

Title: Committee Constraints Map
Reference: 3310/14
Site: Great Blakenham



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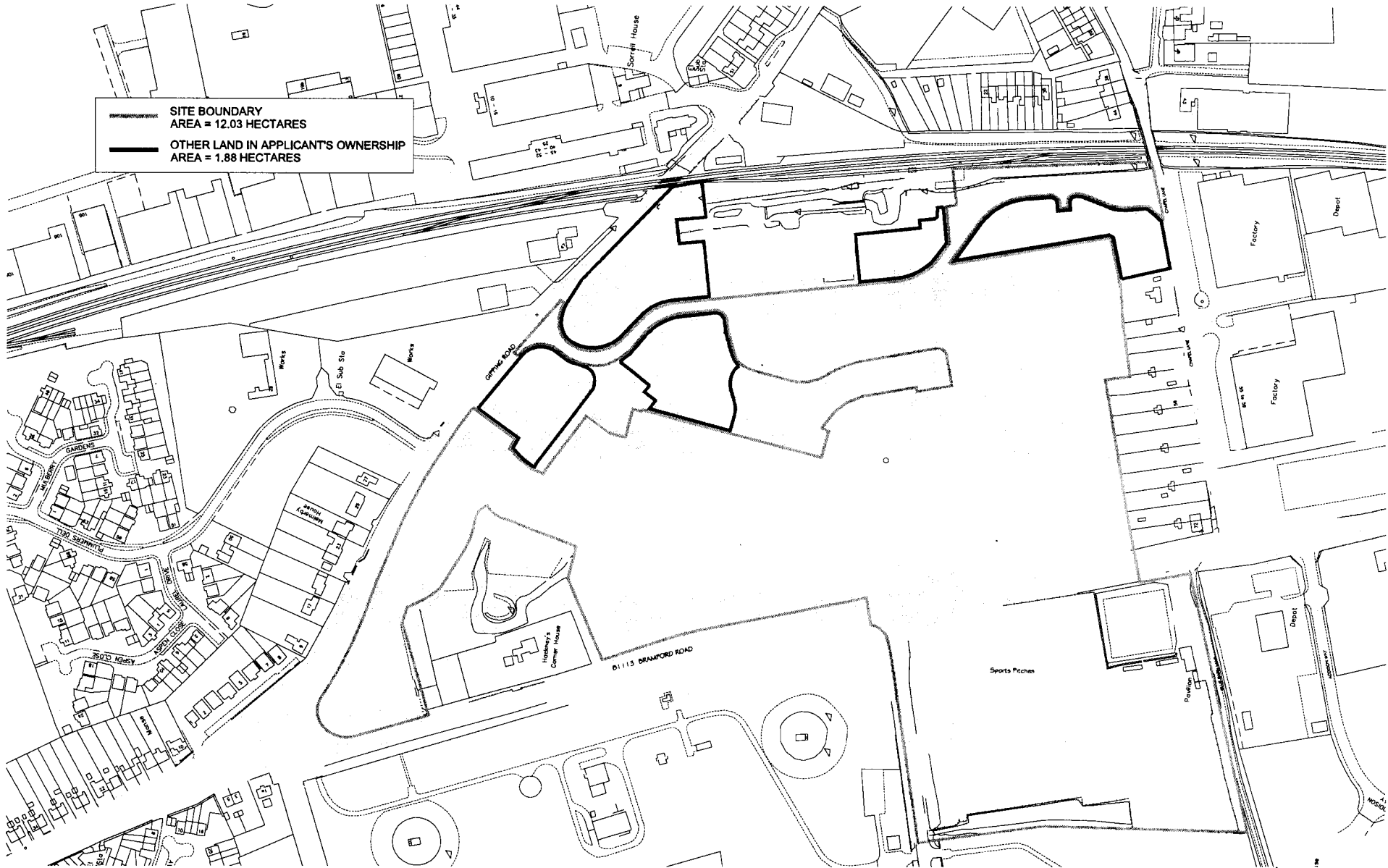


SCALE 1:5000

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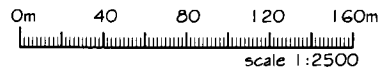


Bramford Road, Great Blakenham

Location Plan 1:2500 A3

Dwg No: LLC926_100

- Rev A: Red and blue boundary lines revised, FL, 17.10.13
- Rev B: Boundary against adjacent plots adjusted, MDP, 04.03.14
- Rev C: Revised site boundary, RC, 29.07.14
- Rev D: Boundary text change, RC, 30.07.14
- Rev E: Boundaries & key updated, RC, 15.10.14

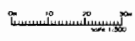


	INITIALS	DATE
CHECKED BY:	FL	30.08.13
APPROVED BY:	MP	30.08.13

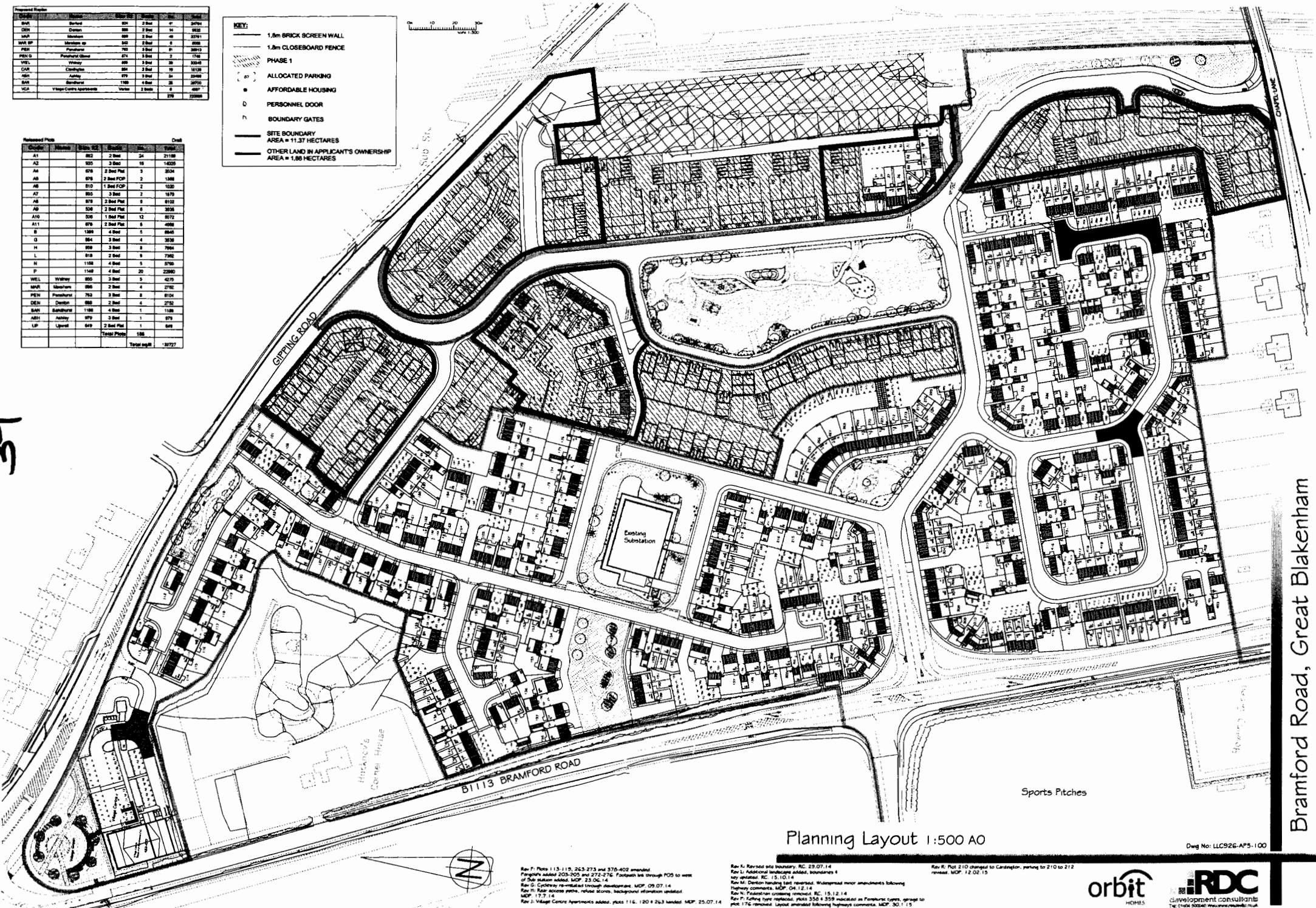
Approved Plans	Block	Units	Phase	Area	Count
BA1	Barnes	250	2 Bed	4	2076
BA2	Barnes	250	2 Bed	4	2076
BA3	Barnes	250	2 Bed	4	2076
BA4	Barnes	250	2 Bed	4	2076
BA5	Barnes	250	2 Bed	4	2076
BA6	Barnes	250	2 Bed	4	2076
BA7	Barnes	250	2 Bed	4	2076
BA8	Barnes	250	2 Bed	4	2076
BA9	Barnes	250	2 Bed	4	2076
BA10	Barnes	250	2 Bed	4	2076
BA11	Barnes	250	2 Bed	4	2076
BA12	Barnes	250	2 Bed	4	2076
BA13	Barnes	250	2 Bed	4	2076
BA14	Barnes	250	2 Bed	4	2076
BA15	Barnes	250	2 Bed	4	2076
BA16	Barnes	250	2 Bed	4	2076
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BA98	Barnes	250	2 Bed	4	2076
BA99	Barnes	250	2 Bed	4	2076
BA100	Barnes	250	2 Bed	4	2076

Approved Plans	Block	Units	Phase	Area	Count
A1	882	2 Bed	24	2198	
A2	883	3 Bed	19	1620	
A3	884	2 Bed Flat	9	3224	
A4	885	2 Bed FCP	2	1388	
A5	886	1 Bed FCP	2	1020	
A7	887	3 Bed	2	1879	
A8	888	2 Bed Flat	8	8100	
A9	889	2 Bed Flat	8	3026	
A10	890	2 Bed Flat	12	8772	
A11	891	2 Bed Flat	8	4086	
B	1288	4 Bed	5	8840	
C	894	3 Bed	4	3038	
H	898	2 Bed	9	7094	
L	818	2 Bed	9	7382	
N	1168	4 Bed	5	8780	
P	1148	4 Bed	20	22880	
WE1	Widney	800	3 Bed	5	4270
MA1	Mansfield	888	2 Bed	4	2782
PR1	Princeshale	763	2 Bed	8	8124
DE1	Deaton	888	2 Bed	4	2782
BA1	Barnes	1198	4 Bed	1	1188
AB1	Ashby	879	3 Bed	1	879
LP	Lipson	819	2 Bed Flat	1	819
		Total Plans	188		
		Total units			18772

- KEY:**
- 1.8m BRICK SCREEN WALL
 - 1.8m CLOSEBOARD FENCE
 - PHASE 1
 - ALLOCATED PARKING
 - AFFORDABLE HOUSING
 - PERSONNEL DOOR
 - BOUNDARY GATES
 - SITE BOUNDARY
 - AREA = 11.37 HECTARES
 - OTHER LAND IN APPLICANT'S OWNERSHIP AREA = 1.88 HECTARES



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Planning Layout 1:500 A0

Dwg No: LLC926-AP5-100

Rev F: Plans 113, 115, 263, 273 and 378-402 amended. Paragraphs added 203-205 and 272-276. Footpath link through PO5 to west of Site access added. MDP: 23.06.14
 Rev G: Cycleway removed through development. MDP: 09.07.14
 Rev H: Site access paths, refuse stores, background information updated. MDP: 17.7.14
 Rev J: Village Centre Apartments added, plots 114, 120 & 263 amended. MDP: 25.07.14

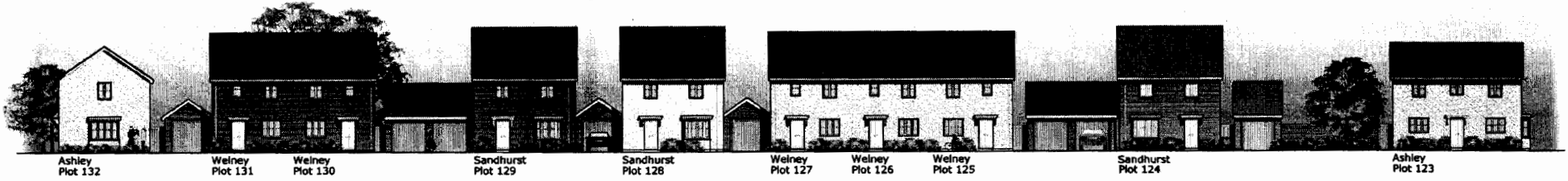
Rev K: Revised site boundary. RC: 29.07.14
 Rev L: Additional landscape added, boundaries 4 now amended. RC: 15.10.14
 Rev M: Deaton housing lost reworked. Waterpiped minor amendments following highway comments. MDP: 04.12.14
 Rev N: Footpath crossing removed. RC: 15.12.14
 Rev P: Further type residential, plots 338 & 339 included as Formerly open, subject to plot 176 removed. Layout amended following highway comments. MDP: 30.7.15

Rev R: Plot 210 changed to Cardington, parking to 210 to 212 revised. MDP: 12.02.15

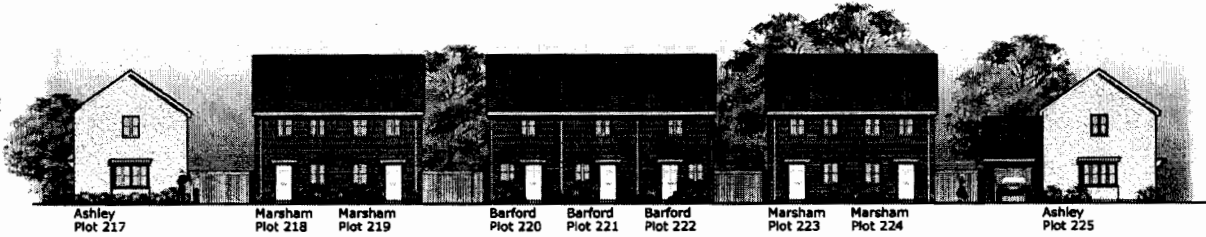


Bramford Road, Great Blakenham

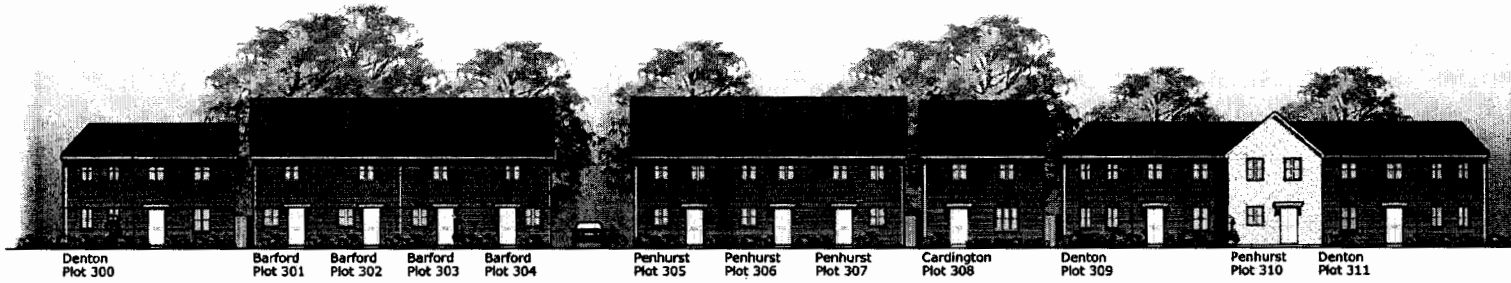
STREETSCENE 1



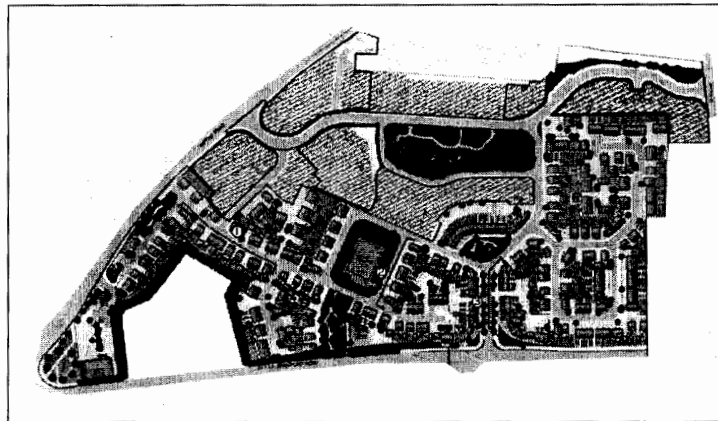
STREETSCENE 2



STREETSCENE 3



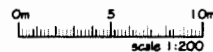
SITE LAYOUT EXTRACT



Streetscenes 1:200 A2

Dwg No: LLC926-AP5-122

Rev A: Site extract added to show location. RC. 16.10.14
Rev B: Streetscenes updated to reflect Highways comments. RC. 17.02.15

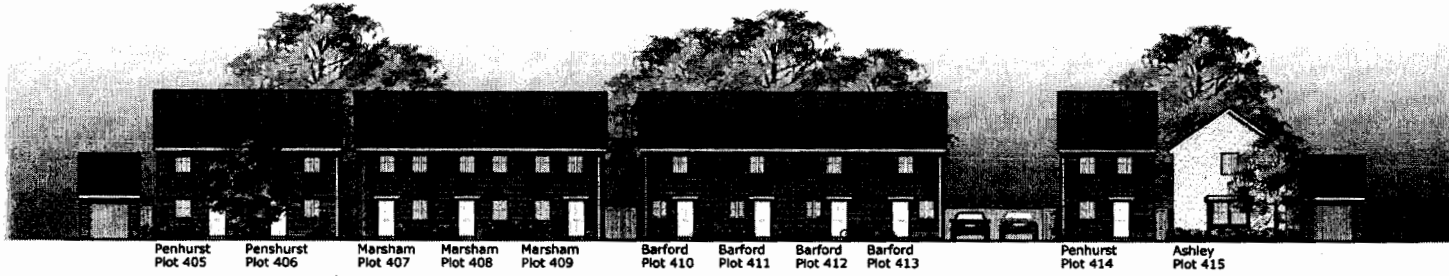


Bramford Road, Great Blakenham

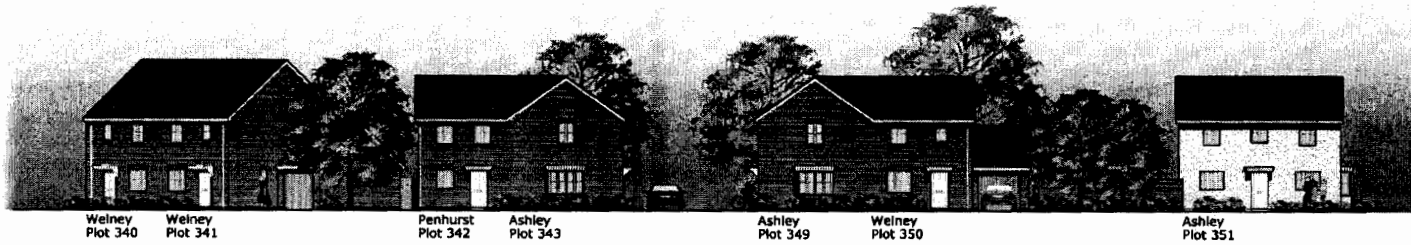
STREETSCENE
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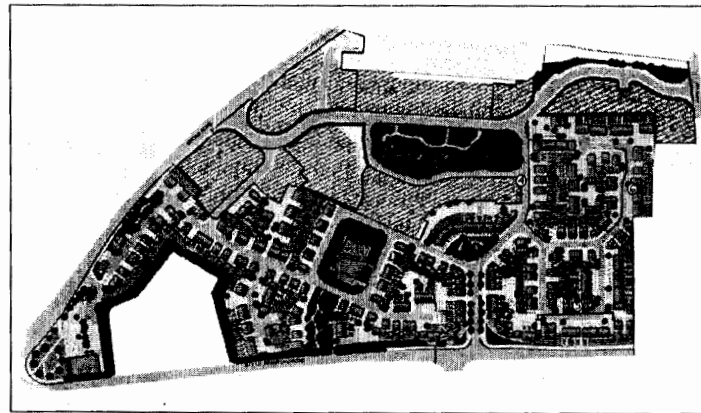
STREETSCENE
5



STREETSCENE
6



SITE LAYOUT EXTRACT



Streetscenes 1:200 A2

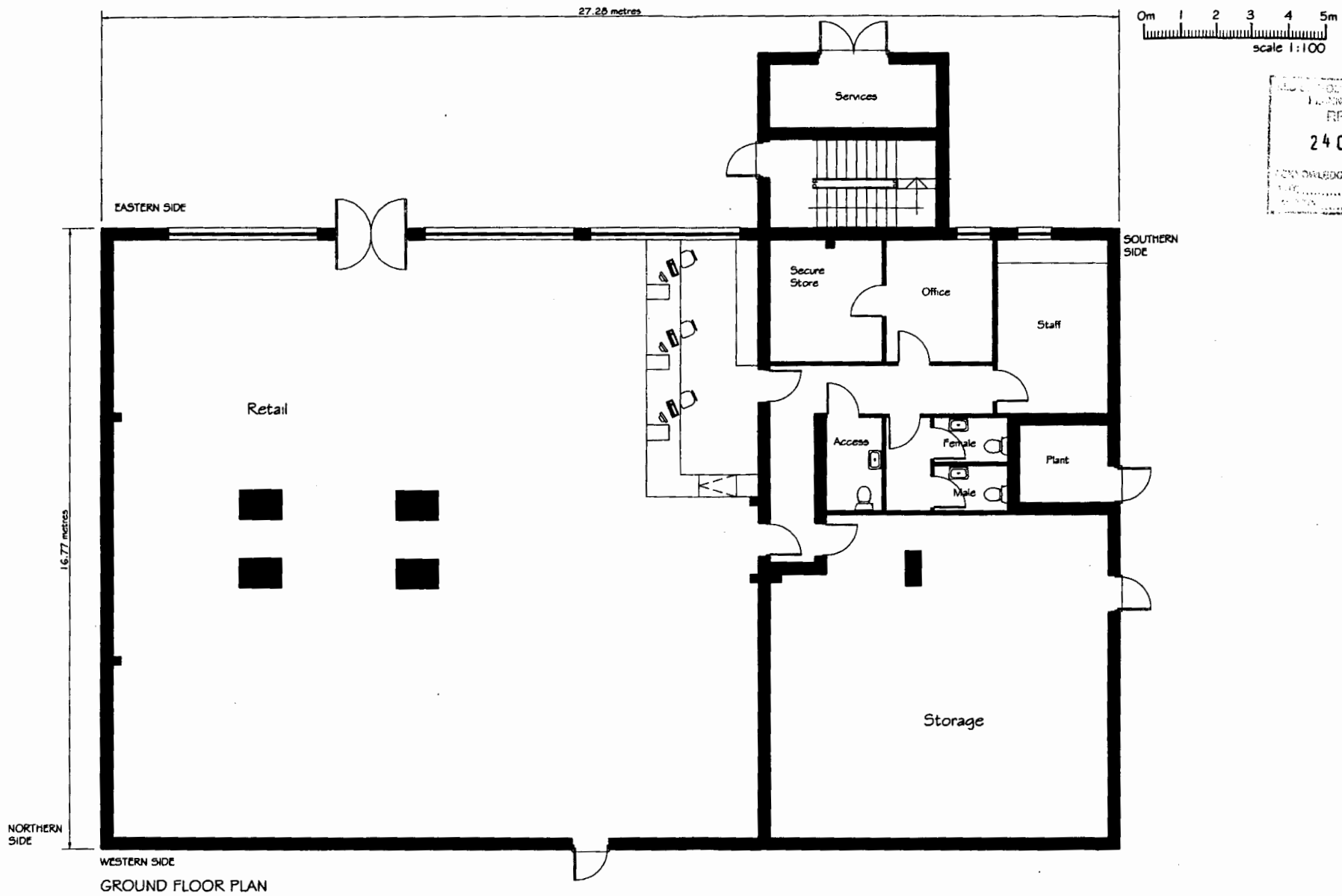
Dwg No: LLC926-AP5-123

Rev A: Site extract added to show location. RC. 16.10.14
Rev B: Streetscenes updates to reflect Highway comments. RC. 17.02.15



Bramford Road, Great Blakenham

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GROUND FLOOR PLAN

LLC92G-AP5-165

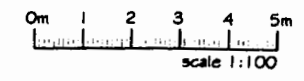
Village Centre Ground Floor Plan 1:100@A3

Rev A: Compass point direction notes added. MDP. 24.10.14

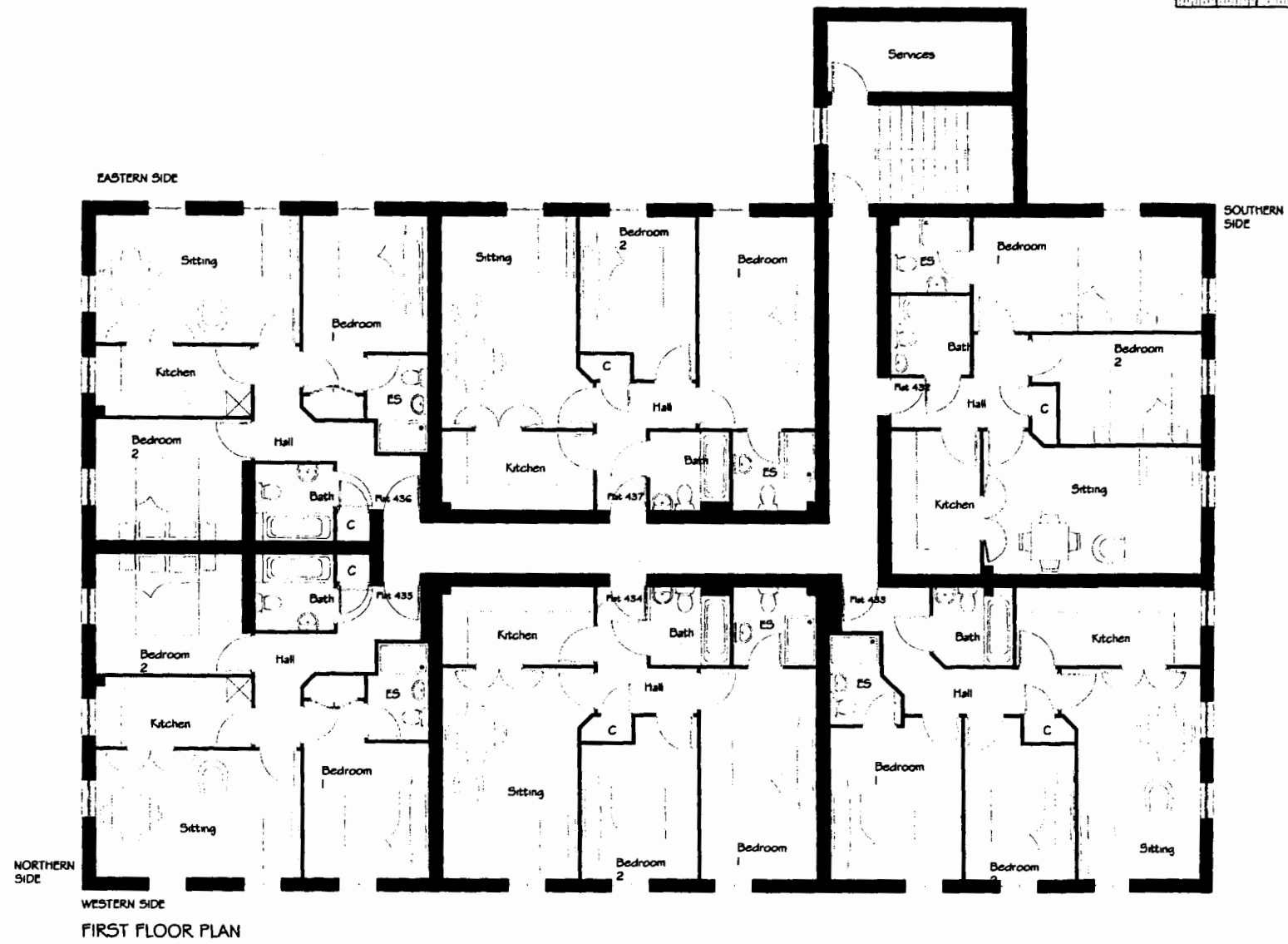


Bramford Road, Great Blakenham

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ACKNOWLEDGED
DATE
TIME



Bramford Road, Great Blakenham

LLC926-AP5-166

Village Centre First Floor Plan 1:100@A3

Rev A: Compass point direction notes added. MDP. 24.10.14



0m 1 2 3 4 5m
 scale 1:100



FRONT ELEVATION

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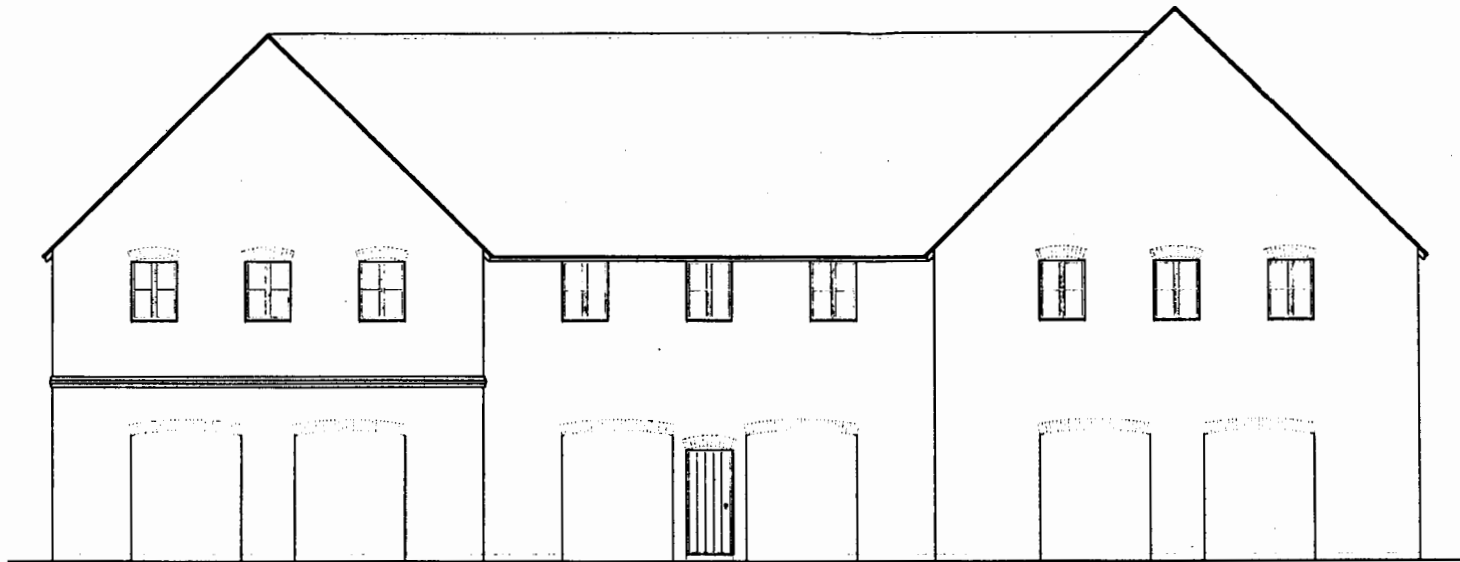
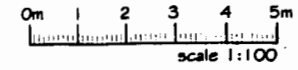


SIDE ELEVATION

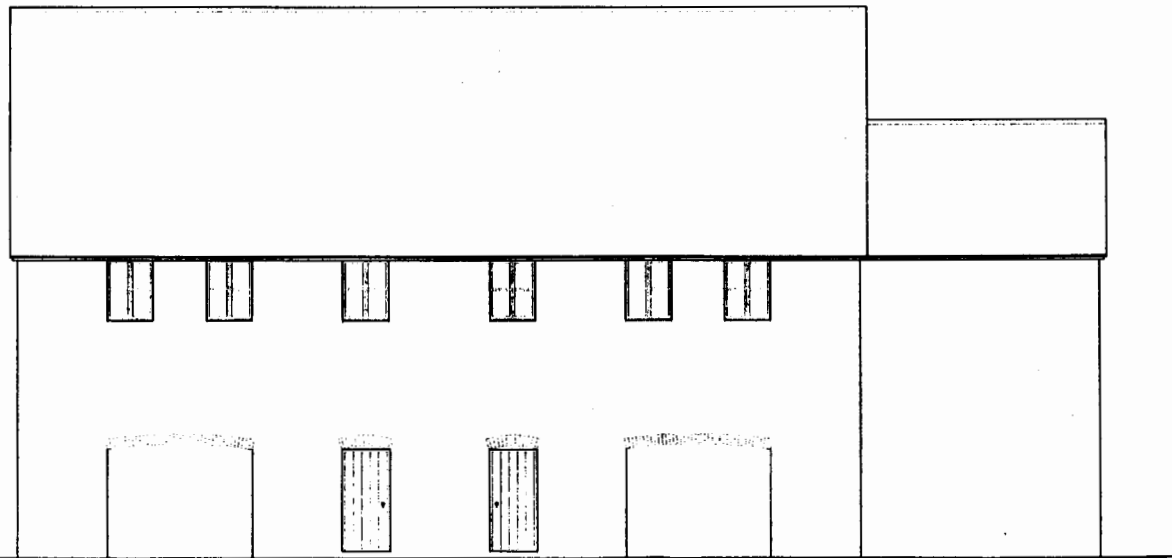
MID SUFFOLK DISTRICT COUNCIL
 PLANNING CONTROL
RECEIVED
 17 OCT 2014
 ACKNOWLEDGED
 DATE
 PASS TO

LLC926-AP5-167

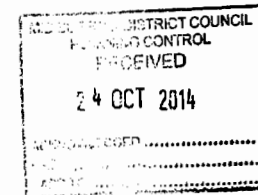
Bramford Road, Great Blakenham



WESTERN ELEVATION



SOUTHERN ELEVATION



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Bramford Road, Great Blakenham

LLC926-AP5-168

Village Centre Elevations Sheet 2 1:100@A3

Rev A: Compass point direction notes added. MDP. 24.10.14

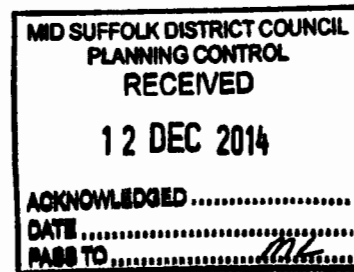


SPROUGHTON PARISH COUNCIL

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Mid Suffolk District Council
Planning Services
131 High Street
Needham Market
IP6 8DL



11th December 2014

Dear Michelle

Application No: 3310/14

Comment on the Planning Statement

Contributions not linked to house prices

The applicant's planning statement says that the Section 106 agreement was drafted in 2006 at the height of the property market, when land values and house prices were at a level that could sustain a full range of infrastructure contributions. By consulting the Land Registry House Price Index for Suffolk it can be seen that current values now exceed 2006 values with recent yearly increase of more than 7%. It would be wrong for the applicant to infer that contributions are dependent on house prices. It is for the responsible authorities to set the infrastructure contributions needed to realise their local development and transport plans.

Obligation following project failure

The applicant's planning statement says that the original scheme is not capable of delivery, having regard to the development costs and market conditions. It says the scheme as approved cannot afford to deliver the S106 contributions previously agreed. The applicant's outlook is noted, but the applicant's failure to deliver the development in accordance with permission already granted, and failure to deliver the S106 contributions previously agreed does not relieve the applicant of any S106 obligation where the covenants are not dependent upon successful delivery. The covenant for the Sproughton Mitigation Measures is not dependent upon successful delivery, and the obligation to pay the agreed sum of money remains.



Infrastructure burden of SnOasis and the station

The applicant's planning statement says that without the development of SnOasis the residential development needs to be considered afresh to ensure that it is not burdened with the delivery of infrastructure and contributions that arise out of the cumulative impacts of the SnOasis and station proposals. The covenant for the Sproughton Mitigation Measures does not burden the extant permitted development with the delivery of infrastructure and contributions that arise out of the cumulative impacts of the SnOasis and station proposals. The agreed sum of money which the developer is obliged to pay under the covenant for the Sproughton Mitigation Measures is needed only for mitigation of the additional traffic generated from the housing development and predicted to go through Sproughton Village. There exists a separate S106 agreement for mitigation of the additional traffic generated only from the SnOasis development.

A presumption that SnOasis will not proceed in the foreseeable future

The applicant's planning statement says that the application is for scheme revised on the basis that SnOasis will not proceed in the foreseeable future. Such a presumption runs counter to planning guidance which requires trips from all committed development to be taken into account, particularly where trips overlap. The transport assessment for the permitted SnOasis development identified that trips from this development would overlap with trips from the permitted Housing development.

Review of Obligations

The applicant's planning statement says that understanding the impact of planning obligations on the viability of development is an important consideration when obligations are reviewed, particularly, as in this case when the original agreement was reached in different economic circumstances. The Town and Country Planning (Modification and Discharge of Planning Obligations) Regulations 1992 (as amended by The Town and Country Planning (Modification and Discharge of Planning Obligations) (Amendment) (England) Regulations 2013) set out the procedure for making an application to amend planning obligations. The principles for modifying obligations are that they "no longer serve a useful purpose" or "continues to serve a useful purpose equally well". In the case of the covenant for the Sproughton Mitigation Measures, these measures are still needed to serve a useful purpose, and the applicant substitutes nothing which would continue to serve a useful purpose equally well. The amount of additional traffic predicted to be generated by the development and pass through Sproughton Village as shown in the applicant's transport assessment shows no causal link to different economic circumstances.

Sustainable development test

The applicant's planning statement identifies that applications for housing developments should be considered in the context of the presumption in favour of sustainable development. But a test of sustainability has not been made in consideration of the quality of service of the roads and junctions in Sproughton Village given the additional traffic generated by the proposed development which is predicted to go this way.

Scale of obligations

The applicant's planning statement identifies that developments '*should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened*'. This council sees the covenant for the Sroughton Mitigation Measures as set out in the existing obligation is fully compliant with the above requirements. In the case of the covenant for the Sroughton Mitigation Measures, the scale of obligations was set by the County Council in relation to the money needed for effective mitigation of the predicted impacts.

Requirements of planning obligations

The applicant's planning statement identifies that planning obligations should only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

This council sees the covenant for the Sroughton Mitigation Measures as set out in the existing obligation is fully compliant with the above requirements. The development would only be acceptable to this council if mitigation of the predicted impacts is possible and effective.

Any new S106

The applicant's planning statement says that details of the Section 106 Agreement will evolve through further discussions with Council Officers. This council notes that the County Council requires that the Sroughton Mitigation Measures needs to be incorporated in any new S106 agreement. This council is in agreement with that requirement. (MSDC ref 3310_14-SECTION_106_REQUIREMENTS-589124.doc).

Adverse effects

The applicant's planning statement claims that there are no adverse effects that would arise from the development of the application site in the manner proposed. But the transport assessment predicts that additional traffic generated by the proposed development will route through Sroughton Village. Yet there has been no assessment of the likely significant effects within Sroughton Village (for example by a performance assessment of the Wild Man junction). So there is no evidence base for the applicant's claim.

Comments on the Transport Assessment

Amended level of highway works

The applicant's transport assessment (in 1.1.6) says that the proposals seek to amend the previously approved scheme of highway improvement works that accompanied the original consents to provide a suitable level of highway works that are both appropriate and justifiable for the current level and type of development proposed. Given that the application is for development at a similar location, with a similar land use, is of a similar character and scale, intuitively for this council it is expected to generate similar amounts of additional traffic through Sproughton Village and require mitigation with a similar scope and scale.

Revised scheme of highway improvements

The applicant's transport assessment (in 1.1.9) says this planning application seeks to agree a revised package of highway improvements for this site as an individual entity, with the scheme of highway improvements works considered to be suitable to mitigate the impact of this development alone. The agreed sum of money which the developer is currently obliged to pay under the existing covenant for the Sproughton Mitigation Measures is needed for mitigation of the additional traffic generated from the housing development alone. There exists a separate S106 agreement for mitigation of the additional traffic generated only from the SnOasis development and predicted to go through Sproughton Village. There is no need to revise the Sproughton Mitigation Measures in order to separate the Housing and SnOasis components.

Mid Suffolk Local Plan

The applicant's transport assessment (in 3.2.6) reminds us that Policy T10 states that: *"when considering planning applications for development, the district planning authority will have regard to the suitability of existing roads giving access to the development, in terms of the safe and free flow of traffic and pedestrian safety; and whether the amount and type of traffic generated by the proposal will be acceptable in relation to the capacity of the road network in the locality of the site.* As some access to the development would be along the B1113 via Sproughton Village, this council expects the planning authority to have regard to the suitability of Sproughton High Street and the Wild Man Junction. The applicant makes no assessment in terms of the safe and free flow of traffic and pedestrian safety in Sproughton Village; or whether the amount and type of traffic generated by the proposal will be acceptable in relation to the capacity of the road network in Sproughton Village.

Traffic

The applicant's transport assessment (in 4.1.14) says overall the local highway network is relatively lightly trafficked in all areas, principally due to the presence of the A14 in close proximity providing for medium and longer distance journeys. This statement is in contradiction to the findings of the County Council's B1113 Sproughton Traffic Monitoring Survey authored by Andy Morton in October 2007. The report identifies the origin and destination of traffic which contributes to the flows through Sproughton Village. This Council believes that the B1113 in Sproughton Village is already saturated with traffic at peak periods. It seems that there is no spare capacity on the B1113 which forms the High Street through Sproughton Village.



Exempting Consented Development

The applicant's transport assessment (in 4.2.3) says that the SnOasis development is no longer anticipated, and hence this proposed development includes a revised package of highway improvements without the requirement to accommodate the SnOasis related traffic. This runs counter to planning guidance which requires trips from all committed development, particularly where trips overlap, to be taken into account. Were the local planning authority to allow just this one application an exemption from the guidance, the obligation requirements for this one might be reduced, but the treatment would not be equal. The authority would be favouring one application over another. Such a course would not be acceptable to this council.

Assessment in Sproughton Village

The applicant's transport assessment (in 5.4.18) says it is concluded that the proposed alterations to the scheme would not have a material impact on routes to and from Sproughton village that would warrant the provision of traffic mitigation measures and as such no further contribution to a scheme is proposed as part of this planning application. It is not the routes to and from Sproughton village which establishes the need for traffic mitigation measures; it is consideration of the routes through the village, and of conditions within the village itself.

The Guidance on Transport Assessment (2007) Para 4.92 states *"If the TA confirms that a development will have material impact on the highway network, the level of impact at all critical locations on the network should be established. A particular example of material impact would be a worsening of congestion. In congested areas, the percentage traffic impact that is considered significant or detrimental to the network may be relatively low (possibly below the average daily variation in flow), and should have been determined in discussions with the relevant highway authorities. For the avoidance of doubt, the 1994 guidance regarding the assessment thresholds of 10 per cent and 5 per cent levels of development traffic relative to background traffic is no longer deemed an acceptable mechanism, since it creates an incentive in favour of locating development where high levels of background traffic already exist"*.

National Government has recently made some clarifications in the National Planning Framework. Councils now need to take account of the cumulative impact of development on the transport system when assessing applications.

It is therefore a reasonable expectation that the material impact on the highway network, along which traffic generated by the proposed development is predicted to route, will be assessed. Traffic generated by the proposed development is predicted to route through Sproughton Village. But assessment of the network stops short of Sproughton Village itself.

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Comment on the Transport Assessment Addendum

1.3 This Technical Note has been prepared however, as an Addendum to the TA to specifically address long-standing concerns raised by residents of the parish of Sproughton regarding the additional traffic volumes that would be generated by any large development proposals that may occur within Great Blakenham.

The Technical Note does not address the concerns raised. The applicant's assessment of the network performance stops short of Sproughton Village. Assessment is made of the uncongested lengths of the B1113 to the north of Sproughton Village, but no assessment has been made in Sproughton Village itself, of the Sproughton High Street and the Wild Man junction, where there is visible traffic congestion. To address the concerns raised, a performance assessment of the road network within Sproughton village is needed to know whether it is possible or appropriate for the road network in Sproughton Village to accommodate the additional traffic predicted to be generated by the proposed development.

1.4 It is noteworthy that the aforementioned TA prepared by RGP provides a comprehensive breakdown of the traffic impact of the proposed development and concludes that the proposed development would not lead to a detrimental impact on local junctions within Great Blakenham or the wider highway network, such as Sproughton. It is therefore recommended that this technical Note should be read closely in conjunction with the Transport Assessment.

The Technical Note cannot conclude that the proposed development would not lead to a detrimental impact on local junctions within the wider highway network, such as Sproughton. The applicant's assessment of impacts stops short of Sproughton Village. The transport assessment contains no information on any impacts in Sproughton Village itself, therefore conclusions of impacts within Sproughton Village cannot be made from the Transport Assessment.

1.7 Whilst the 'SnOasis' proposals are no longer considered to be viable and are unlikely to go ahead in the future, and consequently the viability of the railway station proposal is also unlikely, it is still perceived by residents that any large-scale development within Great Blakenham would result in a knock-on effect in traffic levels in Sproughton.

The perception about large-scale development within Great Blakenham stems from the previous transport assessment for SnOasis, the Housing and the Station. That transport assessment estimated that, even allowing for SnOasis seasonal peaks, the housing always generated by far the largest contribution to the increase in traffic predicted to route through Sproughton Village. (e.g. Friday 24hr development flow: Housing=291, Snoasis=180)

1.11 The figures at Appendix A indicate that during the AM peak hour a total of 31 additional two-way trips would be generated to and from the west along the B1113. This represents a maximum of 1 vehicle every 2 minutes and a traffic increase of 3% from the 2014 base scenario.

The value of the AM prediction of development flows along the B1113 to and from Sproughton for the proposed development (31) is less than the predicted value for the permitted development (45). Intuitively, this council would expect developments of similar land use and size to have similar predicted impacts, and so we feel that the lower value predicted in the applicants Transport Assessment and Addendum may be in error. A possible source of the error is a false assumption that HGV movements are permitted through Sproughton Village (see para 1.15 of the Transport Assessment Addendum). It may be that the new calculations of proportions are based on values for total vehicles (i.e. including HGVs), rather than values for cars (i.e. excluding HGVs). What is new is the Energy from Waste facility, and wrongly including these HGV movements in calculations of proportions of flows to and from Sproughton could explain the discrepancy between the predicted values in the assessments made for the permitted and proposed developments. This council urges the local planning authority consult with the local transport authority and carry out checks on whether under-statements have been made.

1.13 In terms of percentage impact, the proposed additional traffic would amount to an increase of 4.5% of traffic on the B1113. It is therefore considered that any additional traffic would be minor and would not materially impact on the B1113 and traffic levels through Sproughton.

Neither the Transport Assessment nor the Technical Note considers the impact within the village of increased traffic levels through Sproughton. The consideration made is baseless. Were congestion exists, each additional vehicle movement will increase the queue length. Increases in queue length may increase journey times and cause road network service requirements to be exceed. For considerations of material impact to be made, assessment of the road network performance within Sproughton village is needed.

1.14 The above assessment assumes that all traffic traveling to/from the west via the B1113 would travel through Sproughton, but in reality this minor level of additional traffic would be split amongst a number of popular routes and destinations along the B1113, with minimal traffic actually passing through Sproughton village itself.

This statement seems to contradict to the findings of the County Council's B1113 Sproughton Traffic Monitoring Survey of October 2007. The report identifies the origin and destination of traffic which contributes to the flows through Sproughton Village. The Transport Addendum provides no reference to measurements which might support its claim that minimal traffic would actually pass through Sproughton village itself. The assumption is unfounded.

S3



1.15 Notwithstanding the low level of impact that would be generated by the current proposals, the previous proposals for the 'SnOasis' and commercial centre would have generated high levels of HGV movements, which would have generated both noise and congestion through the village. By the nature of residential development, the proposals would not materially increase HGV movements to/from the site or generate any more obtrusive vehicles that already serve the residential community in Sproughton.

The previous proposals would not have generated high levels of HGV movements, through Sproughton Village. A 7.5 tonne weight restriction is in force along the lengths of road through Sproughton Village. This is enforced by Trading Standards.

1.16 It is therefore concluded that the proposed alterations to the scheme would not have a material impact on routes to and from Sproughton village that would warrant any consideration of mitigation measures

It is not the routes to and from Sproughton village which previously warranted mitigation measures. The measures were warranted in order to mitigate impacts within Sproughton Village itself. The applicant has made no assessment of the impacts of predicted increases in traffic within the village itself. The transport addendum provides no basis on which to decide on whether consideration of mitigation measures is warranted.

1.17 Notwithstanding the above, in the unlikely event that the 'SnOasis' Leisure complex and railway station developments were likely to go ahead or an alternative use for the adjacent sites was determined in the future, any prospective development within Great Blakenham would be required to undertake its own assessment of traffic impact on the local highway network, including Sproughton.

Here it is identified that any prospective development within Great Blakenham would be required to undertake its own assessment of traffic impact on the local highway network, including Sproughton. The requirement to undertake an assessment of traffic impact on the local highway network in Sproughton would therefore also apply to the application 3310/14. The omission of an assessment of traffic impact on the local highway network in Sproughton Village means that the Transport Assessment is incomplete. The required assessment has not been carried out.

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PARISH COUNCIL

Comments from: Mrs S Frankis, Sproughton Parish Council

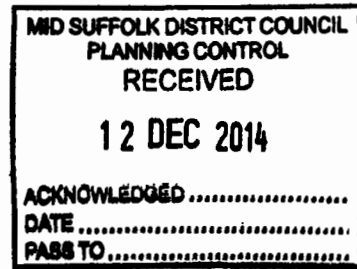
Planning Officer: Michelle Lyon

Application Number: 3310 / 14

Proposal: Erection of 270 dwellings comprising 110 x two-bedroom houses, 132 x 3 bedroom houses and 28 x 4 bedroom houses and associated garaging/car parking, landscaping, public open space, play areas and access to Bramford Road, together with the construction of a convenience store with 6 x two-bedroom flats above, associated parking and servicing areas on land at Hackneys Corner.

Location: Land Between Gipping & Bramford Road, Great Blakenham

PLEASE SET OUT ANY COMMENTS AND OBSERVATIONS OF YOUR COUNCIL WITH REGARD TO THE ABOVE, BEARING IN MIND THE POLICIES MENTIONED IN THE ACCOMPANYING LETTER.



For Planning Applications only

Support

Object

No Comments

MRS S FRANKIS.....(Print Name)

on behalf of SPROUGHTON.....~~town~~/parish council

Dated 11TH DECEMBER 2014 .

Appendix 1: List of Policies for 3310/14 .

Code	Description
gp1	design and layout of development
nppf	national planning policy framework
h17	keeping residential development away from pollution
cl8	protecting wildlife habitats
rt12	footpaths and bridleways
cl9	recognised wildlife areas
cor1	cs1 settlement hierarchy
cor2	cs2 development in the countryside & countryside villages
cor3	cs3 reduce contributions to climate change
cor4	cs4 adapting to climate change
cor5	cs5 mid suffolks environment
cor6	cs6 services and infrastructure
cor7	cs7 brown field target
cor9	cs9 density and mix
csfr-fc1	presumption in favour of sustainable development
csfr-fc1.1	mid suffolk approach to delivering sustainable development
csfr-fc2	provision and distribution of housing
csfr-fc3	supply of employment land
sb2	development appropriate to its setting
h8	replacement dwellings in the countryside
h13	design and layout of housing development
h14	a range of house types to meet different accommodation needs
h15	development to reflect local characteristics
h16	protecting existing residential amenity
e6	retention of individual industrial and commercial sites
s5	living accommodation above shops and other commercial premises
s7	provision of local shops
s8	shop front design
s10	convenience goods stores
t4	planning obligations and highways infrastructure
t9	parking standards
t10	highway considerations in development
t11	facilities for pedestrians and cyclists
rt1	sports and recreation facilities for local communities
rt5	recreational facilities as part of other development
rt14	art in public places
sc6	recycling centres

S6

PARISH COUNCIL

Comments from Claydon and Whitton Parish Clerk

Planning Officer: Michelle Lyon
Application Number: 3310/14
Proposal: Erection of 270 dwellings.
Location: Land between Gipping and Bramford Road, Great Blakenham

Claydon & Whitton Parish Council are not in favour of this large development in an already over developed area.

There is insufficient infrastructure and not enough amenities, i.e. GP surgery, schools, nursery schools, etc.etc.

Support

Object ✓

No comments

Signed on behalf of Claydon and Whitton Parish Council

Dated 25 November 2014

c.c. Martin Redbond (District Councillor)
John Whitehead (District Councillor)

Emailed to MSDC 25.11.14

Consultee Comments for application 3310/14

Application Summary

Application Number: 3310/14

Address: Land Between Gipping & Bramford Road, Great Blakenham

Proposal: Erection of 270 dwellings comprising 110 x two-bedroom houses, 132 x 3 bedroom houses and 28 x 4 bedroom houses and associated garaging/car parking, landscaping, public open space, play areas and access to Bramford Road, together with the construction of a convenience store with 6 x two-bedroom flats above, associated parking and servicing areas on land at Hackneys Corner.

Case Officer: Michelle Lyon

Consultee Details

Name: Mrs Claire Lee

Address: Gipping Lodge, Ship Lane, Bramford IP8 4AL

Email: greatblakenhampc@btinternet.com

On Behalf Of: Great Blakenham Parish Clerk

Comments

Great Blakenham Parish Council supports this application, but would like to make the following comments:-

The proposed parking on the site is considered inadequate. There are problems already on this site with parking issues, as many residents park on the roads. There are drainage problems on the existing site and this needs to be addressed before further infrastructure is added to the site. The Parish Council would like to see traffic signals installed at the Bramford Road/Gipping Road junction at Hackneys Corner for safety reasons to allow pedestrians safe use of the proposed crossings.

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From: David Pizze
Sent: 21 January 2015 12:11
To: Michelle Lyon
Subject: RE: Great Blakenham 3310/14

Hi Michelle

This revision has now corrected the contradictory details previously identified.

Regards

David

David Pizze
Arboricultural Officer
Babergh and Mid Suffolk District Councils - Working Together
E: david.pizze@babergh.gov.uk
T: 01473 826662 & 01449 724555
www.babergh.gov.uk and www.midsuffolk.gov.uk

From: Erica Whettingsteel [<mailto:erica@ejwplanning.co.uk>]
Sent: 16 January 2015 16:33
To: Michelle Lyon
Cc: Planning Admin; David Pizze
Subject: Great Blakenham 3310/14

Dear Michelle,

I refer to your email seeking clarification in respect of questions raised by your Tree Officer.

Our landscape architect has checked the arboricultural impact assessment and the tree protection plan, and has found that parts of the assessment referring to the hedge H2 were missing. He has now revised report to include reference to H2 where appropriate, and correspond to the plans.

I attach the revised report for your consideration.

Kind regards

Erica

59

From: David Pizzey
Sent: 16 December 2014 10:18
To: Michelle Lyon
Cc: Anne Westover
Subject: 3310/14 Gt Blakenham

Hi Michelle

The trees and hedges scheduled for removal as part of this proposal are of low/limited amenity value and I have no objection to this element of the application. However, in such a large scale residential development it will be essential to ensure high quality planting proposals for the site landscape structure and surroundings. I understand you are likely to receive more detailed advice on this matter and I will be happy to comment further if necessary.

I note the impact assessment refers to removal of H2 & H3 and in other parts H3 & H4, clarification should be sought which is correct.

With regard to the proposed protection measures for retained trees/hedges, these are in accordance with relevant industry standards and should be made subject to an appropriate planning condition.

Regards

David

David Pizzey
Arboricultural Officer

60

From: Pizzey, David [mailto:David.Pizzey@babbergh.gov.uk]

Sent: 04 November 2014 12:12

To: Michelle Lyon

Subject: RE: Consultation on Planning Application 3310/14

Hi Michelle

Perhaps my eyesight is failing but I can't make out the line of protective fencing as should be indicated on the Tree Protection Plans. Can you check this and let me know please so I can send more suitable comments?!

Thanks

David

David Pizzey

Arboricultural Officer

From: Tom Barker
Sent: 06 January 2015 09:23
To: Michelle Lyon
Subject: RE: 3310/14 Land between Gipping and Bramford Road Great Blakenham

Hi Michelle,

Sorry for the delay in providing a more detailed consultation response but please see below:

The consultation response from the Communities Officer – Sports set out the policy position with regard to our Open Space and Social Infrastructure policy as well as giving some specific information on needs within the local area. This application has been subject to significant discussion and negotiation of s106 contributions due to the viability position and the consultation response you have received from Communities essentially set out our policy position rather than addressing the ongoing negotiations.

The application accords with the position that was agreed during negotiations. There will be £50,000 towards community facilities and £600,000 towards sports facilities in the locality as well as the transfer of existing sports pitches to the Council. Due to the proposed timing, with some of these contributions coming later in the development, both sums should be kept completely flexible so we can work to achieve the maximum benefit for the community by helping to secure additional match funding to help improve and enhance local facilities.

With regard to the open spaces on site I would endorse the comments made by Anne Westover, Landscape Planning Officer, SCC.

The application provides quite a lot of detailed plans but I'm uncertain as to whether you expect the applicant to submit final details of play areas via condition. There are some tweaks (such as the proximity of the swing as mentioned by Anne Westover) but generally they have taken on board comments made during pre-application discussions. It would be useful for them to be able to demonstrate the financial value of the equipment suggested and clarify that they will be responsible for installation. The timing of provision is important and shouldn't be left right until the end of development.

I have not seen the most recent proposals for management and maintenance but assume the position to be as discussed during pre-application – that the applicant retains responsibility for ongoing management and maintenance. If this is not the position then an appropriate commuted sum would be required taking into account the SuDS issue and relationship between planting, play equipment and drainage and the maintenance / management of all of these. I would suggest perhaps requiring further details by condition, particularly around the play equipment to be provided and the ongoing management and maintenance of the whole area, as suggested in the final paragraphs of Anne Westover's response.

Yours,

Tom Barker

(Commenting based on former involvement with the application as Corporate Manager – Strong Communities)

Tom Barker
Head of Economy - Planning Sustainable Growth (Secondment)

PLANNING CONSULTATION RESPONSE

COMMUNITIES OFFICER (SPORTS)

OPEN SPACE, SPORT AND RECREATION STRATEGY

3310/14 – GREAT BLAKENHAM

1. Policy background.

- 1.1 In 2006 a Leisure Consultant was commissioned by Mid Suffolk District Council to undertake an Open Space, Sport and Recreation needs assessment. This Needs Assessment, along with Consultation Statement and Sustainability Appraisal were adopted by MSDC in October 2006 (Executive summary attached). This study has been used to assist the Council in its approach to plan for future provision and the protection of sports and play facilities across the District. This assessment has been a key document feeding into the production of the Local Development Framework. In particular the policies covering developers contributions to facility development.
- 1.2 The above documents provided the evidence base for the Council's adopted Supplementary Planning Document for Social Infrastructure including Open Space, Sport and Recreation (implemented February 2007). It provides details of the required facilities under each of the categories for which developer contributions are required.
- 1.3 As a result of the above an 'Open Space, Sport and Recreation Strategy' has been adopted informing the Council of the districts current and future needs up until 2021. This strategy is a working document, which is continually monitored and updated.
- 1.4 This Strategy, as a result of significant community consultation, provides the Council with a clear indication of where new open space, sport and recreation facilities are needed in Mid Suffolk from 2007.
- 1.5 The Strategy is in accordance with the Council's adopted Supplementary Planning Document for Social Infrastructure including Open Space, Sport and Recreation (reported to Environmental Policy Panel February 2006 and adopted in October 2006 and implemented in February 2007).
- 1.6 Consultation responses will demonstrate a clear linkage between the contribution sought and the development proposed, providing up-to-date information which meets the statutory tests set out in regulations 122 and 123 of the CIL Regulations 2010.

2. 3310/14 – Great Blakenham

- 2.1 The contribution for 116 x 2 bedroom (348 persons), 132 x 3 bedroom (538) and 28 x 4 bedroom (140 persons) dwellings (total number of persons 1016) in accordance with the Council's adopted Supplementary Planning Document for Social Infrastructure including Open Space, Sport and Recreation is £1,864,360.00. This broken down as follows:

Play Areas	£ 324104
Outdoor Pitches (Football, Cricket, Rugby, Hockey)	£ 708152
Informal recreation space	£ 103632
Village Halls and Community Centre	£ 288544
Swimming pools	£ 97536
Sports Halls	£ 182880

Outdoor other sports pitches (including tennis, bowls, netball and FMGA)	£ 137160
STP	£ 22352
Total	£ 1864360

3. Justification of Need

- 3.1 The Open Space, Sport and Recreation Strategy recognises the need to improve existing village hall facilities in the ward of Bramford and Blakenham. This includes the parishes of Great Blakenham, Little Blakenham, Bramford and Flowton. The Parish Rooms in Great Blakenham have recently been improved but the village hall requires some work to enable it to accommodate recent and upcoming residential growth. The Lorraine Victory Hall (village hall) in Bramford has also recently been upgraded and re-furbished but funding is still being sought to upgrade and re-furbish the toilets in the hall. The need for this work and future improvements will be exacerbated by new residents making use of the facilities.

Both Great Blakenham and Bramford have Bowls Greens which will require work in the future to cope with the growing demand for the usage of these facilities through new development. Bramford Bowls Club are currently seeking funding for Green improvements to replace the 'ditch' surrounding the green and to re-fill with a rubber compound.

Bramford Tennis Club whose membership covers Great Blakenham are seeking funding to install floodlighting as this is one of the only ways they can improve capacity. They are also struggling to accommodate new players because they are currently rely on changing facilities in a port-a-cabin which needs to be replaced/enlarged to enable more use.

There are plans to provide a new set of pitches (including a STP) for junior football at the old picnic site in Barham along with ancillary facilities i.e. changing rooms etc. This is in the catchment area for Great Blakenham and the local young people would be likely to use these facilities. The existing adult pitches in Great Blakenham along with the ancillary facilities also need improving and upgrading. Both these sites will require significant investment to enable them to support the demand from new developments in the sub-district.

Major new sports facilities are planned for Stowmarket in the evolving Stowmarket Area Action Plan. Contributions from across the district are being pooled to assist with the financial provision of these new facilities. There is a project to create a dual-use facility at Claydon High School to make the sports hall and other facilities available to the community on a shared basis. This will require significant funding to provide new accesses, reception area etc. The costs of this provision will largely be met through external funding sources, grant providers etc but as with other facilities, more people will increase the costs of provision, so it is justifiable to collect a contribution towards sports halls and other facilities.

The swimming pool at Stowmarket will serve the needs of residents in Great Blakenham (accepting that some will use other facilities in other towns depending on where they work etc) requires replacement in the medium term and funds are being collected for this purpose.

Six strategic Multi-use games areas (with floodlighting) are proposed based on a sub-district basis. There are plans to provide such a facility at Claydon or Barham, which are within the Great Blakenham sub-district area.

There are dedicated accounts to enable contributions to be accumulated to enable the above developments and improvements to be made.

EXECUTIVE SUMMARY (extracts from the Needs Assessment)

Playing pitches and other outdoor facilities

- **Football** - By 2021 there is an estimated requirement for 119 football pitches, comprising 60 senior and youth pitches, 37 junior and 22 mini over the whole district. There is thus a projected shortfall of 26 pitches overall, comprising 27 junior and 2 mini. This can be alleviated by means of new pitch provision in appropriate locations, improvements to existing pitches to ensure more intensive or by bringing school pitches into secured community use.
- **Cricket** - Three additional cricket pitches can be justified to meet future needs, probably in the Stowmarket, Needham Market and Woolpit areas, giving a future pitch requirement of 21 in total. Some pitch and facility improvements are also required throughout the district.
- **Rugby Union** - Pitch provision for rugby union requires 6 pitches in total by 2021, or the equivalent of 2 additional pitches, to be located in Stowmarket, preferably in conjunction with the existing club, and some improvements to ancillary facilities are required.
- **Hockey** - One additional STP capable of accommodating hockey is required up to 2021 in the Stowmarket area, possibly in conjunction with a school site. Significant refurbishment and improvements are necessary to the existing hockey facilities at Weybread.
- **Bowls** - No additional bowls greens are required up to 2012, as the potential demand from the increasing and ageing population is likely to be met at existing greens and clubs. However quality improvements, including the possibility of enhancement of some greens to an all weather surface, are required. All existing greens should be retained to meet additional local need, and development programmes actively promoted, particularly among younger people.
- **Tennis** - To allow clubs to develop juniors, accommodate additional adult members and meet LTA priorities, a further 10 courts are required at existing clubs to 2021. All existing courts should be retained and where necessary improved and renovated, to permit recreational tennis and allow any casual play generated.
- **Netball** - Changes in demand for additional facilities for netball are unlikely to be significant, but any new facilities required should be provided in conjunction with a network on new FMGAs. No new courts specifically for netball are therefore considered necessary. Some minor quality improvements to existing courts and ancillary facilities are required.
- **FMGAs** - New 2 court FMGAs can be justified in 6 additional locations in the main towns and villages, and single courts should be provided in 9 further smaller villages, and improvements to some existing facilities implemented.

Informal recreation space

- The precise demand for casual informal recreational space in the future is difficult to predict accurately and the future standard based on existing provision throughout the district of 0.6 ha. per 1000 population is proposed. Meaningful provision of informal recreation space requires an area of at least 0.2 has, and it is likely that a development of 300 houses would be necessary to require on-site provision. In most cases therefore, accessible off-site provision is therefore more appropriate, though consideration should be given to the enhancement of existing areas as an alternative to new provision.

Play facilities

- **TOPS and JOPs:** The priorities for new junior and toddlers play facilities are the main settlements of Stowmarket and Needham Market, together with Bacton, Bramford, Claydon and Barham, Elmswell, Eye, Haughley, Thurston, Walsham le Willows and Woolpit..
- **YOPS:** The following settlements are large enough to justify at least one YOP but have no such provision currently: Bacton, Barham, Bramford, Claydon, Debenham, Elmswell, Gt Blakenham, Mendlesham, Stradbroke and Thurston, and enhanced provision should be made in Stowmarket and Needham Market.

Built facilities

- **Sports halls** - by 2021, 7 sports halls, comprising 28 courts, should be available throughout the district to meet the needs of the wider community. These should be located to satisfy demand from existing and future centres of population. A number of possible options are available to meet these requirements:
 - A replacement 6 court hall in Stowmarket or the addition of 2 courts at the existing Mid Suffolk Leisure Centre
 - Formal community use of the five existing halls on High School sites, including any necessary alterations and extensions to encourage and facilitate community use
 - Development of one/two court halls in 2 strategic locations in the rural areas.
 In addition, it must be acknowledged that all the existing centres, which for the most part were built in the 1970s and 80s, will be coming to the end of their useful life by 2021 and will require at the very least significant refurbishment.
- **Swimming pools** – the apparent existing shortfall, coupled with significant population growth in the district, mainly in the larger settlements, suggests that further swimming provision could be justified, subject to more detailed feasibility. A number of options include:
 - Additional water space in Stowmarket, including the replacement of the existing pool by a larger facility
 - One or two new small community pools in strategic locations in the rural parts of the district (e.g. in the west), the A14 corridor (e.g. Needham Market/Claydon or Elmswell) or in conjunction with existing sports facilities on high school sites (e.g. Thurston), subject to formal Community Use Agreements
 In addition, as with sports centres, the two existing pools will in any case require significant refurbishment by 2021 because of age, deterioration and changing demands.
- **Indoor bowls** - there are sufficient facilities in Mid Suffolk for indoor bowls now and up to 2021, although a growing and ageing population will increase demand and impose pressures on existing facilities, and there is no allowance made for any development initiatives planned by the centres and governing bodies which could stimulate participation. Over the timescale envisaged there will also be a need to consider refurbishment of both bowls centres.
- **STPs** - in accordance with a local standard of one STP per 30,000 population in Mid Suffolk, there is a shortfall of up to two STPs in the district. The options for future provision therefore include:
 - The provision of an additional STP in the Stowmarket area
 - The possibility, subject to a more detailed feasibility study, of one further STP on a high school site in conjunction with existing sports facilities, and the establishment of a formally adopted Community Use Agreements.
 By 2021 (and indeed well in advance of this) significant refurbishment of the existing STPs at Weybread, including the short-term replacement of the existing sand filled surface, will be necessary.
- **Village/community halls.** Current provision of village halls and community centres in the district is estimated at about 1 hall per 1000 population or the equivalent of 150m² per 1000 population. This standard should be adopted for future provision, and used primarily

to effect improvements to existing facilities to enable sport and recreation to take place in villages, though new provision might be justified in larger developments.

Future standards of provision

Future provision of sports and play facilities should be made in accordance with the following standards.

Playing pitches	1.6 ha/1000
Other outdoor sport	0.12 ha/1000
FMGAs	0.04 ha/1000
All outdoor sport	1.76 ha/1000
Informal recreation space	0.6 ha/1000
Play	0.2 ha/1000
Sports halls	0.26 courts/1000
Swimming pools	9.18 m ² /1000
STPs	0.03 pitches/1000
Village/community halls	150 m ² /1000

Changes made to tables 2 and 3 of the SPD to account for inflationary increases 2010/11

Individual dwellings and up to 9 dwellings will contribute to:-			
	M ² per person	Provision cost £ per m ²	Contribution cost: £ per person
Village Halls and Community Centre	0.15	1,893	284
Swimming pools	0.00919	10,446	96
Sports Halls	0.0395	4,557	180
Outdoor other sports pitches (including tennis, bowls, netball and FMGA)	1.6	84.4	135
STP	0.18	122.2	22
TOTAL CONTRIBUTION PER PERSON			717

The table below shows the additional contributions required per person for developments of 10 or more dwellings (these will be combined with the table above):

Ten or more dwellings will also contribute to :-			
	M ² per person	Provision cost £ per m ²	Contribution cost: £ per person
Play Areas	2.0	159.5	319
Outdoor Pitches (Football, Cricket, Rugby, Hockey)	16.0	43.6	697
Informal recreation space	6.0	17	102
ADDITIONAL CONTRIBUTION PER PERSON			1118

Community Facilities, Open Space, Sport and Recreation Contributions

Category	m ² per person	Provision cost:	Contribution cost:
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		£ per m ²	£ per person
Outdoor pitches	16.0	43.6	697
Outdoor other sports facilities	1.6	84.4	135
Children's Play	2.0	159.5	319
Village halls and community centres	0.15	1,893	284
Swimming pools	0.00919	10,446	96
Sports halls	0.0395	4,557	180
STP	0.18	122.2	22
Informal recreation space	6.0	17	102
TOTAL CONTRIBUTION PER PERSON FOR DEVELOPMENTS OF MORE THAN 10 DWELLINGS			1835

Planning application consultation from Strategic Housing.

Planning Application No. 3310/14/FUL – Development of 270 new dwellings comprising 110 x 2 bed houses, 131 x bed houses and 29 x 4 bed houses on land between Gipping Road and Bramford Road, Great Blakenham.

This application seeks to vary the content, design and density of the previous application granted permission in December 2010. In 2010 the HCA approved Kickstart funding for the housing development to the tune of £5.585m, £3.9m of which was grant made available to provide the first two phases of rented and shared ownership affordable housing – 81 units in total.

The 2010 permission also included a further 32 affordable units that were to come forward in the next phase of housing.

It has always been recognised that this particular site is not an easy site to develop due to its previous uses and the level of remediation works and decontamination required. This application from Orbit Homes represents a change to the original tenure balance from the 2010 permission. No further affordable homes are proposed. The 2010 permission with 350 dwellings provided 32% affordable housing. This revised application because it has taken out the remaining affordable homes due to be built under the 2010 permission, **and** has increased the overall number of dwellings the percentage of affordable homes across the whole site will reduce to **19%**. For a development of 426 across the development to be policy compliant there should be **149** affordable homes.

This reduction is extremely disappointing in view of the large sums of HCA grant that has previously been invested in the development. With the increase in housing prices in the housing market over the past 2 years – there is an increasing need for affordable homes, with over 1000 households on the councils housing register.

With regards the market homes being proposed on this development most of the homes are 2 and 3 bedroom houses, a smaller number are 4 bedroomed houses. Certainly from the available information 2 and 3 bed houses are the most in need to support the housing needs of young families. The scheme however, does not offer any suitable housing options for older people as the new homes do not conform to Lifetime Homes standard or wheelchair use. There are no bungalows included in the development – again a form of housing attractive to some older people.

The scheme does still seek to offer the local centre which has throughout negotiations, remained a critical part of the infrastructure package for the site – particularly as Great Blakenham does not currently have a local shop.

It is disappointing to see a much reduced level of affordable housing on this site particularly in view of the extra homes proposed and the level of grant previously allocated to this development. The viability case has been examined in detail and the package of housing and infrastructure contributions is less than included in the 2010 permission but has been assessed as the maximum amount the development can produce.

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If there were to be any additional profit produced by the development over and above that included in the viability assessment, a review clause in the S106 agreement could capture any uplift in figures in the form of a commuted sum in lieu of affordable housing – if this could be included in the S106 it would provide a possible safeguard to secure something for future affordable housing provision.

It is important that this development continues to build out the units so that it does not stall part way through delivery. If the developer left the site unfinished, the existing residents on the site would be left living on a building site for years to come and the infrastructure that the village needs would not be delivered.

I trust the above comments are of assistance.

Regards,

Julie Abbey-Taylor
Corporate Manager – Strategic Housing.

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From: David Sparkes
Sent: 27 November 2014 10:16
To: Michelle Lyon
Subject: FW: Consultation on Planning Application 3310/14 Gt Blakenham

Hello Michelle

Apologies for the delay in replying.

The former cement works site at Great Blakenham is included in the housing trajectory as part of the 5 year housing supply, with p.p. for 356 houses, of which 106 completed (Annual Monitoring Report , as at 31 March 2014). In that respect, the proposed increase in numbers would be welcomed as a contribution to the 5 year supply.

Provision for a convenience store would be a useful addition for Great Blakenham to serve the housing and employment areas, as most existing services and facilities are some distance away at Claydon.

I don't think there any further planning policy issues and Julie Abbey-Taylor has sent comments regarding housing provision. I understand that the proposed emphasis on 2 and 3 bed homes would be in line with our information on needs / demand and that negotiation of affordable housing / viability has been very difficult and lengthy! The proposals would result in about 19% affordable housing overall, although a large part of this was provided by earlier public funding.

Regards,

David Sparkes,
Planning Policy

Consultee Comments for application 3310/14

Application Summary

Application Number: 3310/14

Address: Land Between Gipping & Bramford Road, Great Blakenham

Proposal: Erection of 270 dwellings comprising 110 x two-bedroom houses, 131 x 3 bedroom houses and 29 x 4 bedroom houses and associated garaging/car parking, landscaping, public open space, play areas and access to Bramford Road, together with the construction of a convenience store with 6 x two-bedroom flats above, associated parking and servicing areas on land at Hackneys Corner.

Case Officer: Michelle Lyon

Consultee Details

Name: Mrs Susan Francis

Address: Mid Suffolk District Council 131 High Street, Needham Market, Ipswich IP6 8DL

Email: susan.francis@midsuffolk.gov.uk

On Behalf Of: MSDC - Planning Enforcement

Comments

There are no current planning enforcement investigations on this site.

Susan Francis

Planning Enforcement Officer

5 November 2014

Application Reference: 3310/14/FUL	Officer Allocated to: PJS
Location of Proposed Development: Land Between Gipping & Bramford Road, Great Blakenham	
Details: Erection of 270 dwellings comprising 110 x two-bedroom houses, 131 x 3 bedroom houses and 29 x 4 bedroom houses and associated garaging/car parking, landscaping, public open space, play areas and access to Bramford Road, together with the construction of a convenience store with 6 x two-bedroom flats above, associated parking and servicing areas on land at Hackneys Corner.	
Date Documents Received: 03.11.2014	Date Reply Required by Planning: 28.11.2014
Objections:	

Thank you for the opportunity to comment on the above planning application.

I do not have any objection, in principle, to the proposed development.

Noise

I note that a thorough noise assessment was submitted as part of Planning Application 3489/09 which identified the glazing and ventilation requirements for each plot number. My understanding, however, is that the layout has changed and the area previously indicated as 'Employment Land' adjacent B1113 Bramford Road, and the 'School Site area' are now proposed for housing, also flats above the convenience store. I, therefore, recommend that the applicant submit an updated scheme for approval by the Local Planning Authority, prior to commencement of the proposed development.

I am unaware of the equipment that the proposed convenience store will have but would recommend you include a condition requiring planning approval for any externally mounted equipment such as mechanical ventilation and air conditioning equipment, in the interest of the residential amenity of the occupiers of the residential accommodation above:

No noise generating plant including mechanical ventilation or refrigeration/air conditioning, refuse compacting/baling plant shall be installed in any part of the development until full and precise details have been submitted to and approved in writing by the Local Planning Authority. The details shall include a noise assessment in accordance with BS4142:1997. The noise generating plant shall be installed in accordance with the approved scheme and shall thereafter be maintained in accordance with the approved details.

I would also recommend a condition should be imposed on any permission which may be granted stipulating that the convenience store shall be closed for business before 07:00 and after 22:00 hours Monday to Saturday; and before 08:00 and after 16:00 hours on Sundays and Bank Holidays. No deliveries shall be made before 7:30 and after 19:00 hours Monday to Saturday or before 08:00 and after 16:00 hours on Sundays and Bank Holidays.

Due to the substantial nature of the construction work I also recommend a condition on construction hours to mitigate any adverse effects on existing residential properties near to the site:

Working hours during the development of the site shall be restricted to 07:30 to 18:00 hours Monday to Friday, 08:00 to 13:00 hours Saturday and there shall be no working hours on Sundays or Bank Holidays.

Dust, Smoke and other Environmental Matters

I also recommend that a condition should be imposed on any permission which may be granted to require the developer to submit a Construction Management Plan to the Local Planning Authority for approval in writing prior to commencement of the development.

Reason: In the interest of residential amenity.

Signed: Philippa Stroud

Date: 11 December 2014

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From: Pittam, Nathan [<mailto:Nathan.Pittam@babergh.gov.uk>]
Sent: 22 January 2015 08:24
To: Planning Emails
Subject: 3310/14/FUL. EH. Land Contamination.

3310/14/FUL. EH. Land Contamination.

**Land at, Bramford Road, Great Blakenham, IPSWICH, Suffolk.
Erection of 270 dwellings comprising 110 x two-bedroom houses, 132 x 3 bedroom houses and 28 x 4 bedroom houses and associated garaging/car parking, landscaping, public open space, play areas and ...**

I have reviewed the site history for the above site as far as I have it on the files that were inherited from my predecessor at Mid Suffolk. I can see that there are a remediation proposals from 2006 which were accepted in the planning file and then updated versions in 2011 and 2012 owing to changes to the guidance. The Remediation Method Statement (RMS) included additional intrusive works, for which no specific details are given, especially in the area of the fuel depot I think that the condition as proposed remains appropriate as it allows for those areas which have yet to be fully investigated to be done so. This also allows for the review of the earlier investigations to ensure that they are appropriate and fit for purpose given the significant regulatory changes that have occurred since their production and brings the negotiated changes to the original RMS into a formally documented Remediation report . I would then recommend that the applicant produces an RMS based on the additional findings and also the review of the previous works to produce a definitive plan on dealing with the new data and also the older data if remaining appropriate.

I would therefore maintain that the original condition as proposed will ensure that the additional works are completed as necessary and that the it neatly formalises the RMS for the site.

Regards

Nathan

Dr. Nathan Pittam
Senior Environmental Management Officer - Environmental Protection
Babergh and Mid Suffolk District Council - Working Together
t: 01449 724715
e: nathan.pittam@babergh.gov.uk
w: www.babergh.gov.uk www.midsuffolk.gov.uk

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From: Pittam, Nathan [mailto:Nathan.Pittam@babergh.gov.uk]
Sent: 12 January 2015 11:16
To: Planning Admin
Subject: 3310/14/FUL. EH. Land Contamination.

3310/14/FUL. EH. Land Contamination.

**Land at, Bramford Road, Great Blakenham, IPSWICH, Suffolk.
Erection of 270 dwellings comprising 110 x two-bedroom houses, 132 x 3
bedroom houses and 28 x 4 bedroom houses and associated garaging/car
parking, landscaping, public open space, play areas and ...**

Many thanks for your request for comments in relation to the above application from the perspective of land contamination which I will aim to do later this week. Could you also please send a separate consultation on "EH-Sustainability Issues" owing to the scale of the development – could this please be sent through the usual channel.

Regards

Nathan

Dr. Nathan Pittam
Senior Environmental Management Officer - Environmental Protection
Babergh and Mid Suffolk District Council - Working Together
t: 01449 724715
e: nathan.pittam@babergh.gov.uk
w: www.babergh.gov.uk www.midsuffolk.gov.uk

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BABERGH/MID SUFFOLK DISTRICT COUNCIL**MEMORANDUM**

TO: Chief Planning Control Officer For the attention of: Planning

FROM: Nathan Pittam, Environmental Protection Team DATE: 16th January 2015

YOUR REF: 3310/14/FUL. EH. Land Contamination.

SUBJECT: Land at, Bramford Road, Great Blakenham, IPSWICH, Suffolk.
Erection of 270 dwellings comprising 110 x two-bedroom houses, 132 x 3 bedroom houses and 28 x 4 bedroom houses and associated garaging/car parking, landscaping, public open space, play areas and ...

Please find below my comments regarding contaminated land matters only.

The Environmental Protection Team has no objection to the proposed development, but would recommend that the following Planning Condition be attached to any planning permission:

Proposed Condition: Standard Contaminated Land Condition (CL01)

No development shall take place until:

- 1. A strategy for investigating any contamination present on site (including ground gases, where appropriate) has been submitted for approval by the Local Planning Authority.*
- 2. Following approval of the strategy, an investigation shall be carried out in accordance with the strategy.*
- 3. A written report shall be submitted detailing the findings of the investigation referred to in (2) above, and an assessment of the risk posed to receptors by the contamination (including ground gases, where appropriate) for approval by the Local Planning Authority. Subject to the risk assessment, the report shall include a Remediation Scheme as required.*
- 4. Any remediation work shall be carried out in accordance with the approved Remediation Scheme.*
- 5. Following remediation, evidence shall be provided to the Local Planning Authority verifying that remediation has been carried out in accordance with the approved Remediation Scheme.*

Reason: To identify the extent and mitigate risk to the public, the wider environment and buildings arising from land contamination.

It is important that the following advisory comments are included in any notes accompanying the Decision Notice:

"There is a suspicion that the site may be contaminated or affected by ground gases. You should be aware that the responsibility for the safe development and secure occupancy of the site rests with the developer.

Unless agreed with the Local Planning Authority, you must not carry out any development work (including demolition or site preparation) until the requirements of the condition have been met, or without the prior approval of the Local Planning Authority.

The developer shall ensure that any reports relating to site investigations and subsequent remediation strategies shall be forwarded for comment to the following bodies:

- *Local Planning Authority*
- *Environmental Services*
- *Building Inspector*
- *Environment Agency*

Any site investigations and remediation strategies in respect of site contamination (including ground gases, where appropriate) shall be carried out in accordance with current approved standards and codes of practice.

The applicant/developer is advised, in connection with the above condition(s) requiring the submission of a strategy to establish the presence of land contaminants and any necessary investigation and remediation measures, to contact the Council's Environmental Protection Team."

Nathan Pittam
Senior Environmental Management Officer

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From: Pittam, Nathan [mailto:Nathan.Pittam@babergh.gov.uk]
Sent: 19 February 2015 09:07
To: Planning Admin
Subject: 3310/14/FUL. EH - Sustainability Issues. .

3310/14/FUL. EH - Sustainability Issues.
Land at Bramford Road and, Gipping Road, Great Blakenham, IPSWICH, Suffolk.
Erection of 270 dwellings comprising 110 x two-bedroom houses, 132 x 3 bedroom houses and 28 x 4 bedroom houses and associated garaging/car parking, landscaping, public open space, play areas and ...

Many thanks for your request for comments in relation to the above application. I have reviewed the application on the grounds of sustainability. I believe that our policies state that the development should demonstrate 10% of energy from renewable sources and that it achieves Code for Sustainable Homes Level 4. I note, however, that this application has been submitted in a variety of formats previously and my colleague, Ishaq Muhammad, did not previously request such information and therefore it would be inconsistent to request this now – if you feel that it is appropriate to pursue the developer for this information then please let me know and I will assist where I can in the determination of the appropriateness of any information submitted.

Regards

Nathan

Dr. Nathan Pittam
Senior Environmental Management Officer - Environmental Protection
Babergh and Mid Suffolk District Council - Working Together
t: 01449 724715
e: nathan.pittam@babergh.gov.uk
w: www.babergh.gov.uk www.midsuffolk.gov.uk

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Your Ref:3310/14
Our Ref: Min/Gen
Date:4th November 2014
Enquiries to: Terry Burns

Tel: 01473 264764
Email: terry.burns@suffolk.gov.uk

Philip Isabel
Corporate Manager - Development
Management
Planning Services
Mid Suffolk District Council, 131 High Street
Needham Market, Suffolk
IP6 8DL

FAO Michelle Lyons

Dear Mr Lyons,

**Proposed erection of dwellings, Land between Gipping and Bramford Road, Great Blakenham.
Application No: 3310/14**

Further to your consultation letter dated 3rd November 2014 concerning the above, the application details have been viewed online.

From the County's Mineral and Waste interest the land does lie within a Minerals Consultation Area. I note however, that the application relates to land subject to an extant permission for principally housing development with an element of construction already completed.

The application does propose additional housing partially accommodated through deletion of previously identified employment land. It is not apparent from the submitted application details as to how Policy WDM17 of the Suffolk County Council Waste Core Strategy March 2011 has been addressed.

Thank you for the opportunity to comment.

Yours sincerely

Terry Burns
Senior Policy Officer

From: PROW Planning
Sent: 12 November 2014 16:14
To: Planning Admin
Cc: erica@ejwplanning.co.uk
Subject: RE: Consultation on Planning Application 3310/14

Rights of Way Response

Thank you for your consultation regarding the above planning application.

Please accept this email as confirmation that we have no comments or observations to make in respect of this application affecting Public Footpath No. 13, which is on the opposite side of the road.

Please note, there may also be public rights of way that exist over this land that have not been registered on the Definitive Map. These paths are either historical paths that were never claimed under the National Parks and Access to the Countryside Act 1949, or paths that have been created by public use giving the presumption of dedication by the land owner whether under the Highways Act 1980 or by Common Law. This office is not aware of any such claims.

Regards

Jill Christley
Business Support Officer
Rights of Way and Access
Economy Skills and Environment, Suffolk County Council
Endeavour House, 8 Russell Road, Ipswich, IP1 2BX

Tel: 01473 264759

DISCLAIMER: This information has been produced by Suffolk County Council's Natural Environment Team on behalf of Mid Suffolk District Council, at their request. However, the views and conclusions contained within this report are those of the officers providing the advice and are not to be taken as those of Suffolk County Council.

Ms M Lyon
 Planning Services
 Mid Suffolk District Council
 131 High Street
 Needham Market
 Suffolk IP6 8DL

Ms A Westover
 Landscape Planning Officer
 Natural Environment Team
 Suffolk County Council
 Endeavour House (B2 F5 55)
 Russell Road
 Ipswich
 Suffolk IP1 2BX

Tel: 01473 264766
 Fax: 01473 216889
 Email: anne.westover@suffolk.gov.uk
 Web: <http://www.suffolk.gov.uk>

Your Ref: 3310/14
 Our Ref: Landscape/MSDC/Gt Blakenham
 Date: 16th December 2014

Dear Michelle,

Proposal: Erection of 270 dwellings comprising 110 x two bedroom houses, 131 x three bedroom houses and 29 x four bedroom houses and associated garaging and car parking, together with the construction of a convenience store with 6 x two bedroom flats above, associated parking and servicing areas on land at Hackneys Corner.

Location: Land between Gipping and Bramford Road, Great Blakenham

Application Number: 3310/14

Thank you for your consultation relating to this development.

I aim to address matters of overall landscape and layout design and have commented in respect of the specific landscape plans; James Blake Associates soft layout proposals plans JBA 09-1704-13 to 17, the open space layout, the coloured layout and the planning layout LLC926-AP5-100.

I am concerned that the proposed layout plan does not deliver a good level of soft landscape due to the constraints of space, highways, parking and drainage requirements. There are areas; in particular the open spaces and the main highway frontages where a high level of planting is needed. Some further clarity on the objectives behind the open spaces and the treatment illustrated may be helpful. It is disappointing that two of the existing planted spaces needs to be subject to young tree removal due to the need for soakways/underground drainage units.

There are plant failures and gaps on the ground within the landscape of the existing development area. The Gipping Road frontages to the buildings are sparsely planted and in many areas comprise open grass, no trees and an uninspired landscape treatment. It is

essential to ensure that deficiencies in landscape and management in the built scheme are not replicated within this remaining and extensive phase of the project.

I have noted some anomalies between the coloured layout plan and the detailed landscape plans. There are many cases where the layout plans optimistically illustrate trees which are not shown in the detailed landscape plans. This will result in the scheme being dominated by the hard built form. Where it is feasible to accommodate trees I consider they should be included. In view of the difficulties in terms of space for trees a strategy for including these in rear gardens, both fruiting and flowering would be beneficial.

The landscape plans do not clarify which/where hedges and trees are to be retained, particularly on the main road frontages. This information would help to assist with understanding the complete landscape package and resulting scheme appearance.

I make the following observations:

Landscape Drawing number JBA 09-1704-12

- Village green, I suggest that a native mix hedge is provided to southern boundary with sufficient space provided to allow it to form a dense hedge alongside new car park and village centre. Non thorny species can be used to avoid any conflicts where hedges are close to cars/people. Viburnum tinus is becoming over-used on this site and I suggest other hedge species are used to add variety.
- Frontage treatment to village centre unclear and differs from the coloured layout plan where the full width of planting is shown. This may be more effective especially if a simple shrub mix is chosen.
- The layout plan shows many more trees than the detailed landscape plan, the latter may have omitted these for practical reasons but this needs clarification.
- Grass frontage area to the village centre car park will look dull, this is shown as a treed space on the layout plan. Design of this space will look weak, a strong design solution is needed to the road frontage, see below.
- Gipping Road frontage needs a strong landscape framework of street trees and hedges. There are stretches where the treatment will look ineffective with grass and garden fences backing onto the public footway. Plots are 100, 112 and 113 are examples.
- Open space planting will need considerable simplification to achieve good effect and ease of maintenance. Simple hedges with trees would work more effectively than mixed small groups of ornamental shrubs/herbaceous.
- Others may comment in more detail on the **play equipment** specified, however I suggest that the swing unit is too close to Plot 112 (buffer zone not incorporated). The play space will need to be fenced and hedge off from the road for safety purposes.
- The underground water SUDS/soakaway units must not preclude suitable tree planting or re-furbishment of the play equipment from taking place. Clarification on the specification will be needed.

- Many trees shown within plots of layout plan are omitted on detailed plans due to lack of space. This needs further consideration, back garden fruit and/or flowering trees may provide some mitigation and should be incorporated.
- Plot landscape needs to be simplified to ensure that it is effective.

Landscape Drawing number JBA 09-1704-13 and 14

- The use of the open space on Bramford Road frontage is unclear, as an informal space there is scope for a greater amount and variety of planting. Ten trees are shown, pine and hornbeam with no under planting. This is not satisfactory, trees planted straight into grass invariably get damaged and exhibit poor growth.
- Likewise the space around the electricity substation is poorly planted with some 15 trees and ground cover species. Planting may be constrained by electric connections but the planting as shown will produce a rather fragmented scheme with little screening benefits. Occasional buddleia and dogwood and some trees planted very close to the edge of the service strip are likely to look rather unusual and will not thrive as planted straight into grass. A more comprehensive and simple design may be more effective.
- Plots are exceptionally close to the roadside hedge and it is not clear whether this can be retained, e.g. plots 143, 144, 158, 189, 200-202.
- A footpath 'link' (next Plot 189) is shown but it is not clear where this leads to? The treatment of the space alongside Plots 189 to 203 is unclear. The use of close boarded fences on the frontage will not look attractive. Some planting adjacent to Plot 203 appears to sit within the proposed new footway. Clarity is needed here.
- The layout plan shows many more trees than the detailed landscape plan, the latter may have omitted these for practical reasons but this needs clarification.

Landscape Drawing number JBA 09-1704-15 and 16

- Clarity over the Bramford Road frontage landscape treatment needs to be provided. There needs to be a clear plan for the treatment of the roadside hedge and trees. If the poplars are being removed (their long term value is likely to be limited) then these will need to be planted with a suitable species of tree to ensure a good roadside scheme of planting. The plan 09-1704-15 shows close boarded fences forming the roadside frontage, this will not produce a good scheme with a high standard of landscape or urban design.
- It is disappointing that there is no longer a proposal to create a tree lined avenue into the development from Bramford Road. This was illustrated for applications under 3489/09 and 3066/13.
- The layout plan shows many more trees than the detailed landscape plan, the latter may have omitted these for practical reasons but this needs clarification. Back garden trees will be needed to ensure a level of screening and visual amenity for existing residents to the south of the site.

- Plots such as 382, 383 and 403 are particularly close to the existing garden boundaries, a predominance of new close boarded fences and no planting will produce a very suburban appearance on this boundary.
- The parking areas to the front of Plots 323 and 324 will be prominent with space for ground cover planting only on its boundaries. Trees shown on the layout plan are unrealistic given the space available and not shown in the detailed landscape plans.
- The space next to the railway line and off Chapel Lane is included in the application red line due to the need for further drainage soakaways and the requirement to remove new trees. Clarity may be needed to seek to ensure that the remaining space here is subject to a good planting scheme.

Landscape Drawing number JBA 09-1704-17

- **Smaller open space area, front of plots 263 – 273:**
- Others may comment on the detail of play equipment and whether this is appropriate for the age ranges of children and the space available.
- The underground water SUDS/soakaway units must not preclude the re-furbishment of the play equipment from taking place in the future.
- I note that the proposed planting around the space is very intricate and complex, this will lead to management challenges and is unlikely to provide a good long term structure for the play space. I suggest that this is simplified to create flowering hedge/shrub border around the space using a more limited number of key hard species only. This could incorporate the Viburnum tinus species used and would remove the need for any additional planting beds.
- The number of trees around the space is limited, possibly by the need for drainage soakaways? Trees are 1 Betula (birch) and 5 Sorbus sp (Rowan type), this will be insufficient to create an attractive space and to enhance the elevation of the buildings framing this space. This is a key space in the approach to the development and is shown to be well planted on the coloured layout.
- **Larger established open space, now within the red line:**
- There is now a proposal to remove a significant number of trees from this space due to the drainage requirements of the development. This will result in there being less tree cover which over time could have served to enhance the development, the space and provide some mitigation to the roofscapes in wider views.

Maintenance Report produced by Orbit

You have asked me to look at his document as it is likely that Orbit will manage the public landscape and open space areas. The report is a Service Level agreement and includes a

basic agreement in paragraphs 8.1 – 8.4 relating to grass, shrub and flowers, hedges and trees. It is not a full management / maintenance plan and schedule.

The landscape scheme is complex and covers many various items relating to soft landscape and play. In addition to the limited text provided would expect to see detailed information relating to the following items:

- Play space (may be covered elsewhere perhaps)
- Native shrub planting
- Pruning of flowering species where this is needed outside October to March period.
- Perennial species
- Ground cover mixes (these are highly complex)
- Wildflower and swale areas
- Bulb planting areas
- Replacement of mulching materials
- Removal of 'biodegradable' mulch matting. I do not recommend the use of such materials but if used there must be provision for keeping it tidy and removing it at the appropriate time.
- Management and removal of all other planting protection used such as tree stakes, ties, guards and any protective fencing
- Management of existing retained hedgerows; particularly to include the protection of wild species
- Management of existing mature trees

In conclusion I consider that there needs to be more clarity on certain landscape design aspects, more provision for planting particularly trees and hedges, a stronger landscape strategy for the highway frontages, a simplification of plant species used (shrub, ground cover and herbaceous material) and a more comprehensive maintenance and management schedule.

This is already a prominent housing development and there should be a greater emphasis placed on producing an attractive and well landscaped scheme for the remaining significant area of land.

Please let me know if you require any further assistance with this application or advice on landscape detail.

Yours sincerely

Anne Westover BA Dip LA CMLI
Landscape Planning Officer

From: Peter Black
Sent: 06 March 2015 10:39
To: Michelle Lyon
Subject: FW: 3310/14 Great Blakenham

Michelle,

As requested

Highways Conditions / obligations.

The HoT list below is not very clear, especially with the various embedded comments.

We therefore comment for highways overall, afresh ie not unpicking any previous positions/ ag'ts entered.

Conditions

Approved drgs:

- Drg 2013/1725/001 Rev E
- Drg 2013/1725/002 Rev E
- Drg 2013/1725/003 Rev C
- Drg 2013/1725/004 Rev E
- Drg 2013/1725/005 rev D

<p>Planning Control Received</p> <p>06 MAR 2015</p> <p>Acknowledged</p> <p>Date</p> <p>Pass to</p>
--

Construction M't plan- incl updated drg. To incl requirement: No parking up or laying over of vehicles on Bramford Road, Gipping Road or Chapel Lane
Travel Plan- *Chris W prefers this to be s106 not condition*

ER1

ER2

P1 Drg number LLC926-AP5-100-Q

- Provision of new priority junction to Bramford Road completed and in use prior to occupation of **160** dwellings; in principle in accordance with Drg **2013/1725/004 Rev E**, final details to be agreed
- Hackneys Corner remodelling completed and in use prior to occupation of **185** dwellings; in principle in accordance with Drg **2013/1725/002 Rev E** and Drg **2013/1725/003 Rev C**, final details to be agreed
- Provision of improved footways, cycleways, informal crossings and improved lighting along Bramford Road completed and in use prior to occupation of **160** dwellings; in principle in accordance with Drg **2013/1725/001 Rev E**, final details to be agreed
- Provision of improved footways, cycleways, informal crossings and improved lighting along Bramford Road completed and in use prior to occupation of **185** dwellings; in principle in accordance with Drg **2013/1725/002 Rev E**, final details to be agreed
- Provision of Toucan Crossing Bramford Road completed and in use prior to occupation of **185** dwellings; in principle in accordance with Drg **2013/1725/002 Rev E**, final details to be agreed

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- Provision of new priority junction to the local centre, provision of footways, cycleways Gipping Road completed and in use prior to occupation of 185 dwellings; in principle in accordance with Drg 2013/1725/005 rev D, final details to be agreed

Provision of Chapel Lane link and measures. To be in place at point of adoption of link road, final details to be agreed – *condition or S106 given relationship with adoption?*

NOTE 02
NOTE 07

S106

As per emails from Chris Ward- he would like to see the Travel plan included in s106

Must allow buses to Chapel Lane link without impediment
Land needs to be safeguarded for a r'bt- *how is this to be secured?*
What becomes of the existing requirements in the existing s106's?

Regards
Peter Black

<p>Planning Control Received 06 MAR 2015</p> <p>Acknowledged</p> <p>Date</p> <p>Pass to</p>
--

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Your Ref: MS/3310/14
Our Ref: 570\CON\2811\14
Date: 24 November 2014
Enquiries to: MartinEgan
Tel: 01473 264757
Email: martin.egan@suffolk.gov.uk

The District Planning Officer
Mid Suffolk District Council
Council Offices
131 High Street
Needham Market
Ipswich
Suffolk
IP6 8DL

For the Attention of: Michelle Lyon

Dear Sir

**TOWN AND COUNTRY PLANNING ACT 1990
CONSULTATION RETURN MS/3310/14**

PROPOSAL: **Erection of 270 dwellings comprising 110 x two-bedroom houses, 131 x 3 bedroom houses and 29 x 4 bedroom houses and associated garaging/car parking, landscaping, public open space, play areas and access to Bramford Road, together with the construction of a convenience store with 6 x two-bedroom flats above, associated parking and servicing areas on land at Hackneys Corner.**

LOCATION: **Land Between Gipping &, Bramford Road, Great Blakenham, Ipswich, Suffolk**

ROAD CLASS:

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

Drawing Number LLC926-AP5-100 Revision L.

Residential.

1. The road serving Plots 340 to 385 should be to minor access road standard with two 1.8m wide footways. There are too many small dwellings here for it to be suitable for a shared surface type road.
2. The loop road serving plots 320 to 425 should also be to minor access road standard with two 1.8m wide footways.
3. Visibility splays are required at the road junction across Plot 225.
4. Visibility splays are required at the road junction across Plot 168.
5. Visibility splays are required at the road junction across Plots 131 and 150/151.
6. Visibility splays are required at the road junction across Plots 111 and 123.

7. The turning head stub between Plots 112 and 113 is too short, vehicles will not be able to turn around successfully. Refer to page 125 of the Suffolk Design Guide for the required dimensions.
8. The turning head outside Plots 201/202 is too short making it difficult for larger vehicles to turn around. Again refer to page 125 of the SDG.
9. The parking court access cutting across the footpath link outside Plot 357 is not ideal.
10. It is not clear where the footpath link to the front of Plot 189 is intended to go. This will need to be clarified.
11. There are various Plots which have insufficient car parking provided. Many of these are 4 bed dwellings with only 2 spaces provided – Plots 122, 124, 210, 216, 295, 313, 317, 318, 329, 332, 336, 338, 377. I suspect that the garage sizes are also small which may exacerbate the parking shortfall.
12. There are no visitor parking spaces provided within the scheme.
13. Private driveway accesses should be 4.5m wide for at least the first 10m length. Those affected are serving Plots 154 to 158, 164 to 166, 177 to 184, 189 to 195, 207 to 212, 228 to 229, 272 to 276, 301 to 307, 323 to 327, 359 to 362, 369 to 374.
14. Driveways in front of garages need to be 6m long in order to avoid vehicles obstructing the highway. There are many which appear too short – Plots 112, 113, 122, 124, 145, 146, 206, 216, 217, 316, 317, 318, 329, 332, 336, 338, 341.
15. Double length driveways should be a minimum of 10m long. Many are too short, Plots 114, 200, 201, 202, 295, 296, 299, 300, 319, 320, 334, 335, 366, 386, 393, 413, 414.
16. Parking spaces positioned adjacent to fences or walls need to be at least 3m wide to allow access to each side of a car. Many are too narrow – Plots 132, 133, 141, 143, 144, 149, 150, 151, 154, 155, 156, 157, 189, 193, 194, 195, 203, 204, 205, 206, 209, 210, 220, 223, 224, 225, 227, 229, 230, 263, 271, 272, 276, 295, 296, 299, 300, 304, 305, 309, 314, 315, 323, 328, 334, 335, 360, 361, 369, 370, 373, 374, 384, 386, 393, 413, 414.
17. Plot 144 has insufficient manoeuvring space with access to the parking space and garage being difficult.
18. The parking court serving Plots 164 to 166 is cramped meaning difficult manoeuvring for these units.
19. The parking court serving Plots 207 to 212 has similar difficulties and should also be improved.

Village Centre.

1. For this size of shop 3 disabled parking spaces should be provided and they should be located closer to the shop entrance.
2. The cycle stands should be moved closer to the shop entrance.
3. There is insufficient manoeuvring space for the servicing/deliveries to the shop. Delivery vehicles will probably need to reverse into the service area but it is unlikely there is sufficient space to allow this.
4. There does not appear to be any bin storage or secure cycle storage facilities provided for the flats.
5. Car parking for the flats appears to be below standard so additional spaces should be provided.

Yours faithfully

Mr Martin Egan
Development Management Engineer
Highway Network Improvement Services
Economy, Skills & Environment

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Date: 18th November 2014
Enquiries to: Chris Ward
Tel: 01473 264970
Email: chris.ward@suffolk.gov.uk

Peter Black
Development Control
Suffolk County Council
Endeavour House
8 Russell Road
Ipswich
IP1 2BX

Dear Peter

Suffolk County Council response to Blakenham Fields, Bramford Road

Thank you for providing me the Framework Travel Plan for the development on Blakenham Fields in Great Blakenham.

Having reviewed the travel plan I have noticed that the travel plan is written in a way the site is completely unoccupied. On passing by the site there are houses that seem to be occupied, which would require more site specific information to be provided in the document.

I have listed what actions need to be done to bring the document up to the standard which it can be approved. If you require any clarification on the comments attached to this letter, please contact me to discuss.

I look forward to receiving the updated travel plan.

Yours sincerely

Chris Ward
Travel Planner
Economy, Skills and Environment

Paragraph 1.1.2: The residential dwelling number in **Appendix A** (426 dwellings) contradicts the number of dwellings mentioned in this paragraph (440 dwellings). What is the correct figure?

There needs to be some information on the current build status of the site as there are already many dwellings occupied. Also include some information the details the remaining phases of the development and the estimated build time.

Paragraph 1.1.5: This paragraph must be rephrased as the development is currently occupied.

Paragraph 1.1.9: Will there be a service charge for all the residents that live on the site? If so, will there be any extra funding towards the travel plan and its measures?

Paragraph 1.3.2: Have the local businesses, schools and the community been consulted about forming this Travel Plan User Group?

3. Site Description and Accessibility Credentials:

Include a list of the existing barriers and issues in favour of using sustainable transport. The Travel Plan targets and objectives should look to overcome the barriers and issues listed.

Paragraph 3.3.6: Is there a safe walking and cycling route to the local primary and secondary schools? Have there been any discussions with these schools in regards to measures that would encourage pupils to travel by sustainable means (i.e. walking bus).

Paragraph 3.3.15: Is there enough space in the garages to store a car as well as a bike?

Paragraph 3.3.17: Are all the bus stops DDA complaint?

Paragraph 3.3.18: The 88/88A currently has an hourly frequency. Also include the 89 service as that currently serves the site. Include the times of the first and last services that serve the site.

Paragraph 3.3.19: The 87 service currently only operates on Sundays. Also include the times of the first and last service that serves the site.

Paragraph 3.3.20: Has the diversion of the existing bus services been agreed with the local bus service provider? Will all the new bus stops be flagged, have shelters, have timetable information and be DDA complaint?

Paragraph 3.3.22: Suffolk on Board (www.suffolkonboard.com) also has public transport information that can be promoted to the residents.

Paragraph 3.3.23: The nearest bus stops for both Ipswich and Stowmarket rail stations are quite a distance from the station entrances.

Include the times of the first and last trains that serve each station.

5. Measures and Initiatives:

Include some measures to encourage walking to and from the site. Such measures could include promotion of the Walk It route planner (www.walkit.com) and promotion of Walk to Work Week.

Paragraph 5.1.1: The travel plan must be implemented from first occupation and continue until five years after the final dwelling has been occupied.

Paragraph 5.2.1: The Travel Plan Coordinator should have already been appointed as the site has been occupied. Their contact details must be provided to Suffolk County and Mid Suffolk District Councils and written in this travel plan at the earliest possible opportunity.

Paragraph 5.2.4: There should be some information on some of the sustainable transport available at the site (i.e. regular buses to Ipswich and Stowmarket, local facilities within a 15 minute walk).

Paragraph 5.2.5: Include the following additional material in the Travel Welcome Pack:

- Car Club information and incentives
- Information on where the local amenities are located (i.e. convenience stores, ATM's, doctors, schools)
- How to redeem the public transport tickets, cycle vouchers, or any other incentive
- Information on home shopping and home working
- How to receive the personalised travel planning

Paragraph 5.2.8: How will the personalised travel planning be undertaken (i.e. face to face or online based)?

Paragraph 5.2.9: There should be a commitment to providing the bus tickets as soon as the new residents move in to their new house. The vouchers should cover a minimum of four weeks of bus or train travel.

What other measures will be used to encourage residents to use public transport (i.e. promotion of Traveline and Suffolk on Board)?

Cycling:

Promote the cycle route planners Cycle Streets (www.cyclestreets.net) and Cycle Travel (www.cycle.travel/map).

Promote Bike Week as a measure to encourage cycling.

Paragraph 5.2.10: Can a car be accommodated in the garage as well as a bike being stored? Can the bike be taken from the shed without needing to wheel it through the house (i.e. through an external gate)?

Paragraph 5.2.13: There must be a commitment for the Travel Plan Coordinator to attempt to negotiate these discounts for the residents. Also will there be any cycle vouchers provided for each dwelling to help residents purchase a bike or cycle equipment?

Car Sharing:

Promote National Liftshare Week to residents as a measure to encourage car sharing.

Paragraph 5.3.5: Has there been any discussions with any potential car club operators? If so, please include some evidence of the discussions.

Paragraph 5.3.8: Will there be any home shopping vouchers included in the welcome packs to encourage residents to use the home shopping services?

6. Travel Plan Targets/Baseline Data:

Include data from some of the existing traffic counts

Paragraph 6.1.3: Will the resident travel survey be undertaken at the same time as the camera survey?

Paragraph 6.1.5 & 6.1.6: The site is currently occupied so this data can be included in this travel plan. Also include the survey response rates and the date the survey was undertaken.

Table 6.1: Update the table with the resident survey results as they are more relevant to the site.

Paragraph 6.1.11: This document should be regarded as the 'Full Travel Plan' as the site has already been occupied.

Paragraph 7.2.2: Where on the site will the launch event take place? When is the trigger point for the time this event will take place?

Paragraph 7.2.3: How frequent will the travel plan meetings be with the Travel Plan User Group?

Paragraph 7.3.1: The travel plan must be reviewed from the first occupation of the 100th dwelling and must continue until the five years have passed since the final dwelling has been occupied.

Paragraph 7.3.2: Ideally the travel surveys should be undertaken on occupation of the 100th dwelling to allow a greater response rate, as there may only be a handful of dwellings occupied after three months, which would not allow a representative sample of the site.

Will the travel surveys be paper or electronic based? Will there be an incentive (i.e. prize draw) for residents to complete the survey?

Paragraph 7.4.2: A draft travel plan budget must be provided. The budget should show the estimated costs of employing the Travel Plan Coordinator, providing the travel plan measures and monitoring the travel plan.

Appendix B: Include the following questions:

- "What is your main mode of travel to work?"
- "What is the postcode or address of your workplace?"

Appendices:

The following must be included:

- Public transport timetables
- Walking and cycling maps (with time and distance isochrones)
- Development timetable – that details the remaining phasing of the development

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Your Ref: 3310/14
Our Ref:
Date: 25 November 2014
Enquiries to: Peter Black
Tel: 01473 265191
Email: peter.black@suffolk.gov.uk



The District Planning Officer
Mid Suffolk District Council
Council Offices
131 High Street
Needham Market
Ipswich
Suffolk
IP6 8DL

For the Attention of: Michelle Lyon

Dear Michelle

MS/3310/14

Great Blakenham Housing s106 requirements.

Below are the requirements taken from the existing s106 which needs to be incorporated in any new s106 agreement.

Existing s106
paragraph

Second Schedule

- 5.1 – Local centre provided before 150 dwellings occupied
- 7.0 – Provision of a Highway Works Phasing Plan
- 7.4 – Highway Work Plan completed before 100 dwellings occupied
- 7.5 – Access onto Bramford Road to be provided before 150 dwellings occupied which links back to Gipping Road
- 7.5 – No more than 150 dwellings off single access
- 7.7 – all Chapel Lane measures to be implemented
- 7.8 – Before 50 dwellings occupied the Chapel Lane link to be provided
- 7.8 – Pedestrian link must be provided to Chapel Lane
- 7.11 – Must allow buses to use the Chapel Lane link without impediment
- 8 – Sproughton mitigation TBA
- 9 – Travel Plan comments
 - Prior to the Commencement of Development (unless otherwise agreed in writing with the County and the Council) the Owner shall submit and obtain the approval in writing of the Council to a Travel Plan (unless otherwise agreed in writing with the Council and the County)
 - The Owner shall revise the draft travel plan to take account of any reasonable comments as are made in writing by the Council and the County provided such

comments are made within a period of fifty six (56) days from the date of submission of the draft Travel Plan

- Following the approval of the travel plan and at least during the course of each successive year from the occupation of the first dwelling until the completion of the Development the Owner shall review the requirements of the Travel Plan and at the end of each successive year shall submit to the Council and the County a draft review of the Travel Plan
- The Owner shall revise the draft review of the Travel Plan to take account of any reasonable comments as are made in writing by the Council and the County provided such comments are made within a period of fifty six (56) days from the date of submission of the draft review of the Travel Plan
- Upon approval by the Council of any draft review of the Travel Plan the approved review document shall form the Travel Plan for the purposes of this Deed
- The Owner shall implement at its own expense and shall comply at all times with the terms of the Travel Plan (and as it may be following approval to a review) until the completion of the Development
- Unless otherwise agreed in writing with the Council and the County the Owner shall not permit nor cause or permit any part of the Development to be Occupied unless the Travel Plan has first been approved in writing by the Council
- Following the approval of the travel plan the Owner shall use reasonable endeavours to achieve the targets agreed in the Travel Plan until completion of the Development

12 – A revised Construction Management Plan required

12.3 – No parking up or laying over of vehicles on Bramford Road, Gipping Road or Chapel Lane

14 – Details of the Village Green required

14.2 – The village Green to be provided before 150 dwellings occupied

15 – Structural Landscaping Phasing plan to be submitted

Sixth Schedule

- Rewritten to include:
- Construction of priority junction on Bramford Road
- Reconfiguration of Hackney's Corner
- Construction of cycle tracks along Bramford Road
- Installation of Toucan Crossing on Bramford Road
- Provision of lighting along Bramford Road
- Improvements to Gipping Road
- Protection of Roadside Nature Reserve
- Erection of protection fence for RNR
- Removal of turves and translocation
- Phasing Plan to include points above and all access points
- Chapel Lane measures as per paragraph 4 sections (a) to (h)

Seventh Schedule

- Sproughton mitigation measure TBA

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Eighth Schedule

Chris Ward not interested in keeping the **Eighth Schedule** as the Travel Plan information is out of date and there are no specific measures listed that would have a benefit to a modern travel plan.

Yours faithfully

Peter Black
Development Management Engineer
Economy Skills and Environment

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Your Ref: 3310/14
Our Ref:
Date: 25 November 2014
Enquiries to: Peter Black
Tel: 01473 265191
Email: peter.black@suffolk.gov.uk



The District Planning Officer
Mid Suffolk District Council
Council Offices
131 High Street
Needham Market
Ipswich
Suffolk
IP6 8DL

For the Attention of: Michelle Lyon

Dear Michelle

MS/3310/14 Transport Assessment Comments

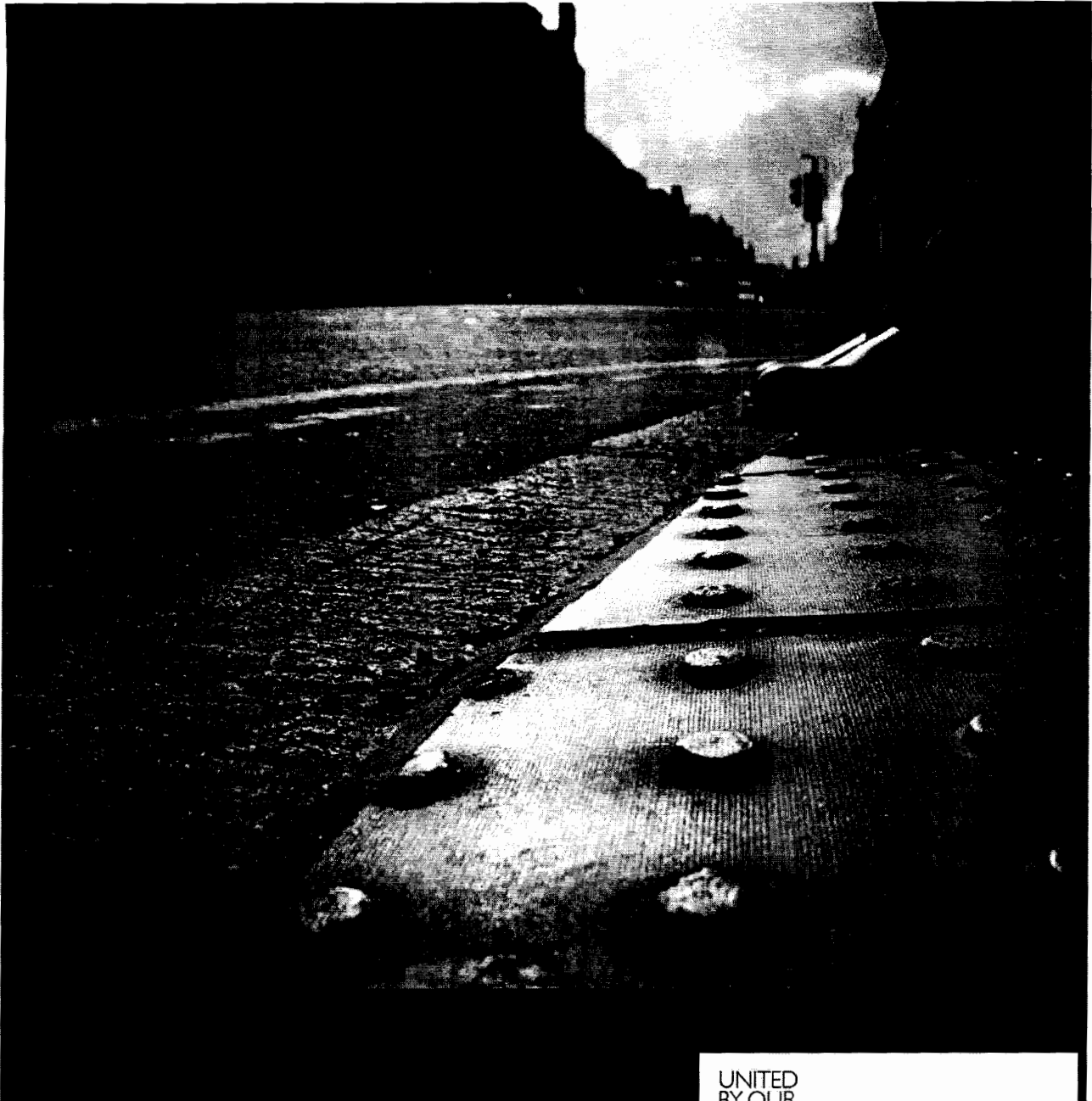
The Transport Assessment is being analysed by our consultants with an expect date of the 5 December for initial comments.

Looking through the TA my initial concerns are that the base data being used is for counts that were taken over 3 years ago. The guidance sets out that traffic counts used must be recent i.e. within 3 years. There has been no evidence produced to confirm that the factored up numbers are accurate.

There are other concerns that will be included with the response from our consultants.

Yours faithfully

Peter Black
Development Management Engineer
Economy Skills and Environment



BLAKENHAM FIELDS, GREAT BLAKENHAM

Review of Transport Assessment, Addendum Transport Assessment and Proposed Off Site Highway Works

09/12/2014

Quality Management

	Draft	Final		
	05/12/14	09/12/14		
	D Gooding	D Gooding		
		<i>M-LA</i> Chivers, Matthew on behalf of David Gooding 2014.12.09 09:38:54 Z		
	M Chilvers	M Chilvers		
		<i>M-LA</i> Chivers, Matthew 2014.12.09 09:39:10 Z		
	M Chilvers	M Chilvers		
		<i>M-LA</i> Chivers, Matthew 2014.12.09 09:39:25 Z		
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