseline travel data based upon the information provided in the Transport Assessment, with suitable measures, objectives and targets identified targets to reduce the vehicular trips made by employees across the whole development, with suitable remedial measures identified to be implemented if these objectives and targets are not met. Baseline data should be used to inform the shuttle bus service provision amongst other measures c) Appointment of a suitably qualified Non-Residential Travel Plan Coordinator to implement the Non-Residential Travel Plan in full and clearly identify their	To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

			contact details in the Non-Residential Travel Plan d) A commitment to monitor the vehicular trips generated by the employees and submit a revised Non-Residential Travel Plan no later than six months after first occupation of any non-residential unit and annually thereafter for a minimum period of five years using the same methodology as the baseline monitoring e) A suitable marketing strategy to ensure that all employees on the site are engaged in the Non-Residential Travel Plan process f) A Non-Residential Travel Plan budget that covers the full implementation of the Non-Residential Travel Plan until five years has passed after occupation of any non-residential unit g) A copy of an employee travel pack that includes information to encourage employees to use sustainable travel in the local area Non-residential uses within any phase shall not be occupied until the Non-Residential Travel Plan has been agreed. The approved Non-Residential Travel Plan measures shall be implemented in accordance with a timetable that shall be included in the Non-Residential Travel Plan and shall thereafter adhered to in accordance with the approved Non-Residential Travel Plan.	
75	Prior to first occupation	Travel Plan – residential	Prior to first occupation of any residential units within a phase of the development, a Residential Travel Plan shall be submitted for the approval in writing by the local planning authority this shall include the following: a) Baseline travel data based upon the information provided in the Transport Assessment, with suitable measures, objectives	To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint

			and targets identified targets to reduce the vehicular trips made by residents across the whole development, with suitable remedial measures identified to be implemented if these objectives and targets are not met. Baseline data should be used to inform the shuttle bus service provision amongst other measures b) Appointment of Travel Plan Coordinator to implement the Travel Plan in full and clearly identify their contact details in the Travel Plan c) A commitment to monitor the vehicular trips generated by the residents using traffic counters and resident questionnaires and submit a revised Travel Plan two years after first occupation d) A further commitment to monitor the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan to be submitted to and approved in writing by the Local Planning Authority for a minimum of five years, or one year after occupation of the final dwelling (whichever is the longest duration) using the same methodology as the baseline monitoring e) A suitable marketing strategy to ensure that all residents on the site are engaged in the Travel Plan process f) A Travel Plan budget that covers the full implementation of the Travel Plan g) A copy of a residents' travel pack that includes a multi-modal voucher to incentivise residents to use sustainable travel in the local area No residential units shall be occupied until the Residential Travel Plan has	Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
--	--	--	---	--

			been agreed. The approved Residential Travel Plan measures shall be implemented in accordance with a timetable that shall be included in the Residential Travel Plan and shall thereafter adhered to in accordance with the approved Residential Travel Plan.	
76	Prior to first occupation of the school	Travel Plan – school	Prior to first use of the primary school and early years facility, a School Travel Plan shall be submitted for the approval in writing by the local planning authority in consultation with the highway authority. This Travel Plan must contain the following: a) Details of the travel arrangements to and from the site for employees, children and visitors to the school b) Baseline travel data based upon the information provided in the Transport Assessment, with suitable measures, objectives and targets identified targets to reduce the vehicular trips made by employees, children and visitors across the whole development, with suitable remedial measures identified to be implemented if these objectives and targets are not met c) Appointment of a suitably qualified School Travel Plan Coordinator to implement the School Travel Plan in full and clearly identify their contact details in the School Travel Plan d) A commitment to monitor the vehicular trips generated by the employees, children and visitors and submit a revised School Travel Plan no later than six months after occupation school e) and annually thereafter for a minimum period of five years using the same methodology as the baseline monitoring f) A suitable marketing strategy to	To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

			ensure that all employees, visitors and customers on the site are engaged in the School Travel Plan process g) A School Travel Plan budget that covers the full implementation of the Travel Plan until five years has passed after occupation of the school, and h) A copy of an employee travel pack that includes information to encourage employees to use sustainable travel in the local area The primary school and early years facility shall not be occupied until the School Travel Plan has been agreed. The approved School Travel Plan measures shall be implemented in accordance with a timetable that shall be included in the School Travel Plan and shall thereafter adhered to in accordance with the approved School Travel Plan.	
77	Prior to first occupation	Estate road and footway construction condition	No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder (base) course level or better.	In the interests of highway safety to ensure that satisfactory access is provided for the safety of residents and the public.
78	Prior to commencement	Estate road and footway phasing condition	No development shall be commenced in any phase or sub phase until an estate road phasing and completion plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The estate road phasing and completion plan shall set out the development phases and the standards of construction that the estate roads serving each phase of the development will be completed to and maintained at. Development shall only take place in accordance with the approved estate road phasing and completion plan.	In the interests of highway safety, to ensure that the estate roads serving the development are completed and thereafter maintained during the construction phase to an acceptable standard. This is a pre-commencement condition because the estate road planning, phasing

				and delivery is essential to be able to safely access and deliver the remainder of the development
79	Reserved matters submission	Walking and cycling strategy	Any submission of reserved matters in respect of the outline component of this planning permission shall be accompanied by details of the walking and cycling infrastructure to be delivered within the area in relation to that reserved matters application for approval by the local planning authority. Such details shall be substantially in accordance with chapters 4, 5, 6, and 7 of the St Joseph Homes Ltd Walking and Cycling Strategy dated September 2021. The details shall include a timetable for the delivery of the infrastructure and the walking and cycling signage to be installed on all routes. The development shall be carried out in accordance with the approved details and timetable.	To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.
80	Prior to occupation	Shuttle Bus	Prior to occupation of the development, details of a shuttle bus service shall be submitted to and approved in writing by the local planning authority, such details to include: a) an assessment of the optimal routing and parameters of the service, the proposed route of the shuttle bus service, with the service to run between the development, Bury St Edmunds Railway Station and Bury St Edmunds Bus Station; b) the frequency of the bus service, which shall be a minimum of every thirty minutes each day between the hours of 07:00 and 19:00 (with the exception of Christmas Day and Boxing Day on which no shuttle bus service shall be provided); c) evidence to demonstrate that	To encourage the use of sustainable forms of transport and reduce dependence on the private motor vehicle, in accordance with policy DM2 and DM45 of the West Suffolk Joint Development Management Policies Document 2015, Chapter 9 of the National Planning Policy Framework and all relevant Core Strategy Policies.

			the capacity and frequency of the shuttle bus service will be sufficient to meet demand for the shuttle bus service; d) the proposed operator of the shuttle bus service, including the proposed terms of operation, and e) full details/specification of the bus(es) to be used on the shuttle bus route The approved shuttle bus service shall be delivered before the first occupation of the 50th dwelling and then the provision shall be reviewed using the same methodology and evidence from the Travel Plan(s) at least every 12 months from commencement of the service for a period of 10 years, with any recommended alterations from the review implemented within the following 12 months. The minimum period for the provision of the service being ten years.	
--	--	--	--	--

Table 2 - Outline Component –Approved Plans

Drawing Number	REV	Drawing Title
2742-A-1100	PL-D	Site Location Plan
2742-A-1201	PL-G	Parameter Plan - Land Use
2742-A-1202	PL-E	Parameter Plan - Access & Movement
2742-A-1203	PL-D	Parameter Plan - Building Heights
2742-A-1204	PL-D	Parameter Plan - Density
2742-A-1205	PL-E	Parameter Plan - Green Infrastructure

Table 3 - Detailed Component - Approved Plans

Drawing Number	REV	Drawing Title
2742-A-1005	PL-F	Phase 1 Site Layout
2742-C-1005	PL-F	Phase 1 Site Layout - Coloured
2742-C-1105	PL-D	Phase 1 Site Layout - Wider Context
2742-A-1700	PL-E	Phase 1 Refuse Strategy
2742-A-1701	PL-E	Phase 1 Parking Strategy
2742-C-1702	PL-D	Phase 1 Materials & Boundary Treatment Plan
2742-C-1703	PL-D	Phase 1 Tenure Plan
70055213-SK-038	B	Phase 1 Visibility Plan
2742-C-1500	PL-B	Street Scenes (A1-D)
2742-C-1501	PL-B	Street Scenes (E-H)
2742-C-1502	PL-B	Street Scenes (J-M)
2742-C-3000	PL-D	2BH1 (SEMI) Plans and Elevations
2742-C-3001	PL-C	2BH1 (TERRACE of 3) Plans and Elevations
2742-C-3002	PL-D	2BH1 (TERRACE of 4) Plans and Elevations
2742-C-3005	PL-D	2BH2 (TERRACE of 3) Plans and Elevations
2742-C-3006	PL-E	2BH2 (TERRACE of 3) Plans and Elevations
2742-C-3007	PL-A	2BH2 (SEMI-DETACHED) Plans and Elevations
2742-C-3010	PL-F	3BH1 (SEMI) Plans and Elevations
2742-C-3010.1	PL-D	3BH1 (SEMI) Plans and Elevations

2742-C-3011	PL-G	3BH1 (TERRACE of 3) Plans and Elevations
2742-C-3011.1	PL-F	3BH1 (TERRACE of 3) Plans and Elevations
2742-C-3012	PL-D	3BH1 + 3BH2 (SEMI) Plans and Elevations
2742-C-3015	PL-D	3BH2 Plans and Elevations
2742-C-3015.1	PL-D	3BH2 Plans and Elevations
2742-C-3016	PL-C	3BH2 Plans and Elevations
2742-C-3017	PL-E	3BH2-Alt Plans and Elevations
2742-C-3017.1	PL-D	3BH2-Alt Plans and Elevations
2742-C-3018	PL-C	3BH2-Alt Plans and Elevations)
2742-C-3020	PL-C	3BH3 (SEMI) Plans and Elevations
2742-C-3021	PL-C	3BH3 (TERRACE of 3) Plans and Elevations
2742-C-3028	PL-B	3BH4 (TERRACE of 3 + Garages) Plans and Elevations
2742-C-3030	PL-B	3BH6 (SEMI) Plans and Elevations
2742-C-3031	PL-A	3BH6 (SEMI + Garage) Plans and Elevations
2742-C-3032	PL-A	3BH6 (SEMI + Garage) Plans and Elevations
2742-C-3050	PL-E	4BH1 Plans and Elevations
2742-C-3051	PL-C	4BH1 Plans and Elevations
2742-C-3055	PL-C	4BH2 Plans and Elevations
2742-C-3056	PL-C	4BH2 Plans and Elevations
2742-C-3060	PL-C	4BH3 Plans and Elevations
2742-C-3061	PL-C	4BH3 Plans and Elevations
2742-C-3061.1	PL-C	4BH3 Plans and Elevations
2742-C-3062	PL-D	4BH3 Plans and Elevations
2742-C-3065	PL-D	4BH4 Plans and Elevations
2742-C-3066	PL-C	4BH4 Plans and Elevations
2742-C-3070	PL-D	4BH6 Plans and Elevations
2742-C-3070.1	PL-E	4BH6 Plans and Elevations
2742-C-3071	PL-D	4BH6 Plans and Elevations
2742-C-3075	PL-F	4BH7 Plans and Elevations
2742-C-3085	PL-B	3BH1 + 2BH2 (TERRACE of 3) Plans and Elevations
2742-C-3090	PL-B	3BH2 + 2BH2 (TERRACE of 4) Plans and Elevations
2742-C-3095	PL-C	3BH2 ALT + 3BH1 (TERRACE of 3) Plans and Elevations
2742-C-3200	PL-C	2BH-AFF (SEMI) Plans and Elevations
2742-C-3200.1	PL-C	2BH-AFF (SEMI) Plans and Elevations

2742-C-3201	PL-C	2BH-AFF1 (TERRACE of 3) Plans and Elevations
2742-C-3201.1	PL-C	2BH-AFF1 (TERRACE of 3) Plans and Elevations
2742-C-3202	PL-B	2BH-AFF1 (TERRACE of 4) Plans and Elevations
2742-C-3220	PL-C	3BH-AFF1 + 2BH-AFF1 (TERRACE of 3) Plans and Elevations
2742-C-3221	PL-C	3BH-AFF1 + 2BH-AFF1 (TERRACE of 4) Plans and Elevations
2742-C-3221.1	PL-C	3BH-AFF1 + 2BH-AFF1 (TERRACE of 4) Plans and Elevations
2742-C-3225	PL-C	4BH-AFF2 (SEMI) Plans and Elevations
2742-C-3230	PL-B	3BH-AFF2 (SEMI) Plans and Elevations
2742-C-3231	PL-C	3BH-AFF2 (SEMI) Plans and Elevations
2742-C-3232	PL-B	3BH-AFF2 (TERRACE of 3) Plans and Elevations
2742-C-3235	PL-C	3BB-AFF-W Plans and Elevations
2742-C-3300	PL-D	2BFOG1 Plans and Elevations
2742-C-3305	PL-C	2BFOG2 + 3BH3 (TERRACE) Plans and Elevations
2742-A-3307	PL-B	3BH4 + 2BFOG2 + 3BH3 (TERRACE) Plans
2742-C-3308	PL-B	3BH4 + 2BFOG2 + 3BH3 (TERRACE) Elevations
2742-A-3500	PL-C	Private Flat Block Plans
2742-C-3501	PL-C	Private Flat Block Elevations
2742-A-3515	PL-C	Affordable Flat Block Plans
2742-C-3516	PL-C	Affordable Flat Block Elevations
2742-A-3550	PL-C	Garage Types 1, 2, and 3 Plans and Elevations
2742-A-3551	PL-B	Garage Type 4 and Cycle/ Bin Store Plans and Elevations
2742-A-3552	PL-A	Cycle Store and Bin Store Plans and Elevations
70055213-SK-010	F	Proposed Southern Site Entrance
70055213-SK-011	H	Proposed Northern Site Access (50m ICD Roundabout)
70055213-SK-020	B	Pedestrian / Cycle Route From Phase 1 To Existing Subway
70055213-SK-021	F	Pedestrian / Cycle Route From Green Lane And Phase 1 To Crossing Of A143 Bury Road
70055213-SK-034	B	Ortwell Road Footway/Cycleway Option
70055213-SK-040	A	Bridleway BR5 Upgrade - Pedestrian Crossing
70055213-SK-066	A	Northgate Roundabout / Indicative S278 Works to Compiègne Way Approach
70055213-SK-067	-	East Barton Road Traffic Calming Locations

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY: Edward Grant, Counsel (of Cornerstone Barristers) instructed by Claire Riches, Solicitor to West Suffolk Council

He called	-Julie Barrow, Principal Planning Officer at WSC (albeit her planning evidence was unheard due to disputed matters having been resolved by that stage in the Inquiry)
-----------	---

FOR THE RULE 6 PARTY: Michael Bedford, KC (of Cornerstone Barristers) instructed by Tim Ryder, Head of Legal at Suffolk County Council

He called	-Neil Mc Manus, Development Contributions Manager at SCC -James Cutting, Head of Growth, Highways & Infrastructure at SCC (albeit his planning evidence was also unheard for the above reason)
-----------	---

FOR THE APPELLANT: Sasha White and Kimberley Ziya (of Landmark Chambers) instructed by Matthew Hare RTPI of Carter Jonas

He called	-Matthew Hare, Planning Consultant at Carter Jonas -Jonathon Reynolds, SLR
-----------	---

DOCUMENTS SUBMITTED AT THE INQUIRY

- 1 Opening case for the appellant, 13 September
- 2 Opening submissions for WSC, the LPA, 13 September
- 3 List of appearances (at the start of the Inquiry) for WSC
- 4 Opening statement for SCC, the LHA
- 5 Further Addendum to the Statement of Common Ground regarding the Round Table Session on Indoor Sports Facilities, as dated 14 September
- 6 Position Statement regarding latest draft of the S106, Town Legal (solicitor to the appellant), as at 26 September
- 7 S106, signed and dated 7 October 2022
- 8 Joint CIL Compliance Statement by WSC & SCC (v5), 26 September
- 9 Supporting Information regarding the above, 26 September
- 10 List of updated agreed conditions (v3), 26 September
- 11 Rebuttal Proof of Evidence by Julie Barrow to the Proof of Steven Sensecall in respect of residual planning points, 21 September
- 12 Email exchange between Mark Norman of National Highways (NH) and Luke Barber of SCC confirming that NH has no objection to the granting of planning permission now, dated 20 September
- 13 Closing statement of SCC, 27 September
- 14 Closing statement of WSC, 27 September
- 15 Revised Closing Statement of appellant, 27 September