

Your Ref:DC/19/03924  
Our Ref: SCC/CON/3473/19  
Date: 15 January 2020



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

Email: [planning@babberghmidsuffolk.gov.uk](mailto: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: Daniel Cameron

Dear Daniel,

**TOWN AND COUNTRY PLANNING ACT 1990  
CONSULTATION RETURN: DC/19/03924**

**PROPOSAL:** Outline Planning Application (some matters reserved - access to be considered) for site remediation works (Phase 1) and the erection of up to 65 dwellings with the safeguarding of land for potential future delivery of a relief road, public open space and associated landscaping (Phase 2)

**LOCATION:** Land to the West of the former Bacon Factory West of Station Road Elmswell IP30 9ED  
Following the deferral of the application at the Committee on 8th January, to assist the LPA to address concerns raised by the committee members, the County Council, as Highway Authority, make the following comments:

**Junction Capacity**

The Transport Assessment (TA) document supporting this application assessed the junctions within Elmswell and the only junction that was highlighted as a concern was School Road/ Church Road junction. By using the existing traffic flows, it determined that junction is functioning within capacity with the highest RFC being 0.54 (when RFC is 1.00, it is at capacity). By adding the traffic from the committed developments and the growth factor, this junction, the RFC increases to 1.00 in 2024; running at capacity. By adding this development's traffic, the RFC increases to 1.05; this equates to additional 6 cars queuing on School Road with an additional wait time of 86 seconds. Model predictions for queues and delays are unlikely to occur as in reality, drivers find an alternative route rather than queuing; travel down New Road to Cross Street junction and turn east or west, depending on their destination. Also, if work allows, people often travel out of the peak hours to avoid queues and delays.

**Level Crossing**

The TA recorded the queuing that the level crossing in the AM and PM peak periods. The level crossing operates 3 times per hour during the AM peak and 5 times per hour during the PM peak. The maximum time for the 'closure' was recorded as 4.19 minutes with maximum queue 22 vehicles in the AM peak and 6.04 minutes with maximum queue 17 vehicles in the PM peak. The queues clear after each closure; we consider this would be a safety concern if they did not clear. The calculated maximum number of vehicles from the development would be 3. However, It is considered that residents from the development would time their journeys to avoid these barrier operation times (as they are consistent every day).

### Cycle Link between Elmswell and Woolpit

Suffolk County Council and Sustrans are working together to deliver this cycle route between the villages. This will be included in the developing Local Transport Plan which has local support but the concept is still in draft.

### Public Transport Considerations

Travelling by train. from Elmswell, the journey time to Ipswich is 26 minutes and Cambridge is 58 minutes. The request for funding of £50,000 enable the local Community Transport provider to potentially recruit paid drivers which would then facilitate a regular scheduled trip from the new homes facilities in the village, Woolpit health centre and connections with the 384/385 routes between Bury and Stowmarket. It is considered Elmswell is a sustainable location and with the proposal to contribute to community transport, this will improve access for all users.

- From the above statement, we consider that the proposal for additional 65 dwellings would not create severe impact on the highway as
- 'appropriate opportunities to promote sustainable transport modes has been supported, safe and suitable access to the site can be achieved for all users' as outlined in paragraph 108 and
- development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe' as paragraph 109 of the NPPF.

Yours sincerely,

**Samantha Harvey**

**Senior Development Management Engineer**

Growth, Highways and Infrastructure