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**MATTER 7: EASTERN IPSWICH PLAN AREA****Suffolk Coastal Core Strategy – response to inspector’s matters, issues and questions on behalf of BT Plc**

Main issue - Whether the strategy for the Eastern Ipswich Plan Area is soundly based and deliverable

**1.0 a) Can a high-tech cluster at Martlesham Heath be accommodated in addition to the provision for 2,000 homes to the south and east of Adastral Park?**

- 1.01 Adastral Park is a high-tech cluster of organisations which includes BT and other leading ICT companies. BT’s planning application seeks to reinforce the cluster by proposing upgrades to existing employment floorspace and the creation of up to 60,000 square metres of new employment floorspace within Adastral Park. This includes Innovation Martlesham (IM) – a joint initiative by BT, Local Authorities and the Haven Gateway Partnership to bring ICT related companies to the Park. IM provides a collaborative environment for ICT companies who want to be co-located with some of the world’s leading ICT companies. It also offers a business incubator to nurture technology companies in their early stages.
- 1.02 There is no reason why the high-tech cluster at Martlesham Heath cannot be accommodated in addition to 2,000 homes south and east of Adastral Park. In fact, it is the location of the existing high-tech cluster that is the primary driver for the provision of homes in this location. BT seeks to encourage the growth of the cluster by providing an environment and supporting facilities that attracts the best minds and ensures that organisations and employers choose this location over other locations inside or outside of the UK.
- 1.03 BT Plc are clear that the Core Strategy allocation of land for development at Adastral Park is essential to ensure that the high-tech cluster develops as an attractive choice for companies in the face of stiff international competition. The provision of high quality housing supported by open space, local centre and schools adjacent to the high-tech cluster will be a deciding factor for companies and employees to locate, or relocate, to this area. The enhancement of a high-tech cluster and the provision of new homes are mutually supportive.

- 1.04 BT Plc's planning application for land south and east of Adastral Park includes the proposals for 60,000 square metres of additional employment floorspace. This element of the proposal is essential to the development of the high-tech cluster.
- 1.05 Neither BT plc nor SCDC have identified any irresolvable constraints to the delivery of homes and jobs in this location. Impacts on the provision of essential utility services (gas, electricity and water) and highways implications have been assessed by SCDC and in detail, separately, as part of BT's planning application. There is no impediment to delivery subject to necessary and deliverable infrastructure and service upgrades.
- 1.06 BT has provided a full response to the implications for the local economy under Matter 5 and we would direct you to that for further detail.

**2.0 b) Have the infrastructure implications of the strategy clearly been identified and supported by the evidence base? Is it clear who is going to deliver the required infrastructure and by when?**

2.01 BT Plc's comments on this question relate solely to the proposed development at Adastral Park, though as this is the primary location for development in the district it does, of course, underpin much of the Core Strategy.

2.02 SCDC has assessed the infrastructure implications and requirements of the strategy, in particular through the *Ipswich Eastern Fringe Infrastructure Study* (Roger Tym & Partners, September 2009). This examined the primary services required for various development scenarios in the Ipswich Policy Area (IPA) and concluded that "*There are no fundamental 'showstoppers' to development...*" (paragraph 11.43).

2.03 The development proposals for land south and east of Adastral Park are significantly advanced in that an outline planning application and environmental statement was submitted in 2009. The application proposal accords with the aspirations of policy SP20. Since submission of the application, BT Plc has worked with Suffolk Coastal District Council and Suffolk County Council to identify the infrastructure implications of development in this location and to mitigate any residual impacts. This has included discussions with statutory providers of services and consultees including, but not restricted to:

- The Highways Agency;
- Natural England;
- The Primary Care Trust;
- Suffolk Police;
- Suffolk Fire and Rescue Authority;
- Anglian Water;
- EDF Energy, now Power Networks UK; and
- Suffolk County Council.

2.04 The wide range of discussions has ensured that BT's proposals have been assessed and scrutinised more than most, if not all, other proposals in the district. The

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outcome is that all parties can be assured that the Core Strategy is entirely deliverable based upon the current assessments.

- 2.05 Agreement has been reached between BT Plc, SCDC and SCC on the scope of the infrastructure improvements required as part of the planning application. This will be realised through one of the following methods:
- a. provision of land or services on-site delivered directly through the planning application proposals and controlled by conditions attached to any planning permission (i.e. infrastructure improvements funded directly by the developer);
  - b. provision of land or infrastructure off-site delivered directly by the developer and controlled by conditions attached to any planning permission and;
  - c. provision of land or infrastructure delivered by the District and County Council and funded by the developer through Section 106 or Section 278 funds.
- 2.06 BT Plc, SCDC and SCC have agreed draft Heads of Terms and this is explored further in BT's response to the Inspector's question c).
- 2.07 The timing of the infrastructure required to support development south and east of Adastral Park is reliant upon there being certainty that development in this location is supported, either through an adopted Core Strategy or through the granting of a planning permission. Since 2009, BT Plc have progressed their proposals in the absence of an adopted local policy framework, but encouraged by national policy aspirations and emerging local policy intentions. BT Plc are confident that any required infrastructure can be put in place to allow the development proposals at Adastral Park to come forward quickly.
- 2.08 There are no abnormal infrastructure requirements related to this site that would not be required by any other site in the district. The long gestation of the Core Strategy has ensured that the infrastructure implications of development in this location are thoroughly understood.

**3.0 c) Is there a reasonable prospect that the infrastructure necessary to the achievement of development to the south and east of Adastral Park can be put in place so that the 2,000 additional homes proposed can be provided within the plan period?**

- 3.01 There should be no doubt that the infrastructure necessary to the achievement of development to the south and east of Adastral Park can be put in place so that the 2,000 additional homes proposed can be provided within the plan period. The infrastructure necessary to support the development is fully understood, quantified and costed and accounted for in the project plans and agreement has been reached on all key matters with both Suffolk Coastal District Council and Suffolk County Council. There are no constraints to delivery that cannot be resolved within the plan period, as and when development is required.
- 3.02 Viability of the development proposals has been tested by DTZ on behalf of BT, independently by the Homes and Communities Agency and confirmed by Roger Tym and Partners on behalf of SCDC. All concluded that the scheme was viable and deliverable. As with all development proposals in the UK, viability is now more challenging than it was in 2009 but the development proposals remain deliverable within the plan period.
- 3.03 **Appendix 1** to this statement is a schedule of the “Initial Order Of Cost Off-Site And Strategic Infrastructure”. This has been compiled by the project Cost Consultant, Currie and Brown and includes those major infrastructure items – roads and connections, utilities and landscape - that would need to be put in place to deliver the site for development. BT is committed to the delivery of these in a timely manner.
- 3.04 **Appendix 2** itemises the “Highway and Transport Costs Identified by ITP”, the project transport consultants. These investments are aimed at minimising and mitigating the impact of development on the local road network. All these items have been agreed with the County Council. Some are included, as appropriate, in a draft Section 106 agreement.
- 3.05 **Appendix 3** includes “Additional Community Infrastructure Contributions” that are generally non-physical investments that will assist in the mitigation of impacts of development.

- 3.06 **Appendix 4** comprises the agreed draft Heads of Terms of the S106 Agreement that would be attached to any planning permission on land south and east of Adastral Park. The draft Heads of Terms have been agreed with SCDC and SCC. That the Draft terms are agreed between the parties is an indication of BT's commitment to meet these obligations. They include provision for:
- Affordable Housing
  - Education Contributions
  - Other Community Infrastructure Obligations
  - Environmental Obligations
  - Transportation Obligations
- 3.07 Regarding significant utilities, **Appendix 5** comprises a letter, dated 16 March 2012, from UK Power Networks to WSP (consultants to BT Plc) which identifies the position on electricity supplies in relation to the proposed Adastral Park development. The letter sets out the improvements to the network required to support the development and their associated costs. There is no constraint to development in this regard.
- 3.08 **Appendix 6** comprises email correspondence between Anglian Water and WSP on the capacity of water supply and foul water in relation to the proposed Adastral park development.
- 3.09 On water supply, there would be no need for off-site reinforcement before the first property is occupied; however improvements would be required to the mains supply for the wider development. This has been costed and is deliverable by the application proposals.
- 3.10 Improvements to water treatment capacity at Woodbridge STW and the existing network is required. Anglian Water has confirmed that provision for improvements is made in "*accordance with the agreed LDF timescales.*"
- 3.11 The *Ipswich Eastern Fringe Infrastructure Study* (Roger Tym & Partners, September 2009) indicated that improvements were not accounted for within Anglian Water's Asset Management Plan (AMP) in 2009. This, they suggested, therefore required approval in the AMP in 2014 (for AMP6 2015-2020) and that there was a significant lead-in time for expansion of a Waste Water Treatment Works of 2½ to 5 years. Roger Tym suggested that "*The only way to reduce this timescale is if the developer*

*can forward-fund the necessary infrastructure.*” However, Anglian Water will soon be reviewing capacity and planning for any upgrades needed in AMP6. Once these have been agreed in Price Review 2014 (PR14) by Ofwat, the delivery can begin in 2015. There is understood to be spare capacity before 2015 as development during AMP5 has been suppressed with housing completions low. BT Plc are clear that the development will fund the necessary upgrades if Anglian Water’s timetable does not allow. This has been costed and is deliverable.

- 3.12 The position on highways impacts has been assessed at length with SCC and the Highways Agency. An agreed position has been identified on the required highways improvements. This will be delivered by way of a Section 278 Agreement, and through Travel Plan measures through the Section 106 Agreement.

**4.0 d) Is the strategy sufficiently flexible to respond to an unexpected change in circumstances?**

4.01 In terms of the proposal for land south and east at Adastral Park, the proposed allocation could respond to any unexpected but necessary change. The development proposals have been subject of significant discussion and assessment and the risk of an unknown constraint being identified is therefore limited.

**5.0 e) Are there other specific locations (omission sites) that should have been included in the CS instead of or in addition to growth to the south and east of Adastral Park?**

- 5.01 Suffolk Coastal District Council has consistently identified land south and east of Adastral Park as the most appropriate and sustainable location for the development of homes and jobs in the district in its assessment of alternative development locations. This is clearly a position that BT Plc supports.
- 5.02 Should the Inspector consider that additional housing is required in the district to meet housing need, then the starting point should be an assessment of whether Adastral Park could assist in the delivery of additional housing through increased housing density, or whether such requirements should be met on additional land.
- 5.03 The Core Strategy process has tested other broad locations some of which scored well on some aspects of Sustainability Appraisal and Strategic Environmental Assessment, though overall not as well as land adjacent to Adastral Park. These would be the obvious starting point for the identification of reserve sites, if the Inspector feels that additional sites are necessary.

APPENDIX 1: Revised Cost Plan from Currie & Brown as at  
16/07/2010

**ADASTRAL PARK, MASTERPLANNING - INITIAL ORDER OF COST OFF-SITE AND STRATEGIC INFRASTRUCTURE, BUDGETS SUMMARY DOCUMENT**

	Development Description	DRAFT ORDER OF COST 29/03/10	REVISED ORDER OF COST	COMMENTS/ NOTES
	<b>Utilities</b>			
1	Electrical Upgrade to site (Commercial 1 and 2 Phasing)	£6,000,000	£2,350,000	EDF quote 15 July 2010 £1,750,000 for main site £600,000 for power to commercial increase on current site 2027
	<b>Electrical supply upgrade</b>	<b>£6,000,000</b>	<b>£2,350,000</b>	
	<b>One Off Landscape and infrastructure</b>			<b>Note: refer to detailed costs S106 rev 1 for details</b>
2	Public park and other play areas 1	£3,000,000	£1,585,000	Landscape specification refined to take account of mature planning already present. Signage to be finger posts.
3	Public park and other play areas 2	£300,000	£175,000	
4	Sports pitches	£2,500,000	£2,300,000	
5	Treatment of temporary open space	£110,000	£110,000	
6	Scheduled monuments	£20,000	£20,000	
7	Allotments 1	£81,000	£81,000	Include for: 1. water supply incl header/storage tank 2. Foul drainage connection, wc block provided later by Council 3. Fencing or hedging to perimeter 4. Access gate 5. Reinforced access track to boundary
8	Allotments 2	£81,000	£81,000	
9	Retained woodland	£100,000	£100,000	
10	Perimeter planting	£400,000	£400,000	
	<b>One Off Landscape and infrastructure</b>	<b>£8,782,000</b>	<b>£7,042,000</b>	

	<b>Highways Improvements; as per ITP Table 1: Outline Junction Cost estimates.</b>			
11	Foxhall Road and Seven Hills	£2,230,000	£2,230,000	<b>ITP ref 35 &amp; 36</b>
12	Barrack square/Gloster, Tesco and North of Tesco	£4,295,000	£2,295,000	<b>ITP Ref 34 &amp; 37</b> Allowance for A 1214 north of Tescos omitted as now subject to S106 contribution
13	Southern Site Access (West)	£440,000	£440,000	<b>ITP ref 32</b>
14	Southern Site Access (East)	£100,000	£100,000	<b>ITP ref 34</b>
15	Contribution towards provision of a crossing facility for pedestrians and cyclists across the A12	£2,000,000	£2,000,000	<b>ITP ref 26</b> This needs to be reviewed in light of A Nettletons latest advice. If we are paying a contribution, this can be omitted as will be a SCC works item.
16	Land acquisition costs and cost of securing the various consents etc required for the crossing	£500,000	£500,000	<b>ITP ref 26</b> This needs to be reviewed in light of A Nettletons latest advice. If we are paying a contribution, this can be omitted as will be a SCC works item.
17	Highways related detailed investigations/design work	£150,000	£0	Omitted as can be covered by on costs added within 25 -30 above
18	Highways related detailed investigations/design work	£125,000	£0	Omitted as can be covered by on costs added within 25 -30 above
19	Highways related detailed investigations/design work	£225,000	£0	Omitted as can be covered by on costs added within 25 -30 above
19 a	Communication connections of signalisation along A12		£100,000	<b>ITP ref 40</b> and discussed in telecon 24/06/10
19 b	Administration for speed limit changes		£5,000	<b>ITP ref 41</b> and discussed in telecon 24/06/11
19 c	Signage and lighting for speed limit changes		£0	<b>ITP ref 42</b> and discussed in telecon 24/06/12
	<b>Highways Improvements; as per ITP Table 1: Outline Junction Cost estimates.</b>	<b>£10,065,000</b>	<b>£7,670,000</b>	

	<b>Utilities</b>			
20	Electrical Upgrade to site (Residential split 1 Phasing)	£4,000,000	£0	Included in item 6 - single payment
21	Electrical Upgrade to site (Residential split 2 Phasing)	£2,000,000	£0	Included in item 6 - single payment
22	Allowance to ground overhead electricity cable	£1,250,000	£1,250,000	
23	Off site potable water supply	£1,500,000	£1,500,000	
24	On site sewerage, new pumping station and 880m rising main to existing AW pumping station	£1,000,000	£1,000,000	
25	Off site sewerage	£1,000,000	£1,000,000	
26	Ecology one off element (£50k of £250k)	£50,000	£50,000	
27	Local waste management 1	£30,000	£30,000	
28	Local waste management 2	£30,000	£30,000	
	<b>Utilities Costs £</b>	<b>£10,860,000</b>	<b>£4,860,000</b>	

#### **SUMMARY TABLE**

Utilities	£6,000,000	£2,350,000
One Off Landscape and infrastructure	£8,782,000	£7,042,000
Highways Improvements	£10,065,000	£7,670,000
Utilities	£10,860,000	£4,860,000
	<b>£35,707,000</b>	<b>£21,922,000</b>

APPENDIX 2: Highway and Transport Costs Identified by ITP as at  
28/09/2010

1	Travel Plan	Strategic Travel Plan Coordinator	£800,000	
2	Travel Plan	SCC Marketing Material	£50,000	
3	Travel Plan	Establishment of TMA and annual costs	£117,900	
4	Travel Plan	Baseline surveys and monitoring	£182,744	
	Travel Plan	Car Club pump prime and management	£170,954	
6	Travel Plan	Car Sharing -Suffolk Car Share site	£0	
7	Travel Plan	Personal Travel Planning	£282,958	
8	Travel Plan	Website	£40,086	
9	Travel Plan	RTPI	£106,109	
	Travel Plan	Pool cycle scheme	£47,160	
11	Travel Plan	Cycle training	£40,086	
12	Travel Plan	Promotion and information	£112,004	
13	Travel Plan	SCC Car Share	£40,000	
14	Travel Plan	SCC Monitoring	£25,000	
	Travel Plan	Delivery bond	£50,000	
16	Travel Plan	Success bond	£50,000	
17	Travel Plan	STPC Bond	£50,000	
18	Sustainable Transport Improvements	A1214 / Bell Lane / Dr Watsons Lane	£200,000	
19	Sustainable Transport Improvements	Heath Road / Woodbridge Road / Colchester Road Roundabouts	£300,000	
	Sustainable Transport Improvements	Heath Road / Foxhall Road Junction	£300,000	
21	Sustainable Transport Improvements	Foxhall Road / Dobbs Lane Junction	£85,070	
22	Sustainable Transport Improvements	Foxhall Road / Bell Lane Junction	£77,730	
24	Sustainable Transport Improvements	A12 Barrier	£20,000	
	Sustainable Transport Improvements	Improved signage	£0	
26	Sustainable Transport Improvements	A12 Crossing	£2,500,000	C&B

27	Sustainable Transport Improvements	PRoW Improvements	£450,000	
28	Sustainable Transport Improvements	Bus service improvements	£1,497,070	
29	Sustainable Transport Improvements	Public transport bond	£50,000	
			£14,251,954	£7,670,000
			£6,076,272	

Of the total sum £14,049,030, the Currie & Brown cost plan contains £7,380,000 leaving an outstanding balance of £6,581,954

Part of this outstanding balance, £505,682, is assumed to be taken on by BT operational estate and third parties as a contribution to travel plans leaving a balance of £6,076,272 to be carried in the financial model.

## APPENDIX 3: Additional Community Infrastructure Contributions

1	Explicit in the Financial Model	Strategic Travel Plan Co-ordinator	£800,000
2	Explicit in the Financial Model	SCC Marketing Material	£50,000
3	Explicit in the Financial Model	Establishment of TMA and annual costs	£63,700
4	Explicit in the Financial Model	Baseline surveys and monitoring	£98,735
5	Explicit in the Financial Model	Car Club pump prime and management	£92,365
6	Explicit in the Financial Model	Personal Travel Planning	£152,879
7	Explicit in the Financial Model	Website	£21,658
8	Explicit in the Financial Model	RTPI (Real Time Passenger Information)	£57,330
9	Explicit in the Financial Model	Pool cycle scheme	£25,480
10	Explicit in the Financial Model	Cycle training	£21,658
11	Explicit in the Financial Model	Promotion and information	£60,515
12	Explicit in the Financial Model	SCC car Share	£40,000
13	Explicit in the Financial Model	SCC monitoring	£25,000
14	Explicit in the Financial Model	Delivery Bond	£50,000
15	Explicit in the Financial Model	Success Bond	£50,000
16	Explicit in the Financial Model	STPC Bond	£50,000
17	Explicit in the Financial Model	PROW improvements	£450,000
18	Explicit in the Financial Model	Woodbridge to Felixstowe bus service	£766,584
19	Explicit in the Financial Model	Real-time Passenger Information / DDA	£170,500
20	Explicit in the Financial Model	Public transport bond	£50,000
	<b>Total</b>		<b>£3,096,402</b>

## APPENDIX 4: Aadastral Park – S106 Heads Of Terms V6 Draft

**\*Need to monitor whether the ‘Housing and Pupils by Phase’ and ‘Housing and Pupils Cumulative’ tables have been updated to reflect changes to the Project timeline. This may have implications for the trigger points.**

<b>GENERAL</b>		<b>£k</b>	<b>£k</b>	
<ul style="list-style-type: none"> <li>• Applicant to meet the costs of preparation of S106 Agreement.</li> </ul>				
<ul style="list-style-type: none"> <li>• All financial contributions and values referred to in this table to be index-linked.</li> <li>• Index-linking to be defined in the agreement.</li> </ul>				
<ul style="list-style-type: none"> <li>• Applicant to provide a financial contribution to enable the lpa to monitor the performance of the relevant planning obligations from the granting of the planning permission until 5 years after the completion of the development.</li> </ul>		<b>Monitoring contribution agreed. £10k pa for 20 years.</b>		
<ul style="list-style-type: none"> <li>• Applicants also to cover the cost of S278 and S38 works.</li> </ul>				

<b>AFFORDABLE HOUSING (AH) OBLIGATIONS</b>					
	<ul style="list-style-type: none"> <li>• 'Affordable' to be as defined in PPS3 or other subsequent legislation or guidance.</li> </ul>				
<b>AH1</b>	<ul style="list-style-type: none"> <li>• Developer undertakes to submit AH delivery plan concurrently with each reserved matters application.</li> </ul>				
<b>AH2</b>	<ul style="list-style-type: none"> <li>• Target for development as a whole and for each phase: 1 dwelling in 3 to be 'affordable'.</li> </ul>				
<b>AH3</b>	<ul style="list-style-type: none"> <li>• A minimum of 75% of AH to be social rented; a maximum of 25% to be intermediate affordable housing (including shared equity).</li> </ul>				
<b>AH4</b>	<ul style="list-style-type: none"> <li>• Provision to be made for supported housing to be substituted for AH on a quid pro quo basis. [Trade off mechanism to be determined on a case-by-case basis]</li> </ul>				
<b>AH5</b>	<ul style="list-style-type: none"> <li>• Provision to be made for wheelchair-accessible housing to be substituted for AH on a quid pro quo basis. [Trade off mechanism to be determined on a case-by-case basis]</li> </ul>				
<b>AH6</b>	<ul style="list-style-type: none"> <li>• In any phase of the development, all of the AH shall be completed and handed over to the RSL before more than 50% of the open market houses in that phase are sold.</li> </ul>				
<b>AH7</b>	<ul style="list-style-type: none"> <li>• Where viability permits, AH should be provided on a pro-rata basis across the whole of the development.</li> </ul>				
<b>AH8</b>	<ul style="list-style-type: none"> <li>• Where viability does not permit 33.3% in any phase, the minimum permitted proportion of AH should be no less than 20% with the actual level being determined following an open book financial viability appraisal (FVA) agreed with the lpa.</li> </ul>				
<b>AH9</b>	<ul style="list-style-type: none"> <li>• Where the overall level of AH contribution has fallen below the target of 33.3%, each subsequent phase of development shall undergo FVA with a view to increasing the level of AH above the target 33.3% for that phase. The maximum AH in any single phase shall be 40%. The maximum level of AH on the completed development shall not exceed 33.3% .</li> </ul>				
<b>AH10</b>	<ul style="list-style-type: none"> <li>• Where: <ul style="list-style-type: none"> <li>(i) Reserved Matters Approval has been granted for 1200 dwellings or more; and</li> <li>(ii) the overall level of AH contribution has fallen below the target of 33.3%; and</li> </ul> </li> </ul>				

	<p>(iii) it is clear that provision of on-site AH at the maximum rate of 40% in remaining phases is unlikely to achieve the overall target of 33.3% on completion of the development; <u>and</u></p> <p>(iv) the financial viability appraisal demonstrates that a phase of the development could support more than 40% AH in that phase('the additional AH'),</p> <p>the developer shall pay to the Council a financial contribution equivalent to the notional cost of providing the additional AH. The maximum level of on-site AH and the funded additional AH shall not exceed the overall AH target of 33.3%.</p> <ul style="list-style-type: none"> <li>• The Council shall use the financial contribution to secure the provision of AH either elsewhere on the site or off-site.</li> </ul>				
<u>AH1</u> <u>1</u>	<ul style="list-style-type: none"> <li>• Cost of FVA to be borne by the developer.</li> </ul>				
<u>AH1</u> <u>2</u>	<ul style="list-style-type: none"> <li>• Dispute resolution mechanism to be set out in the S106.</li> </ul>				

<b>EDUCATION OBLIGATIONS</b>					
<b>ED1</b>	<ul style="list-style-type: none"> <li>The developer shall provide within the mixed use/local centre area (to be defined within the approved masterplan), accommodation to meet the needs of the pre-school population of the development. The facility shall be developed to a specification to be agreed with the lpa. The facility shall be co-located with other community facilities. Facility is to be provided on a commercial basis. The facility shall be provided prior to the occupation of the 500th dwelling. In the event of the facility not being provided at the required time, the developer shall provide to SCC a site for nil consideration together with the sum of £858k, index-linked in order that SCC can provide the facility in default.</li> </ul>		Cost neutral.		
<b>ED2</b>	<ul style="list-style-type: none"> <li>Developer to provide a minimum 2 ha site suited to the construction of a 420 –place, 2-form entry primary school. Site to be of regular shape, fully serviced and located in the mixed use/local centre area (to be identified within the framework plan and, subsequently, on the approved masterplan). Site to be made available to SCC for a peppercorn to facilitate the construction of a primary school. Site to be co-located with site for secondary school. Site to be made available before occupation of the 200th dwelling.</li> </ul>				
<b>ED3</b>	<ul style="list-style-type: none"> <li>Developer to contribute £7m towards the construction of 420-place, 2-form entry primary school. Payments to be made to SCC in five stages as detailed in next column. SCC to construct the first phase of the school with a view to completing before 500 dwellings occupied. SCC to construct the second phase of the school with a view to completing before 1000 dwellings occupied.</li> <li>If it can be demonstrated that a 420-place primary school is not required to meet the needs of the development, then the level of contribution would be adjusted accordingly.</li> </ul>	Payments to be made to SCC in five stages: - First payment of £0.5m to be made prior to occupation of 200 dwellings; - Second Payment of £1.0m to be made prior to occupation of 250 dwellings; - Third payment of £3.5m to be made before occupation of 350 dwellings; - Fourth payment of £0.5m to be made prior to occupation of 600 dwellings; - Fifth (final) payment of £1.5m		7000k	

		to be made prior to occupation of 800 dwellings.			
<b>ED4</b>	<ul style="list-style-type: none"> <li>Developer to provide a minimum 2 ha site suited to the construction of all buildings required for a full (900 place) secondary school. Site to be of regular shape, fully serviced and located in the mixed use/local centre area (to be identified within the approved framework plan and, subsequently, in the masterplan). Site to be made available to SCC for a peppercorn to facilitate the construction of a secondary school. Site to be co-located with site for primary school. Site to be made available before occupation of the 500th dwelling.</li> </ul>				
<b>ED5</b>	<ul style="list-style-type: none"> <li>Developer to contribute £8.04 m towards the construction of the first phase (420 places) of a full secondary school. Payments to be made to SCC in three stages as detailed in next column. Payments have been calculated allowing a discount for the AH element of the scheme. If the AH element falls below 33.3%, the level of contribution will be adjusted upwards to take account of the reduced AH proportion. [formula to be added]. SCC to construct the first phase of the school with a view to completing before 850 dwellings occupied.</li> </ul>	Payments to be made to SCC in three stages. <ul style="list-style-type: none"> <li>- First payment of £0.5m to be made prior to the occupation of 450 dwellings.</li> <li>- Second payment of £2m to be made prior to the occupation of 550 dwellings.</li> <li>- Third (final) payment of £5.54m to be made prior to the occupation of 600dwellings.</li> </ul>		8040k	
<b>ED6</b>	<ul style="list-style-type: none"> <li>The developer to give SCC an option to purchase 6 has of land within the site, well-related to the secondary school site that could be used for the provision of playing fields and associated buildings in the event that SCC decided to complete a full secondary school on the site. The potential site to be identified on the framework plan and, subsequently, in the masterplan. The date by which the option would need to be exercised to be agreed. Price to be determined using Alternative Use Value.</li> </ul>				



<b>OTHER COMMUNITY INFRASTRUCTURE OBLIGATIONS</b>				
<b>C1</b>	<ul style="list-style-type: none"> <li>Developers to construct a community hall to a specification to be agreed with the lpa [specification to be included as annexe to the S106]. Community Hall to be co-located within the mixed use/local centre area in a location identified on the framework plan and, subsequently, in the masterplan and to be made available for use before 500 houses on the site are occupied.</li> <li>Responsibility for management and maintenance of community hall to be established [see OTH2 below]</li> </ul>	To be constructed and made available for use before occupation of the 500th dwelling on the site.		***
<b>C2</b>	<ul style="list-style-type: none"> <li>Suitable serviced site for library to be identified and transferred free of charge to SCC. Developers to fund the provision of a library facility to be delivered by SCC. Contribution to be £432k. Library to be co-located with other community facilities, including the schools. SCC to provide the library before 1000 dwellings occupied. [SCC to provide outline specification for the library facility].</li> </ul>	Contribution to be paid in two stages to SCC. First payment of £50k to be made prior to the occupation of 550 dwellings. Second payment of £382k to be made prior to occupation of 700 dwellings.		432k
<b>C3</b>	<ul style="list-style-type: none"> <li>Developers to construct an indoor sports hall to a specification to be agreed with the lpa [specification to be included as annexe to the S106]. Sports Hall to be located within the mixed use/local centre in a location identified on the approved masterplan and to be made available for use before 1000 dwellings on the site are occupied.</li> <li>Responsibility for management and maintenance of sports hall to be established [see OTH2 below]</li> </ul>	To be constructed and made available for use before occupation of 1000 dwellings on the site.		
<b>C4</b>	<ul style="list-style-type: none"> <li>Developers to make available a sum of £250k to create a Community Cohesion Fund. Monies to be used to foster community development and the integration of the Adastral Park community with Martlesham Heath and Old Martlesham. Community Cohesion Fund to be administered by SCDC or its nominee.</li> </ul>	Monies to be paid in ten equal instalments with the first payment coinciding with the occupation of the first dwelling and subsequent payments being made on the subsequent nine (9) anniversaries of the first payment.	25k x 10	250k
<b>C5</b>	<ul style="list-style-type: none"> <li>Developers to provide 2.16 ha of serviced land for use as allotments prior to the completion of phase 1 of the residential development. Land to be suitably prepared, with appropriate fencing, water supply, drainage and car parking prior to being made available for use. Details of the proposed management and maintenance arrangements for the allotments to be submitted for</li> </ul>			

	<b>approval prior to the occupation of the first dwelling on phase 1.</b>				
<b>C6</b>	<ul style="list-style-type: none"> <li>• <b>Developers to provide a building suitable for use as a health centre with GP practice to a specification to be agreed by the lpa on land within the mixed use/local centre. [Specification to be set out as an annexe to the agreement]. Building to be made available for lease to the Primary Care Trust or other statutory body providing health/dental services to the community on commercial terms.</b></li> </ul>				

<b>ENVIRONMENTAL OBLIGATIONS</b>				
<b>ENV1</b>	<ul style="list-style-type: none"> <li>Developers to provide a contribution of £300k towards the provision of a 'Deben Estuary Wardening Scheme' to mitigate the impact that the development would have on the Deben Estuary SPA. Administration of the scheme to be by SCDC or an appropriate organisation nominated by SCDC.</li> </ul>	Contribution to be in staged payments with the first contribution (37.5k) required before the occupation of the xx dwelling and subsequent payments (17.5k p.a.) being made on the anniversary of the first payment for 15 years.	37.5k + 15 x 17.5k	300k
<b>ENV2</b>	<ul style="list-style-type: none"> <li>Developers to provide a contribution to SCDC of £125k towards the improvement of the neighbouring PROW network to mitigate the potential impact that the development would have on the Deben Estuary SPA by improving accessibility to alternative natural greenspace.</li> </ul>	Contribution to be in staged payments with the first contribution required before commencement of first dwelling and subsequent payments of £40k and £35k being made on the 4 <sup>th</sup> and 8 <sup>th</sup> anniversaries of the first payment, respectively.	50k + 40k + 35k	125k
<b>ENV3</b>	<ul style="list-style-type: none"> <li>Developers to provide recycling facilities [need to specify what is required] within the development at a location to be agreed with the lpa. <i>May be more appropriate as a condition.</i></li> </ul>			
<b>ENV4</b>	<ul style="list-style-type: none"> <li>Developers to make a financial contribution (£100k) to SCDC towards the creation of public art within the application site.</li> </ul>	Contribution required before the occupation of the 500 <sup>th</sup> dwelling and art project to be delivered before occupation of the 1500 <sup>th</sup> dwelling.		100k

<b>TRANSPORTATION OBLIGATIONS</b>				
<b>Travel Plan</b>				
<b>T1</b>	<ul style="list-style-type: none"> <li>• Full-time Strategic Travel Plan Co-ordinator to be appointed by BT to oversee the travel plan for all elements of the development. Travel Plan co-ordinator to be in post at least 6 months before the projected occupation of new residential or employment-related development and to remain in post until at least five years after the completion of the residential development. Costs of post to be borne by BT/developer. Role of Travel Plan co-ordinator to be defined within the approved Travel Plan.</li> </ul>	6 months before the projected occupation of new residential or employment-related development. Costs spread over the following 20-year period.	40k pa x 20 years	800k
<b>T2</b>	<ul style="list-style-type: none"> <li>• Developer to contribute £50k to Suffolk County Council as a publicity budget to assist in the production of public transport marketing material to reflect the development proposals. This will include an update of existing mapping for the area of Ipswich such that new bus services and the new facilities at Adastral Park are reflected accurately in SCC material currently available.</li> </ul>	Contribution to be paid prior to occupation of first dwelling	50k	50k
<b>T3</b>	<ul style="list-style-type: none"> <li>• Delivery of the proposed Travel Plan by the Applicant – to include the following elements: <ul style="list-style-type: none"> <li>○ Establishment of TMA and annual costs</li> <li>○ Baseline surveys and monitoring</li> <li>○ Car club pump prime and management</li> <li>○ Car sharing – Suffolk Car Share Club site</li> <li>○ Personal Travel Planning</li> <li>○ Website</li> <li>○ Real Time Passenger Information</li> <li>○ Pool cycle scheme</li> <li>○ Cycle Training</li> <li>○ Promotion and information</li> </ul> </li> </ul>	Costs estimated at £55k per year for 20 years commencing with completion of first dwelling.	55k pa for 20 years	1100
<b>T4</b>	<ul style="list-style-type: none"> <li>• Developer to provide a contribution (£40k) towards Suffolk Car Share Website to assist in the upkeep of the website in anticipation of increased traffic from the development.</li> </ul>	One-off payment on commencement of residential development.	40	40
<b>T5</b>	<ul style="list-style-type: none"> <li>• Developer to provide a contribution ( £25k) to fund monitoring of travel plan by SCC</li> </ul>	One-off payment on commencement of residential development.	25	25

<b>T6</b>	<ul style="list-style-type: none"> <li>Developer to provide a 'Travel Plan Delivery Bond' to the value of £1.1m to guarantee against delivery of the proposed travel plan over a 20 year period. Cost of bond to be determined. Value of bond to be reduced each year by £55k.</li> </ul>	Bond to be delivered before occupation of first dwelling.	?		
<b>T7</b>	<ul style="list-style-type: none"> <li>A 'Travel Plan Success Bond' to a value to be advised by SCC(KA) to be used in the event of an unsuccessful travel plan. The basis for this has yet to be identified but would comprise measures which would be implemented as a backup plan in the event of an unsuccessful travel plan, such as PT subsidisation. Bond to be released on a phased basis [to be agreed]. [Details of monitoring need to be included in the agreement.]</li> </ul>	Bond to be delivered before occupation of first dwelling.	?		
<b>T8</b>	<ul style="list-style-type: none"> <li>A 'Strategic Travel Plan Co-Ordinator Bond' to the value of £800k to guarantee the provision of a STPC on site from occupation of the first dwelling and up to 5 years following completion of the residential development.</li> </ul>	Bond to be delivered before occupation of first dwelling. [See T1 above]	?		
	<b>Sustainable transport improvements and public transport</b>				
	*****Note: the series of 'Sustainable Transport Improvements' (T9-T12, T14, T16,T17) which follow are to be treated as a package of measures, with the agreed contributions towards each to be amalgamated into a single fund that would allow Suffolk County Council to bring forward improvement(s) in a way which reflects the relative priority and deliverability of each. Any unspent funds from the package will be returned to the Applicant 5 years after completion of the development.*****				
<b>T9</b>	<ul style="list-style-type: none"> <li>Developer to provide a contribution towards a scheme of improvements to the A1214 junction with Heath Road/Colchester Road to reduce public transport delays in the future and improve facilities for pedestrians and cyclists.</li> </ul>	Contribution to be made in two stages with 10% being paid prior to occupation of 350 dwellings and 90% prior to occupation of 450 dwellings.	300k		
<b>T10</b>	<ul style="list-style-type: none"> <li>Developer to provide a contribution towards a scheme of improvements to the A1214 junction with Bell Lane/Dr Watson's Lane to reduce public transport delays in the future and improve facilities for pedestrians and cyclists.</li> </ul>	Contribution to be made in two stages with 10% being paid prior to occupation of 350 dwellings and 90% prior to occupation of 450 dwellings.	200k		
<b>T11</b>	<ul style="list-style-type: none"> <li>Developer to provide a contribution towards a scheme of improvements to Foxhall Road's junction with Heath Road to</li> </ul>	Contribution to be made in two stages with 10% being paid prior to	300k		

	preserve bus journey times, given the predicted increased use of this junction.	occupation of 350 dwellings and 90% prior to occupation of 500 dwellings.			
<b>T12</b>	<ul style="list-style-type: none"> <li>Developer to provide a contribution towards improvements to Foxhall Road's junctions with Dobbs Lane and Bell Lane to improve safety and preserve bus journey times, given the predicted increased use of these junctions.</li> </ul>	Contribution to be made in two stages with 10% being paid prior to occupation of 400 dwellings and 90% prior to occupation of 500 dwellings.	162.8k		
<b>T13</b>	<ul style="list-style-type: none"> <li>Developer to provide a contribution towards the provision of improved signage and clearer way finding to the existing pedestrian/ cycle bridge over the A12 just to the north of the A12/ Eagle Way/ Barrack Square junction.</li> </ul>		(inc in package)		
<b>T14</b>	<ul style="list-style-type: none"> <li>Developer to provide a contribution towards provision of a crossing facility for pedestrians and cyclists across the A12 to provide improved accessibility between the development and the southern section of Martlesham Heath. £2m to be provided towards the construction of a grade-separated crossing and a budget of £500k towards land acquisition costs and cost of securing the various consents etc required for the crossing.</li> </ul>	SCC to endeavour to provide the crossing before the coming into use of the secondary school. £500k budget to be made available prior to the occupation of 400 dwellings	2500k		
<b>T15</b>	<ul style="list-style-type: none"> <li>Developer to fund the delivery of Bus Service improvements in accordance with SCC requirements, (TN11 Appendix VI). This to include enhanced peak hour express services between Martlesham and Ipswich and enhanced provision of current services.</li> </ul>	From occupation of first dwelling on a phased basis over 15 years.	1085k		
<b>T16</b>	<ul style="list-style-type: none"> <li>Developer to provide a contribution towards enhanced bus service between Woodbridge and Felixstowe (via Martlesham) based on half of the cost of doubling the frequency of the current service for a 5 year period.</li> </ul>	30% to be paid prior to occupation of first dwelling; 20% to be paid on the first, second and third anniversary of first contribution; 10% to be paid on the fourth anniversary of the first contribution.	767k		
<b>T17</b>	<ul style="list-style-type: none"> <li>Developer to provide a contribution towards provision of Real Time Passenger Information (RTPI) compliant facilities on new buses and at all new bus stops related to the proposed development.</li> </ul>	Prior to commencement	160k		
<b>T18</b>	<ul style="list-style-type: none"> <li>Developer to provide a 'Public Transport Service Improvements Bond' to the value of £1.085m to guarantee the public transport service improvements based on the anticipated cost of facilitating the service improvements from initial occupation until 5 years following</li> </ul>	From occupation of first dwelling	?		

	completion.				
<b>T19</b>	<ul style="list-style-type: none"> <li>• <i>Provision of Disability Discrimination Act (DDA) compliant facilities at all new bus stops related to the proposed development. [s278 – implies condition rather than S106]</i></li> </ul>	<i>Prior to commencement of first services</i>	10.5k		
	<b>Highway improvements</b>				
<b>T20</b>	<ul style="list-style-type: none"> <li>• A review of the speed limit along the A12 between its junction with the A1214 and just south of Foxhall Road/Newbourne Road to either 40mph or 50mph dependent upon the requirements of the Speed Panel. Costs would be similar whichever limit was chosen. The Applicant would be expected to cover all administration costs associated with the proposed speed limit change along the A12 to facilitate the development mitigation measures.</li> </ul>	Prior to opening of junction improvements along the A12			
<b>T21</b>	<ul style="list-style-type: none"> <li>• The Applicant would be expected to implement the necessary traffic management changes associated with the speed limit change, such as signage and lining.</li> </ul>	Prior to opening of junction improvements along the A12			
<b>T22</b>	<ul style="list-style-type: none"> <li>• Developer to provide a contribution towards provision of signal upgrades at the A1214/ A12 junction to include adjusted signal timings, UTMC upgrade and hurry call facilities.</li> </ul>	Prior to opening of junction improvements along the A12	20k		
<b>T23</b>	<ul style="list-style-type: none"> <li>• Developer to provide a contribution towards connection of the new and upgraded signals to the UTMC system to incorporate the following areas: <ul style="list-style-type: none"> <li>○ The new/altered A12 junctions to be constructed by the Applicant;</li> <li>○ Existing and modified junctions in the A1214 corridor between Colchester Road and the A12 (inclusive);</li> <li>○ The A1214/ Beech Road junction (to implement UTMC control and incorporate bus priority measures.)</li> <li>○ Existing and modified junctions in the Foxhall Road corridor between Heath Road and the A12 (inclusive).</li> </ul> </li> </ul>	Prior to opening of junction improvements along the A12	500k		
<b>T24</b>	<ul style="list-style-type: none"> <li>• Provision of the necessary communications connection along the A12 between the signalised A12 junctions to facilitate UTMC operation.</li> </ul>	Prior to completion of junction improvements.	100k		

	<b>Highway improvements to be controlled by planning condition/S278 – not part of S106 Agreement</b>				
	<ul style="list-style-type: none"> <li>• <i>Two site accesses on Newbourne Road:</i></li> <li>• <i>7-32 Rev B - Western Access at Brightwell Rd</i></li> <li>• <i>7-33 – Eastern Access</i></li> <li>• <i>Improvements to existing Barrack Square Access (as shown on):</i></li> <li>• <i>7-29 Rev A - A12/Eagle Way/Barrack Sq Jn</i></li> </ul>	<i>These junction improvements likely to be controlled by condition and carried out as S278 works.</i>			
	<ul style="list-style-type: none"> <li>• <i>The junction improvements required are outlined in the following figures.</i></li> <li>• <i>7-26 Rev D - Seven Hills Interchange</i></li> <li>• <i>7-27 Rev E - A12/Foxhall Road/Newbourne Road Junction</i></li> <li>• <i>7-29 Rev A - A12/Eagle Way/Barrack Sq Junction (*)</i></li> <li>• <i>7-30 Rev B - A12/Eagle Way/Anson Road Junction</i></li> <li>• <i>(*) the layout of this junction will be revised during the design process to make passive provision for one of the possible future at-grade pedestrian crossings referred to under 'Provision of a crossing facility for pedestrians and cyclists across the A12' above.</i></li> </ul>				
	<ul style="list-style-type: none"> <li>• <i>To implement the Public Right of Way improvements identified by the PRow team (listed in Appendix III of Tech Note 11). [Think this will be a condition of pp rather than S106]</i></li> </ul>		(450k)		

<b>OTHER MATTERS</b>					
<b>OTH 1</b>	<ul style="list-style-type: none"> <li>Developers to establish a body with responsibility for the management and maintenance in perpetuity of open spaces and other elements of the public realm where such responsibility is not vested in a public body or authority. This may include public open spaces, play areas, outside sports provision and ancillary buildings, areas required for surface water drainage and attenuation, urban spaces, public car parking areas etc.,</li> </ul>				
<b>OTH 2</b>	<ul style="list-style-type: none"> <li>Developers to establish a body with responsibility for the management and maintenance in perpetuity of community buildings where such responsibility is not vested in a public body or authority. This may include community hall, indoor sports hall, library, etc.,</li> </ul>				
<b>OTH 3</b>	<ul style="list-style-type: none"> <li>Energy and innovation fund?</li> </ul>				

**Need to add draft specifications for community facilities**

02/11/2010

Revised 10/11/2010

Revised 16/11/2010

Revised 25/11/2010

Revised 12/01/2011



## Appendix 5: UK Power Networks

Registered Office:  
Newington House  
237 Southwark Bridge Road  
London SE1 6NP

Company:  
UK Power Networks  
(Operations) Limited

Registered in England and Wales No:  
3870728

Mr M. Wheeler  
Associate Director  
WSP UK  
Mountbatten House  
Basing View  
Basingstoke  
Hampshire  
RG21 4HJ

16<sup>th</sup> March 2012

Our Ref: 400721990  
Your Ref: MHW/mhw/2559/C

Dear Mr. Wheeler,

### **Re: Adastral Park – Electricity Supplies**

Further to your recent e-mail request, I have updated our original proposals to provide an electrical supply to the proposed Adastral Park development.

These are outline schemes to increase the available supply for the proposed development works that you outlined during a meeting in July 2010 and in your letter and attachments of 7<sup>th</sup> May 2010.

#### General Comments

We must stress that our proposals are based on the loads that currently exist on our network along with the cables, transformers and switchgear already installed to provide the required capacity on our network.

No account has been taken for future customer requests for additional capacity, organic load changes (growth/decline) or plant renewal. Within the time period to 2031, some changes will inevitably occur in these so consequently our proposals for this development could change significantly.

You should bear in mind that, depending what the changes are, these could cause the budget proposals & prices to vary significantly.

#### Load Requirements

WSP have requested that we consider 3 levels of increased demand as the building works progress.

1. 750kVA for 500 dwellings (originally scheduled to commence in 2011).
2. 4MVA (includes first phase above) for 2000 dwellings, a school; and 5000m<sup>2</sup> mixed/office facilities by 2027

## Appendix 5: UK Power Networks

3. A further 2MVA for an additional 500 dwellings, 10000m<sup>2</sup> mixed/office facilities and a hotel in the years beyond 2027. (thus a total of 6MVA)

Note that these proposals exclude any future increase in electrical demand from within the existing 'BT' Aadastral Park campus.

### Proposals

Paul Keeble has already provided an indicative price to provide supply for the 1<sup>st</sup> phase of the development – supply capacity < 0.75MVA.

Any load above this threshold will require significant reinforcement works.

### Development Site Load up to 4MVA

To increase the available capacity at Martlesham Primary it will be necessary to -

- 1) Change the 33/11kV transformers for larger size units
- 2) Install new 33kV underground cables to replace the (mainly) overhead line circuits that provide a feed from Cliff Quay (in the centre of Ipswich) to the two transformers at Martlesham Primary

Most of the work associated with installing new 33kV underground cables can be carried out 'off-line'. However, to maintain an n-1 condition when replacing the transformers', we would like to install a 'temporary' third transformer within a compound close to our existing sub-station site.

We have identified an area of 'BT' land just inside BT's boundary fence that might be suitable for this purpose. We would like to explore this option with the relevant parties when a formal price quotation is requested for these works.

The price below includes c£360k to install two new 11kV underground circuits from Martlesham Primary to, and around the proposed development site.

We have excluded trenching costs on the development site as we assume this work will be best carried out by the main contractor in association with their civil construction works.

Allowing for the 11kV cabling enables you still utilise the budget costs for each domestic property for the service as for Phase1 (0.75MVA).

### **Estimated indicative cost of the works described above - £2.1m**

### Total Development Site Load up to 6MVA

This load will exceed the rating of the existing 11kV switchgear at Martlesham Primary so this will need to be replaced.

The price for this option assumes that the transformers and new circuits for the 4MVA option above have already been installed in the 4.0 MVA option above.

The switchgear replacement can be deferred until the load requires it, but a two stage approach involves the additional cost of a second mobilisation.

### **Estimated indicative cost of replacing the 11kV switchgear as a separate project – £ 620k**

### **Budget Prices**

Please note that the budget prices provided have been created from a desk top assessment only. This is provided free of charge and is intended only as a guide. The prices do not constitute a formal connection offer and neither do they reserve any capacity on the UK Power Networks distribution system.

You should also note that the indicative prices may vary considerably from UK Power Networks formal connection offer. If the price of the electricity connection is critical to your client's decisions or financial commitment to this project, you are strongly advised to consider the option of asking UK Power Networks to provide a formal connection offer that will be based upon a detailed network assessment and design.

This process can take up to six months and additional charges will be required to cover any route feasibility or specialist technical studies.

Should the work proceed, UK Power Networks reserves the right to charge an amount based on the actual cost of the work carried out, this may vary from this estimate and from any subsequent formal connection offer.

As agreed, we have excluded all HV & LV individual supplies/services within the development site; these can be priced at a later date when more details are available regarding the specification for the individual supplies'.

The prices are subject to VAT at the current rate and are based on the assumptions on page 4 of this letter.

### **Diversion of existing services**

We have not allowed for diverting or disconnection of any supplies that cross the proposed development area – there are 33kV overhead and 11kV underground circuits.

The 11kV underground cable supplying the irrigation pump sub-station (and then the Brett Aggregates site) is not of sufficient size to provide power for the new development so would not form part of the new network.

However, if this 11kV cable required diverting at the same time as other connection/cable laying works were being carried out in the same area, this diversion could be accommodated as part of these works at a small increase in costs (estimated at <2%).

I trust that this letter provides sufficient information for your purposes. If you have any questions or require further information please do not hesitate to contact me.

Yours sincerely

Andrew Bingham  
Senior Project Manager  
Major Connections

cc: Ian Robertson  
Paul Keeble

## Appendix 5: UK Power Networks

### Assumptions

We have estimated the likely cost of the work on the basis of UK Power Networks Ltd. current connection charge policy and the network conditions that exist at the date of this letter.

That all the work can be carried out within our normal working hours and that no contingency has been taken into account for future increases in the cost of labour, plant and materials.

All necessary easements, wayleaves and statutory consents can be obtained on usual terms and without undue delay.

That no other new load or generation connection is accepted on the same part of the distribution system.

That there are no unusual circumstances concerning the proposed installation, which are not yet apparent, e.g. no unusual/unexpected ground conditions exist, contaminated land etc.

We have used assumed cable routes; it will only be possible to validate these once a comprehensive route feasibility study is commissioned.

No allowance has been made for ecological and environmental studies or any additional costs due to any working hour restrictions on the construction work.

## Appendix 6: Anglian Water

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**From:** Ireland Keith [mailto:kIreland@anglianwater.co.uk]  
**Sent:** 08 January 2010 12:03  
**To:** Wheeler, Martin  
**Cc:** Keith Brown; Reid, Nigel; Peter Chambers; Steve Haines; phil.codling@telerealtrillium.com; Wheeler, Mark  
**Subject:** RE: Aداstral Park - Meeting with Anglian Water

Martin,

Further to our recent meeting, please find Anglian Water's preliminary responses on constraints/capacity issues for both the foul and potable water.

### **Water**

To supply this site a new main from Rushmere Tower to the site (aprox. 4km) will need to be installed and the cost of this is estimated at approximately £1.5m. The site should also connect into the existing 15" AC main in Barrack Square at Grid Ref TM 24848 44795 and the 200mm AC main in Betts Avenue at Grid Ref TM 25263 45444, however it is anticipated that this main will require upgrading. Currently the existing network is at its limits so before any development goes ahead the offsite reinforcements will be required, however it is envisaged that the upgrades would not need to be operational before the first property is occupied.

### **Foul**

There is currently insufficient capacity within the existing network and also insufficient treatment capacity at Woodbridge STW in order to accommodate flows from this site. There are currently no plans for improvements during AMP5 (2010-1015) but capacity would be made available for all sites allocated within the Council's LDF in accordance with agreed LDF timescales, not anticipated until 2016 at the earliest. With reference to commenting on what capacity is available at this time, we would look to comment on the development as a whole. As capacity can not be reserved Anglian Water would wish to comment on the development as a whole, for example taking into account current foul flows from the existing on-site properties and how this is to be increased or decreased as the case may be based on onsite surveys and where the existing connections are, estimated foul flows from the existing and new properties and phasing. As previously stated a strategic drainage solution would need to be agreed which may see foul flows taken direct to Woodbridge STW. A strategic drainage solution study could be carried out by Anglian Water as mentioned at our meeting.

If you wish to discuss the information provided in this email or have any additional questions, please feel free to contact me on the details below.

Kind regards

Keith Ireland

Developer Account Manager  
Business Customer Services

Tel: 07740 072186  
Email: kireland@anglianwater.co.uk