

Consultee Comments for Planning Application DC/18/02146

Application Summary

Application Number: DC/18/02146

Address: Land To The North And West Of School Road Elmswell Suffolk

Proposal: Outline Planning Application (Access to be considered) Erection of up to 105 dwellings including car parking, open space provision with associated infrastructure and vehicular access.

Case Officer: Elizabeth Thomas

Consultee Details

Name: Mr Peter Dow

Address: Blackbourne Community Centre, Blackbourne Road, Elmswell Bury St Edmunds, Suffolk IP30 9UH

Email: clerk@elmswell.suffolk.gov.uk

On Behalf Of: Elmswell Parish Clerk

Comments

Elmswell Parish Council strongly urges rejection of this application.

The objections are summarised here and referenced to more detailed text below.

- 1 The proposal is unsustainable in terms of highways infrastructure.
- 2 The proposal is unsustainable in terms of education provision.
- 3 The proposal would effectively sterilise the opportunity for the community to work towards the aspiration of a relief road taking traffic over the railway line and directly to A14.
- 4 The proposal is for a housing density which is out of keeping with the local norm.
- 5 The proposal should, properly, be subject to a Strategic Planning assessment and time allowed for the emerging Neighbourhood Development Plan to be brought forward.

1 Highways provision

1.1 It is accepted by all parties, including the Applicant, that the School Road / Church Road junction would be over capacity should this development go ahead allowing for the impact of the other recent permissions for large housing developments in the village. The design solution, of traffic lights, suggested by the Applicant would create an extremely hazardous solution given the level of two-way HGV traffic on the narrow carriageway and with the difficulties of moving off in slow crawler gear from a stationary position when stopped by the lights.

1.2 6 months data from the Elmswell Community Speed Watch Group, as lodged with Suffolk Police, shows 4,000 vehicles per day travelling into the village up Church Hill. Over half (51.8%) are exceeding the speed limit at the point where traffic lights are proposed. Half of these vehicles,

26.78% of the total, are travelling above 40mph at this point. There is a clear risk to road safety in requiring vehicles to stop at these speeds, often well in advance of the junction given the inevitable build-up of traffic at peak times.

1.3 The effect of traffic lights creating vehicle convoys will make for hazard at subsequent pinch points through the bend on School Road and at Shop Corner. The substantial cohort of traffic created by the railway crossing gates will inevitably clash with the grouped mass of vehicles released by the traffic lights causing serious congestion and hazard.

1.4 The siting of traffic lights and a pedestrian crossing will create an inappropriately urban result in the immediate built context of the Listed buildings at the Almshouses and St Johns Church. Similarly, the nuisance, including the effect on air quality, of queueing traffic for worshippers and residents alike makes this an unacceptable imposition.

1.5 Access to and egress from the dwellings served by the private driveway off Church Road will be in a no-mans land between the traffic lights, presenting uncertainty as to priorities and subsequent confusion which can only result in a more dangerous situation.

1.6 The suggestion of widening School Road is not detailed. Unless School Road is widened along its length, the extra burden suggested by this application would be untenable, given the problems currently encountered and, further, that it serves as part of the advisory one-way HGV route, as a two-way route for the hourly bus service and for school buses.

1.7 The single access point into the estate in the proximity of the sharp bend and almost opposite the access to the Old Schools Court development poses a significant traffic hazard.

2 Education provision

2.1 The proposal would, as confirmed by the SCC Strategic Development submission, produce demand for primary school places in excess of the capacity of Elmswell Primary School, even allowing that the school is expanded in the meantime to a 420-place site. Similarly, the existing deficit in pre-school places in the Elmswell / Norton Ward has not been addressed.

3 Relief Road

The clearly expressed and widely supported community aspiration for a relief road has every chance of being embedded in the emerging Joint Local Plan. This application, if successful, would remove any chance of negotiating the preferred route making the project infeasible. Parish councillors entirely support the SCC view that it is essential that detailed consideration be given to...the delivery of a relief road, including the identification and protection of a corridor . Unless and until this matter is addressed, the application is premature.

4 Density

There are 105 dwellings proposed at a density of 35 per hectare. The villages emerging Neighbourhood Plan is seeking to require an upper limit of 25dph. The recently granted development at Wetherden Road allowed 240 dwellings at under 21 dph. Similarly the sites at Warren Lane and White House Farm are set at 20 and 26 dph respectively. This proposal would

result in an uncharacteristically crowded site in a prominent location, clearly at odds with the housing density across the village street scene.

5 Strategic Planning

Councillors did not have the benefit of a Design & Access Statement on this Proposal. The lack of any information regarding the site context and / or the Planning context as seen by the Developer makes a proper assessment of the proposals impossible. In the absence of the perspective that might thus be offered, Councillors are at one with the County Council view that a development such as this should be part of a plan-led approach identifying the infrastructure requirements based on cumulative growth. There is no pressing need for the houses proposed here. Some 648 dwellings have recently been granted Planning Permission or are in the latter stages of that process in the village of Elmswell. Of these, some 30+ are already built-out on the redundant Grampian Harris site and are occupied with 4 more added each month. There is time to stop and consider the wider picture, and in particular the proposed Relief Road which is deliverable and which would remove the overriding problem of traffic which is blighting the community and which decisively counts against this particular proposal. Contrary to the Developers contention that the Relief Road is not being progressed, the access to the Grampian Harris estate which is currently under construction was required, under Planning permission ref. 0846/13 plan ref 947-02, to be designed and built to a specification which would satisfy the requirements of the future Relief Road.

The dominant and central theme to the NPPF is sustainability. Piecemeal proposals such as this which seek to ameliorate the serious problems, stresses and strains that they create by patching in unrealistic infrastructure solutions such as traffic lights on Church Hill should be refused pending the imminent delivery of an Elmswell Neighbourhood Plan which will provide a community-led overview of reasonable and sustainable development to 2033.

In reaching these conclusions, Councillors had reference to;

NPPF paragraphs 109, 110, 132 ,134

Local Plan policies GP1, H13, H15, T10

Core Strategy policy CS5

Peter Dow CiLCA

Clerk to Elmswell Parish Council

06.06.18

Your Ref:DC/18/02146
Our Ref: SCC/CON/2054/19
Date: 29 May 2019



All planning enquiries should be sent to the Local Planning Authority.

Email: planning@babberghmidsuffolk.gov.uk

The Planning Department
MidSuffolk District Council
Planning Section
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the attention of: John Pateman-Gee

Dear John

**TOWN AND COUNTRY PLANNING ACT 1990
CONSULTATION RETURN:**

DC/18/02146

PROPOSAL: Outline Planning Application (Access to be considered) Erection of up to 105 dwellings including car parking, open space provision with associated infrastructure and vehicular access

LOCATION: Land to the North & west of School Road Elmswell Suffolk

Notice is hereby given that the County Council as Highway Authority have no more comments following our previous response on this application.

Yours sincerely,

Samantha Harvey
Senior Development Management Engineer
Growth, Highways and Infrastructure

Your Ref: DC/18/02146
Our Ref: 570\CON\2082\18
Date: 16th July 2018

All planning enquiries should be sent to the Local Planning Authority.

Email: planning@babberghmidsuffolk.gov.uk

The Planning Officer
Mid Suffolk District Council
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the Attention of: Elizabeth Thomas

Dear Elizabeth

**TOWN AND COUNTRY PLANNING ACT 1990
CONSULTATION RETURN DC/18/02146**

PROPOSAL: Outline Planning Application (Access to be considered) Erection of up to 105 dwellings including car parking, open space provision with associated infrastructure and vehicular access.

LOCATION: Land at, School Road, Elmswell, Bury St Edmunds, Suffolk

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

- On reviewing the modelling information provided, we have concerns regarding the figures given. The measurements are incorrect and justification for some figures for the building of the model were not given.
- Church Road/School Road junction measurements given for the traffic signal model is incorrect and there are major concerns on the design issued such as insufficient footway widths available at the crossing point and insufficient visibility for signal heads.
- The Travel Plan Officer has express concerns on the Travel Plan and Transport Assessment where the trip rates applied do not reflect the development's rural location. The TRICS identified in the assessment gives underestimated and optimistic trip rate results therefore, not a true reflection of future movement patterns/numbers or how the residents of the development will travel. We consider the information given are showing misleading results.
- Other concerns are that the Travel Plan does not include information on how pupils are traveling to the catchment high school and many more issues and the resident travel packs do not contain a multi-modal vouchers to encourage the residents to use the existing rail and bus services, or consider cycling.

With the identification of significant errors in the data and underestimated trip rates, we are unable determine at this stage what the true impacts of the development are in highway terms therefore we recommend refusal on this application.

Yours faithfully,

Sam Harvey
Senior Development Management Engineer
Strategic Development



Planning Services
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich
IP1 2B

07/06/2018

For the attention of: Elizabeth Thomas

Ref: DC/18/02146 - Land to the North and West of, School Road, Elmswell, Suffolk

Thank you for consulting us on the Outline Planning Application (Access to be considered) for the erection of up to 105 dwellings including car parking, open space provision with associated infrastructure and vehicular access.

This letter sets out our consultation response on the landscape impact of the planning application and how the proposal relates and responds to the landscape setting and context of the site.

Recommendations

The proposal will have an impact on the existing landscape character of Elmswell village and its settlement edge; however this impact can be reduced if appropriate landscape mitigation and character continuity measures are put in place.

The following points highlight our key recommendations for the submitted proposals:

- 1) It would be advised that the layout and dwelling numbers is reconsidered to allow a larger informal landscape buffer on the western edge of the proposed development. This would help achieve the 'rural edge' character referred to in the submitted Landscape and Visual Impact Assessment (LVIA).
- 2) The Design and Access Statement (DAS) should include further detail on the proposed hard and soft landscaping. This should be in the form of precedent images, key species'/materials and descriptive text.
- 3) The illustrative masterplan should be amended to include further landscape mitigation to the south of the foul pumping station and access road.
- 4) If the application is approved, a detailed hard landscaping plan and specification should be submitted as part of a planning condition.
- 5) If approved, a detailed landscape planting plan, landscape maintenance plan and specification, (which clearly sets out the existing and proposed planting), will need to be submitted as part of a planning condition. We recommend a landscape maintenance plan for a minimum of 5 years, to support plant establishment. It is recommended that maintenance of SuDS features such as the attenuation basin and swales are also incorporated into the maintenance schedule.

The proposal

The submitted plans set out the outline planning application for a residential development of up to 105 dwellings (Use Class C3) means of access and associated works with all other matters (relating to

appearance, landscaping, layout and scale) reserved. The proposal includes public open space provision, play space, a shared footpath and cycleway along School Road.

The site is approximately 5.8 ha and is located adjacent to the western settlement edge of Elmswell. The site borders School Road to the south and agricultural farmland and open countryside to the west. The site is enclosed on its northern boundary by a railway line which is elevated above the site on a vegetated embankment. A public right of way (footpath Ref: PF14) runs the length of the northern boundary, continuing westwards towards Elmswell Park. The Church of St John's (Grade II*), church graveyard and Almshouses (Grade II) are also located in close proximity to the southern boundary and therefore views from these assets will need to be protected where possible.

Review on the submitted information

Relevant to this landscape review, the submitted outline application includes an Illustrative Masterplan, LVIA and DAS.

The DAS provides sufficient details regarding design development and landscape design principles. However, there are some key issues which need to be addressed before the application can be recommended for approval:

Firstly, the document states that pre-application consultation was carried out with Mid Suffolk Council and Historic England. The main suggestions were that there is "a greater offset and landscape buffer between the development and Church of St John (Grade II*) and Almshouses (Grade II) Listed Buildings to respect their setting." It was also recommended that there is "an increase in the landscaping within and on the edges of the development to assist assimilating the development on the rural edge". Since the first concept layout plan, the development has reduced considerably, however it is still felt that further landscape mitigation could be introduced on the western and south western edge of the development to create a more permeable and informal edge to the open countryside.

Furthermore, the DAS 'Constraints and Opportunities' plan highlights that the western edge of the development should have a landscape buffer. It suggests "Development should be set back behind an area of public open space with planting to control views and respecting the existing landscape setting around Church of St John and Almshouses listed buildings." However, the illustrative masterplan fails to show this and should be amended accordingly to coincide with this statement.

The DAS Landscape and Open Space framework drawing (Figure 11) highlights native tree and shrub planting on the secondary road. However, the illustrative master plan shows the main residential road with street trees. Obviously we would welcome the introduction of further street tree and shrub planting however it would be advised that the DAS correlates with the illustrative masterplan to ensure the application is coherent.

We would also advise that further information is given in the DAS regarding tree and shrub species' and hard landscaping materials. This could be in the form of precedent images, key species'/materials and descriptive text.

The submitted LVIA and supporting documents provide a detailed assessment of the application development and the projected impact on landscape and visual amenity. Overall, it seems the largest impact will be on the open countryside to the west, adjacent dwellings and the Grade II listed Church of St John and Almshouses to the south west. Because of this, appropriate mitigation should be in place to reduce the impact. The LVIA states that "Tree planting and hedgerow is proposed along the northern, southern and western site boundary, strengthening the existing boundary vegetation, plus providing an attractive 'rural edge'". Currently the illustrative masterplan does not reflect the proposal for further planting on the western boundary, and therefore the 'rural' edge character will not be achieved on this edge. We would therefore advise that the masterplan is revised to eliminate these concerns.

The Illustrative Masterplan shows that landscape enhancements are proposed on the northern boundary, as well as through a LEAP at the centre of the proposed development for leisure and play. We have previously suggested above that a wider landscape buffer should be provided on the

western boundary. In addition to this we would also recommend that further landscape screening is provided south of the foul pumping station and access road. This should help mitigate any impact from this intrusion into the retained agricultural land.

Likely impact on the surrounding landscape

The Suffolk Landscape Character Assessment defines the site and the surrounding area as part of the Ancient Plateau Claylands landscape character type. Some of the key characteristics are ancient organic pattern of fields, dispersed settlement, villages with multiple nuclei and landscapes scattered with farmsteads and hamlets.

It is clear that the openness of the eastern boundary and the impact that any development will have along School road are the main constraints. As addressed in Policy CL1 – Development in the Countryside (Mid Suffolk Local Plan (1998)) “Proposals for development in the countryside should be sited and designed to have minimum adverse effect on the appearance of the landscape and should seek to positively contribute to its diverse character through tree planting and the creation of hedgerows, deciduous woodlands and other wildlife habitats.” Therefore we would advise the western boundary of the development is reconsidered to better align with the existing settlement edge and to enable further landscape enhancements to be introduced.

Proposed mitigation

The indicative proposal shows an area of water attenuation and green open space on the north-western edge of the proposed development. As part of this feature, there are opportunities to include areas of habitat creation with the introduction of an appropriate planting scheme.

An appropriate detailed landscape and boundary plans will be required at a later stage to support the application to both address the constraints and planning requirements and provide a comprehensive landscape proposal, suitable to limit any negative visual effect the proposals may have on the existing settlement.

Yours sincerely,

Ryan Mills LMLI BSc (Hons) MSc
Landscape Consultant
Telephone: 03330320591
Email: ryan.mills@essex.gov.uk

Place Services provide landscape advice on behalf of Babergh and Mid Suffolk District Councils Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.

From: Landscape <Landscape@essex.gov.uk>

Sent: 29 May 2019 14:43

To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>; John

Pateman-Gee <John.pateman-Gee@baberghmidsuffolk.gov.uk>

Cc: Landscape <Landscape@essex.gov.uk>

Subject: RE: MSDC Planning Re-consultation Request - DC/18/02146

Hi John,

Our response dated 07/06/2018 recommends "a larger informal landscape buffer" is proposed on the western edge of the proposed development to "help achieve the 'rural edge' character referred to in the submitted Landscape and Visual Impact Assessment (LVIA)". Because of this, between the two options submitted, we would favour Masterplan Eastern edge option 1.

Any queries, please let me know.

Kind regards,

Ryan Mills BSc (Hons) MSc CMLI
Landscape Consultant at Place Services

telephone: 03330320591 | mobile: 07775008053

web: www.placeservices.co.uk

linkedin: www.linkedin.com/in/ryanmills



Consultation Response Pro forma

1	Application Number	DC/18/02146 School Road, Elmswell	
2	Date of Response	10.7.18	
3	Responding Officer	Name:	Paul Harrison
		Job Title:	Heritage and Design Officer
		Responding on behalf of...	Heritage
4	Summary and Recommendation (please delete those N/A) Note: This section must be completed before the response is sent. The recommendation should be based on the information submitted with the application.	<ol style="list-style-type: none"> 1. The Heritage Team considers that the proposal would cause <ul style="list-style-type: none"> • less than substantial harm to a designated heritage asset because it would be harmful to the setting of nearby listed buildings. 2. The Heritage Team recommends amendment so as to reduce harmful impact. 3. As the application stands Heritage Team recommends refusal. 	
5	Discussion Please outline the reasons/rationale behind how you have formed the recommendation. Please refer to any guidance, policy or material considerations that have informed your recommendation.	<p>The application follows application DC/17/03853 for residential development of a site including the present site but extending further south and west. We noted in our response that harm to the relationship between the Church, the listed almshouses and Elmswell Hall had been identified by the Heritage Statement submitted.</p> <p>The present proposal reduces harm considerably by limiting the proposed development to the east of Parnell Lane, but we are still concerned that the approach to Elmswell Hall, along a drive across fields from the corner of School Lane, would be flanked on one side by the development. This would detract from the experience and appreciation of the status of an important rural property. In addition, because of the curved course of Parnell Lane, views of Elmswell Hall from School Lane would be obscured by the western edge of the development.</p> <p>We consider that the setting of Elmswell Hall, despite some compromise from developments of the 1800s and 1900s, makes a considerable contribution to its significance, and that harm to the setting should be rated medium; harm to the significance of the Hall should be rated between low and medium.</p>	

Please note that this form can be submitted electronically on the Councils website. Comments submitted on the website will not be acknowledged but you can check whether they have been received by reviewing comments on the website under the application reference number. Please note that the completed form will be posted on the Councils website and available to view by the public.

6	<p>Amendments, Clarification or Additional Information Required (if holding objection)</p> <p>If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate</p>	<p>We take the view that the harmful impact noted above could not be mitigated while the site extends so close to Parnell Lane, and recommend that the western limit of the site be amended so as to preserve the rural setting Elmswell Hall with development limited to the area north of School Road, as was advised before the first application.</p>
7	<p>Recommended conditions</p>	

Please note that this form can be submitted electronically on the Councils website. Comments submitted on the website will not be acknowledged but you can check whether they have been received by reviewing comments on the website under the application reference number. Please note that the completed form will be posted on the Councils website and available to view by the public.

From:Paul Harrison
Sent:2 Aug 2018 17:48:20 +0100
To:Elizabeth Thomas;BMSDC Planning Area Team Yellow
Subject:DC 18 02416 Elmswell further comment

Elizabeth

Thank you for bringing to my attention the proposals within the transport assessment for alterations to the junction of Church Road and School Road which I had overlooked because they were not within the red line or on the main proposal drawings.

We would be very concerned at the upgrading of this junction to include splitter islands, lights and other road signs in the immediate setting of the listed almshouses. They would be particularly intrusive in the oblique views of the building along Church Road against its background of trees and open countryside. In all this would have an unwelcome urbanising effect. To a lesser degree it would similarly affect the setting of the Church, which is listed at a higher grade.

Paul

Paul Harrison

Heritage and Design Officer

T 01449 724677 | 07798 781360

E paul.harrison@baberghmidsuffolk.gov.uk

E heritage@baberghmidsuffolk.gov.uk

W www.babergh.gov.uk | www.midsuffolk.gov.uk

Subject:FW: IDOX - Planning Application DC/18/02146 - 105 dwellings School Road, Elmswell (Mid-Suffolk District)

From: Elizabeth Thomas

Sent: 19 July 2018 09:31

To: BMSDC Planning Area Team Yellow

Subject: IDOX - Planning Application DC/18/02146 - 105 dwellings School Road, Elmswell (Mid-Suffolk District)

Further response from Historic England

----- Original message -----

From: "Campbell, Clare" <Clare.Campbell@HistoricEngland.org.uk>

Date: 18/07/2018 22:21 (GMT+00:00)

To: elizabeth.thomas@baberghmidsuffolk.gov.uk

Cc: "Martin, Eric" <Eric.Martin@HistoricEngland.org.uk>

Subject: Fwd: Planning Application DC/18/02146 – 105 dwellings School Road, Elmswell (Mid-Suffolk District)

Dear Elizabeth

Thank you for your letter regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

Summary

The application seeks outline consent for the construction of up to 105 dwellings including car parking, open space, infrastructure and vehicular access on land to the north and west of

School Road. The site lies to the north of the Church of St. John, the most significant historic building in the parish, and in proximity to other listed buildings. Historic England provided advice on the earlier proposal, application number DC/17/03853. The current proposal has reduced the impact on the setting of the church but it would still result in a moderate level of harm to its significance.

Advice

The site lies within the setting of the Church of St. John. The church was predominantly built from the mid fourteenth century. The tall tower was added in the late fifteenth century and this acts as a landmark. It underwent a further phase of alteration in the second half of the nineteenth century. It illustrates the architectural styles of these periods and is listed grade II*. The church is prominently positioned on rising ground on the western edge of the village. It is bounded by Church Road to the south and by open agricultural land to the north which includes the application site. To the east of the church are the Robert Gardener's Almshouses, built in 1614 and listed grade II.

The open landscape setting of the church to the north contributes to the significance of the building. Historic churches are often well sited, reflecting the importance of these buildings to the community. The siting of the Church of St. John means it is visible in long views across the surrounding landscape. The open landscape setting enhances the prominence of the church. This is notable in views across the landscape to the north of the church. These include the application site and the long views to the church from the south. The rural landscape also forms an attractive setting when seen in combination with the church in these views and in views out from the churchyard. The character of this land might also be said to complement the spiritual values of the building. As a result of the nature of School Road, the main long views towards the church are from the land to the north including the application site. While the vegetation along the church boundary does provide something of a filter, this varies seasonally and the upper parts of the building are visible above this. From the application site the long views to the south incorporate the churches at Elmswell and Woolpit. These form an attractive group and illustrate the settlement pattern and role of faith in the community. The open land between the church and Elmswell Hall also reflects the historical association between the two sites. The views across the land to these buildings and the almshouse allow for these to be appreciated as a group.

The proposal has been significantly revised from that originally proposed. The application site has been reduced in size and the development (with the exception of the pumping station) is now all located to the east of School Lane. The existing agricultural land to the north of the church and the west of School Lane is retained.

This proposal responds to our previous advice which considered there may be some scope

for some modest development in the north east corner of the site between School Lane, Parnell Lane and School Avenue. It advised that the extent of this should be informed by a careful analysis of the impact of the development on the setting of the church. On the basis of the information we had, we considered this to be a small strip in the area between the northern entrance to the proposed development and School Avenue, letter dated 11 July 2017. The current proposal is however for a more extensive area than that we advised was likely to avoid or significantly reduce the level of harm, with the built area extending from School Avenue to Parnell Lane.

The retention of the agricultural land to the west of Parnell Lane would retain much more of the rural landscape setting of the church than the previous proposals. However, the wireline views of the proposal which have been helpfully provided show that the proposed development, which lies on higher ground to the north, would still be visible in views from the church, viewpoints 7 and 8. It would also be seen in views from the west where the church is seen within a predominantly landscape setting, viewpoint 9, and in views from the north, viewpoint 11. The presence of the housing would erode the rural setting of the church to the north. The impact would be less than that caused by the previous proposal because of the greater distance between the church and the application site. However, it would still result in a moderate level of harm to the significance of the church.

At the heart of the National Planning Policy Framework is the presumption in favour of sustainable development. The Framework describes how economic, social and environmental gains should be sought jointly and simultaneously through the planning system, paragraphs 8 and 14). It is a core planning principle to conserve heritage assets in a manner appropriate to their significance so they can be enjoyed for their contribution to the quality of life of this and future generations (paragraph 17).

This is developed in the section on Conserving and Enhancing the Historic Environment. This asks local planning authorities to take account of the desirability of sustaining and enhancing the significance of heritage assets (paragraph 131). It continues to state that great weight should be given to the asset's conservation and any harm or loss requires clear and convincing justification. Planning authorities should look for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance (paragraph 137). Where a proposal cannot be amended to avoid harm, the harm should be weighed against the public benefits the proposal would deliver (paragraph 134).

Historic England recognise the proposal represents a significant reduction in the size of the development as was previously proposed. This has reduced the level of harm to the significance of the church, but the erosion of the rural setting would still result in a moderate level of harm. This level of harm might be further reduced by pulling the line of development back further to the east as we previously advised. Although the wire frames suggest there

would still be an impact on the longer views, viewpoints 9 and 11. This would reduce the impact on views from the church, viewpoints 7 and 8. We recommend your authority consider seeking amendments to reduce the level of harm further. The harm should then be weighed against the public benefits the scheme would secure.

Recommendation

Historic England has concerns about the application on heritage grounds because of the erosion of the rural setting of the Church of St. John. We consider the application does not meet the requirements of the NPPF, in particular paragraphs 131 and 132.

Yours sincerely

Clare Campbell



Historic England

EAST OF ENGLAND OFFICE

Ms Elizabeth Thomas
Babergh Mid Suffolk
Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

Direct Dial: 01223 582738

Our ref: P00928910

18 July 2018

Dear Ms Thomas

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**LAND TO THE NORTH AND WEST OF SCHOOL ROAD, ELMSWELL, SUFFOLK
Application No. DC/18/02146 - Outline Planning Application (Access to be
considered) Erection of up to 105 dwellings including car parking, open space
provision with associated infrastructure and vehicular access.**

Thank you for your letter regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

Summary

The application seeks outline consent for the construction of up to 105 dwellings including car parking, open space, infrastructure and vehicular access on land to the north and west of School Road. The site lies to the north of the Church of St. John, the most significant historic building in the parish, and in proximity to other listed buildings. Historic England provided advice on the earlier proposal, application number DC/17/03853. The current proposal has reduced the impact on the setting of the church but it would still result in a moderate level of harm to its significance.

Historic England Advice

The site lies within the setting of the Church of St. John. The church was predominantly built from the mid fourteenth century. The tall tower was added in the late fifteenth century and this acts as a landmark. It underwent a further phase of alteration in the second half of the nineteenth century. It illustrates the architectural styles of these periods and is listed grade II*. The church is prominently positioned on rising ground on the western edge of the village. It is bounded by Church Road to the south and by open agricultural land to the north which includes the application site. To the east of the church are the Robert Gardener's Almhouses, built in 1614 and listed grade II.



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk



Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

The open landscape setting of the church to the north contributes to the significance of the building. Historic churches are often well sited, reflecting the importance of these buildings to the community. The siting of the Church of St. John means it is visible in long views across the surrounding landscape. The open landscape setting enhances the prominence of the church. This is notable in views across the landscape to the north of the church. These include the application site and the long views to the church from the south. The rural landscape also forms an attractive setting when seen in combination with the church in these views and in views out from the churchyard. The character of this land might also be said to complement the spiritual values of the building. As a result of the nature of School Road, the main long views towards the church are from the land to the north including the application site. While the vegetation along the church boundary does provide something of a filter, this varies seasonally and the upper parts of the building are visible above this. From the application site the long views to the south incorporate the churches at Elmswell and Woolpit. These form an attractive group and illustrate the settlement pattern and role of faith in the community. The open land between the church and Elmswell Hall also reflects the historical association between the two sites. The views across the land to these buildings and the almshouse allow for these to be appreciated as a group.

The proposal has been significantly revised from that originally proposed. The application site has been reduced in size and the development (with the exception of the pumping station) is now all located to the east of School Lane. The existing agricultural land to the north of the church and the west of School Lane is retained.

This proposal responds to our previous advice which considered there may be some scope for some modest development in the north east corner of the site between School Lane, Parnell Lane and School Avenue. It advised that the extent of this should be informed by a careful analysis of the impact of the development on the setting of the church. On the basis of the information we had, we considered this to be a small strip in the area between the northern entrance to the proposed development and School Avenue, letter dated 11 July 2017. The current proposal is however for a more extensive area than that we advised was likely to avoid or significantly reduce the level of harm, with the built area extending from School Avenue to Parnell Lane.

The retention of the agricultural land to the west of Parnell Lane would retain much more of the rural landscape setting of the church than the previous proposals. However, the wireline views of the proposal which have been helpfully provided show that the proposed development, which lies on higher ground to the north, would still be visible in views from the church, viewpoints 7 and 8. It would also be seen in views from the west where the church is seen within a predominantly landscape setting, viewpoint 9, and in views from the north, viewpoint 11. The presence of the housing would erode the rural setting of the church to the north. The impact would be less than that caused by the previous proposal because of the greater distance between the church and the application site. However, it would still result in a moderate level of

harm to the significance of the church.

At the heart of the National Planning Policy Framework is the presumption in favour of sustainable development. The Framework describes how economic, social and environmental gains should be sought jointly and simultaneously through the planning system, paragraphs 8 and 14). It is a core planning principle to conserve heritage assets in a manner appropriate to their significance so they can be enjoyed for their contribution to the quality of life of this and future generations (paragraph 17).

This is developed in the section on Conserving and Enhancing the Historic Environment. This asks local planning authorities to take account of the desirability of sustaining and enhancing the significance of heritage assets (paragraph 131). It continues to state that great weight should be given to the asset's conservation and any harm or loss requires clear and convincing justification. Planning authorities should look for opportunities for new development within the setting of heritage assets to enhance or better reveal their significance (paragraph 137). Where a proposal cannot be amended to avoid harm, the harm should be weighed against the public benefits the proposal would deliver (paragraph 134).

Historic England recognise the proposal represents a significant reduction in the size of the development as was previously proposed. This has reduced the level of harm to the significance of the church, but the erosion of the rural setting would still result in a moderate level of harm. This level of harm might be further reduced by pulling the line of development back further to the east as we previously advised. Although the wire frames suggest there would still be an impact on the longer views, viewpoints 9 and 11. This would reduce the impact on views from the church, viewpoints 7 and 8. We recommend your authority consider seeking amendments to reduce the level of harm further. The harm should then be weighed against the public benefits the scheme would secure.

Recommendation

Historic England has concerns about the application on heritage grounds because of the erosion of the rural setting of the Church of St. John. We consider the application does not meet the requirements of the NPPF, in particular paragraphs 131 and 132.

Yours sincerely

Clare Campbell

Principal Inspector of Historic Buildings and Areas

e-mail: clare.campbell@HistoricEngland.org.uk



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk





08th June 2018

Elizabeth Thomas
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich IP1 2BX

By email only

Dear Elizabeth,

Thank you for requesting advice on this application from Place Services's ecological advice service. This service provides advice to planning officers to inform Mid Suffolk District Council planning decisions with regard to potential ecological impacts from development. Any additional information, queries or comments on this advice that the applicant or other interested parties may have, must be directed to the Planning Officer who will seek further advice from us where appropriate and necessary.

Application: DC/18/02146

Location: Land To The North And West Of School Road Elmswell Suffolk

Proposal: Outline Planning Application (Access to be considered) Erection of up to 105 dwellings including car parking, open space provision with associated infrastructure and vehicular access.

Thank you for consulting Place Services on the above application.

No objection subject to securing biodiversity mitigation and enhancement measures

Summary

I have reviewed the Ecology Survey Report (Cotswold Wildlife Surveys, March 2017) supplied by the applicant, relating to the likely impacts of development on Protected & Priority habitats and species.

I am satisfied that there is sufficient ecological information available for determination.

This provides certainty for the LPA of the likely impacts on Protected and Priority species and, with appropriate mitigation measures secured, the development can be made acceptable. I support the reasonable biodiversity enhancements that should also be secured by a condition on any consent.

This will enable LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006.

The mitigation and enhancement measures identified in the Ecology Survey Report (Cotswold Wildlife Surveys, March 2017) should be secured and implemented in full. This is necessary to conserve and enhance Protected and Priority species. A Construction Environment Environmental



Plan (CEMP: Biodiversity) shall be provided to ensure that any proposed mitigation is undertaken appropriately during the construction period.

Impacts will be minimised such that the proposal is acceptable subject to the conditions below based on BS42020:2013.

Submission for approval and implementation of the details below should be a condition of any planning consent.

Recommended conditions

1. CONCURRENT WITH ANY RESERVED MATTERS: CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (BIODIVERSITY)

"A construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority.

The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.*
- b) Identification of biodiversity protection zones*
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction*
- d) The location and timing of sensitive works to avoid harm to biodiversity features.*
- e) The times during construction when specialist ecologists need to be present on site to oversee works.*
- f) Responsible persons and lines of communication.*
- g) The role and responsibilities on site of an ecological clerk of works (ECOW) or similarly competent person.*
- h) Use of protective fences, exclusion barriers and warning signs (If required).*

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority"

Reason: To allow the LPA to discharge its duties under the UK Habitats Regulations, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species)

2. CONCURRENT WITH ANY RESERVED MATTERS: ACTION REQUIRED IN ACCORDANCE WITH ECOLOGICAL APPRAISAL RECOMMENDATIONS

"All ecological mitigation measures and/or works, shall be carried out in accordance with the details contained in the Ecology Survey Report (Cotswold Wildlife Surveys, March 2017) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination."

Reason: To conserve and enhance Protected and Priority species and allow the LPA to discharge its duties under the UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended, s40 of the NERC Act 2006 (Priority habitats & species).



3. PRIOR TO OCCUPATION: BIODIVERSITY ENHANCEMENT STRATEGY

“A Biodiversity Enhancement Strategy containing the details and locations of the reasonable biodiversity enhancement measures proposed within the Ecology Survey Report (Cotswold Wildlife Surveys, March 2017) shall be submitted to and approved in writing by the local planning authority.

The works shall be carried out strictly in accordance with the approved details and shall be retained in that manner thereafter.”

Reason: To allow the LPA to discharge its duties under the UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended, s40 of the NERC Act 2006 (Priority habitats & species) and paragraph 118 of the NPPF.

4. PRIOR TO OCCUPATION: WILDLIFE SENSITIVE LIGHTING DESIGN SCHEME

“A lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.”

Reason: To allow the LPA to discharge its duties under the UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

Please contact me with any queries.

Yours sincerely,

Hamish Jackson GradCIEEM BSc (Hons)

Junior Ecological Consultant

Place Services at Essex County Council

Hamish.Jackson@essex.gov.uk

Place Services provide ecological advice on behalf of Mid Suffolk District Council

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.



Planning Applications – Suggested Informative Statements and Conditions Report

If you would like to discuss any of the points in this document please contact us on 0345 60 66 087, Option 1 or email planningliaison@anglianwater.co.uk.

AW Site Reference: 929/1/0000532

Local Planning Authority: Mid Suffolk District

Site: Land To The North And West Of, School Road, Elmswell, Suffolk

Proposal: Outline Planning Application (Access to be considered) Erection of up to 105 dwellings including car parking, open space provision with associated infrastructure and vehicular access.

Planning application: DC/18/02146

Prepared by: Pre-Development Team

Date: 21 August 2018

ASSETS

Section 1 - Assets Affected

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Elmswell Water Recycling Centre that will have available capacity for these flows

Section 3 - Used Water Network

Development will lead to an unacceptable risk of flooding downstream. However, a drainage strategy has been prepared in consultation with Anglian Water to determine mitigation measures under reference: 18602. We request a condition requiring the drainage strategy covering the issue(s) to be agreed.

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

Section 5 - Suggested Planning Conditions

Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

Used Water Sewerage Network (Section 3)

No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority. REASON To prevent environmental and amenity problems arising from flooding.

FOR THE ATTENTION OF THE APPLICANT - if Section 3 or Section 4 condition has been recommended above, please see below information:

Next steps

Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy.

If you have not done so already, we recommend that you submit a Pre-planning enquiry with our Pre-Development team. This can be completed online at our website <http://www.anglianwater.co.uk/developers/pre-development.aspx>

Once submitted, we will work with you in developing a feasible mitigation solution.

If a foul or surface water condition is applied by the Local Planning Authority to the Decision Notice, we will require a copy of the following information prior to recommending discharging the condition:

Foul water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution including:
 - Development size
 - Proposed discharge rate (Should you require a pumped connection, please note that our minimum pumped discharge rate is 3.8l/s)
 - Connecting manhole discharge location (No connections can be made into a public rising main)
- Notification of intention to connect to the public sewer under S106 of the Water Industry Act (More information can be found on our website)
- Feasible mitigation strategy in agreement with Anglian Water (if required)

Surface water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution, including:
 - Development hectare size
 - Proposed discharge rate (Our minimum discharge rate is 5l/s. The applicant can verify the site's existing 1 in 1 year greenfield run off rate on the following HR Wallingford website -<http://www.uksuds.com/drainage-calculation-tools/greenfield-runoff-rate-estimation> . For Brownfield sites being demolished, the site should be treated as Greenfield. Where this is not practical Anglian Water would assess the roof area of the former development site and subject to capacity, permit the 1 in 1 year calculated rate)
 - Connecting manhole discharge location
- Sufficient evidence to prove that all surface water disposal routes have been explored as detailed in the surface water hierarchy, stipulated in Building Regulations Part H (Our Surface Water Policy can be found on our website)



Planning Applications – Suggested Informative Statements and Conditions Report

AW Reference:	00028350
Local Planning Authority:	Mid Suffolk District
Site:	Land To The North And West Of School Road Elmswell Suffolk, Elmswell
Proposal:	Outline Planning Application (Access to be considered) Erection of up to 105 dwellings including car parking, open space provision with associated infrastructure and vehicular access.
Planning Application:	DC/18/02146

Prepared by: Pre-Development Team

Date: 07 June 2018

If you would like to discuss any of the points in this document please contact me on 0345 606 6087 or email planningliaison@anglianwater.co.uk

ASSETS

Section 1 – Assets Affected

- 1.1 There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

"Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence."

WASTEWATER SERVICES

Section 2 – Wastewater Treatment

- 2.1 The foul drainage from this development is in the catchment of Elmswell Water Recycling Centre that will have available capacity for these flows

Section 3 – Foul Sewerage Network

- 3.1 Development will lead to an unacceptable risk of flooding downstream. A drainage strategy will need to be prepared in consultation with Anglian Water to determine mitigation measures.

We request a condition requiring the drainage strategy covering the issue(s) to be agreed.

Section 4 – Surface Water Disposal

- 4.1 From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse.

Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

Section 5 – Trade Effluent

5.1 Not applicable

Section 6 – Suggested Planning Conditions

Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

Foul Sewerage Network (Section 3)

CONDITION

No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

REASON

To prevent environmental and amenity problems arising from flooding.

FOR THE ATTENTION OF THE APPLICANT:

Next steps

Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy.

If you have not done so already, we recommend that you submit a Pre-planning enquiry with our Pre-Development team. This can be completed online at our website <http://www.anglianwater.co.uk/developers/pre-development.aspx>

Once submitted, we will work with you in developing a feasible mitigation solution.

If a foul or surface water condition is applied by the Local Planning Authority to the Decision Notice, we will require a copy of the following information prior to recommending discharging the condition:

Foul water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution including:
 - Development size
 - Proposed discharge rate (Should you require a pumped connection, please note that our minimum pumped discharge rate is 3.8l/s)
 - Connecting manhole discharge location (No connections can be made into a public rising main)
 - Notification of intention to connect to the public sewer under S106 of the Water Industry Act (More information can be found on our website)
-

- Feasible mitigation strategy in agreement with Anglian Water (if required)

Surface water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution, including:
 - Development hectare size
 - Proposed discharge rate (Our minimum discharge rate is 5l/s. The applicant can verify the site's existing 1 in 1 year greenfield run off rate on the following HR Wallingford website - <http://www.uksuds.com/drainage-calculation-tools/greenfield-runoff-rate-estimation>. For Brownfield sites being demolished, the site should be treated as Greenfield. Where this is not practical Anglian Water would assess the roof area of the former development site and subject to capacity, permit the 1 in 1 year calculated rate)
 - Connecting manhole discharge location
 - Sufficient evidence to prove that all surface water disposal routes have been explored as detailed in the surface water hierarchy, stipulated in Building Regulations Part H (Our Surface Water Policy can be found on our website)
-

From:RM Floods Planning
Sent:30 Jul 2018 10:45:27 +0100
To:BMSDC Planning Area Team Yellow
Cc:Elizabeth Thomas
Subject:2018-07-30 JS Reply Land To The North And West Of, School Road, Elmswell, Suffolk Ref DC/18/02146

Dear Elizabeth Thomas,

Subject: Land To The North And West Of, School Road, Elmswell, Suffolk Ref DC/18/02146

Suffolk County Council, Flood and Water Management have reviewed application ref DC/18/02146.

We have reviewed the following submitted documents and we recommend **approval of this application subject to conditions:**

- Flood Risk Assessment & Drainage Strategy Ref BM11245/FINAL v2.0
- Illustrated Master Plan Ref BMD.16.037.DR.P104
- Letter from Wardell Armstrong Ref CH/AN/BM11245/002 11th July 2018

We propose the following condition in relation to surface water drainage for this application.

1. Concurrent with the first reserved matters application(s) a surface water drainage scheme shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be in accordance with the approved FRA and include:
 - a. Dimensioned plans and drawings of the surface water drainage scheme;
 - b. If the use of infiltration is not possible then modelling shall be submitted to demonstrate that the surface water runoff will be restricted to 5.9 l/s for all events up to the critical 1 in 100 year rainfall events including climate change as specified in the FRA;
 - c. Modelling of the surface water drainage scheme to show that the attenuation/infiltration features will contain the 1 in 100 year rainfall event including climate change;

- d. Modelling of the surface water conveyance network in the 1 in 30 year rainfall event to show no above ground flooding, and modelling of the volumes of any above ground flooding from the pipe network in a 1 in 100 year climate change rainfall event, along with topographic plans showing where the water will flow and be stored to ensure no flooding of buildings or offsite flows;
 - e. Topographical plans depicting all exceedance flowpaths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system;
2. The scheme shall be fully implemented as approved.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development.

3. Concurrent with the first reserved matters application(s) details of the implementation, maintenance and management of the surface water drainage scheme shall be submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

4. The development hereby permitted shall not be occupied until details of all Sustainable Urban Drainage System components and piped networks have been submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as per s21 of the Flood and Water Management Act.

5. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include:

a. Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include :-

i. Temporary drainage systems

ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses

iii. Measures for managing any on or offsite flood risk associated with construction

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses in line with the River Basin Management Plan

Informatives

- Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991
- Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003
- Any discharge of surface water to a watercourse that drains into an Internal Drainage Board catchment may be is subject to payment of a surface water developer contribution
- Any works to lay new surface water drainage pipes underneath the public highway will need a section 50 license under the New Roads and Street Works Act

Kind Regards

Jason Skilton

Flood & Water Engineer, Flood & Water Management

Growth, Highways and Infrastructure

Suffolk County Council

Endeavour House, 8 Russell Rd, Ipswich, Suffolk IP1 2BX

Telephone: 01473 260411

Email: jason.skilton@suffolk.gov.uk

Website: www.suffolk.gov.uk

-----Original Message-----

From: planningyellow@baberghmidsuffolk.gov.uk <planningyellow@baberghmidsuffolk.gov.uk>

Sent: 27 July 2018 13:54

To: RM Floods Planning <floods.planning@suffolk.gov.uk>

Subject: MSDC Planning Re-consultation Request - DC/18/02146

Please find attached planning re-consultation request letter relating to planning application - DC/18/02146 - Land To The North And West Of, School Road, Elmswell, Suffolk

Kind Regards

Planning Support Team

Emails sent to and from this organisation will be monitored in accordance with the law to ensure compliance with policies and to minimize any security risks. The information contained in this email or any of its attachments may be privileged or confidential and is intended for the exclusive use of the addressee. Any unauthorised use may be unlawful. If you receive this email by mistake, please advise the sender immediately by using the reply facility in your email software. Opinions, conclusions and other information in this email that do not relate to the official business of Babergh District Council and/or Mid Suffolk District Council shall be understood as neither given nor endorsed by Babergh District Council and/or Mid Suffolk District Council.

From:RM Floods Planning

Sent:29 May 2018 13:22:37 +0100

To:BMSDC Planning Area Team Yellow

Cc:Elizabeth Thomas

Subject:2018-05-16 JS reply Land To The North And West Of, School Road, Elmswell Ref DC/18/02146

Dear Elizabeth Thomas,

Subject: Land To The North And West Of, School Road, Elmswell Ref DC/18/02146

Suffolk County Council, Flood and Water Management have reviewed application ref DC/18/02146

The following submitted documents have been reviewed and we recommend a **holding objection** at this time:

- Flood Risk Assessment & Drainage Strategy Ref BM11245/FINAL v2.0
- Illustrated Master Plan Ref BMD.16.037.DR.P104

The reason why we are recommending a holding objection is because whilst the applicant has supplied all the necessary documents and information, we believe that the proposed onsite storage volume is too low for the 3.49ha developed area using the max discharge rate of 5.9l/s. Based on the site developed area and using the max discharge rate of 5.9l/s we estimate the storage volume to be between 2865m³ and 3711m³.

The points below detail the action required in order to overcome our current objection:-

1. Submit revised hydraulic calculations showing total site shortage volume based on a max discharge from the site of 5.9l/s

Kind Regards

Jason Skilton

Flood & Water Engineer, Flood & Water Management

Growth, Highways and Infrastructure

Suffolk County Council

Endeavour House, 8 Russell Rd, Ipswich, Suffolk IP1 2BX

Telephone: 01473 260411

Email: jason.skilton@suffolk.gov.uk

Website: www.suffolk.gov.uk

-----Original Message-----

From: planningyellow@baberghmidsuffolk.gov.uk <planningyellow@baberghmidsuffolk.gov.uk>

Sent: 18 May 2018 13:29

To: RM Floods Planning <floods.planning@suffolk.gov.uk>

Subject: MSDC Planning Consultation Request - DC/18/02146

Please find attached planning consultation request letter relating to planning application - DC/18/02146
- Land To The North And West Of, School Road, Elmswell, Suffolk

Kind Regards

Planning Support Team

Emails sent to and from this organisation will be monitored in accordance with the law to ensure compliance with policies and to minimize any security risks. The information contained in this email or any of its attachments may be privileged or confidential and is intended for the exclusive use of the addressee. Any unauthorised use may be unlawful. If you receive this email by mistake, please advise the sender immediately by using the reply facility in your email software. Opinions, conclusions and other information in this email that do not relate to the official business of Babergh District Council and/or Mid Suffolk District Council shall be understood as neither given nor endorsed by Babergh District Council and/or Mid Suffolk District Council.



integrated working

West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU
Email address: amanda.lyes@suffolk.nhs.uk
Telephone Number – 01284 758010

Your Ref: DC/18/2146/
Our Ref: WSCCG/ELM/18/2146/AL

Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich
Suffolk IP1 2BX

7 June 2018

Dear Sir/Madam,

Outline Planning Application (Access to be considered) Erection of up to 105 dwellings including car parking, open space provision with associated infrastructure and vehicular access
Land To The North And West Of, School Road, Elmswell, Suffolk

1. I refer to your consultation letter on the above planning application and advise that, following a review of the applicants' submission the following comments are with regard to the Primary Healthcare provision on behalf of West Suffolk Clinical Commissioning Group (CCG) incorporating NHS England Midlands and East (East) (NHS England).

Background

2. The proposal comprises a development of up to 105 residential dwellings, which is likely to have an impact of the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. West Suffolk CCG would therefore expect these impacts to be fully assessed and mitigated by way of a developer contribution secured through the Community Infrastructure Levy (CIL).

Review of Planning Application

3. There is one GP practice within a 2km radius of the proposed development. This practice does not have sufficient capacity for the additional growth resulting from this development and cumulative development growth in the area. Therefore a developer contribution, via

CIL processes, towards the capital funding to increase capacity within the GP Catchment Area would be sought to mitigate the impact.

Healthcare Impact Assessment

4. The intention of West Suffolk CCG is to promote Primary Healthcare Hubs with co-ordinated mixed professionals. This is encapsulated in the strategy document: The NHS Five Year Forward View.
5. The primary healthcare services directly impacted by the proposed development and the current capacity position are shown in Table 1.

Table 1: Summary of capacity position for healthcare services within 2km catchment (or closest to) the proposed development

Premises	Weighted List Size¹	NIA (m²)²	Capacity³	Spare Capacity (NIA m²)⁴
Woolpit Health Centre	14,437	645.87	9,419	-344.10
Total	14,437	645.87	9.419	-344.10

Notes:

1. The weighted list size of the GP Practice based on the Carr-Hill formula, this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list.
 2. Current Net Internal Area occupied by the Practice.
 3. Based on 120m² per GP (with an optimal list size of 1750 patients) as set out in the NHSE approved business case incorporating DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"
 4. Based on existing weighted list size.
- 6 This development is not of a size and nature that would attract a specific Section 106 planning obligation. Therefore a proportion of the required funding for the provision of increased capacity by way of extension, refurbishment or reconfiguration at Woolpit Health Centre, servicing the residents of this development, would be sought from the CIL contributions collected by the District Council.
 - 7 Although, due to the unknown quantities associated with CIL, it is difficult to identify an exact allocation of funding, it is anticipated that any funds received as a result of this development will be utilised to extend the above mentioned surgery. Should the level of growth in this area prove this to be unviable, options of relocation of services would be considered and funds would contribute towards the cost of new premises, thereby increasing the capacity and service provisions for the local community.

Developer Contribution required to meet the Cost of Additional Capital Funding for Health Service Provision Arising

- 8 In line with the Government's presumption for the planning system to deliver sustainable development and specific advice within the National Planning Policy Framework and the CIL Regulations, which provide for development contributions to be secured to mitigate a development's impact, a financial contribution is sought.
- 9 Assuming the above is considered in conjunction with the current application process, West Suffolk CCG would not wish to raise an objection to the proposed development.

10. West Suffolk CCG is satisfied that the basis of a request for CIL contributions is consistent with the Regulation 123 list produced by Mid Suffolk District Council.

West Suffolk CCH and NHS England look forward to working with the applicant and the Council to satisfactorily address the issues raised in this consultation response and would appreciate acknowledgement of the safe receipt of this letter.

Yours faithfully

Chief Corporate Services Office
West Suffolk Clinical Commissioning Group

From: Medlock Ben <Ben.Medlock@networkrail.co.uk> On Behalf Of Town Planning SE

Sent: 03 August 2018 10:51

To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Cc: Town Planning SE <TownPlanningSE@networkrail.co.uk>

Subject: MSDC Planning Consultation Request - DC/18/02146 Land To The North And West Of School Road Elmswell Suffolk - Planning Application External / Midsuffolk LA / (Anglia) / Deadline 22.6.2018 complete

Dear Planning,

Thank-you for consulting Network Rail on the above application. Please find our informative comments below.

The Developer must ensure that their proposal, both during construction and after completion of works on site, does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

The developer should comply with the following comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Future maintenance

The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should

be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from Network Rail Asset Protection, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to Network Rail Asset Protection. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for approval to Network Rail Asset Protection prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Vehicle Incursion

Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Network Rail strongly recommends the developer contacts Network Rail Asset Protection London South East at AssetProtectionanglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at <https://www.networkrail.co.uk/communities/lineside-neighbours/working-by-the-railway/>

Benjamin Medlock

Town Planning Technician, Property MLPM

1 Eversholt Street, London, NW1 2DN

M 07710959611

E ben.medlock@networkrail.co.uk

www.networkrail.co.uk/property

From:David Pizzev
Sent:21 May 2018 11:14:32 +0100
To:Elizabeth Thomas
Cc:BMSDC Planning Area Team Yellow
Subject:DC/18/02146 Land To The North And West Of, School Road, Elmswell

Elizabeth

Please refer to my comments for previous application DC/17/03853 as follows -

Given the existing land use and general lack of tree cover at this site the arboricultural impact of this proposal is likely to be negligible. However, the large oak on School Road and avenue of chestnut trees along Parnell Lane will require appropriate protection measures during any development. These measures will need to be identified in an arboricultural report and clearly shown on a tree protection plan. Ideally this information should be submitted at this stage so the constraints from the trees are clear for all elements of layout design (services etc).

Appropriate new planting should also be subject to agreement.

Please let me know if you require any further input.

Regards

David Pizzev FArborA

Arboricultural Officer

Tel: 01449 724555

david.pizzev@baberghmidsuffolk.gov.uk

www.babergh.gov.uk and www.midsuffolk.gov.uk

Babergh and Mid Suffolk District Councils – Working Together

-----Original Message-----

From: planningyellow@baberghmidsuffolk.gov.uk <planningyellow@baberghmidsuffolk.gov.uk>

Sent: 18 May 2018 13:31

To: David Pizzey <David.Pizzey@baberghmidsuffolk.gov.uk>

Subject: MSDC Planning Consultation Request - DC/18/02146

Please find attached planning consultation request letter relating to planning application - DC/18/02146 - Land To The North And West Of, School Road, Elmswell, Suffolk

Kind Regards

Planning Support Team

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From:planningconsultations
Sent:18 Jun 2018 10:20:34 +0100
To:BMSDC Planning Area Team Yellow
Subject:FW: MSDC Planning Consultation Request - DC/18/02146
Attachments:ufm35.pdf

Our Ref: PC/18/281

Your Ref: DC/18/02146

F.A.O – Case Officer - Elizabeth Thomas

Proposed: Outline Planning Application (Access to be considered) Erection of up to 105 dwellings including car parking, open space provision with associated infrastructure and vehicular access.

Address: Land To The North And West Of, School Road, Elmswell, Suffolk

I acknowledge receipt of your letter dated 18th May 2018 regarding the above.

Our records show that we do not have any apparatus located in the proposed development, as this area is not covered by Essex & Suffolk Water.

Should you require any further information, please do not hesitate to contact us.

Yours faithfully

Karen Morgan
Administrator

T: 01268 664267 E: karen.morgan@nwl.co.uk

Essex & Suffolk Water, Sandon Valley House, Canon Barns Road, East Hanningfield, Chelmsford, CM3 8BD

-----Original Message-----

From: planningyellow@baberghmidsuffolk.gov.uk [<mailto:planningyellow@baberghmidsuffolk.gov.uk>]

Sent: 18 May 2018 13:30

To: planningconsultations

Subject: MSDC Planning Consultation Request - DC/18/02146

Please find attached planning consultation request letter relating to planning application - DC/18/02146 - Land To The North And West Of, School Road, Elmswell, Suffolk

Kind Regards

Planning Support Team

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Northumbrian Water Limited, registered in England and Wales number 2366703.
Registered office: Northumbria House, Abbey Road, Pity Me, Durham DH1 5FJ.

www.nwl.co.uk

From:Nathan Pittam
Sent:17 Jul 2018 14:32:26 +0100
To:Elizabeth Thomas
Cc:BMSDC Planning Area Team Yellow
Subject:DC/18/02146. Air Quality

Dear Elizabeth

EP Reference : 242519

DC/18/02146. Air Quality

Land to the north and west of, School Road, Elmswell, BURY ST EDMUNDS, Suffolk.

Outline Planning Application (Access to be considered) Erection of up to 105 dwellings including car parking, open space provision with associated infrastructure and vehicular access.

Many thanks for your request for comments in relation to the above application. I can confirm that I have no additional comments to make in relation to this application.

Kind regards

Nathan

Nathan Pittam BSc. (Hons.) PhD

Senior Environmental Management Officer

Babergh and Mid Suffolk District Councils – Working Together

From:Iain Farquharson
Sent:19 Jun 2018 16:01:48 +0100
To:BMSDC Planning Area Team Yellow
Subject:M3 242522: MSDC Planning Consultation Request - DC/18/02146

Dear sir/Madam

We have reviewed the application and as this is a significant development (105 properties) we require a condition be included should permission be granted.

We suggest the following:

Before any development is commenced a Sustainability & Energy Strategy must be provided detailing how the development will minimise the environmental impact during construction and occupation (as per policy CS3 SO8 and NPPF para 35) including details on environmentally friendly materials, construction techniques minimisation of carbon emissions and running costs and reduced use of potable water (suggested maximum of 105ltr per person per day). Details as to the provision for electric vehicles should also be included. This document shall be submitted to, and approved in writing by, the Local Planning Authority before construction commences.

Regards

Iain Farquharson

Senior Environmental Management Officer
Babergh Mid Suffolk Council

BB01449 724878 / 07860 827027
//iain.farquharson@baberghmidsuffolk.gov.uk

-----Original Message-----

From: planningyellow@baberghmidsuffolk.gov.uk <planningyellow@baberghmidsuffolk.gov.uk>
Sent: 18 May 2018 13:29
To: Environmental Health <Environmental@baberghmidsuffolk.gov.uk>
Subject: MSDC Planning Consultation Request - DC/18/02146

Please find attached planning consultation request letter relating to planning application - DC/18/02146 - Land To The North And West Of, School Road, Elmswell, Suffolk

Kind Regards

Planning Support Team

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Consultation Response Pro forma

1	Application Number	DC/18/02146	
2	Date of Response	08/06/2018	
3	Responding Officer	Name:	Hannah Bridges
		Job Title:	Waste Management Officer
		Responding on behalf of...	Waste Services
4	Recommendation (please delete those N/A) Note: This section must be completed before the response is sent. The recommendation should be based on the information submitted with the application.	No objection subject to conditions	
5	Discussion Please outline the reasons/rationale behind how you have formed the recommendation. Please refer to any guidance, policy or material considerations that have informed your recommendation.	<p>A 32 tonne refuse collection vehicle (RCV) would only be able to service the main residential of the development not be able to drive on the shared surfaces/courtyard and the private drives.</p> <p>All bins would need to be brought up to the main road for collection, please provide a map of all the wheeled bin presentation points for approval.</p> <p>The flats would share communal bins and it is not clear where the bin store would be located, the RCV would need to be able to drive up to the bin store so that the bins are not pulled far this is not possible.</p> <p>A hammer head is required at the end of development for the RCV to turn around.</p> <p>Ensure that the proposal is suitable for a 32 tonne RCV to manoeuvre around the site and that the surface is suitable for a RCV to drive on. Attached are the vehicle specifications for reference.</p> <div style="text-align: center;">  OLYMPUS - 8x4MS Wide - Euro 6 - Smo </div>	
6	Amendments, Clarification or Additional Information Required (if holding objection)		

Please note that this form can be submitted electronically on the Councils website. Comments submitted on the website will not be acknowledged but you can check whether they have been received by reviewing comments on the website under the application reference number. Please note that the completed form will be posted on the Councils website and available to view by the public.

	If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate	
7	Recommended conditions	Meet the conditions in the discussion.

Please note that this form can be submitted electronically on the Councils website. Comments submitted on the website will not be acknowledged but you can check whether they have been received by reviewing comments on the website under the application reference number. Please note that the completed form will be posted on the Councils website and available to view by the public.