

Mendlesham Parish Council

Planning response

Proposal: Outline Planning Application (Access to be considered all other matters reserved) -Erection of 20no dwellings and creation of vehicular access

Location: Land North East Of, Chapel Road, Mendlesham

Application no: DC/19/05915

Planning Officer: Alex Scott

Mendlesham Parish Council unanimously recommends refusal of this application.

We note the reduced number of dwellings proposed with this new application and indeed improvements now being suggested, including affordable housing, bungalows, consideration of rights of way, impact on the wider open countryside and footpaths linking this development to the rest of the village, further to previous application and refusal re DC/19/00959. However, these can be changed significantly, as this is an outline application.

Whilst the number of dwellings now proposed is a number closer to that preferred by the Adopted Mendlesham Neighbourhood Plan (policy MP1), this new application has “been judged on its merits” (MP1) and is not considered a suitable location for development for the following reasons:

- The reduction in the number of dwellings does not change our previous view -this proposed development is in the wrong place, is not sustainable and is not in accordance with either our Adopted Neighbourhood Plan or our Revised Neighbourhood Plan proposals for which we have supporting evidence. There are no planning reasons to approve this application
- MSDC has a five-year land supply
- Mendlesham has already delivered more than sufficient dwellings (currently 106) in a short period of time, further to our base figure of 620 homes as at 1.1.14, for the period 2016-2031 of a minimum of 75 dwellings. MP1, Mendlesham’s Adopted Neighbourhood Plan
- The application is outside the settlement boundary.
- The traffic volumes, including via our Conservation area, will severely impact on our residents’ health, wellbeing, safety and also damage our historic buildings and environment. Neighbourhood Plan Policy MP5.
- As detailed in the refusal Decision notice for DC/19/00959 22.10.19, “the emerging Joint Local Plan to allocate this site as a site allocation has not been concluded, this site may not continue to form part of that plan and at this time the JLP is considered to have very little weight”.
- Please also refer to the comments made by Elizabeth Thomas, Senior Policy Strategy Planner for MSDC, 18.4.19 re DC/19/00959. Whilst the size of development proposed as part of this application is now reduced, most of her comments are still very pertinent.

Please see attached our final Traffic report, covering the entire village since 2018, some locations having now been surveyed three times with an ongoing data base available. There is a significant

difference in locally/SCC Highways produced data and that as supplied by the applicant. Also note residents from this proposed development will all need to use the conservation area routes (Front Street) to travel to the A14/Stowmarket. We will also have extra traffic from the Old Engine Meadow site (28 dwellings DC/19/05949, which is now at reserved matters stage with a possible start date towards the end of 2020) accessing Chapel Road and Church Road for construction, as well as private cars from those newly occupied dwellings using Front Street.

There is no consideration or information about traffic movements following new development from surrounding villages needing to access the A140, including Bacton and Cotton or the impact on the A140 Mendlesham junction.

Notwithstanding the applicant's comments, our concern is that the proposed footpaths cannot be delivered as indicated and even if deliverable, there is concern from local residents that this may be detrimental to access to existing properties and safety of road layouts.

There is mention about bus stops, but bus services need to be available at the correct times. Our bus services are constantly being reduced and under threat. They do not provide a level of service enabling those relying on public transport for people to go to work and education outside the village.

We also note the holding objection from Jason Skilton, Flood and Water management 8.1.20. The issue of mitigation for existing floods as well as for any new properties in the area, including those 28 dwellings at Old Engine Meadow, continue to be of extreme concern locally and photos of existing local and recent flooding history in this area are available in case of need. This requires a high level of attention and solutions. We have professionally, independent documents available as part of our revised Neighbourhood Plan work which support this need for caution.

If this application was agreed, there is much concern about the impact of two developments so close to each other, being built at the same time, on existing residents and Mendlesham Health Centre. There is also the need as mentioned in the Neighbourhood plan for slow sustained growth- our services need time to accommodate additional population growth. There must also be an economic consideration for the sale of these properties at the same time?

The conclusion decision notice for DC DC/19/00959 summarised that adverse impact of developing this site outweighed the benefits. Whilst MP1 has been partially addressed, our view is that this application also fails to address this conclusion.

Sharon Jones

Parish Clerk

Mendlesham Parish Council

26th January 2020

Report for Mendlesham Parish Council

January 2020

Traffic movements in Mendlesham

Councillor Mike Exley

Section 1: Aim and objectives

1.1 Aim

The aim of the report is to support the delivery of the revised Mendlesham Neighbourhood Development Plan.

1.2 Objectives

1. Establish a baseline of traffic movements in and around the Parish of Mendlesham. This baseline will be used in future years to gauge the effects of housing growth in and around the Parish.
2. Identify what volumes of traffic currently use the roads in and around Mendlesham Village on a daily basis.
3. Identify the effects of current traffic movements in and around Mendlesham Village and Mendlesham Green.
4. Comment on what effect current and future housing development may have on these traffic movements.
5. Identify measures that would lessen the effects of traffic movements on local residents, both now and in the future.

Section 2: Traffic Surveys

2.1 Two sets of traffic movement data have been obtained.

2.2 Mendlesham Parish Council

Mendlesham Parish Council carried out its own traffic surveys across 10 sites from November 2018 to June 2019 using specialist radar equipment that it purchased.

2.3 Suffolk County Council

Suffolk County Council, Highways Department carried out traffic movement surveys across 2 sites from 7 to 20 March 2019.

Section 3: Mendlesham Parish Council traffic surveys

3.1 Introduction

There are no current or historical figures for vehicle movements in and around the Parish of Mendlesham. The first step therefore was to establish a baseline for the current situation.

Mendlesham Parish Council purchased equipment that automatically records vehicle movement statistics at agreed sites. The equipment is a Radarlux TEMPODIS 230S radar unit attached to various existing 100mm vertical poles at the roadside.

The Radarlux equipment is portable. It is strapped to a suitable pole and requires no mains electricity supply. It measures numbers of vehicles travelling in one direction and their speed. As it is radar based it does not identify individual vehicles or their drivers. Individuals privacy is therefore not compromised. Data collected is subsequently downloaded onto a computer for statistical analysis.

Where possible equipment was left in place at any particular site for a period of one to two weeks. The order of sites selected for measurement was random.

Most sites had at least two separate periods of measurement to try to ensure the figures are consistent.

3.2 Sites

Five measurement sites were agreed with the Highways Department of Suffolk County Council. Five further sites were also selected where suitable 100mm roadside poles were in place.

The ten sites and the measurement dates are shown in Section 4. Ten sites were selected for vehicle movement analysis. They are identified as follows. At each site the measurements are taken for traffic travelling in one direction only.

Figure 3.1 identifies the ten site locations, Figure 3.2 and Figure 3.3 are maps of Mendlesham Village and Mendlesham Green showing where the measurement equipment was located.

	Description (Mendlesham Village unless otherwise stated)
Site 1	Chapel Road / Health Centre, traffic direction East, inbound
Site 2	Church Road, traffic direction South East, outbound
Site 3	Old Station Road, traffic direction North, inbound
Site 4	Mendlesham Green; Mendlesham Road allotments, traffic direction South
Site 5	Mendlesham Green; River Gipping, traffic direction East
Site 6	Front Street, traffic direction East
Site 7	Front Street, traffic direction West
Site 8	Old Station Road, Tennis courts, traffic direction North, inbound
Site 9	Brockford Road, traffic direction South West, inbound
Site 10	Old Station Road, Stackyard, traffic direction South, outbound

Figure 3.1 - Sites of MPC traffic surveys



Figure 3.2 - Map of Mendlesham Village showing traffic survey points

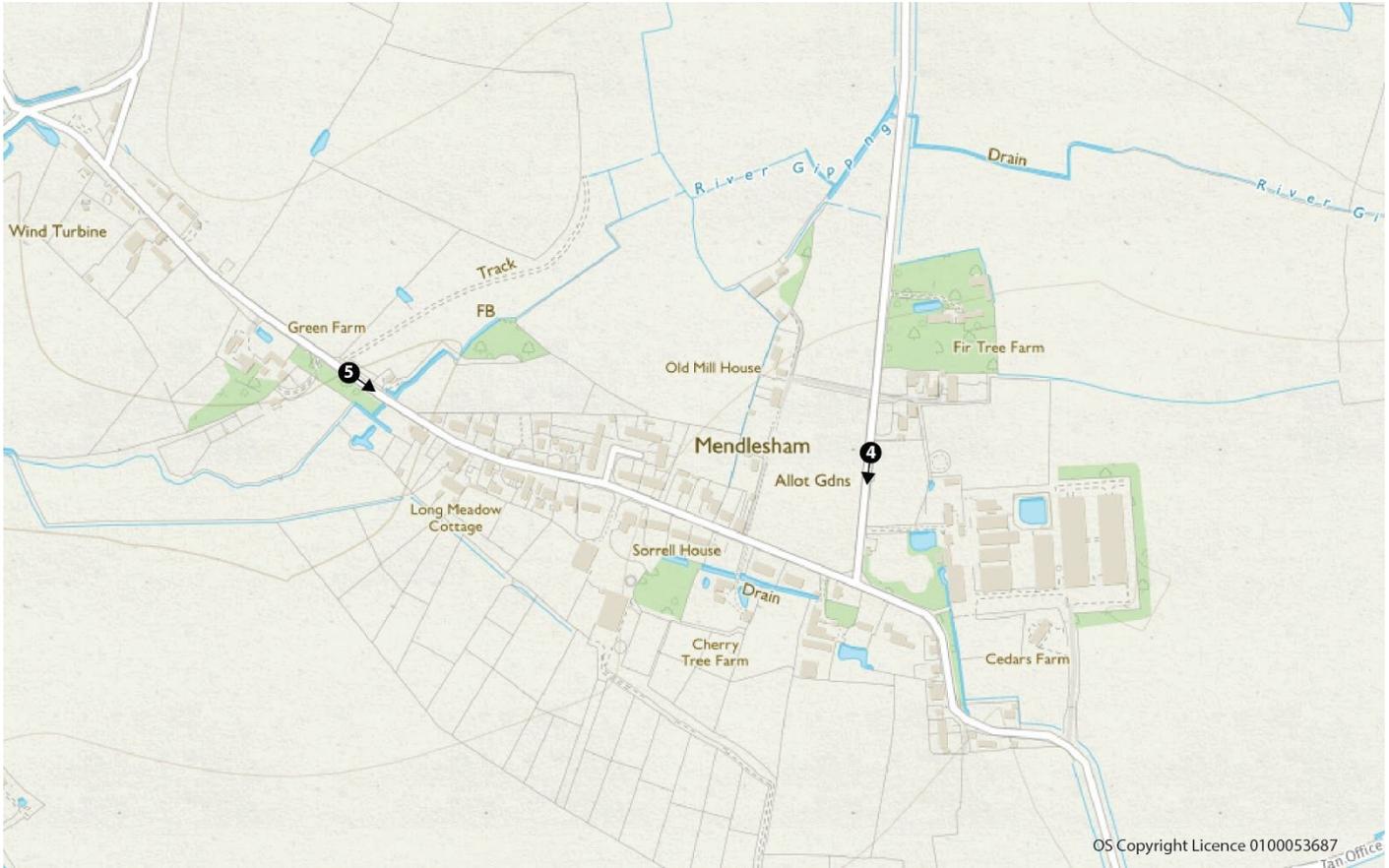


Figure 3.3 - Map of Mendlesham Green showing traffic survey points

3.3 Traffic movement statistics compiled by Mendlesham Parish Council

3.3.1 Results

The movement data collected by the Radarlux equipment was downloaded into spreadsheets and then totalled by day. Line graphs were produced showing how the numbers of vehicles fluctuates each day and these are shown in Appendix 2 - Traffic movement statistics at the end of this report.

The data was further summarised into Figure 3.4 below.

	Dates	Average total vehicles daily	Average for all periods
Site 1	6-9 November 2018	521	
	23-26 April 2019	637	579
Site 2	26-30 Nov 2018	1,385	
	16-17 May 2019	1,419	
	20-24 May 2019	1,385	1,396
Site 3	3-7 Jun 2019	1,294	1,294
Site 4	20 Dec 2018-2 Jan 2019	209	209
Site 5	14 Jan-25 Jan 2019	222	222
Site 6	6-8 February 2019	922	
	11-12 February 2019	932	927
Site 7	27 Feb - 1 Mar 2019	800	
	4-6 Mar	755	777
Site 8	29 Mar 2019	1,114	
	1-5 Apr 2019	1,086	
	9-12 April 2019	1,024	1,074
Site 9	17-21 Jan 2019	965	965
Site 10	1-5 Jul 2019	1,070	1,070

Figure 3.4 - Table of traffic movements and dates

Section 4: Suffolk County Council traffic surveys

4.1 Introduction

The Parish Council was given vehicle movement data (in spreadsheets) that had been collected by Suffolk County Council, Highways department at two sites. The equipment used measured numbers of vehicles travelling in both directions and their speed. The relative size of vehicles was also measured.

The surveys did not identify individual vehicles or their drivers. Individuals privacy is therefore not compromised.

4.2 Sites

Two sites were selected by Suffolk County Council Highways department.

The sites were at:

1. Mendlesham Green - adjacent to the bus shelter opposite the allotments (see Figure 3.3), and;
2. Old Station Road - adjacent to Elms Farm (see Figure 3.2).

At both sites traffic flows were measured in both directions. The table below shows the average number of vehicles travelling in each direction over two periods.

4.3 Results

The table below provides an overview of average vehicle movements across two separate date ranges. They are further analysed by "Direction" giving the average number of vehicle movements in a day in one direction (either North or South).

Site	Dates	Direction	Average 5 day	Average 7 day
Mendlesham Green	7-13 Mar 2019	S	204	187
	7-13 Mar 2019	N	210	188
	14-20 Mar 2019	S	206	190
	14-20 Mar 2019	N	206	183
Old Station Road, Mendlesham	7-13 Mar 2019	S	807	725
	7-13 Mar 2019	N	868	779
	14-20 Mar 2019	S	811	729
	14-20 Mar 2019	N	880	785

Figure 4.3 - Table of vehicle movements and dates

4.4 Vehicle movements

Further information on vehicle movements and speed are shown in Appendix 3.1 (Mendlesham Green) and Appendix 3.3 (Mendlesham village)

The figures obtained by Mendlesham Parish Council for the site opposite the allotments at Mendlesham Green (looking South) correspond exactly with the results obtained by Suffolk County Council. Both in the range of 200-210 vehicles per day.

The daily average figures obtained by Mendlesham Parish Council (1,070) for the site adjacent to the Stackyard site (site 10, traffic direction South, outbound from Mendlesham Village), are higher than those obtained by Suffolk County Council. A difference of some 200 vehicles per day. The Suffolk County figures also show that week-ends are quieter on this stretch of road.

4.5 Vehicle speeds

On the road into Mendlesham Village (adjacent to the Stackyard site) the speed limit changes from 60 MPH to 30 MPH as the traffic nears the built up area of the village (that includes the school on the left hand side). Vehicle average speeds are slightly less entering the village against leaving it but a significant number of cars are above the 30 MPH limit as they enter the village.

At the Mendlesham Green site the speed limit is 30 MPH and the measurements made by Mendlesham Parish Council were taken for vehicles travelling South towards the T-junction. More than half the vehicles approaching the junction are above the 30 MPH limit.

4.6 Vehicle size

In addition to the numbers of vehicles and their speed further analysis was carried out by recording the size of the vehicles concerned. The vehicle classification chart is shown in figure 4.4 on the following page.

Appendix 3.2 (Mendlesham Green) and Appendix 3.4 (Mendlesham Village) show the details of the statistics collected of vehicles by size. The figures at both sites point mainly to motorcycles, passenger cars and vans. There is little evidence of buses and lorries using the roads in any large numbers. However some of the traffic is seasonal in nature and higher volumes of large size traffic are then seen (for example grain lorries visiting the grain storage facility in between Mendlesham Village and Mendlesham Green).

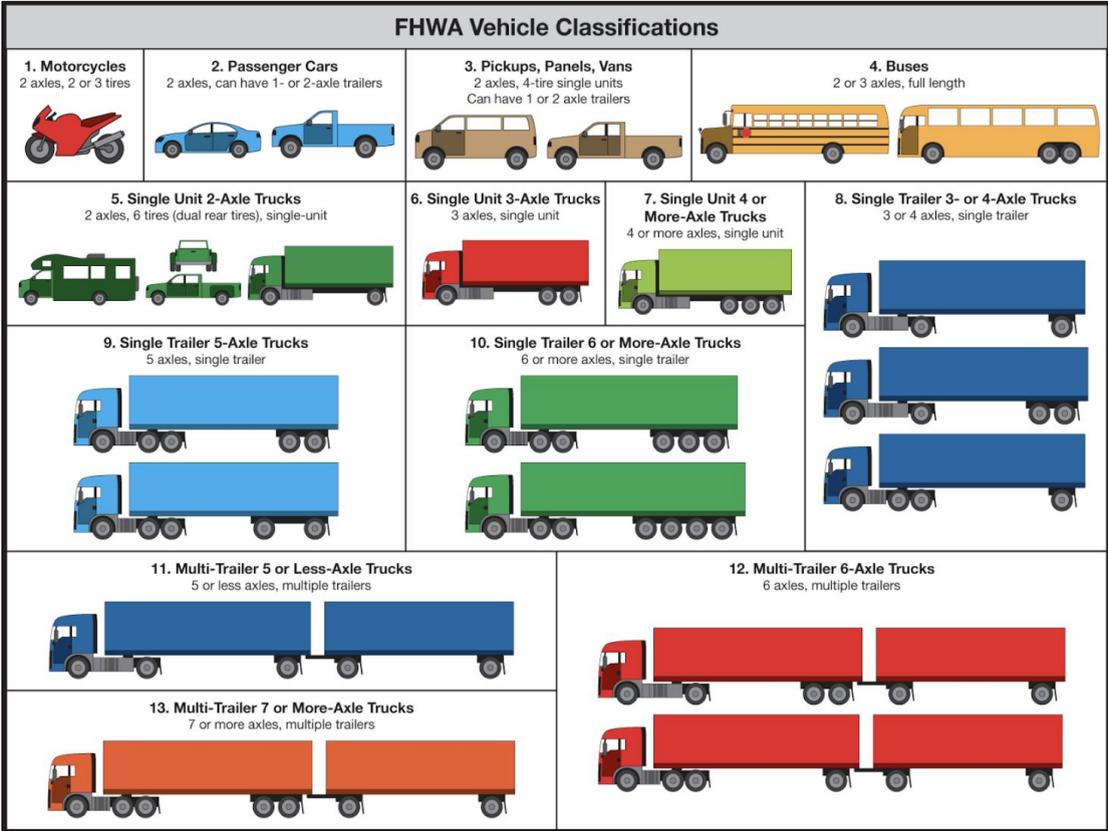


Figure 4.4 - Vehicle classification chart

Section 5: Peak traffic flows

5.1 Mendlesham village

Figures contained in Appendix 2 (sites 2-1, 2-2 and 3-1) show peak flows of around 120 vehicles per hour (in a single direction). Peak flows are in the morning (07:00 - 08:00 hrs) and afternoon (15:00 - 17:00)

Figures also show that traffic is flowing for around 21-22 hours every week day.

5.2 Mendlesham Green

Peak flows are around 40-45 vehicles per hour with an average of 209 movements per day (Site 4). Site 5 is very similar with an average of 222 movements per day.

Of the ten sites where traffic volumes were measured the busiest sites (in descending order) are as follows;

1. Site 2 - Church Road traffic direction South East, outbound from the village,
2. Site 3 - Old Station Road, traffic direction North, inbound to the village,
3. Site 8 - Old Station Road, Tennis Courts, traffic direction North, inbound to the village,
4. Site 10 - Old Station Road, Stackyard site, traffic direction South, outbound from the village,
5. Site 6 - Front Street looking West.

These sites represent the main thoroughfares into and out of Mendlesham Village,

1. Old Station Road
2. Front Street (and to a limited extent, Old Market Street)
3. Church Road (and a part of Chapel Road).

Thus the majority of traffic travels this route which takes it through the centre of the Mendlesham Village Conservation area and past the Church in the village centre.

Figure 5.1 (below) is a map showing the major traffic flows in and out of the village.

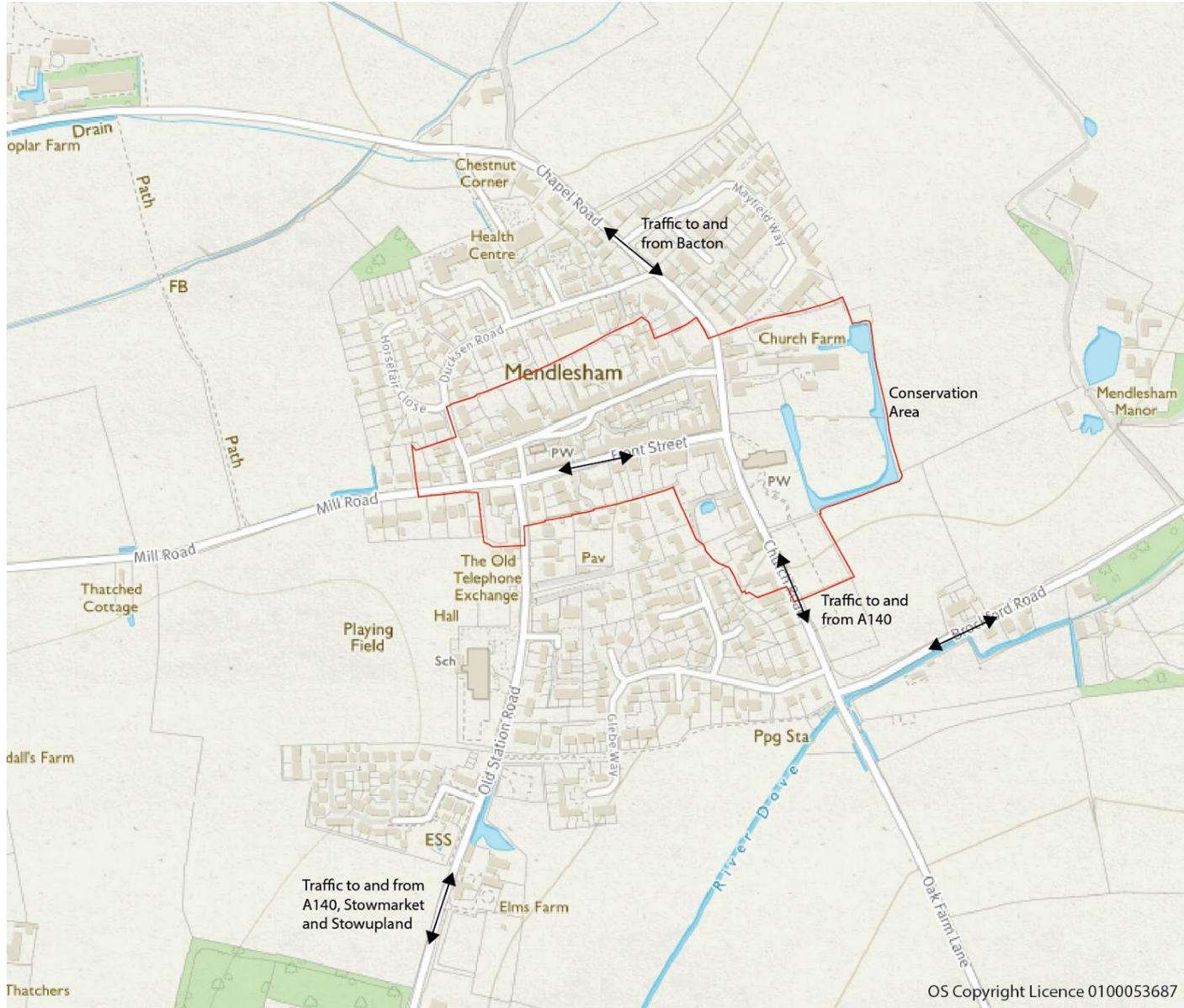


Figure 5.1 - Major traffic flows in and out of Mendlesham village

Section 6: Other related information

6.1 Local transport network

6.1.1 Overview

The Parish of Mendlesham is an area with limited access to public transport. It is linked, internally, by country roads which, at best, allow two way traffic flow. However there are many places where traffic is restricted to single vehicle flow.

In recent years there has been numerous reports of damage to road surfaces seemingly caused by large vehicles having to negotiate narrow roads and tight bends. Suffolk County Council does not separately record costs of individual repairs, but it does produce an average cost for the reactive repair service by financial year. The average cost per repair for each of the last three financial years is;

2018/2019	-	£263.08
2017/2018	-	£228.25
2016/2017	-	£255.10.

The number of pothole orders (for repair) in Mendlesham from August 2018 to August 2019 is;

August 2018 to March 2019	43 orders @ £228.25 = £9,814.75
April 2019 to date (August 2019)	22 orders @ £263.08 = £5,787.76.

An approximate cost of £15,600 for just over one year.

6.1.2 Position and traffic flows

The A140 is the only local A road and is located on the Eastern boundary of the parish. The A14 is located to the South of the parish and is accessed via the A140 or through Stowupland.

Mendlesham Village is a central hub for most of the local traffic flow and the conservation area in the village centre presents several challenges for traffic, particularly for large vehicles such as HGV's, coaches, buses and trucks.

There are four major routes that enter and exit the village, these are;

1. Old Station Road - to and from Mendlesham Green and Stowupland;
2. Front Street - joins Old Station Road to Church Road;
3. Church Road - towards the A140. and;
4. Chapel Road - towards Bacton.

Any traffic coming to or from Mendlesham Village has to use one or more of these roads.

6.1.3 Footways and cycleways

Within the village there are some pedestrian footways but equally there are locations (for example along Chapel Road towards the Health Centre) where pedestrians are forced to walk on the road.

There are no cycleways.

6.1.4 Public transport

Stowmarket has the nearest railway station (6.6 miles).

Mendlesham village has four bus services.

1. 113 - Ipswich - Mendlesham - Eye
2. 114 - Ipswich - Debenham - Eye
3. 115 - Ipswich - Coddensham - Debenham - Mendlesham
4. 456 - Eye - Bacton / Mendlesham - Stowmarket.

Mendlesham Green has one bus service.

1. 113 - Ipswich, Mendlesham - Eye

6.1.5 Street lighting

There is limited street lighting in Mendlesham and Mendlesham Green but nowhere else in the parish.

6.1.6 Bad weather

Only the two routes from the A140 into Mendlesham and Mendlesham Green are gritted during cold weather. Any snow clearance work is left to local farmers to do.

6.2 Parking

There are no public parking facilities within the parish.

There are some limited facilities at;

1. Community Centre, Old Station Road (primarily for access to the school and the small hall; also for sports usage at week-ends)
2. Church Road between the junctions of Old Market Street and Front Street, and
3. King's Head public house (for patrons), Old Market Street.

There is a considerable amount of on street parking, particularly in the conservation area where very few properties have their own off street parking facilities. Front Street and Old Market Street both have very limited off street parking availability.

This on street parking frequently makes parts of Front Street and Old Market Street single carriageway.

Three locations in Mendlesham village present temporary parking difficulties when they are open "for business".

1. St Mary the Virgin church, Church Road,
2. Fish and Chip shop, Chapel Road, and
3. Mendlesham store, Old Market Street.

6.3 Local amenities

Mendlesham School has limited parking facilities and reasonable footpath access for parents and children to make the daily journeys to and from school. However the majority of children travelling on foot to and from the school need to cross Old Station Road.

Mendlesham Health Centre has recently extended parking facilities but does not have the benefit of a footpath along Chapel Road to and from the village centre.

The local shop in Old Market Street has recently been upgraded and also taken on the Post Office counter. There is only on-street parking for customers but the area is well served by footpaths. This is an increasingly popular location and parking for customers and suppliers can be difficult at times.

The King's Head public house in Old Market Street has limited parking facilities.

The Community Centre has a small car park (not for general usage) and the parking spaces used by the school are available outside school hours.

6.4 Conservation area

The conservation area is largely bounded by Front Street, Old Market Street, Chapel Road and Church Road (including the Church and its grounds).

It is an area that defines Mendlesham and its past but it is also an area that is used by a large amount of local traffic particularly that accessing the A140 and Stowmarket.

Chapel Road is liable to experience increased traffic flows over the coming years given the considerable planned developments in and around Bacton.

It would be very difficult to make any changes to the area that would improve traffic flows.

6.5 New developments

The Parish of Mendlesham is now looking at an increase of 161 dwellings (calculated on a base figure as at 1 April 2018. This is an increase of 20-25% and must be planned across the 18 years, 2018 to 2036.

Given the dependence of most local residents on their own private transport these new developments will result in a significant increase in vehicle movements.

Current plans suggest that these new developments will all be directly adjacent to the current village boundary and are therefore likely to affect all the roads that are at the heart of the current conservation area (Front Street, Old Market Street, Old Station Road, Chapel Road and Church Road).

Most traffic will seek access towards the A140 and the A14.

We are also aware that our neighbouring parishes have new developments both being built and planned. It is difficult to know what effect on these increasing numbers will have on the traffic flows through the parish. The baselines established from the figures contained in this report will greatly aid our monitoring work in the future.

Mendlesham Village has a reasonable number of pavements to provide safe walking for pedestrians. One area where this is not the case is alongside the roadway from the junction of Mayfield Way and Chapel Road to the Health Centre. With development agreed for Old Engine Meadow and attempts in hand to develop the field adjacent, and to the North East of, Mayfield Way, there is a need to introduce a footpath along Chapel Road to the Health Centre. There is already a footpath from Ducksen Road

into the rear of the Health Centre but it is not clearly signposted.

Section 7: Summary

- 7.1 The information collected gives a clear baseline of the current regarding traffic movements in and around the Parish of Mendlesham.
- 7.2 There are over a thousand vehicle movements every weekday which mostly involve travel in and around Mendlesham village.
- 7.3 The two busiest sites are site 2 (Church Road, traffic direction South East outbound from the village) and site 8 (Old Station Road, tennis courts, traffic direction North, inbound to the village). Both roads, Church Road and Old Station Road connect to Front Street which is at the centre of the Mendlesham Conservation Area.
- 7.4 The figures show that traffic movements are almost constant with only a short break in the middle of the night.
- 7.5 It seems highly unlikely that anything could be done within the conservation area to improve vehicle movements.
- 7.6 New developments will lead to increased traffic movements.

Section 8: Recommendations

- A. I recommend that four areas be investigated to see if measures could be put in place to reduce or improve traffic flows.
 - 1. The route to and from Old Station Road, along Front Street and then right into Church Road towards the A140.
 - 2. The route to and from Chapel Road past St Mary's Church, into Church Road towards the A140.
 - 3. The route to and from Old Station Road, along Old Market Street then right into Church Road towards the A140.
 - 4. A route from Old Station Road that avoids both Front Street and Old Market Street and joins up with Wash Lane then towards the A140

- B. I recommend that all future developments provide comprehensive data about predicted traffic movements and the likely effect on the existing roads infrastructure.

- C. I recommend that traffic data at four strategic locations are collected and published annually. Those locations are;
 - 1. Church Road,
 - 2. Old Station Road,
 - 3. Front Street, and
 - 4. Chapel Road.

- D. I recommend that additional signage be put in place at the corner of Ducksen Road and Chapel Road to guide pedestrians to and along the footpath into the Health Centre.

Appendix 1 - Photographs

The photographs presented in this section identify the major sites within Mendlesham Village where increasing levels of traffic (particularly coaches, lorries and HGV's) are causing concern for local residents.



Photo 1 - View towards junction of Front Street (left) with Old Station Road



Photo 2 - View of Front Street looking towards the junction with Old Station Road



Photo 3 - View of junction of Front Street with Old Station Road



Photo 4 - View of Front Street looking down to the Chapel Road junction



Photo 5 - View of junction of Front Street with Chapel Road



Photo 6 - View of Front Street looking towards junction with Old Station Road



Photo 7 - View looking down Church Road from its junction with Front Street



Photo 8 - View of Front Street looking towards its junction with Old Station Road



Photo 9 - View of Church Road looking towards its junction with Front Street



**Photo 10 - View of Church Road looking towards its junction with Front Street (left)
[One example of the problems with traffic travelling through the conservation area]**



**Photo 11 - View of Front Street looking towards its junction with Church Road
[A further example of the problems with traffic travelling through the conservation area]**

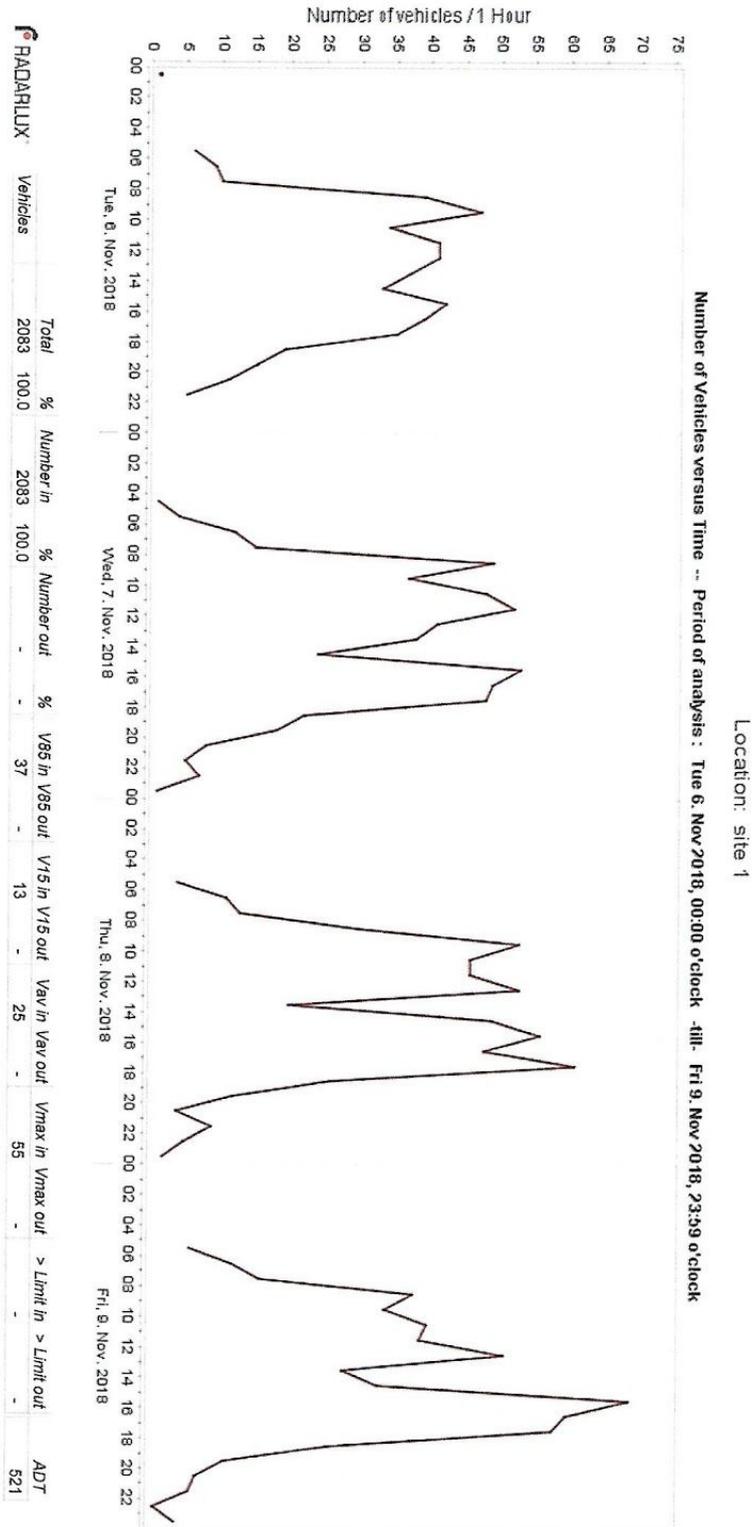
Appendix 2 - Traffic movement statistics - Mendlesham Parish Council

Following are the charts showing numbers and types of vehicle movements daily over a set period.

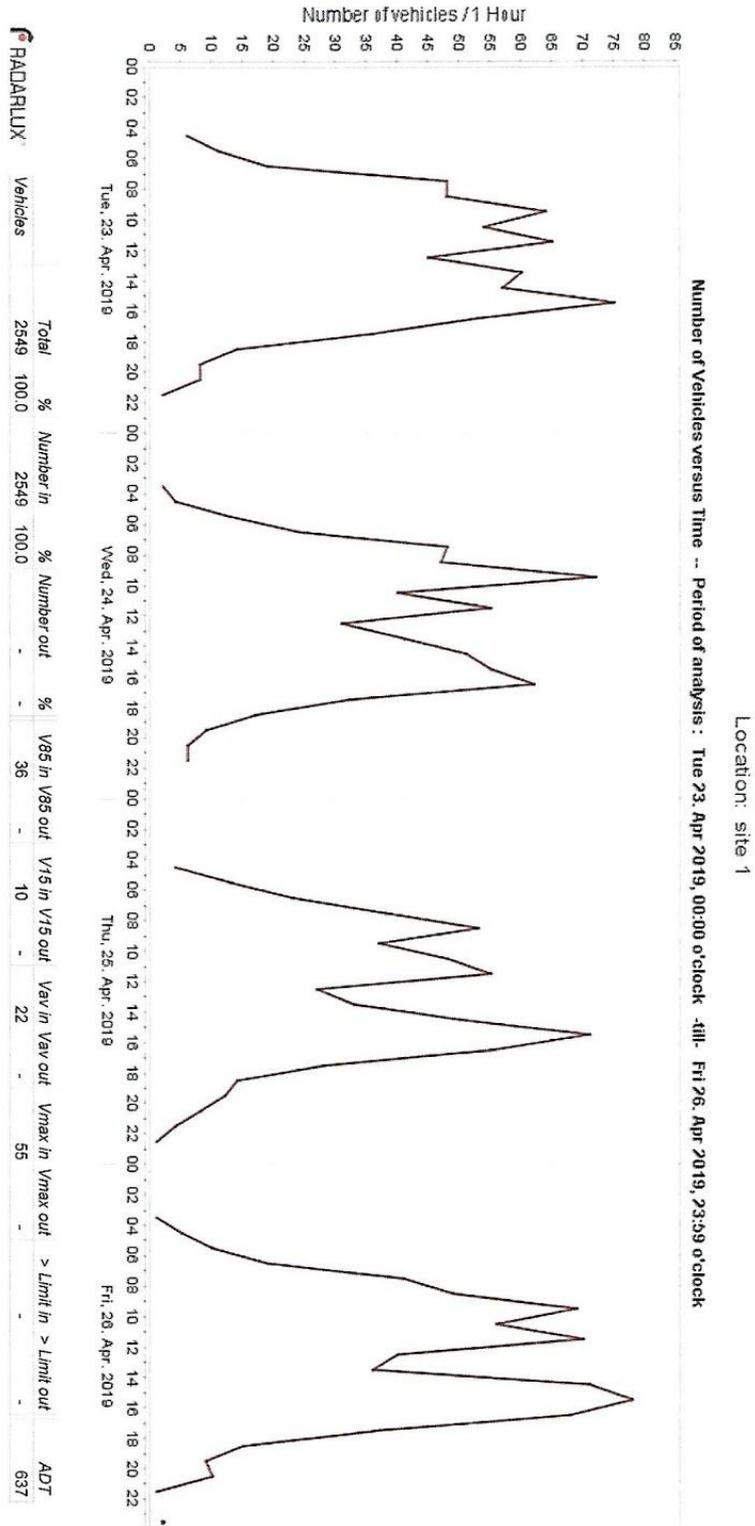
They show the traffic volumes by hour at each site.

Measurements at each site are single direction only.

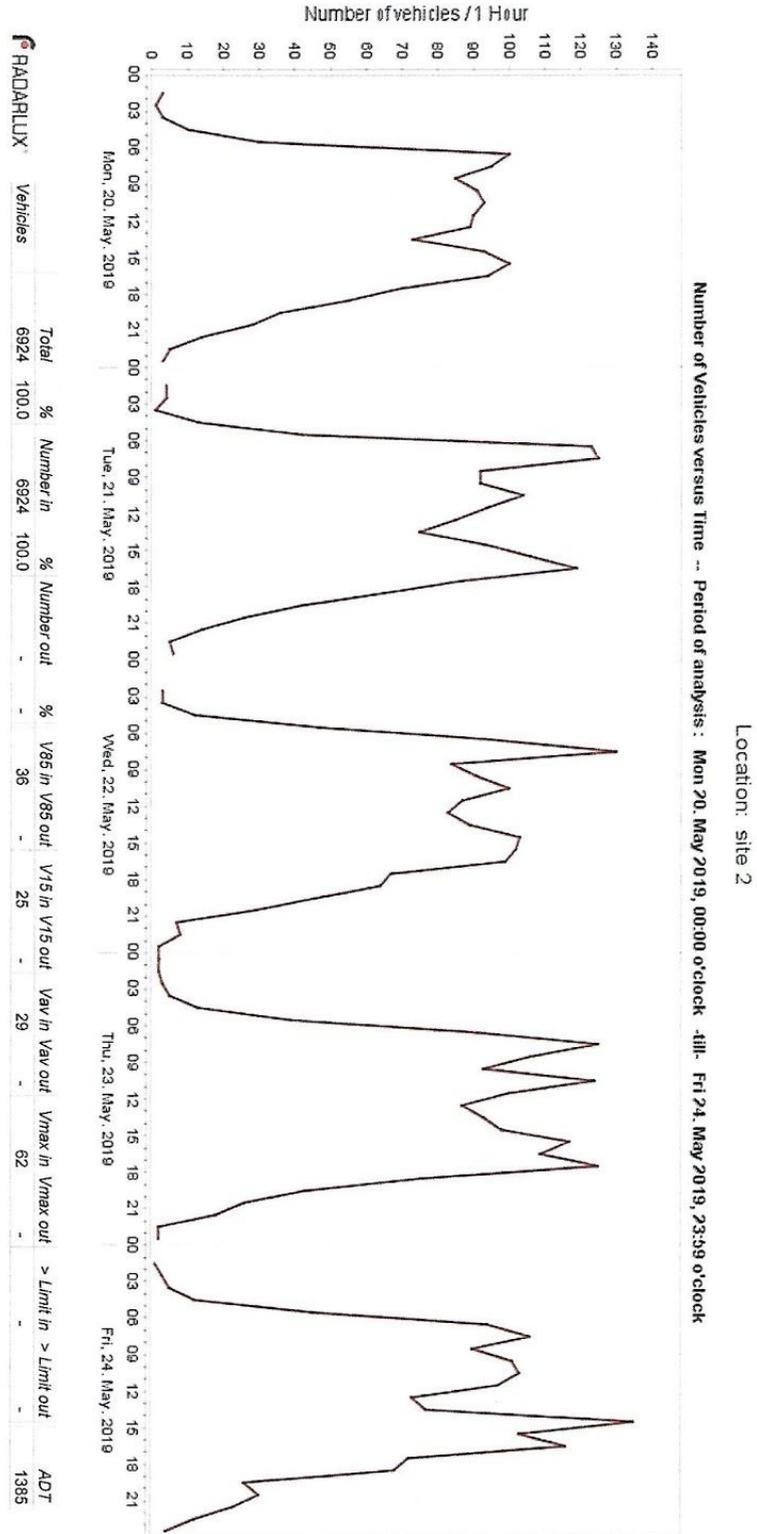
Site 1 - 1 Chapel Road / Health Centre, traffic direction East, inbound



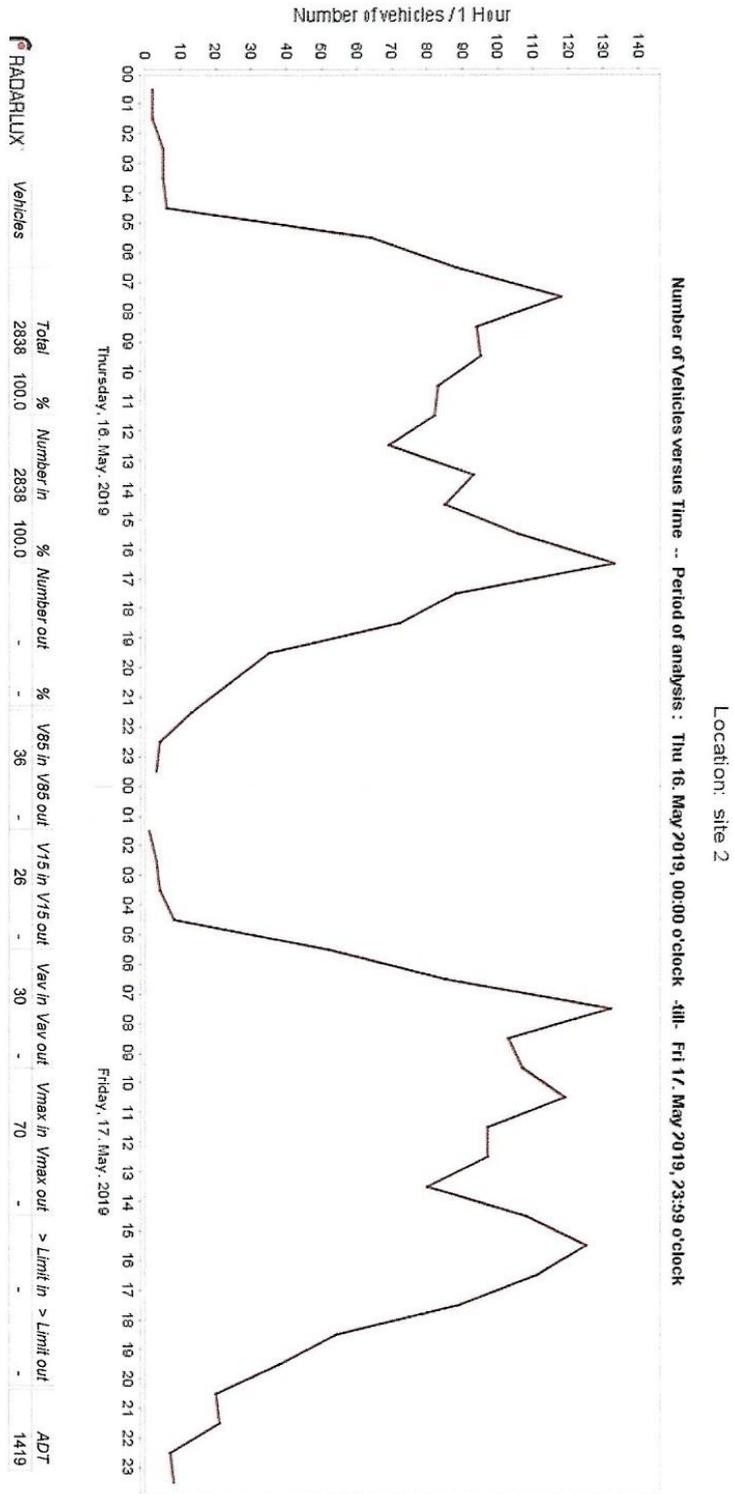
Site 1-2 Chapel Road / Health Centre, traffic direction East, inbound



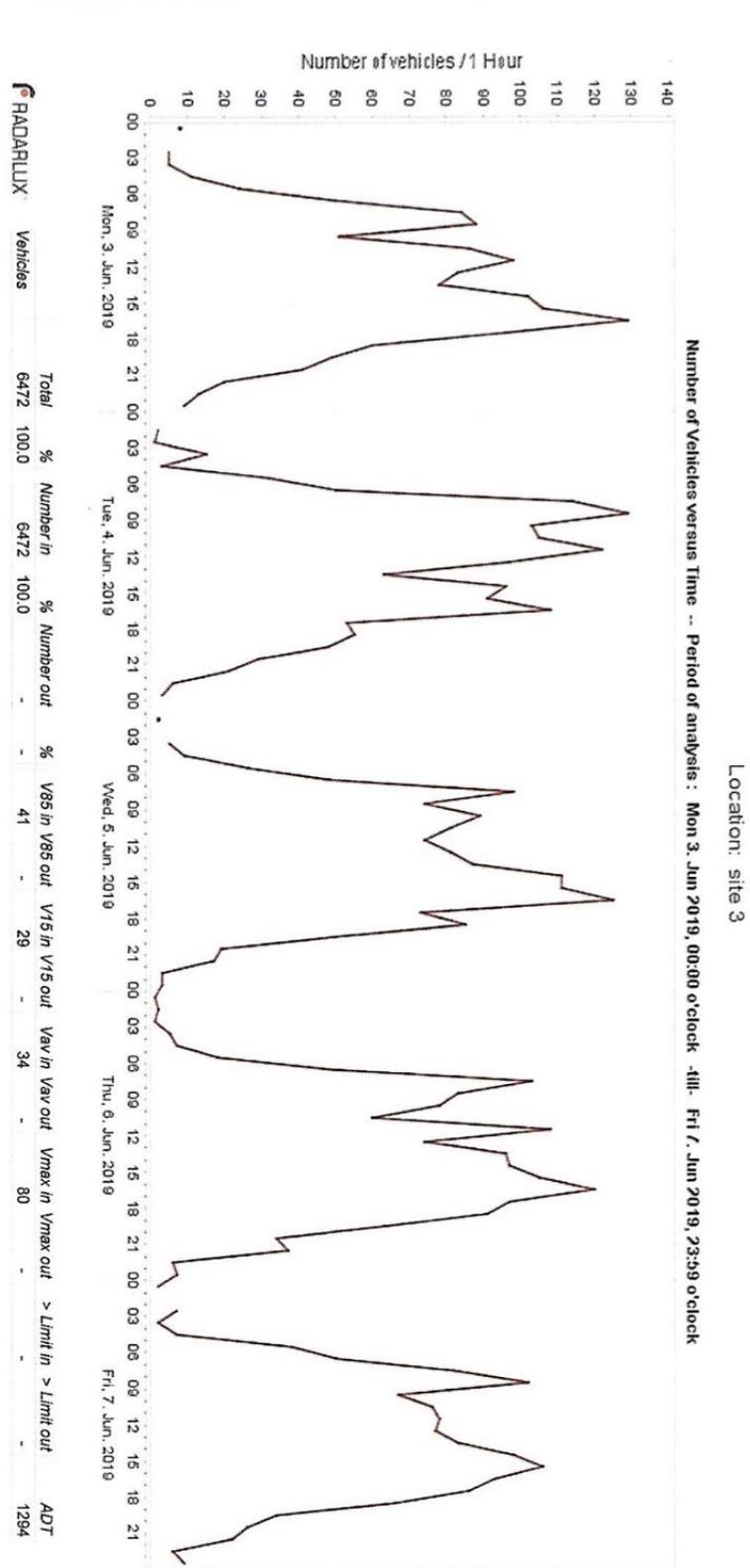
Site 2 - 1 Church Road, traffic direction South East, outbound



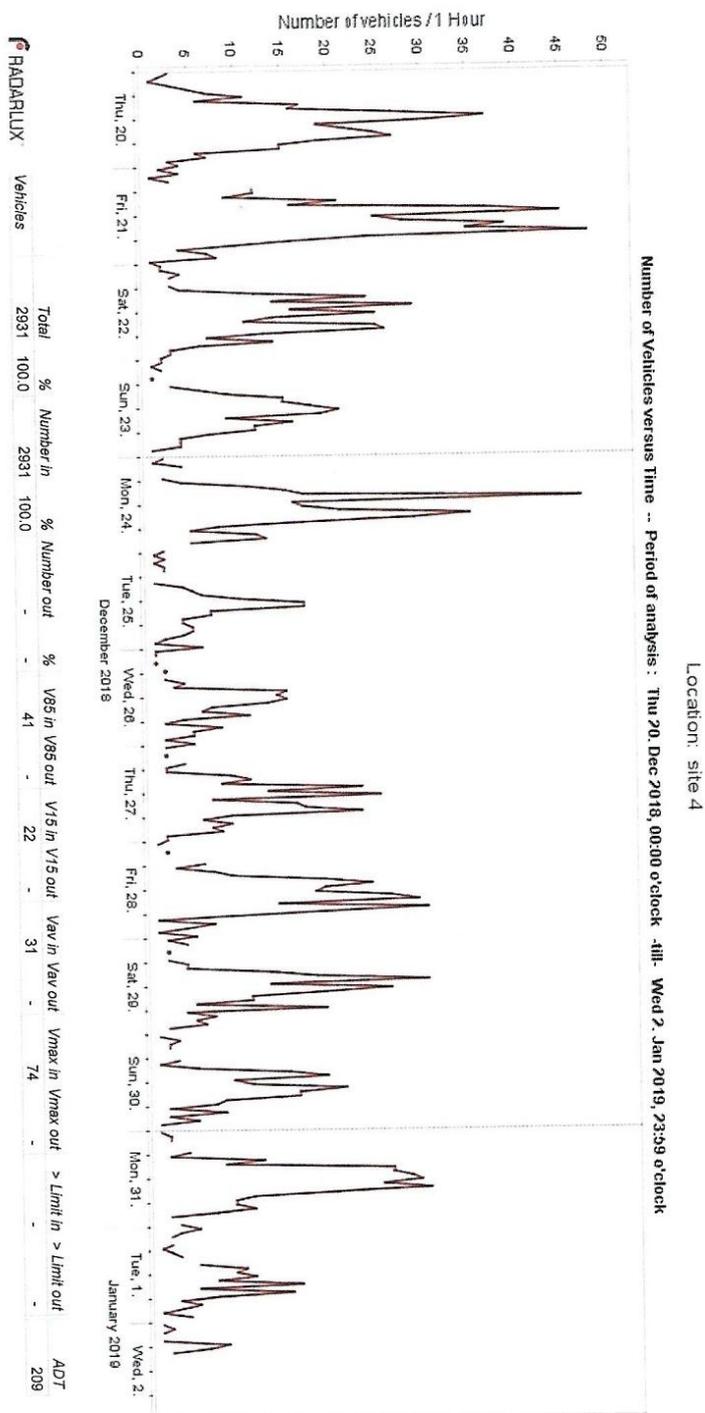
Site 2 - 2 Church Road, traffic direction South East, outbound



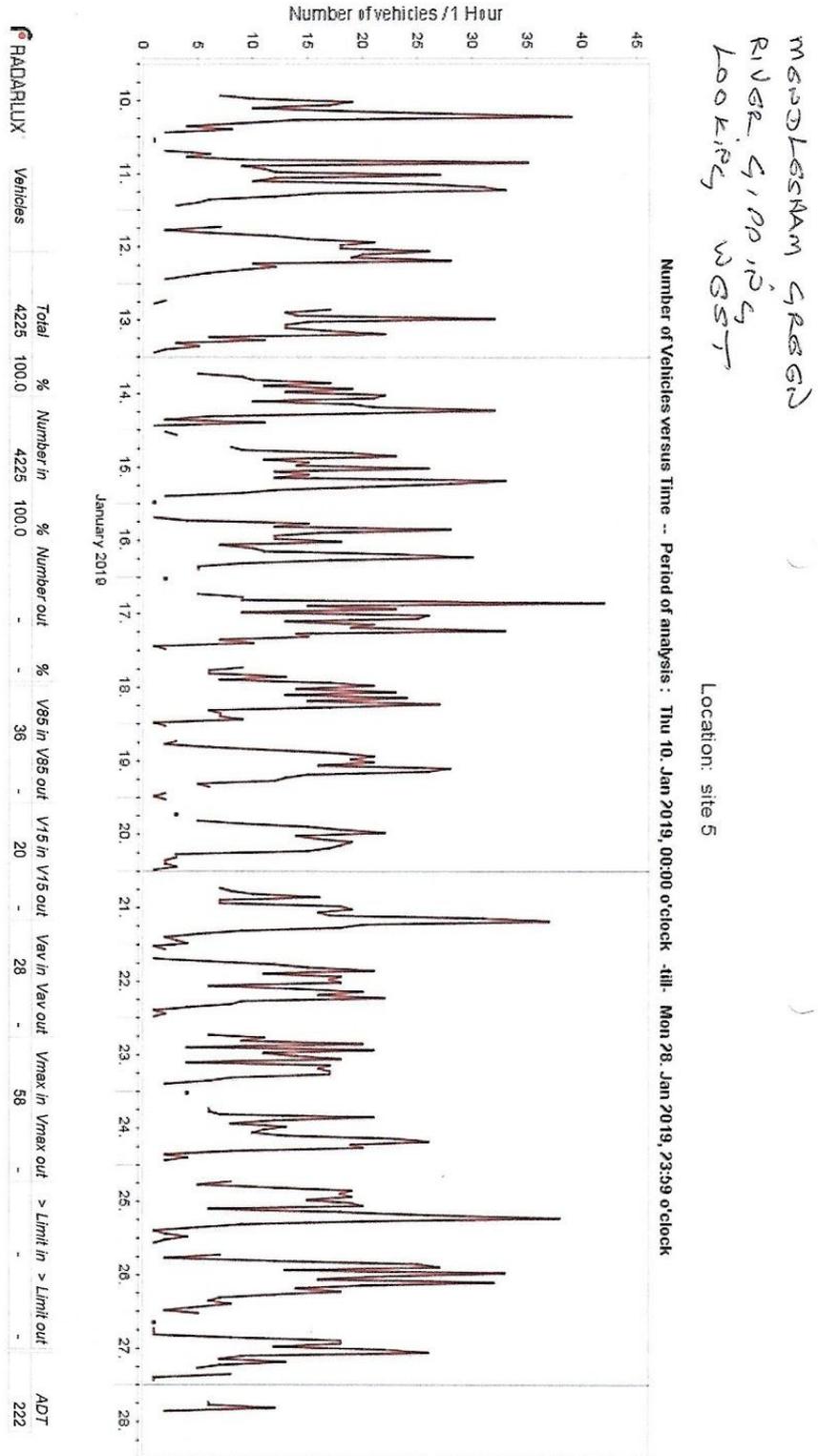
Site 3 - 1 Old Station Road, traffic direction North, inbound



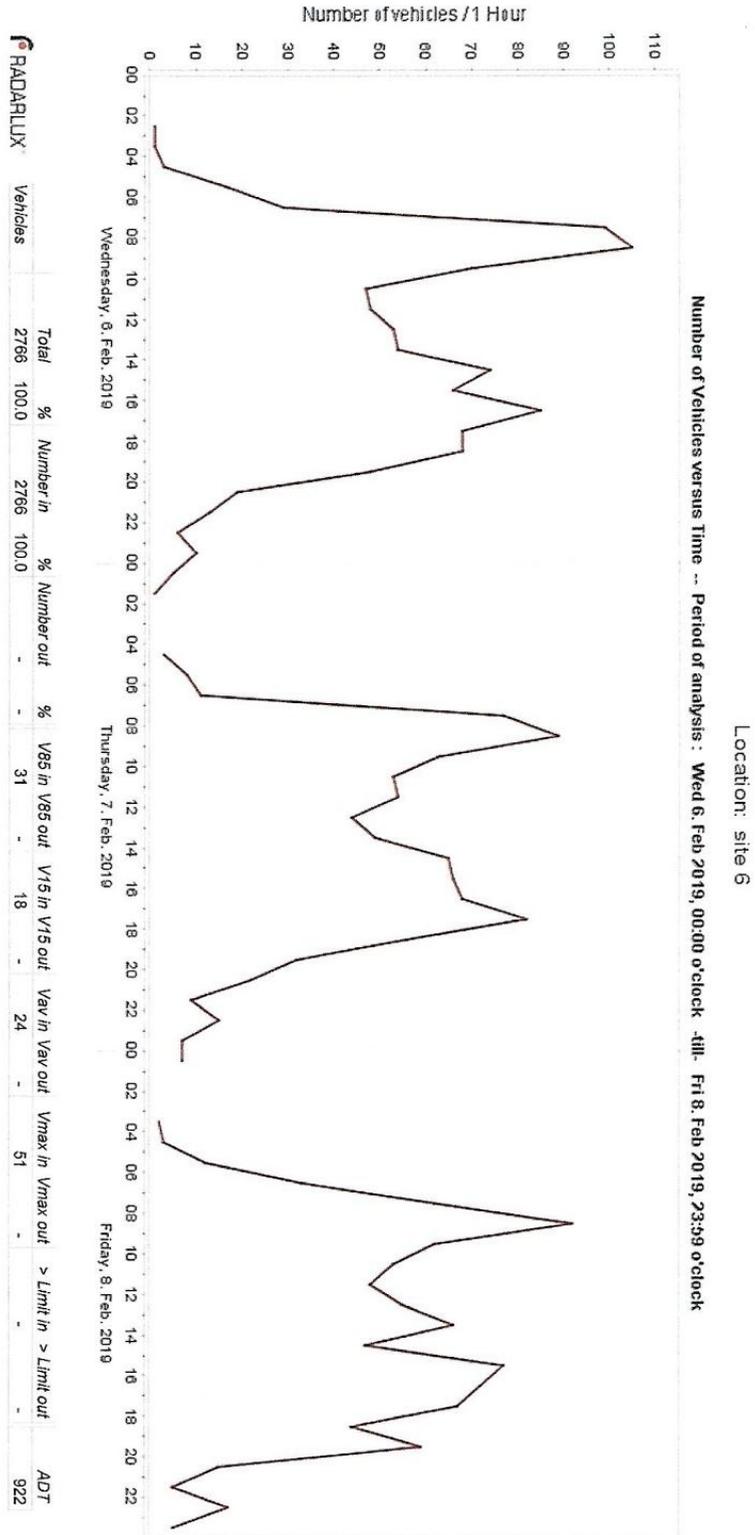
Site 4 - 1 Mendlesham Green, Mendlesham Road allotments, traffic direction South



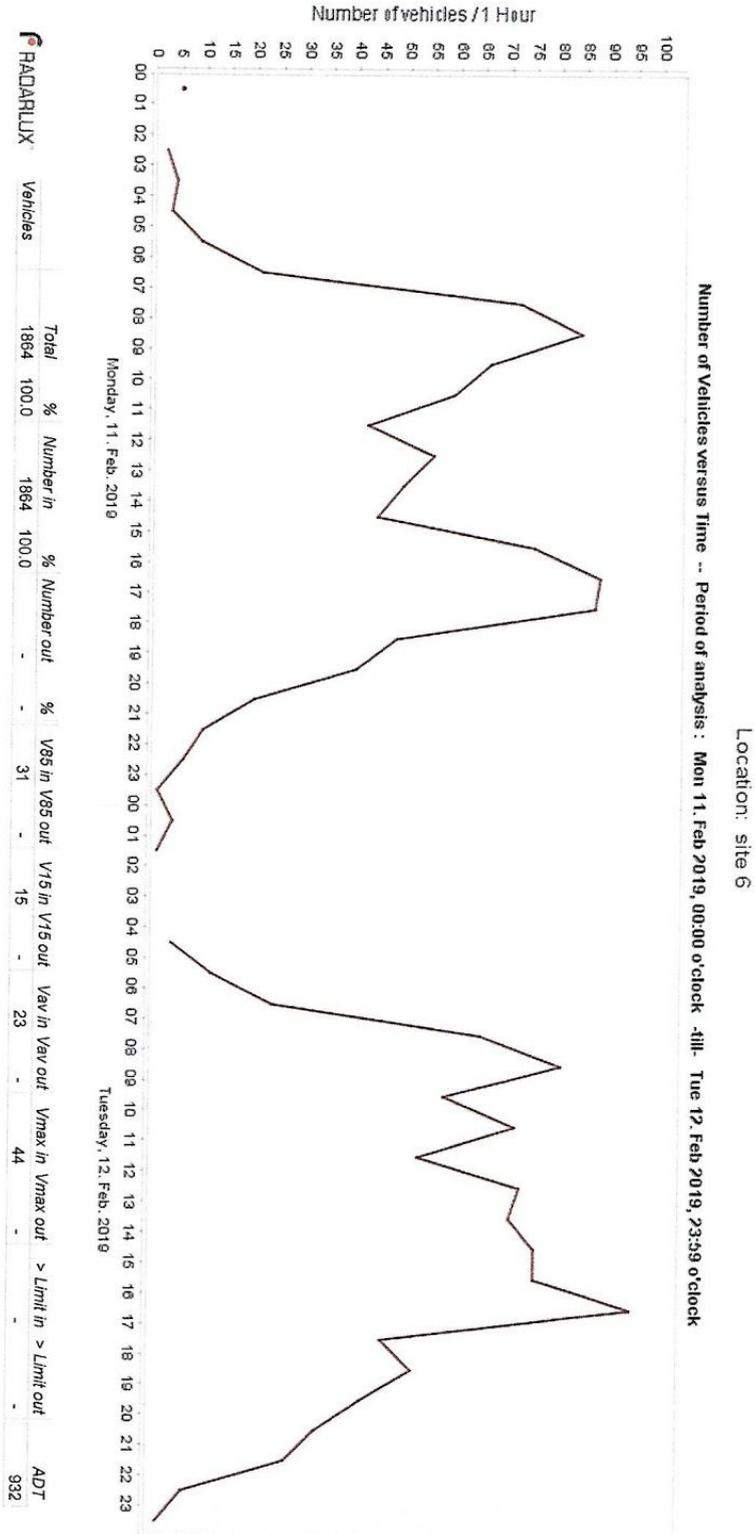
Site 5 - 1 Mendlesham Green, River Gipping, traffic direction East



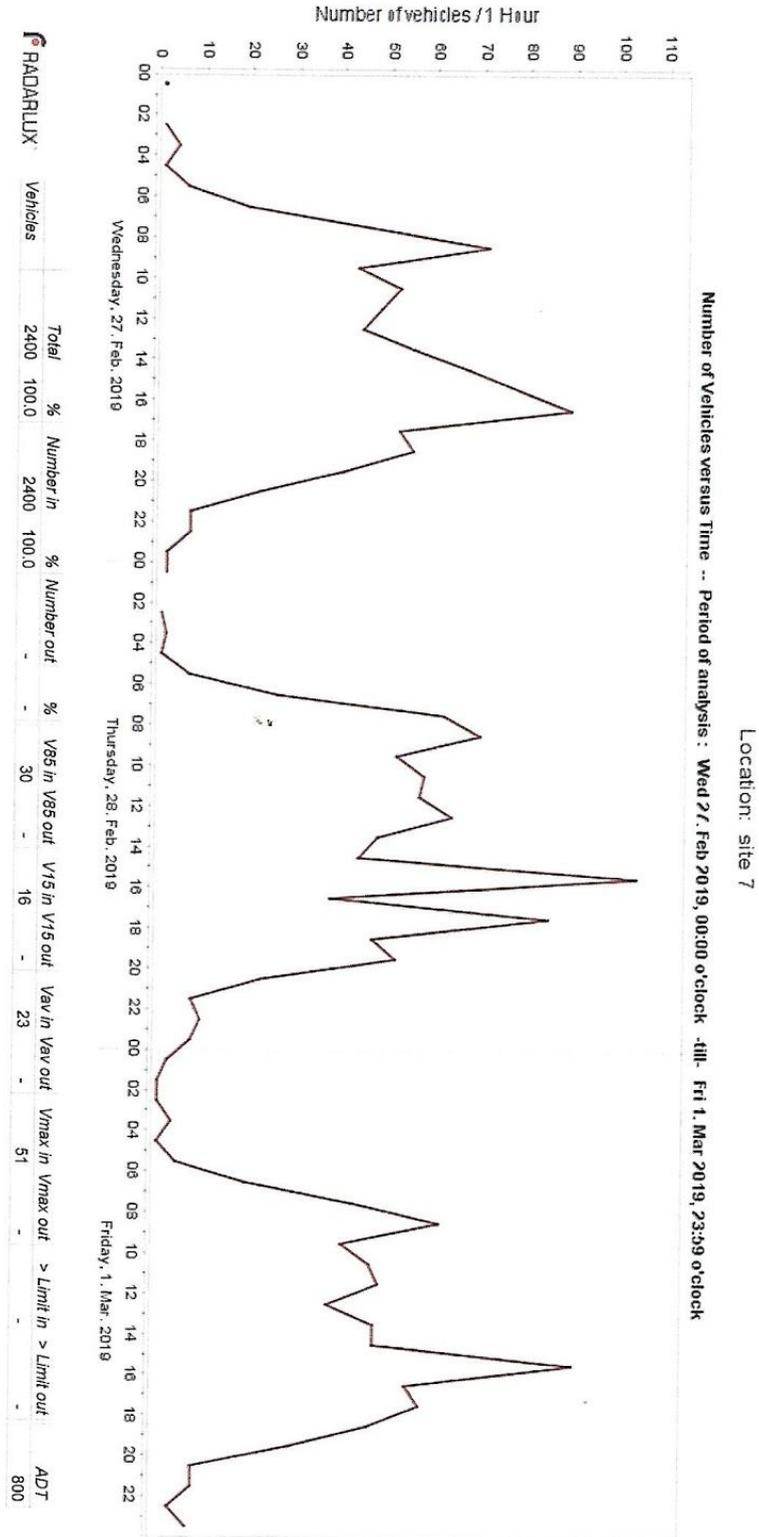
Site 6 - 1 Front Street, traffic direction East



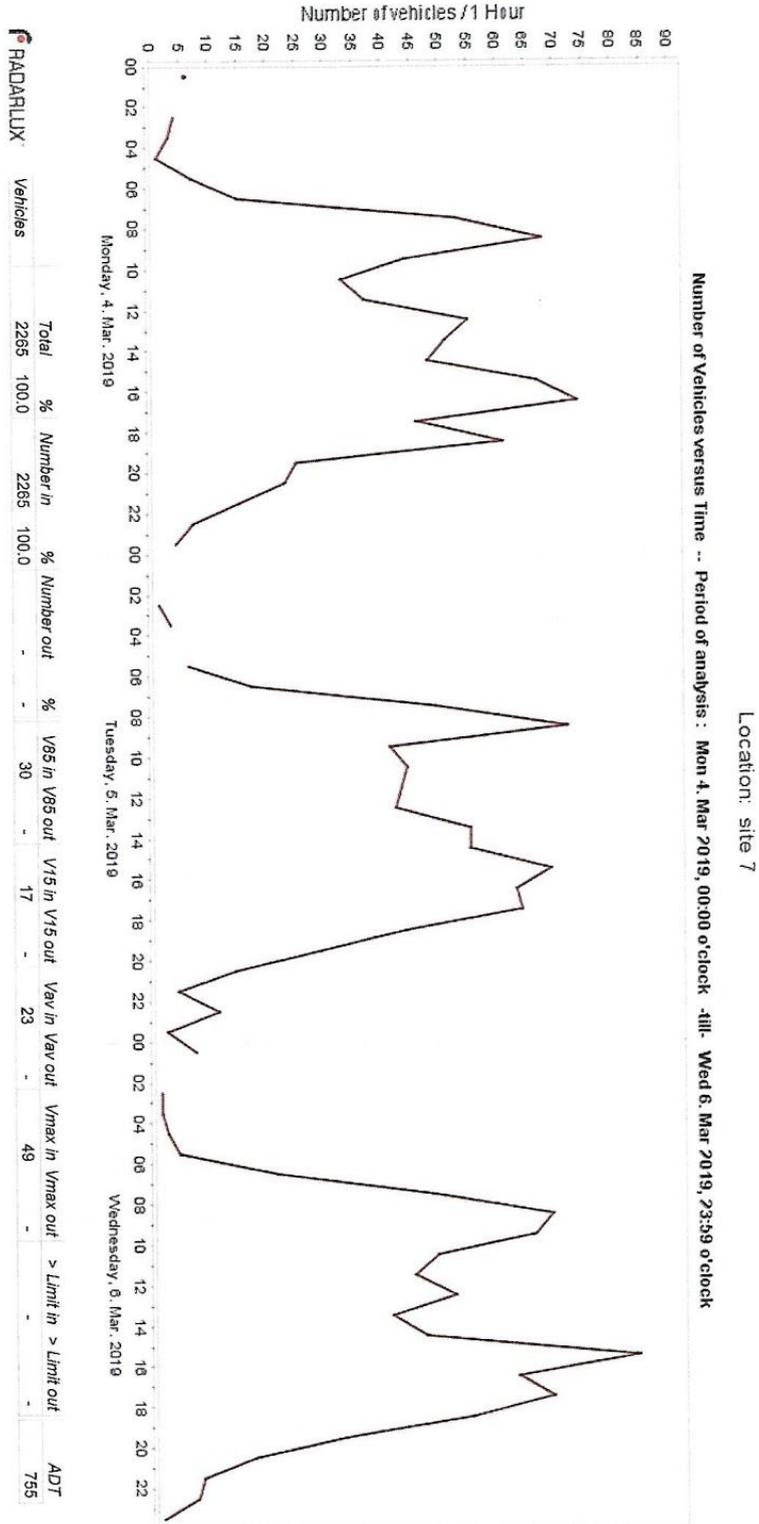
Site 6 - 2 Front Street, traffic direction East



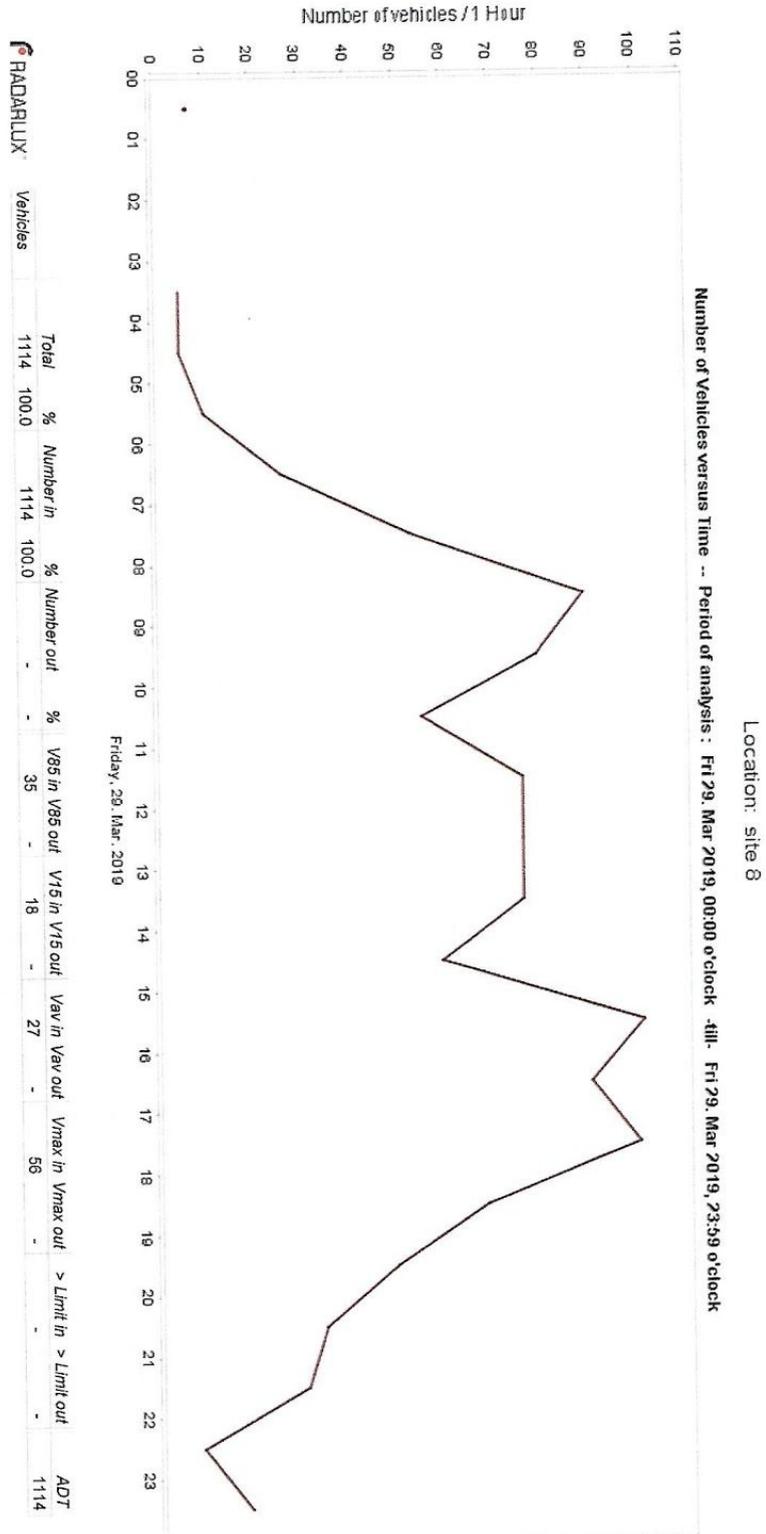
Site 7 - 1 Front Street, traffic direction West



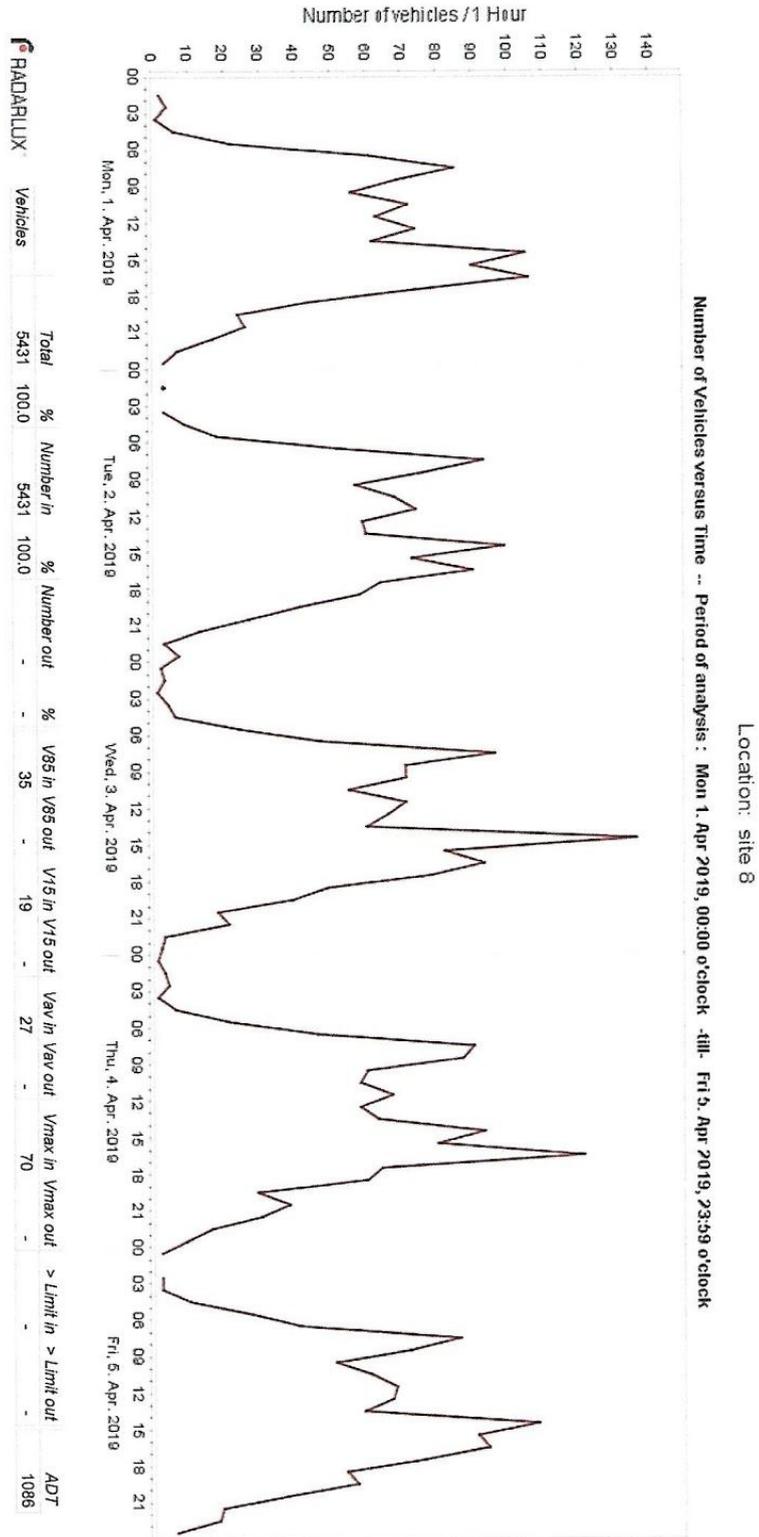
Site 7 - 2 Front Street, traffic direction West



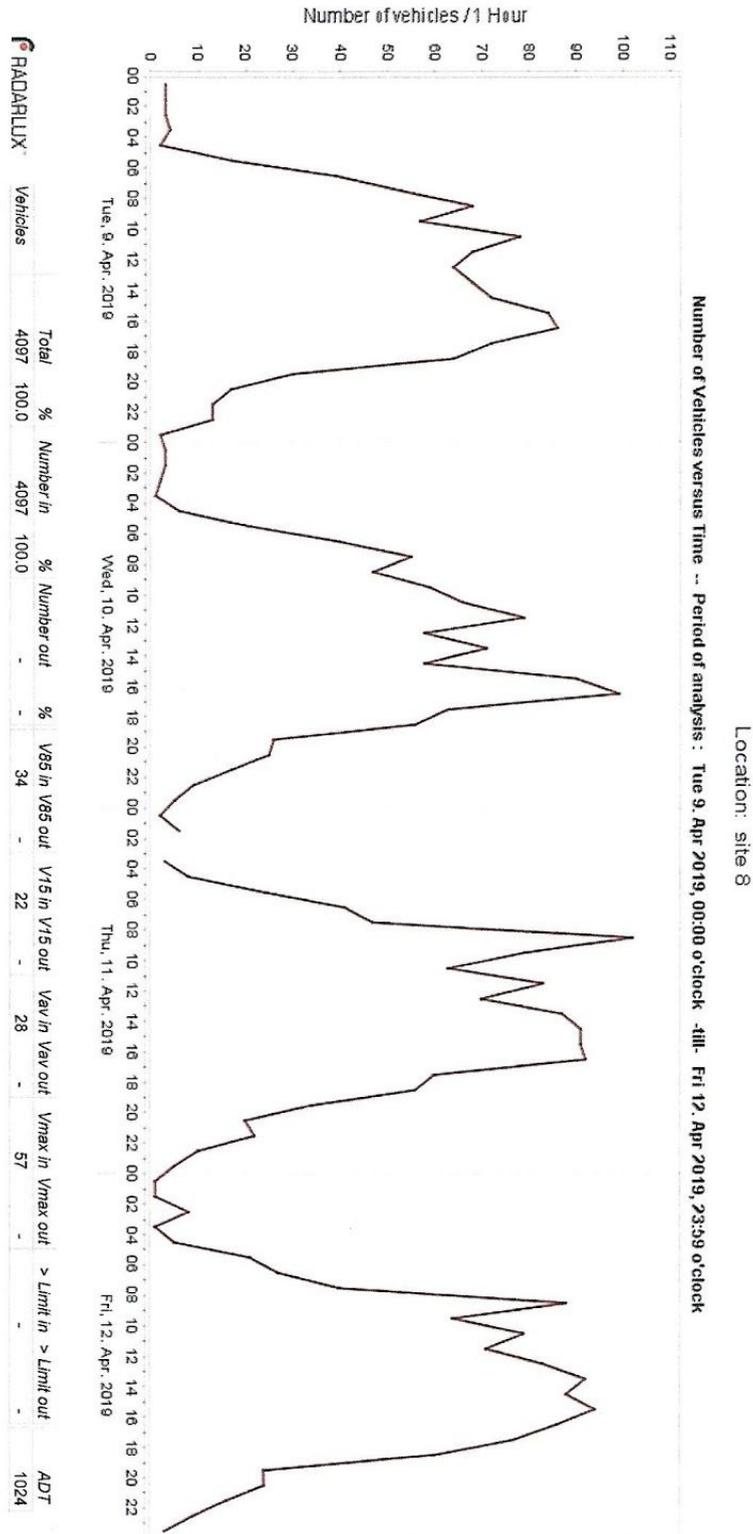
Site 8 - 1 Old Station Road, Tennis Courts, traffic direction North, inbound



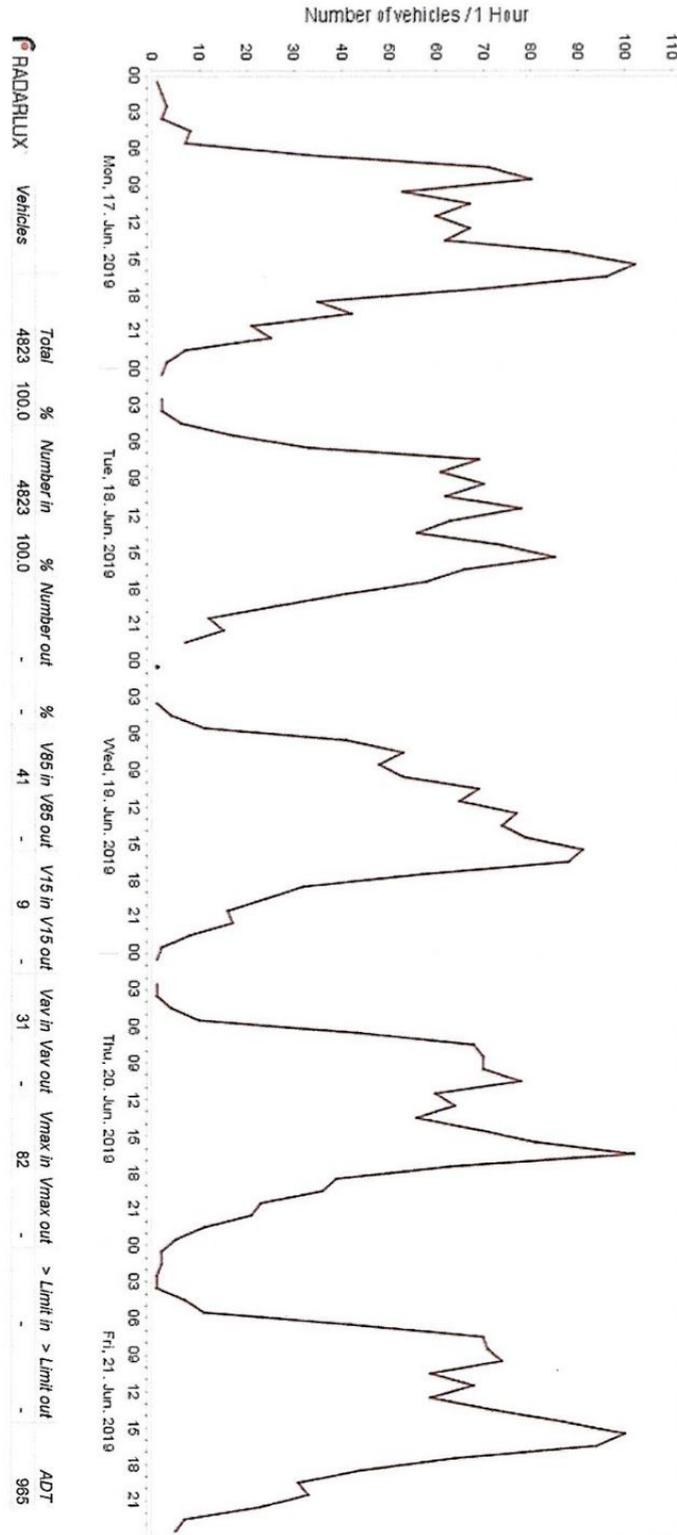
Site 8 - 2 Old Station Road, Tennis Courts, traffic direction North, inbound



Site 8 - 3 Old Station Road, Tennis Courts, traffic direction North, inbound

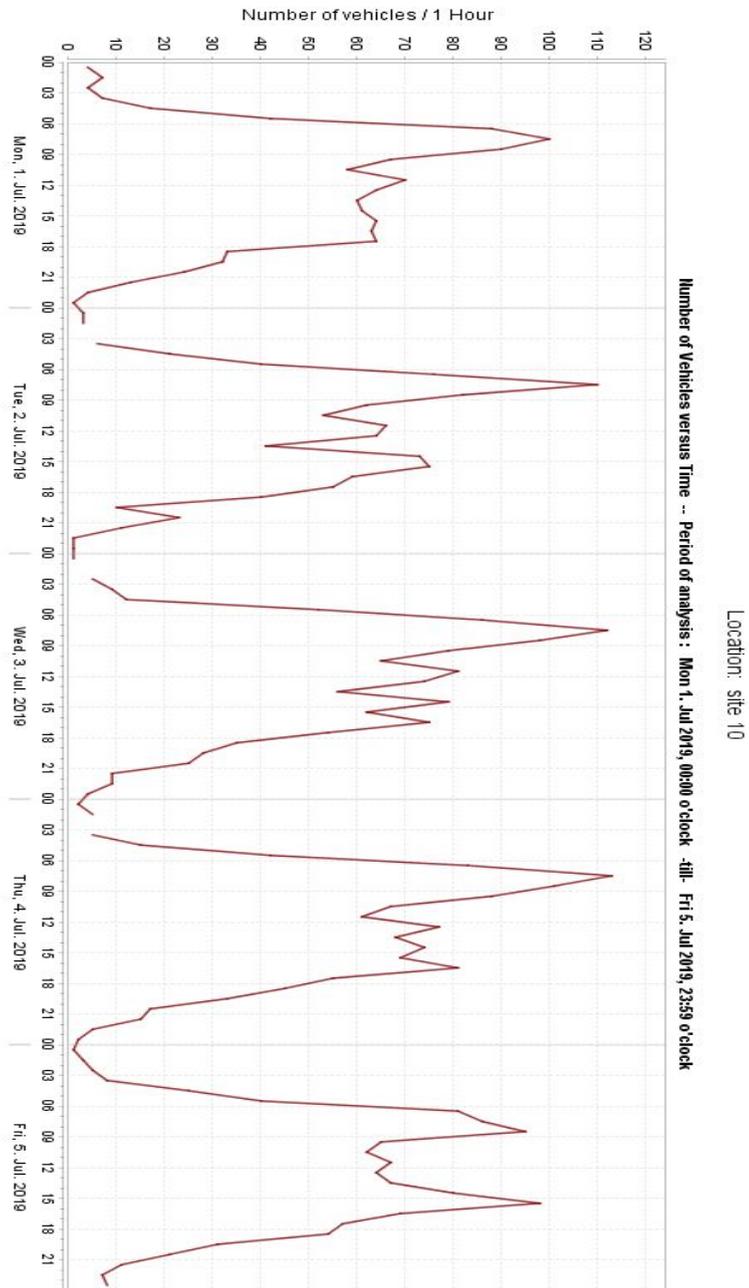


Site 9 - 1 Brockford Road, traffic direction South West, inbound



Brockford Road Inbound from A140

Site 10 - 1 Old Station Road, Stackyard, traffic direction South, outbound



Appendix 3 - Traffic movement statistics - Suffolk County Council

3.1 Mendlesham Green speed assessments

 follow us @suff_highways report a fault: highwaysreporting.suffolk.gov.uk what's happening in my area? https://roadworks.org																	Traffic Surveys Phoenix House 3 Goddard Road Ipswich Suffolk, IP1 5NP	
DO NOT CHANGE THE STRUCTURE OF THE SPREADSHEET (i.e. add or delete rows/columns, modify formulas, etc.)																		
Site No. A3976																	Grid Ref. 609771,263282	
C566 (NR BUS SHELTER) - MENDESHAM																		
Speed Report (Speed Limit 30 Mph)																	Week Begin: 07 March 2019	
																	Channel: Southbound	
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60	
Thu 7 Mar	196	39	32	6	0	0	4	3	15	62	47	48	16	1	0	0	0	
Fri 8 Mar	207	38	32	6	0	0	1	3	17	69	54	45	14	3	1	0	0	
Sat 9 Mar	184	39	32	7	0	2	2	5	14	54	59	27	15	2	4	0	0	
Sun 10 Mar	102	39	32	6	0	0	0	4	11	21	34	22	9	1	0	0	0	
Mon 11 Mar	206	39	32	7	0	1	1	3	12	61	64	40	16	6	2	0	0	
Tue 12 Mar	217	37	31	6	0	0	0	2	15	75	84	22	15	2	2	0	0	
Wed 13 Mar	196	38	31	6	0	0	1	3	14	80	48	37	9	4	0	0	0	
5-day Av.	204	38	32	6	0	0	1	3	15	70	59	38	14	3	1	0	0	
7-day Av.	187	38	32	6	0	0	1	3	14	60	56	34	13	3	1	0	0	
Site No. A3976																	Grid Ref. 609771,263282	
C566 (NR BUS SHELTER) - MENDESHAM																		
Speed Report (Speed Limit 30 Mph)																	Week Begin: 07 March 2019	
																	Channel: Northbound	
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60	
Thu 7 Mar	206	38	32	6	0	0	0	5	9	60	72	43	12	3	1	1	0	
Fri 8 Mar	217	39	33	6	0	0	0	5	11	47	82	48	13	6	5	0	0	
Sat 9 Mar	167	39	33	6	0	0	0	3	7	55	47	37	11	5	2	0	0	
Sun 10 Mar	102	39	33	7	0	0	0	0	9	27	31	27	4	2	0	2	0	
Mon 11 Mar	212	39	32	6	0	0	4	5	13	48	75	45	19	3	0	0	0	
Tue 12 Mar	207	39	32	7	0	0	0	0	23	55	69	37	17	2	2	1	1	
Wed 13 Mar	206	39	32	6	0	0	0	3	9	68	60	47	14	4	1	0	0	
5-day Av.	210	39	32	6	0	0	1	4	13	56	72	44	15	4	2	0	0	
7-day Av.	188	39	33	6	0	0	1	3	12	51	62	41	13	4	2	1	0	

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Site No. A3976																	Grid Ref. 609771,263282	
C566 (NR BUS SHELTER) - MENDESHAM																		
Speed Report (Speed Limit 30 Mph)																	Week Begin: 14 March 2019	
																	Channel: Southbound	
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60	
Thu 14 Mar	186	39	32	6	0	0	0	4	17	61	58	25	17	4	0	0	0	
Fri 15 Mar	205	38	32	6	0	0	0	4	13	81	56	33	9	5	4	0	0	
Sat 16 Mar	156	37	31	6	0	0	1	5	18	49	51	19	10	3	0	0	0	
Sun 17 Mar	141	38	31	6	0	0	0	4	16	47	34	30	9	1	0	0	0	
Mon 18 Mar	222	39	32	6	0	0	1	5	17	73	63	41	15	7	0	0	0	
Tue 19 Mar	210	38	31	6	0	0	1	4	20	80	57	31	11	5	1	0	0	
Wed 20 Mar	208	38	31	6	0	0	2	3	14	82	53	37	15	1	1	0	0	
5-day Av.	206	38	32	6	0	0	1	4	15	73	60	32	13	4	1	0	0	
7-day Av.	190	38	31	6	0	0	1	4	16	66	55	30	12	4	1	0	0	
Site No. A3976																	Grid Ref. 609771,263282	
C566 (NR BUS SHELTER) - MENDESHAM																		
Speed Report (Speed Limit 30 Mph)																	Week Begin: 14 March 2019	
																	Channel: Northbound	
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60	
Thu 14 Mar	199	39	33	6	1	0	0	4	10	40	80	48	11	5	0	0	0	
Fri 15 Mar	220	39	33	6	0	1	0	2	6	64	73	46	21	3	2	2	0	
Sat 16 Mar	132	39	33	6	0	0	1	1	6	32	47	30	10	3	2	0	0	
Sun 17 Mar	123	38	32	6	0	0	1	3	11	34	36	29	7	1	1	0	0	
Mon 18 Mar	226	39	33	6	1	0	0	2	12	50	72	66	17	2	3	0	1	
Tue 19 Mar	189	38	32	5	0	0	1	1	13	54	68	41	10	1	0	0	0	
Wed 20 Mar	194	39	33	6	0	2	0	2	11	46	62	57	13	0	1	0	0	
5-day Av.	206	39	33	6	0	0	1	3	11	53	71	48	15	3	1	1	0	
7-day Av.	183	39	33	6	0	0	1	2	11	47	63	43	13	3	1	0	0	

3.2 Mendlesham Green - vehicle classifications

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C566 (NR BUS SHELTER) - MENDLESHAM																
Classification Report (FHWA 13)																
Week Begin: 07 March 2019																
Channel: Southbound																
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul		
Thu 7 Mar	196	2	136	29	8	13	0	0	0	3	5	0	0	0		
Fri 8 Mar	207	1	143	35	9	10	1	1	0	3	4	0	0	0		
Sat 9 Mar	184	4	131	31	9	8	0	0	0	1	0	0	0	0		
Sun 10 Mar	102	0	84	15	3	0	0	0	0	0	0	0	0	0		
Mon 11 Mar	206	0	139	49	5	8	0	1	0	1	3	0	0	0		
Tue 12 Mar	217	0	161	29	7	14	0	0	2	3	1	0	0	0		
Wed 13 Mar	196	0	141	27	13	10	1	2	0	1	1	0	0	0		
5-day Av.	204	1	144	34	8	11	0	1	0	2	3	0	0	0		
7-day Av.	187	1	134	31	8	9	0	1	0	2	2	0	0	0		
Site No.	A3976													Grid Ref.	609771,263282	
C566 (NR BUS SHELTER) - MENDLESHAM																
Classification Report (FHWA 13)																
Week Begin: 07 March 2019																
Channel: Northbound																
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul		
Thu 7 Mar	206	2	140	31	11	12	0	0	0	9	1	0	0	0		
Fri 8 Mar	217	1	144	41	10	9	0	0	0	8	4	0	0	0		
Sat 9 Mar	167	4	109	35	11	7	0	0	0	0	1	0	0	0		
Sun 10 Mar	102	1	72	27	2	0	0	0	0	0	0	0	0	0		
Mon 11 Mar	212	2	137	41	9	11	0	3	3	4	2	0	0	0		
Tue 12 Mar	207	1	136	38	8	15	0	4	2	1	2	0	0	0		
Wed 13 Mar	206	0	132	37	10	11	0	3	0	9	4	0	0	0		
5-day Av.	210	1	138	38	10	12	0	2	1	6	3	0	0	0		
7-day Av.	188	2	124	36	9	9	0	1	1	4	2	0	0	0		

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Site No.	A3976													Grid Ref.	609771,263282	
C566 (NR BUS SHELTER) - MENDLESHAM																
Classification Report (FHWA 13)																
Week Begin: 14 March 2019																
Channel: Southbound																
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul		
Thu 14 Mar	186	0	121	36	11	10	2	0	0	3	3	0	0	0		
Fri 15 Mar	205	2	146	35	9	9	0	0	0	2	2	0	0	0		
Sat 16 Mar	156	1	120	24	8	3	0	0	0	0	0	0	0	0		
Sun 17 Mar	141	1	106	23	6	5	0	0	0	0	0	0	0	0		
Mon 18 Mar	222	2	168	35	8	7	2	0	0	0	0	0	0	0		
Tue 19 Mar	210	2	151	38	3	12	0	1	0	3	0	0	0	0		
Wed 20 Mar	208	1	156	32	8	8	0	0	0	2	1	0	0	0		
5-day Av.	206	1	145	35	8	10	1	0	0	2	2	0	0	0		
7-day Av.	190	1	136	32	8	8	1	0	0	1	1	0	0	0		
Site No.	A3976													Grid Ref.	609771,263282	
C566 (NR BUS SHELTER) - MENDLESHAM																
Classification Report (FHWA 13)																
Week Begin: 14 March 2019																
Channel: Northbound																
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul		
Thu 14 Mar	199	2	139	37	8	7	0	0	0	3	3	0	0	0		
Fri 15 Mar	220	3	149	45	5	7	3	1	0	4	3	0	0	0		
Sat 16 Mar	132	3	85	31	7	6	0	0	0	0	0	0	0	0		
Sun 17 Mar	123	1	87	30	4	1	0	0	0	0	0	0	0	0		
Mon 18 Mar	226	3	156	44	6	11	1	0	0	5	0	0	0	0		
Tue 19 Mar	189	3	129	36	7	8	0	3	0	1	2	0	0	0		
Wed 20 Mar	194	1	129	39	6	13	0	0	0	5	1	0	0	0		
5-day Av.	206	2	140	40	7	10	1	2	1	4	2	0	0	0		
7-day Av.	183	2	124	37	7	8	1	1	0	3	2	0	0	0		

3.3 Old Station Road (adjacent to Stackyard site) - speed assessments

 																	Traffic Surveys Phoenix House 3 Goddard Road Ipswich Suffolk, IP1 5NP							
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Site No.	A3977															Grid Ref.		610265,265357						
OLD STATION ROAD - MENDLESHAM																								
Speed Report (Speed Limit 30 Mph)																	Week Begin:		07 March 2019		Channel:		Southbound	
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60							
Thu 7 Mar	794	39	33	6	0	1	1	1	26	192	287	200	61	21	4	0	0							
Fri 8 Mar	846	39	33	6	1	0	1	7	33	209	327	176	59	28	3	1	1							
Sat 9 Mar	632	40	34	6	2	1	3	8	15	130	237	151	62	19	3	1	0							
Sun 10 Mar	409	41	35	6	0	0	0	4	6	78	139	110	43	18	9	1	1							
Mon 11 Mar	811	40	34	6	0	0	0	7	22	191	294	189	77	26	4	0	1							
Tue 12 Mar	812	39	33	6	0	1	0	6	34	231	301	162	61	12	2	1	1							
Wed 13 Mar	772	39	33	6	0	0	3	8	35	206	284	151	64	14	4	3	0							
5-day Av.	807	39	33	6	0	0	1	6	30	206	299	176	64	20	3	1	1							
7-day Av.	725	39	33	6	0	0	1	6	24	177	267	163	61	20	4	1	1							
DO NOT CHANGE THE STRUCTURE OF THE SPREADSHEET (i.e. add or delete rows/columns, modify formulas, etc.)																								
Site No.	A3977															Grid Ref.		610265,265357						
OLD STATION ROAD - MENDLESHAM																								
Speed Report (Speed Limit 30 Mph)																	Week Begin:		07 March 2019		Channel:		Northbound	
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60							
Thu 7 Mar	851	36	31	6	0	0	3	11	66	317	291	117	33	8	5	0	0							
Fri 8 Mar	930	36	30	6	0	3	16	31	81	343	295	114	38	5	3	1	0							
Sat 9 Mar	686	38	32	6	0	0	0	7	41	220	243	121	34	17	0	3	0							
Sun 10 Mar	428	39	33	6	0	1	0	3	17	133	144	81	36	9	2	2	0							
Mon 11 Mar	868	36	31	6	1	4	8	13	80	314	288	98	48	11	3	0	0							
Tue 12 Mar	843	36	29	6	0	4	10	34	109	334	212	92	36	8	3	1	0							
Wed 13 Mar	850	36	30	6	0	2	6	20	106	331	233	106	32	8	4	2	0							
5-day Av.	868	36	30	6	0	3	9	22	88	328	264	105	38	8	4	1	0							
7-day Av.	779	37	31	6	0	2	6	17	71	285	244	104	37	9	3	1	0							

 																	Traffic Surveys Phoenix House 3 Goddard Road Ipswich Suffolk, IP1 5NP							
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Site No.	A3977															Grid Ref.		610265,265357						
OLD STATION ROAD - MENDLESHAM																								
Speed Report (Speed Limit 30 Mph)																	Week Begin:		14 March 2019		Channel:		Southbound	
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60							
Thu 14 Mar	800	39	33	6	0	1	0	2	30	207	315	155	72	12	4	2	0							
Fri 15 Mar	835	39	33	6	0	1	3	3	32	209	309	186	61	22	8	1	0							
Sat 16 Mar	575	40	34	7	0	2	3	3	30	125	186	146	54	18	4	4	0							
Sun 17 Mar	473	40	34	7	1	2	0	1	13	109	156	116	43	24	6	1	1							
Mon 18 Mar	816	39	33	6	0	0	2	8	30	236	293	169	58	14	4	1	1							
Tue 19 Mar	805	39	32	6	0	0	5	2	43	234	279	170	51	15	4	2	0							
Wed 20 Mar	797	39	33	6	0	2	2	6	38	216	295	167	47	20	4	0	0							
5-day Av.	811	39	33	6	0	1	2	5	33	215	299	169	62	17	5	1	0							
7-day Av.	729	39	33	6	0	1	2	4	29	187	263	158	58	18	5	2	0							
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Site No.	A3977															Grid Ref.		610265,265357						
OLD STATION ROAD - MENDLESHAM																								
Speed Report (Speed Limit 30 Mph)																	Week Begin:		14 March 2019		Channel:		Northbound	
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60							
Thu 14 Mar	886	36	30	6	1	2	6	16	76	348	269	123	32	9	3	1	0							
Fri 15 Mar	926	36	30	6	0	5	8	35	105	337	274	121	27	10	2	2	0							
Sat 16 Mar	587	38	32	6	0	1	1	5	37	199	185	110	33	9	7	0	0							
Sun 17 Mar	505	39	33	6	0	0	1	5	18	148	184	97	39	10	2	1	0							
Mon 18 Mar	887	37	31	6	2	6	6	11	61	329	290	137	37	6	1	1	0							
Tue 19 Mar	860	36	30	7	3	3	12	26	101	334	232	105	30	11	1	0	2							
Wed 20 Mar	841	36	30	6	0	2	5	20	98	338	232	97	37	8	4	0	0							
5-day Av.	880	36	30	6	1	4	8	23	92	335	257	112	34	9	3	1	0							
7-day Av.	785	37	31	6	1	3	6	18	73	289	237	110	34	9	3	1	0							

3.4 Old Station Road (adjacent to Stackyard site) - vehicle classifications

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Site No. A3977										Grid Ref. 610265,265357					
OLD STATION ROAD - MENDLESHAM										Week Begin: 07 March 2019				Channel: Southbound	
Classification Report (FHWA 13)															
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul	
Thu 7 Mar	794	6	618	133	5	26	3	0	0	2	1	0	0	0	
Fri 8 Mar	846	8	679	126	7	22	1	3	0	0	0	0	0	0	
Sat 9 Mar	632	3	515	89	8	16	0	0	1	0	0	0	0	0	
Sun 10 Mar	409	4	353	52	0	0	0	0	0	0	0	0	0	0	
Mon 11 Mar	811	9	615	146	8	24	2	2	1	1	3	0	0	0	
Tue 12 Mar	812	3	621	140	6	34	1	1	0	3	3	0	0	0	
Wed 13 Mar	772	4	622	111	10	24	0	0	0	1	0	0	0	0	
5-day Av.	807	6	631	131	7	26	1	1	0	1	1	0	0	0	
7-day Av.	725	5	575	114	6	21	1	1	0	1	1	0	0	0	
Site No. A3977										Grid Ref. 610265,265357					
OLD STATION ROAD - MENDLESHAM										Week Begin: 07 March 2019				Channel: Northbound	
Classification Report (FHWA 13)															
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul	
Thu 7 Mar	851	5	634	171	4	33	1	2	0	1	0	0	0	0	
Fri 8 Mar	930	4	711	168	10	35	1	1	0	0	0	0	0	0	
Sat 9 Mar	686	8	535	119	10	14	0	0	0	0	0	0	0	0	
Sun 10 Mar	428	3	348	73	0	3	1	0	0	0	0	0	0	0	
Mon 11 Mar	868	12	629	172	6	43	1	2	0	2	1	0	0	0	
Tue 12 Mar	843	5	614	174	2	39	4	1	0	3	1	0	0	0	
Wed 13 Mar	850	4	640	159	9	33	0	3	0	2	0	0	0	0	
5-day Av.	868	6	645	169	6	37	1	2	0	2	0	0	0	0	
7-day Av.	779	6	587	148	6	29	1	1	0	1	0	0	0	0	

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Site No. A3977										Grid Ref. 610265,265357					
OLD STATION ROAD - MENDLESHAM										Week Begin: 14 March 2019				Channel: Southbound	
Classification Report (FHWA 13)															
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul	
Thu 14 Mar	800	5	632	114	7	31	1	2	3	2	3	0	0	0	
Fri 15 Mar	835	7	648	144	5	25	0	1	2	2	1	0	0	0	
Sat 16 Mar	575	3	480	79	4	8	0	0	0	1	0	0	0	0	
Sun 17 Mar	473	2	398	68	0	4	0	0	0	1	0	0	0	0	
Mon 18 Mar	816	7	629	139	7	25	4	0	4	1	0	0	0	0	
Tue 19 Mar	805	8	638	120	5	28	2	1	0	2	1	0	0	0	
Wed 20 Mar	797	1	622	131	9	30	2	0	0	2	0	0	0	0	
5-day Av.	811	6	631	130	7	28	1	1	2	2	2	0	0	0	
7-day Av.	729	5	576	114	5	22	1	1	1	2	1	0	0	0	
Site No. A3977										Grid Ref. 610265,265357					
OLD STATION ROAD - MENDLESHAM										Week Begin: 14 March 2019				Channel: Northbound	
Classification Report (FHWA 13)															
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul	
Thu 14 Mar	886	8	660	164	9	36	0	2	1	5	1	0	0	0	
Fri 15 Mar	926	8	710	159	7	35	1	3	1	2	0	0	0	0	
Sat 16 Mar	587	8	461	97	5	13	1	1	0	1	0	0	0	0	
Sun 17 Mar	505	5	409	80	2	5	0	0	2	2	0	0	0	0	
Mon 18 Mar	887	9	656	177	5	36	2	0	0	1	1	0	0	0	
Tue 19 Mar	860	12	641	156	7	37	1	2	0	3	1	0	0	0	
Wed 20 Mar	841	4	650	146	0	38	1	0	0	2	0	0	0	0	
5-day Av.	880	8	657	163	6	37	1	2	0	3	1	0	0	0	
7-day Av.	785	7	594	142	5	29	1	1	1	2	0	0	0	0	

END OF DOCUMENT



Historic England

Mr Alex Scott
Babergh Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

Direct Dial: 01223 582718

Our ref: **W:** P01153230

10 January 2020

Dear Mr Scott

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

**LAND NORTH EAST OF CHAPEL ROAD, MENDLESHAM, SUFFOLK, IP14 5SQ
Application No. DC/19/05915**

Thank you for your letter of 7 January 2020 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

Yours sincerely

Andrew Northfield
Business Officer
E-mail: andrew.northfield@HistoricEngland.org.uk



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk



From: Ipswich, Planning

Sent: 27 January 2020 11:37

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

Subject: RE: DC/19/05915 - Land North East of Chapel Road, Mendlesham

Good morning,

This does not fall within the remit of our DMPO and therefore is considered an inappropriate consultation.

I have attached our DMPO for your reference.

If you believe this is part of our DMPO then please re-consult us with a clear reason and we will start our 21 day consultation period.

Kind Regards

Natalie Kermath

Sustainable Places Planning Advisor – East Anglia Area (East)



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 03456 066087, Option 1 or email planningliaison@anglianwater.co.uk

AW Site Reference: 145377/1/0075437

Local Planning Authority: Mid Suffolk District

Site: Land North East Of Chapel Road
Mendlesham Suffolk

Proposal: Outline Planning Application (Access to be considered all other matters reserved) -
Erection of 20no. dwellings and creation of vehicular access.

Planning application: DC/19/05915

Prepared by: Pre-Development Team

Date: 9 January 2020

ASSETS

Section 1 - Assets Affected

Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

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

Section 3 - Used Water Network

This response has been based on the following submitted documents: Flood risk assessment The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection. (1) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (2) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (3) INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. (4) INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087. (5) INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

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.

From: SM-NE-Consultations (NE) <consultations@naturalengland.org.uk>
Sent: 10 January 2020 16:12
To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>
Subject: Planning Consultation DC/19/05915 Natural England Response

Dear Sir or Madam,

Application ref: DC/19/05915
Our ref: 305156

Natural England has no comments to make on this application.

Natural England has not assessed this application for impacts on protected species. Natural England has published [Standing Advice](#) which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on [ancient woodland and veteran trees](#) which you can use to assess any impacts on ancient woodland.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our SSSI Impact Risk Zones (available on [Magic](#) and as a downloadable [dataset](#)) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>

Yours faithfully

Corben Hastings
Support Adviser, Operations Delivery
Consultations Team
Natural England
Hornbeam House, Electra Way

Your Ref:DC/19/05915
Our Ref: SCC/CON/0091/20
Date: 20 January 2020



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: Alex Scott

Dear Alex,

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION REF: DC/19/05915

PROPOSAL: Outline Planning Application (Access to be considered all other matters reserved) -

Erection of 20no. dwellings and creation of vehicular access.

LOCATION: Land North East Of, Chapel Road, Mendlesham, Suffolk IP14 5SQ

Notice is hereby given that the County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below:

COMMENTS

We have reviewed the data supplied with this application, the summary of our findings are as follows::

- The proposed visibility splays for the accesses are sufficient for this application.
- The proposal for 20 dwellings would create approximately 14 vehicle movements within the peak hour (1 vehicle every 4 minutes) therefore the additional vehicles from the development will not affect the capacity of the highway network in the area.
- The closest bus stop is 350m from the centre of the site with good public transport services.
- There is a proposal to create a footway from the site to Mayfield Way. We would require a footway link to Ducksen Road to make it a continuous link to the Bus Stops, facilities and primary school.

The development would not have a severe impact on the highway network (NPPF para 109) therefore we do not object to the proposal.

CONDITIONS

AL10 - Condition: Before the development is commenced, details of the access and associated works, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

FW - Condition: The footway is to be provided in it's entirety before the development is brought into use

Reason: To ensure that suitable footways are provided to access the application site and to connect the sites with public rights of way and footway network.

V 1 - Condition: Before the access is first used visibility splays shall be provided as shown on Drawing No. 1015.100/P3 with an X dimension of 2.4m and a Y dimension of 90m and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

ER 1 - Condition: Before the development is commenced, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

ER 2 - Condition: No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority.

Reason: To ensure that satisfactory access is provided for the safety of residents and the public.

D 2 - Condition: Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway.

P 2 - Condition: Before the development is commenced details of the areas to be provided for the [LOADING, UNLOADING,] manoeuvring and parking of vehicles including electric vehicle charging points and secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To enable vehicles to enter and exit the public highway in forward gear in the interests of highway safety.

B 2 - Condition: Before the development is commenced details of the areas to be provided for storage of Refuse/Recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

HGV CONSTRUCTION - Condition: Before the development hereby permitted is commenced a Construction Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. Construction of the development shall not be carried out other than in accordance with the approved plan. The Construction Management Plan shall include the following matters:

- Means of access for construction traffic
- haul routes for construction traffic on the highway network and monitoring and review mechanisms.
- provision of boundary hoarding and lighting
- details of proposed means of dust suppression
- details of measures to prevent mud from vehicles leaving the site during construction
- details of deliveries times to the site during construction phase
- details of provision to ensure pedestrian and cycle safety
- programme of works (including measures for traffic management and operating hours)
- parking and turning for vehicles of site personnel, operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials
- maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway and to ensure minimal adverse impact on the public highway during the construction phase.

NOTES

The proposed development will have a direct impact on the local public rights of way (PROW) network. They are important for recreation, encouraging healthy lifestyles, providing green links, supporting the local economy and promoting local tourism.

The anticipated increased use of the PROW network as a result of the development will require the offsite improvement works by resurfacing and widening of the PROW therefore, s106 funding will be requested from this development. Contribution totals will follow.

The Local Planning Authority recommends that developers of housing estates should enter into formal agreement with the Highway Authority under Section 38 of the Highways Act 1980 relating to the construction and subsequent adoption of Estate Roads.

The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification. The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.

FW - Condition: The footways to be provided in it's entirety before the development is brought into use in accordance with Drawing Number 5287/PA10.

Reason: To ensure that suitable footways are provided to access the application site and to connect the sites with public rights of way and footway network.

Yours sincerely,

Samantha Harvey
Senior Development Management Engineer
Growth, Highways and Infrastructure

BMSDC Planning Area Team Yellow

Subject: Application SCC/CON/0091/20
Attachments: Land North East Of, Chapel Road, Mendlesham, Suffolk - Consultation Letter.pdf

From: Highways PROW Planning <PROWplanning@suffolkhighways.org>
Sent: 09 January 2020 17:05
To: BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>
Cc: Sam Harvey <Sam.Harvey@suffolk.gov.uk>; Charlotte Ditchburn <Charlotte.Ditchburn@suffolkhighways.org>
Subject: FW: Application SCC/CON/0091/20

PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE

REF: Land north east of Chapel Road, Mendlesham

Thank you for your consultation concerning the above application.

As the Applicant is aware, the proposed site does contain a public right of way (PROW): Footpath 6 Mendlesham. The Definitive Map for Mendlesham can be seen at <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/definitive-maps-of-public-rights-of-way/>. A more detailed plot of public rights of way can be provided. Please contact DefinitiveMaps@suffolkhighways.org for more information. Note, there is a fee for this service.

We accept this proposal on the basis that Footpath 6 appears to be accommodated within the latest Design Access Statement. There is to be some discussion about the surfacing of FP6, the specifications of which are to be agreed with the Rights of Way and Access Team at the appropriate time. We also require that the Applicant takes the following into account:

1. PROW are divided into the following classifications:
 - Public Footpath – only for use on foot or with a mobility vehicle
 - Public Bridleway – use as per a public footpath, and on horseback or by bicycle
 - Restricted Byway – use as per a bridleway, and by a ‘non-motorised vehicle’, e.g. a horse and carriage
 - Byway Open to All Traffic (BOAT) – can be used by all vehicles, in addition to people on foot, mobility vehicle, horseback and bicycle

All currently recorded PROW are shown on the Definitive Map and described in the Definitive Statement (together forming the legal record of all currently recorded PROW). There may be other PROW that exist which have not been registered on the Definitive Map. These paths are either historical paths that were not claimed under the National Parks and Access to the Countryside Act 1949 or since, or paths that have been created by years of public use. To check for any unrecorded rights or anomalies, please contact DefinitiveMaps@suffolkhighways.org.

2. The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PROW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. Any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy. We do not keep records of private rights and suggest that a solicitor is contacted.
3. **The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW. It DOES NOT** give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may

or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:

- To apply for permission to carry out work on a PROW, or seek a temporary closure – <http://www.suffolkpublicrightsofway.org.uk/home/temporary-closure-of-a-public-right-of-way/> or telephone 0345 606 6071. **PLEASE NOTE** that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.
 - To apply for permission for structures such as gates to be constructed on a PROW - <http://www.suffolkpublicrightsofway.org.uk/home/land-manager-information/> or telephone 0345 606 6071.
 - To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <http://www.suffolkpublicrightsofway.org.uk/contact-us/> **PLEASE NOTE** that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.
4. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.
5. Any hedges adjacent to PROW must be planted a minimum of 1 metre from the edge of the path in order to allow for annual growth and cutting, and should not be allowed to obstruct the PROW. Some hedge types may need more space, and this should be taken into account by the applicant. In addition, any fencing should be positioned a minimum of 0.5 metres from the edge of the path in order to allow for cutting and maintenance of the path, and should not be allowed to obstruct the PROW.
- 6. There may be a requirement to enhance the PROW network relating to this development. If this is the case, a separate response will contain any further information.**

In the experience of the County Council, early contact with the relevant PROW officer avoids problems later on, when they may be more time consuming and expensive for the applicant to address. More information about Public Rights of Way can be found at www.suffolkpublicrightsofway.org.uk

Thank you for taking the time to consider this response.

BMSDC Planning Area Team Yellow

Subject: 2020-02-05 JS reply Land North East Of, Chapel Road, Mendlesham, Suffolk Ref DC/19/05915

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

Sent: 05 February 2020 11:22

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

Cc: Alex Scott <Alex.Scott@baberghmidsuffolk.gov.uk>

Subject: 2020-02-05 JS reply Land North East Of, Chapel Road, Mendlesham, Suffolk Ref DC/19/05915

Dear Alex Scott,

Subject: Land North East Of, Chapel Road, Mendlesham, Suffolk Ref DC/19/05915

Suffolk County Council, Flood and Water Management have reviewed application ref DC/19/05915.

The following submitted documents have been reviewed and we recommend **approval subject to condition:**

- Flood Risk Assessment and Drainage Strategy Ref 1712-132 Rev F
- Site Location Plan Ref 5287 PA13
- Proposed Site Layout Ref 5287 PA12
- Existing Site Area Ref 5287 SU82
- Landscape Strategy ref 19051-100

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. Modelling shall be submitted to demonstrate that the surface water runoff will be restricted to Q_{bar} or $2l/s/ha$ for all events up to the critical 1 in 100 year rainfall events including climate change as specified in the FRA;
 - 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 flow paths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system;
 - f. 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:
 - i. Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include :-
 1. Temporary drainage systems
 2. Measures for managing pollution / water quality and protecting controlled waters and watercourses

3. Measures for managing any on or offsite flood risk associated with construction
- g. Details of the maintenance and management of the surface water drainage scheme shall be submitted to and approved in writing by the local planning authority.

The scheme shall be fully implemented as approved.

Reasons: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development. To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater. To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/guidance-on-development-and-flood-risk/construction-surface-water-management-plan/>

2. Within 28 days of completion of the final dwelling, 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 that the Sustainable Drainage System has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as per s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-risk-asset-register/>

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 2017
- Any discharge of surface water to a watercourse that drains into an Internal Drainage Board catchment may be 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 1991
- Any works to a main river may require an environmental permit

Kind Regards

Jason Skilton
Flood & Water Engineer
Flood & Water Management
Growth, Highways & Infrastructure

Suffolk County Council | Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP1 2BX
<https://www.suffolk.gov.uk/planning-waste-and-environment/flooding-and-drainage/>

Appendix A to the Suffolk Flood Risk Management Strategy has been updated! If you're involved in the planning, design and construction of new developments this may be of interest to you. You will be expected to comply with this new local guidance. More information can be found here; <https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/guidance-on-development-and-flood-risk/>

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

From: planningyellow@babberghmidsuffolk.gov.uk <planningyellow@babberghmidsuffolk.gov.uk>
Sent: 03 February 2020 11:17
To: RM Floods Planning <floods.planning@suffolk.gov.uk>
Subject: MSDC Planning Re-consultation Request - DC/19/05915

Resource Management
Bury Resource Centre
Hollow Road
Bury St Edmunds
Suffolk
IP32 7AY

Philip Isbell
Corporate Manager - Development Manager
Planning Services
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich
Suffolk IP1 2BX

Enquiries to: Gemma Stewart
Direct Line: 01284 741242
Email: Gemma.Stewart@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: 2019_05915
Date: 9th January 2020

For the Attention of Alex Scott

Dear Mr Isbell

Planning Application DC/19/05915 - Land North East Of Chapel Road Mendlesham: Archaeology

This site lies in an area of archaeological potential recorded on the County Historic Environment Record previously un-investigated on the ground. On the site a medieval silver coin was found (MDS 177) and there have been numerous finds of medieval, Saxon and Roman Material in adjacent fields, (MDS 035, 034, 166, 170) and finds recorded on the Portable Antiquities Scheme Database. Thus, there is high potential for the discovery of below-ground heritage assets of archaeological importance within this area, and groundworks associated with the development have the potential to damage or destroy any archaeological remains which exist.

There are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important heritage assets. However, in accordance with the *National Planning Policy Framework* (Paragraph 199), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

In this case the following two conditions would be appropriate:

1. No development shall take place within the area indicated [the whole site] until the implementation of a programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment
- c. Provision to be made for analysis of the site investigation and recording
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e. Provision to be made for archive deposition of the analysis and records of the site investigation
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

2. No building shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 1 and the provision made for analysis, publication and dissemination of results and archive deposition.

REASON:

To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2018).

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

I would be pleased to offer guidance on the archaeological work required and, in our role as advisor to Mid Suffolk District Council, the Conservation Team of SCC Archaeological Service will, on request of the applicant, provide a specification for the archaeological mitigation. In this case, an archaeological evaluation will be required to establish the potential of the site and decisions on the need for any further investigation (excavation before any groundworks commence and/or monitoring during groundworks) will be made on the basis of the results of the evaluation.

Further details on our advisory services and charges can be found on our website: <http://www.suffolk.gov.uk/archaeology/>

Please do get in touch if there is anything that you would like to discuss or you require any further information.

Yours sincerely,

Gemma Stewart

Senior Archaeological Officer
Conservation Team

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

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref:
Our Ref: FS/F221442
Enquiries to: Angela Kempen
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 15/01/2020

Dear Sirs

Land North East of Chapel Road, Mendlesham IP14 5SJ
Planning Application No: DC/19/05915
Hydrants are required for this development
(see our required conditions)

I refer to the above application.

The plans have been inspected by the Water Officer who has the following comments to make.

Access and Fire Fighting Facilities

Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations Approved Document B, (Fire Safety), 2006 Edition, incorporating 2010 and 2013 amendments Volume 1 - Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of buildings other than dwelling houses. These requirements may be satisfied with other equivalent standards relating to access for fire fighting, in which case those standards should be quoted in correspondence.

Suffolk Fire and Rescue Service also requires a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Approved Document B, 2006 Edition, incorporating 2010 and 2013 amendments.

Water Supplies

Suffolk Fire and Rescue Service recommends that fire hydrants be installed within this development on a suitable route for laying hose, i.e. avoiding obstructions. However, it is not possible, at this time, to determine the number of fire hydrants required for fire fighting purposes. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies.

Sprinklers Advised

Suffolk Fire and Rescue Service recommends that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system. (Please see sprinkler information enclosed with this letter).

Consultation should be made with the Water Authorities to determine flow rates in all cases.

Should you need any further advice or information on access and fire fighting facilities, you are advised to contact your local Building Control in the first instance. For further advice and information regarding water supplies, please contact the Water Officer at the above headquarters.

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Enc: Hydrant requirement letter

Copy: david@evolution-planning.co.uk

Enc: Sprinkler information

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

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref:
Our Ref: ENG/AK
Enquiries to: Mrs A Kempen
Direct Line: 01473 260486
E-mail: Angela.Kempen@suffolk.gov.uk
Web Address: www.suffolk.gov.uk

Date: 15 January 2020

Planning Ref: DC/19/05915

Dear Sirs

RE: PROVISION OF WATER FOR FIRE FIGHTING
ADDRESS: Land north east of Chapel Road, Mendlesham IP14 5SJ
DESCRIPTION: 20 Dwellings
HYDRANTS REQUIRED

If the Planning Authority is minded to grant approval, the Fire Authority require adequate provision is made for fire hydrants, by the imposition of a suitable planning condition at the planning application stage.

If the Fire Authority is not consulted at the planning stage, or consulted and the conditions not applied, the Fire Authority will require that fire hydrants be installed retrospectively by the developer if the Planning Authority has not submitted a reason for the non-implementation of the required condition in the first instance.

The planning condition will carry a life term for the said development and the initiating agent/developer applying for planning approval and must be transferred to new ownership through land transfer or sale should this take place.

Fire hydrant provision will be agreed upon when the water authorities submit water plans to the Water Officer for Suffolk Fire and Rescue Service.

Where a planning condition has been imposed, the provision of fire hydrants will be fully funded by the developer and invoiced accordingly by Suffolk County Council.

Until Suffolk Fire and Rescue Service receive confirmation from the water authority that the installation of the fire hydrant has taken place, the planning condition will not be discharged.

Continued/

OFFICIAL

Should you require any further information or assistance I will be pleased to help.

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

OFFICIAL

Created: September 2015

Enquiries to: Fire Business Support Team
Tel: 01473 260588
Email: Fire.BusinessSupport@suffolk.gov.uk



Dear Sir/Madam

Suffolk Fire and Rescue Service – Automatic Fire Sprinklers in your Building Development

We understand from local Council planning you are considering undertaking building work.

The purpose of this letter is to encourage you to consider the benefits of installing automatic fire sprinklers in your house or commercial premises.

In the event of a fire in your premises an automatic fire sprinkler system is proven to save lives, help you to recover from the effects of a fire sooner and help get businesses back on their feet faster.

Many different features can be included within building design to enhance safety and security and promote business continuity. Too often consideration to incorporate such features is too late to for them to be easily incorporated into building work.

Dispelling the Myths of Automatic Fire Sprinklers

- Automatic fire sprinklers are relatively inexpensive to install, accounting for approximately 1-3% of the cost of a new build.
- Fire sprinkler heads will only operate in the vicinity of a fire, they do not all operate at once.
- An automatic fire sprinkler head discharges between 40-60 litres of water per minute and will cause considerably less water damage than would be necessary for Firefighters tackling a fully developed fire.
- Statistics show that the likelihood of automatic fire sprinklers activating accidentally is negligible – they operate differently to smoke alarms.

Promoting the Benefits of Automatic Fire Sprinklers

- They detect a fire in its incipient stage – this will potentially save lives in your premises.
- Sprinklers will control if not extinguish a fire reducing building damage.
- Automatic sprinklers protect the environment; reducing water damage and airborne pollution from smoke and toxic fumes.
- They potentially allow design freedoms in building plans, such as increased compartment size and travel distances.
- They may reduce insurance premiums.
- Automatic fire sprinklers enhance Firefighter safety.

- Domestic sprinkler heads are recessed into ceilings and pipe work concealed so you won't even know they're there.
- They support business continuity – insurers report 80% of businesses experiencing a fire will not recover.
- Properly installed and maintained automatic fire sprinklers can provide the safest of environments for you, your family or your employees.
- A desirable safety feature, they may enhance the value of your property and provide an additional sales feature.

The Next Step

Suffolk Fire and Rescue Service is working to make Suffolk a safer place to live. Part of this ambition is as champion for the increased installation of automatic fire sprinklers in commercial and domestic premises.

Any information you require to assist you to decide can be found on the following web pages:

Suffolk Fire and Rescue Service

<http://www.suffolk.gov.uk/emergency-and-rescue/>

Residential Sprinkler Association

<http://www.firesprinklers.info/>

British Automatic Fire Sprinkler Association

<http://www.bafsa.org.uk/>

Fire Protection Association

<http://www.thefpa.co.uk/>

Business Sprinkler Alliance

<http://www.business-sprinkler-alliance.org/>

I hope adopting automatic fire sprinklers in your build can help our aim of making 'Suffolk a safer place to live'.

Yours faithfully

Mark Hardingham

Chief Fire Officer

Suffolk Fire and Rescue Service

Your ref: DC/19/05915/OUT
Our ref: Mendlesham, Land North East
Of, Chapel Road IP14 5SJ. Matter No:
60014
Date: 13 January 2020
Enquiries to: Ruby Shepperson
Tel: 01473 265063
Email: ruby.shepperson@suffolk.gov.uk



By e-mail only:

planningyellow@babergmidsuffolk.gov.uk

Dear Alex,

Re: Mendlesham, Land North East Of, Chapel Road IP14 5SJ.

I refer to the proposal: Outline Planning Application (Access to be considered - all other matters reserved) – Erection of 20no. dwellings and creation of vehicular access (indicative mix 4no. 1 bed, 6no. 2 bed, 9no. 3 bed and 1no. 4 bed dwellings.

I set out below Suffolk County Council's position, which provides our infrastructure requirements associated with the development proposed.

Summary of infrastructure requirements:

CIL	Education	Capital Contribution
	- Primary	£66,384.00
	- Secondary	£68,214.00
	- Sixth form	£22,738.00
CIL	Libraries improvements	£4,320.00
CIL	Waste	£1,860.00
S106	Education	
	- Secondary school transport	£14,400.00
S106	Highways	tbc
Total Contribution: £177,916.00		

This letter sets out the infrastructure requirements which arise, most of which will be covered by the district's CIL funding apart a school transport contribution to be secured by S106.

Paragraph 56 of the National Planning Policy Framework (NPPF) 2018 sets out the requirements of planning obligations, which are that they must be:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and,
- c) Fairly and reasonably related in scale and kind to the development.

The County and District Councils have a shared approach to calculating infrastructure needs, in the adopted [Section 106 Developers Guide to Infrastructure](#)

Contributions in Suffolk.

Mid Suffolk District Council adopted their Core Strategy in September 2008 and Focused Review in December 2012. The Core Strategy includes the following objectives and policies relevant to providing infrastructure:

- Objective 6 seeks to ensure provision of adequate infrastructure to support new development; this is implemented through Policy CS6: Services and Infrastructure.
- Policy FC1 and FC1.1 apply the presumption in favour of sustainable development in Mid Suffolk.

Community Infrastructure Levy

Mid Suffolk District Council adopted a CIL Charging Schedule on 21st January 2016 and started charging CIL on planning permissions granted from 11th April 2016.

New CIL Regulations were laid before Parliament on 4 June 2019. These Regulations (Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019) came into force on 1 September 2019 (“the commencement date”). Regulation 11 removes regulation 123 (pooling restriction and the CIL 123 List in respect of ‘relevant infrastructure’).

Site specific mitigation will be covered by a planning obligation and/or planning conditions.

The details of specific contribution requirements related to the proposed scheme are set out below:

- 1. Education.** Paragraph 94 of the NPPF states: ‘It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:
 - a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
 - b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.’

Furthermore, the NPPF at paragraph 104 states: ‘Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;’

The Department for Education (DfE) publication ‘Securing developer contributions for education’ (April 2019), which should be read in conjunction

with the Planning Practice Guidance (PPG) advice on planning obligations [revised September 2019]. Paragraph 19 of the DfE guidance states, “We advise local authorities with education responsibilities to work jointly with relevant local planning authorities as plans are prepared and planning applications determined, to ensure that all education needs are properly addressed, including both temporary and permanent education needs where relevant, such as school transport costs and temporary school provision before a permanent new school opens within a development site”.

In paragraph 15 of the DfE guidance ‘Securing developer contributions for education’ it says, “We advise that you base the assumed cost of mainstream school places on national average costs published annually in the DfE school place scorecards. This allows you to differentiate between the average per pupil costs of a new school, permanent expansion or temporary expansion, ensuring developer contributions are fairly and reasonably related in scale and kind to the development. You should adjust the national average to reflect the costs in your region, using BCIS location factors”.

The most recent scorecard is 2018 and the national average school expansion build cost per pupil for primary schools is £16,596. The most recent (March 2019) BCIS location factor for the East of England, which includes Suffolk, is 100. When applied to the national expansion build cost (£16,596 x 1.00) produces a total of £16,596 per pupil for permanent expansion of primary schools.

The most recent scorecard is 2018 and the national average school expansion build cost per pupil for secondary schools is £22,738. The most recent (March 2019) BCIS location factor for the East of England, which includes Suffolk, is 100. When applied to the national expansion build cost (£22,738 x 1.00) produces a total of £22,738 per pupil for permanent expansion of secondary schools. The DfE guidance in paragraph 16 says, “further education places provided within secondary school sixth forms will cost broadly the same as a secondary school place”.

School level	Minimum pupil yield:	Required:	Cost per place £ (2016/17):
Primary school age range, 5-11:	4	4	£16,596
High school age range, 11-16:	3	3	£22,738
Sixth school age range, 16+:	1	1	£22,738

Total education CIL contributions:	£157,336.00
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The local schools are Mendlesham Primary School, and Stowupland High School.

Mendlesham Primary School is currently exceeding capacity and is forecast to come under further pressure in upcoming years. Due to there not being surplus places available for the 4 pupils arising from this proposal, a CIL contribution of (5 pupils x £16,596) = £82,980 is sought to improve and enhance provision. A feasibility study has confirmed the primary can expand to 140 places on the existing site.

The forecast pupil numbers for Stowupland High School (ages 11-18) are also exceeding capacity and are set to continue to increase annually due to Local Plans and other potential approvals. On this basis, a CIL contribution of (3 pupils x £22,738) = £68,214 is sought for Secondary level and a CIL contribution of (1 pupil x £22,738) = £22,738 is sought for Sixth level. These contributions will be for improvement and enhancement of provision. Stowupland High School has a current expansion project.

- a) **School transport contribution** – 3 secondary-age pupils are forecast to arise from the proposed development. Developer s.106 contributions are sought to fund school transport provision for a minimum of five years for secondary-age pupils. Annual school transport cost per pupil is £960. Therefore, contribution is £960 x 3 pupils x 5 years = £14,400 increased by RPI.

School transport S106 contribution:	£14,400.00
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- 2. **Pre-school provision.** Provision for early years should be considered as part of addressing the requirements of the NPPF Section 8: 'Promoting healthy and safe communities'

The Childcare Act 2006 places a range of duties on local authorities regarding the provision of sufficient, sustainable and flexible childcare that is responsive to parents' needs. Local authorities are required to take a lead role in facilitating the childcare market within the broader framework of shaping children's services in partnership with the private, voluntary and independent sector. Section 7 of the Act sets out a duty to secure funded early years provision of the equivalent of 15 hours funded education per week for 38 weeks of the year for children from the term after their third birthday until they are of compulsory school age. The Education Act 2011 places a statutory duty on local authorities to ensure the provision of early education for every disadvantaged 2-year-old the equivalent of 15 hours funded education per week for 38 weeks. The Childcare Act 2016 places a duty on local authorities to secure the equivalent of 30 hours funded childcare for 38 weeks of the year for qualifying children from September 2017 – this entitlement only applies to 3 and 4 years old of working parents.

This matter is in the Mendlesham Ward where there is a surplus of FTEs. The proposal will generate an additional 2 FTEs, but no contribution is sought.

3. **Play space provision.** This should be considered as part of addressing the requirements of the NPPF Section 8: 'Promoting healthy and safe communities.' A further key document is the 'Quality in Play' document fifth edition published in 2016 by Play England.
4. **Transport issues.** Refer to the NPPF Section 9 'Promoting sustainable transport'. A comprehensive assessment of highways and transport issues will be required as part of a planning application. This will include travel plan, pedestrian and cycle provision, public transport, rights of way, air quality and highway provision (both on-site and off-site). Requirements will be dealt with via planning conditions and Section 106 agreements as appropriate, and infrastructure delivered to adoptable standards via Section 38 and Section 278.

Suffolk County Council, in its role as a local Highway Authority, has worked with the local planning authorities to develop county-wide technical guidance on parking which replaces the preceding Suffolk Advisory Parking Standards (2002) in light of new national policy and local research. It has been subject to public consultation and was adopted by Suffolk County Council in November 2014 (updated 2019).

Suffolk County Council FAO Sam Harvey will coordinate a response.

5. **Libraries.** Refer to the NPPF Section 8: 'Promoting healthy and safe communities'.

The libraries and archive infrastructure provision topic paper sets out the detailed approach to how contributions are calculated. A CIL contribution of £216 per dwelling is sought i.e. £4,320 which will be spent on improving services and outreach at Stowmarket Library. A minimum standard of 30 square metres of new library space per 1,000 populations is required. Construction and initial fit out cost of £3,000 per square metre for libraries (based on RICS Building Cost Information Service data but excluding land costs). This gives a cost of (3 x £3,000) = £90,000 per 1,000 people or £90 per person for library space. Assumes average of 2.4 persons per dwelling.

Libraries CIL contribution:	£4,320.00
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6. **Waste.** All local planning authorities should have regard to both the Waste Management Plan for England and the National Planning Policy for Waste when discharging their responsibilities to the extent that they are appropriate to waste management. The Waste Management Plan for England sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management.

Paragraph 8 of the National Planning Policy for Waste states that when determining planning applications for non-waste development, local planning

authorities should, to the extent appropriate to their responsibilities, ensure that:

- *New, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service.*

SCC requests that waste bins and garden composting bins should be provided before occupation of each dwelling and this will be secured by way of a planning condition. SCC would also encourage the installation of water butts connected to gutter down-pipes to harvest rainwater for use by occupants in their gardens.

Every additional dwelling potentially accessing Stowmarket Recycling Centre is now exacerbating the need for a new Recycling Centre on this side of Ipswich. This is becoming a more urgent priority for the Waste Service as the likely cost of a new Recycling Centre is £3.35m. This is a priority site in the Waste Infrastructure Strategy and budget will be identified for this purpose, however, the Waste Service would expect contributions of £93 per household from this development.

Waste CIL Contribution:	£1,860.00
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- 7. Supported Housing.** Section 5 of the NPPF seeks to deliver a wide choice of high quality homes. Supported Housing provision, including Extra Care/Very Sheltered Housing providing accommodation for those in need of care, including the elderly and people with learning disabilities, needs to be considered in accordance with paragraphs 61 to 64 of the NPPF.

Following the replacement of the Lifetime Homes standard, designing homes to Building Regulations Part M 'Category M4(2)' standard offers a useful way of meeting this requirement, with a proportion of dwellings being built to 'Category M4(3)' standard. In addition, we would expect a proportion of the housing and/or land use to be allocated for housing with care for older people e.g. Care Home and/or specialised housing needs, based on further discussion with the LPAs housing team to identify local housing needs.

- 8. Sustainable Drainage Systems.** SCC, as Lead Local Flood Authority, responded on 8 January 2020, see comments by Jason Skilton.
- 9. Fire Service.** Any fire hydrant issues will need to be covered by appropriate planning conditions. SCC would strongly recommend the installation of automatic fire sprinklers. The Suffolk Fire and Rescue Service requests that early consideration is given during the design stage of the development for both access for fire vehicles and the provisions of water for firefighting which will allow SCC

to make final consultations at the planning stage.

- 10. Archaeology.** Please refer to the letter sent on 9 January 2020 from Gemma Stewart.
- 11. Superfast broadband.** This should be considered as part of the requirements of the NPPF Section 10 'Supporting high quality communication'. SCC would recommend that all development is equipped with high speed broadband (fibre optic). This facilitates home working which has associated benefits for the transport network and also contributes to social inclusion; it also impacts educational attainment and social wellbeing, as well as improving property prices and saleability.
- As a minimum, access line speeds should be greater than 30Mbps, using a fibre based broadband solution, rather than exchange-based ADSL, ADSL2+ or exchange only connections. The strong recommendation from SCC is that a full fibre provision should be made, bringing fibre cables to each premise within the development (FTTP/FTTH). This will provide a network infrastructure which is fit for the future and will enable faster broadband.
- 12. Legal costs.** SCC will require an undertaking for the reimbursement of its own legal costs, whether or not the matter proceeds to completion.
- 13. Monitoring Fee.** The new CIL Regs allow for charging of monitoring fees. In this respect the county council charges £412 for each trigger point in a planning obligation, payable upon commencement.
- 14. Time Limits.** The above information is time-limited for 6 months only from the date of this letter.

This development will mitigate its impact by contributing via both s106 and CIL as per the summary table on page 1. Site-specific matters identified by SCC services directly will also need to be secured by way of a planning obligation or planning conditions.

I would be grateful if the above information can be provided to the decision-taker in respect of this planning application and infrastructure mitigation reported fully in the committee report.

Yours sincerely,

Ruby Shepperson
Planning Officer
Growth, Highways & Infrastructure Directorate – Strategic Development

cc Carol Barber, Suffolk County Council
Floods Planning, Suffolk County Council
Sam Harvey, Suffolk County Council

BMSDC Planning Area Team Yellow

Subject: DC/19/05915 Land North East of Chapel Road, Mendlesham

From: Karolien Yperman <Karolien.Yperman@baberghmidsuffolk.gov.uk>

Sent: 20 January 2020 14:46

To: Alex Scott <Alex.Scott@baberghmidsuffolk.gov.uk>

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

Subject: DC/19/05915 Land North East of Chapel Road, Mendlesham

Hi Alex,

This application follows a previous application on this site for the erection of 49 dwellings. I commented previously on the heritage implications for the nearby Grade II listed Calves Pightle and its neighbour Ark Cottage, which is considered a non-designated heritage asset. I noted that the “The historic isolated character of Calves Pightle has been lost through C20 development, and the development of the application site would not further compound this”. The reduction in the number of dwellings has not changed the heritage implications in a way to add harm, therefore the proposed development would still not be considered to cause harm to the significance of the designated and non-designated heritage assets.

Kind regards,
Karolien

Karolien Yperman BA(Hons) MA
Heritage and Design Officer
Babergh and Mid Suffolk District Councils – Working Together

T: 01449 724820

T: 07850 883258

E: karolien.yperman@baberghmidsuffolk.gov.uk

E: heritage@baberghmidsuffolk.gov.uk

www.babergh.gov.uk & www.midsuffolk.gov.uk



BMSDC Planning Area Team Yellow

From: Nathan Pittam
Sent: 09 January 2020 11:26
To: Alex Scott
Cc: BMSDC Planning Area Team Yellow
Subject: DC/19/05915. Land Contamination

Dear Alex

EP Reference : 271718
DC/19/05915. Land Contamination.
Land North East Of, Chapel Road, Mendlesham, STOWMARKET, Suffolk.
Outline Planning Application (Access to be considered all other matters reserved) -
Erection of 20no. dwellings and creation of vehicular access.

Many thanks for your request for comments in relation to the above application. Having reviewed the application I can confirm that I have no objection to the proposed development from the perspective of land contamination. I would only request that the LPA are contacted in the event of unexpected ground conditions being encountered during construction and that the below minimum precautions are undertaken until such time as the LPA responds to the notification. I would also advise that the developer is made aware that the responsibility for the safe development of the site lies with them.

Kind regards

Nathan

Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer

Babergh and Mid Suffolk District Councils – Working Together

Email: Nathan.pittam@baberghmidsuffolk.gov.uk
Work: 07769 566988 / 01449 724715
websites: www.babergh.gov.uk www.midsuffolk.gov.uk



Minimum requirements for dealing with unexpected ground conditions being encountered during construction.

1. *All site works at the position of the suspected contamination will stop and the Local Planning Authority and Environmental Health Department will be notified as a matter of urgency.*
2. *A suitably trained geo-environmental engineer should assess the visual and olfactory observations of the ground and the extent of contamination and the Client and the Local Authority should be informed of the discovery.*
3. *The suspected contaminated material will be investigated and tested appropriately in accordance with assessed risks. The investigation works will be carried out in the presence of a suitably qualified geo-environmental engineer. The investigation works will involve the collection of solid samples for testing and, using visual and olfactory observations of the ground, delineate the area over which contaminated materials are present.*
4. *The unexpected contaminated material will either be left in situ or be stockpiled (except if suspected to be asbestos) whilst testing is carried out and suitable assessments completed to determine whether the material can be re-used on site or requires disposal as appropriate.*
5. *The testing suite will be determined by the independent geo-environmental specialist based on visual and olfactory observations.*
6. *Test results will be compared against current assessment criteria suitable for the future use of the area of the site affected.*
7. *Where the material is left in situ awaiting results, it will either be reburied or covered with plastic sheeting.*
8. *Where the potentially contaminated material is to be temporarily stockpiled, it will be placed either on a prepared surface of clay, or on 2000-gauge Visqueen sheeting (or other impermeable surface) and covered to prevent dust and odour emissions.*
9. *Any areas where unexpected visual or olfactory ground contamination is identified will be surveyed and testing results incorporated into a Verification Report.*
10. *A photographic record will be made of relevant observations.*
11. *The results of the investigation and testing of any suspect unexpected contamination will be used to determine the relevant actions. After consultation with the Local Authority, materials should either be: • re-used in areas where test results indicate that it meets compliance targets so it can be re-used without treatment; or • treatment of material on site to meet compliance targets so it can be re-used; or • removal from site to a suitably licensed landfill or permitted treatment facility.*
12. *A Verification Report will be produced for the work.*

MID SUFFOLK DISTRICT COUNCIL

MEMORANDUM

TO: Alex Scott, Development Management Team

FROM: Jennifer Lockington, Environmental Protection Team

DATE: 17.01.2020

YOUR REF: 19/05915

OUR REF: 271219

SUBJECT: Land North East Of Chapel Road Mendlesham Suffolk
Outline planning application (Access to be considered all other matters reserved) - Erection of 20no. dwellings and creation of vehicular access

Please find below my comments regarding 'Environmental Health – Air quality' only.

Thank you for your consultation.

I have referred to the Environmental Protection UK (EPUK) Guidance, 2017 – Land Use Planning and Development Control: Planning for Air Quality, in assessing this application with regard to air quality. The data in the Transport Statement by Willow Consulting, dated 17 December 2019 shows that the development would not meet the criteria in the EPUK Guidance for requiring an air quality assessment. The predicted vehicle movements would be significantly below these criteria.

Therefore, I have no objections to make with regard to this application.

Kind regards

Jennifer Lockington
Environmental Protection Officer

BMSDC Planning Area Team Yellow

Subject: DC/19/05915

From: Peter Chisnall <Peter.Chisnall@baberghmidsuffolk.gov.uk>

Sent: 20 January 2020 15:29

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

Subject: DC/19/05915

Dear Alex,

Proposal: Outline Planning Application (Access to be considered all other matters reserved) - Erection of 20no. dwellings and creation of vehicular access

Location: Land North East Of, Chapel Road, Mendlesham, Suffolk

Many thanks for your request to comment on the sustainability aspects of this application.

I am satisfied with the contents of the energy and environmental statement, it meets the Council's current policies.

Therefore I have no objection to the application though I would suggest that if planning permission is approved that there be a condition to ensure that the data and commitments given in the energy and environmental statement is applied.

Regards,

Peter

Peter Chisnall, CEnv, MIEMA, CEnvH, MCIEH

Environmental Management Officer

Babergh and Mid Suffolk District Council - Working Together

Tel: 01449 724611

Email: peter.chisnall@baberghmidsuffolk.gov.uk

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

BMSDC Planning Area Team Yellow

From: BMSDC Public Realm Consultation Mailbox
Sent: 08 January 2020 11:21
To: BMSDC Planning Area Team Yellow
Subject: RE: MSDC Planning Consultation Request - DC/19/05915

Categories: Katherine

The Public Realm Team welcome the inclusion of the public open space associated with this proposed development. The scale and location of the open space within the development is appropriate and at this stage, Public Realm would support the proposed development with regards to its impact on local public open space provision. When developing the detailed proposals, care needs to be taken to ensure there is a wide enough corridor for the existing public right of way between the new development and the existing houses to prevent the creation of a narrow corridor between high fences/hedges that would be unattractive to users

Regards

Dave Hughes
Public Realm Officer

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

From: planningyellow@baberghmidsuffolk.gov.uk <planningyellow@baberghmidsuffolk.gov.uk>
Sent: 07 January 2020 09:52
To: BMSDC Public Realm Consultation Mailbox <consultpublicrealm@baberghmidsuffolk.gov.uk>
Subject: MSDC Planning Consultation Request - DC/19/05915

Please find attached planning consultation request letter relating to planning application - DC/19/05915 - Land North East Of, Chapel Road, Mendlesham, 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.

Babergh District Council and Mid Suffolk District Council (BMSDC) will be Data Controllers of the information you are providing. As required by the Data Protection Act 2018 the information will be kept safe, secure, processed and only shared for those purposes or where it is allowed by law. In some circumstances however we may need to disclose your personal details to a third party so that they can provide a service you have requested, or fulfil a request for information. Any information about you that we pass to a third party will be held securely by that party, in accordance with the Data Protection Act 2018 and used only to provide the services or information you have requested.

For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.

Consultation Response Pro forma

1	Application Number	DC/19/05915	
2	Date of Response	22/01/2020	
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>Ensure that the development is suitable for a 32 tonne Refuse Collection Vehicle (RCV) to manoeuvre around attached are the vehicle specifications.</p>  <p>OLYMPUS - 8x4MS Wide - Euro 6 - Smo</p> <p>The road surface and construction must be suitable for an RCV to drive on.</p> <p>Bin collection access next to plot 18 and plot opposite plot 12 must be open to the path and easily accessible on the roadside with an open access of two metres and a level threshold.</p> <p>Plot number 3 and 4 to present at the end of the shared service drive for collection. Plot 5 and 6 to present on main service road.</p> <p>Plot 7,8,9, 10 and 11 to present at refuse collection point as pre drawing to have access to curtilage access, two metre width and level threshold.</p> <p>Turning area at end of the main service road to be suitable for a 32 tonne RCV to manoeuvre, we believe that a full hammer head is required.</p>	
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.

MID SUFFOLK DISTRICT COUNCIL

MEMORANDUM

TO: Alex Scott - Planning

From: Sacha Tiller – Strategic Housing

Date: 14th January 2020

Proposal: **DC/19/05915**
Outline Planning Application (Access to be considered all other matters reserved) – Erection of 20no. dwellings and creation of vehicular access.

Location: Land North East of, Chapel Road, Mendlesham, Suffolk.

Key Points

1. Background Information

A development proposal for 20 dwellings.
The policy position equates to 35% affordable housing on any site of 10 or more units or site area in excess of 0.5 hectares.
7 dwellings equates to an affordable housing contribution of 35% which would make this application policy compliant.

2. Housing Need Information:

- 2.1 The Ipswich Housing Market Area, Strategic Housing Market Assessment (SMHA) document, updated in 2019, confirms a continuing need for housing across all tenures and a growing need for affordable housing.
- 2.2 The 2019 SHMA indicates that in Mid Suffolk there is a need for 127 new affordable homes per annum. **Ref1**
- 2.3 The Council’s 2014 Suffolk Housing Needs Survey shows that there is high demand for smaller homes, across all tenures, both for younger people, who may be newly forming households, and for older people who are already in the property owning market and require different, appropriate housing, enabling them to downsize. Affordability issues are the key drivers for this increased demand for smaller homes.
- 2.4 The Council’s Choice Based Lettings system currently has circa. 690 applicants registered for affordable housing in Mid Suffolk as at April 2019. **Ref4**

There are currently 12 applicants on the register for Mendlesham looking for housing specifically in this area. These applicants are looking for 1 and 2 bedroom dwellings. Please note that this site is a S106 planning obligation site therefore the affordable housing provided will be to meet the district wide need hence the **690** applicants registered is the important number.

3. Preferred Mix for Open Market homes.

- 3.1 There is strong need for homes more suited to the over 55 age brackets within the district and the supply of single storey dwellings or 1.5 storeys has been very limited over the last 10 years in the locality. Mid Suffolk and the county as a whole faces a large increase in the population of over 65-year olds so we need to ensure there are suitable housing choices for older people to remain in their communities.
- 3.2 There is growing evidence that housebuilders need to address the demand from older people who are looking to downsize or right size and still remain in their local communities.
- 3.3 Broadband and satellite facilities as part of the design for all tenures should be standard to support.
- 3.4 All new properties need to have high levels of energy efficiency.
- 3.5 Details of any amended housing mix, type and size of the all the dwellings to be submitted to and approved in writing by the local planning authority.
- 3.6 Looking at the Design and Access Statement it shows a development of 4 flats. It appears that these flats will comprise open market and affordable housing dwellings. We know that the RP's we have established relationships with will not accept flats for affordable rent in a block mixed with other flats for open market sale. Any flats proposed for affordable rent will need to be self-contained with regard to buildings, communal areas and landscaping so that they can be transferred with freehold interest. With this in mind we have outlined below (5.1) our preferred mix for affordable rent and shared ownership on this site.

4. Proposed Mix for Open Market homes (Total = 13 dwellings).

- 5 x 3b 5p houses @ 103sqm – NDSS compliant
- 3 x 2b 3p houses @ 78sqm – NDSS compliant
- 2 x 3b 4p bungalows @ 84.5sqm – NDSS compliant
- 1 x 1b 2p flat (7A) @ 53sqm – NDSS compliant
- 1 x 3b 5p chalet bungalow @ 110sqm – NDSS compliant
- 1 x 4b 7p house @ 134sqm – NDSS compliant

The open market dwellings proposed does offer a mix of 1, 2 and 3 bed dwellings for open market sale. We would expect to see a minimum of 25% of the open market homes provided as 2 bed dwellings – houses or bungalows to promote choice for downsizing households and for new first-time buyers.

5. Proposed mix for Affordable Housing (Total = 7 dwellings)

3 x 1b 2p flat @ 53sqm
3 x 2b 3p houses @ 78sqm
1 x 3b 5p house @ 94sqm

5.1 Preferred mix for Affordable Housing (Total = 7 dwellings)

Affordable Rented = 5 homes required:-

2 x 3b bed 5-person houses @ 93sqm – NDSS complaint
3 x 2b bed 4-person houses @ 79sqm – NDSS compliant

Shared Ownership = 2 homes required:-

2 x 2b 4-person houses @ 79sqm – NDSS complaint

6. Other requirements for affordable homes:

- Properties must be built to current Homes England National Housing Standards March 2015.
- The council is granted 100% nomination rights to all the affordable units on first lets and 100% on subsequent lets.
- Any Shared Ownership properties must have an initial share limit of 70%.
- The Council will not support a bid for Homes England grant funding on the affordable homes delivered as part of an open market development. Therefore, the affordable units on that part of the site must be delivered grant free.
- The location and phasing of the affordable housing units must be agreed with the Council to ensure they are integrated within the proposed development according to current best practice.
- (a) not Occupy or permit Occupation of more than fifty per cent (50%) (rounded up to the nearest whole Dwelling) Market Housing Units in each Phase until fifty per cent (50%) of the Affordable Housing Units for that Phase have been constructed and are ready for Occupation and have been transferred to the Registered Provider; and
- (b) not Occupy or permit Occupation of more than eighty per cent (80%) (rounded up to the nearest whole Dwelling) Market Housing Units in each Phase until all of the Affordable Housing Units for that Phase have been constructed and are ready for Occupation and have been transferred to the Registered Provider
- On larger sites, the affordable housing should not be placed in groups of more than 8 units

- Adequate parking provision is made for the affordable housing units and cycle storage and bin stores.
- It is preferred that the affordable units are transferred to one of the Council's partner Registered Providers – please see www.baberghmidsuffolk.gov.uk under Housing and Affordable Housing for full details.

Philip Isbell – Chief Planning Officer
Sustainable Communities

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

Website: www.midsuffolk.gov.uk



REFUSAL OF OUTLINE PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND)
ORDER 2015

Correspondence Address:

Mr David Barker
Opus House
Elm Farm Park
Thurston
Bury St Edmunds
IP31 3SH
United Kingdom

Applicant:

Mr E & Mr B Bauly
Poplar Farm
Chapel Road
Mendlesham
Stowmarket
United Kingdom

Date Application Received: 26-Feb-19

Application Reference: DC/19/00959

Date Registered: 23-Jul-19

Proposal & Location of Development:

Outline Planning Application (Access to be considered) - Erection of up to 49 no. dwellings and construction of Vehicular Access.

Land North East Of, Chapel Road, Mendlesham, Suffolk

Section A – Plans & Documents:

This decision refers to drawing no./entitled 5287 - PA01 Rev D received 23/07/2019 as the defined red line plan with the site shown edged red. Any other drawing showing land edged red whether as part of another document or as a separate plan/drawing has not been accepted or treated as the defined application site for the purposes of this decision.

The plans and documents recorded below are those upon which this decision has been reached:

Defined Red Line Plan 5287 - PA01 Rev D - Received 23/07/2019
Block Plan - Proposed - Indicative - 5287 - PA03 - Received 23/07/2019
Roof Plan - Proposed - Indicative - 5287 - PA05 Rev F - Received 23/07/2019
Street Scene - Proposed - Indicative - 5287 - PA06 Rev B - Received 23/07/2019
- Village Plan - 5287 - PA07 - Received 23/07/2019
- Footpath Plan - 5287 - PA10 - Received 23/07/2019
Tree Protection Plan - and survey - LSDP 1065-01 Rev C - Received 23/07/2019

Section B:

Mid Suffolk District Council as Local Planning Authority, hereby give notice that **OUTLINE PLANNING PERMISSION HAS BEEN REFUSED** for the development proposed in the

application in accordance with the particulars and plans listed in section A for the following reasons:

1. REASONS FOR REFUSAL - PRINCIPLE OF DEVELOPMENT

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. This has three strands - environmental, social and economic; all of which must be considered together. Policy FC1 of the Core Strategy Focused Review (2012) states that Mid Suffolk will take a positive approach to development, and will take into account whether any "adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the National Planning Policy Framework taken as a whole..." Policy CS1 of the Mid Suffolk Core Strategy (2008) states that: "countryside and countryside villages and development will be restricted to particular types of development to support the rural economy, meet affordable housing, community needs and provide renewable energy." The emerging Joint Local Plan is in the process of designating Mendlesham as a Core Village settlement and this is potentially a site allocation for 50 new dwellings. However, full consultation and assessment to establish this site as allocated has not yet been concluded and this site may not continue to form part of that plan and at this time the JLP is considered to have very little weight.

The Mendlesham Neighbourhood Plan (NP) has significant weight at this time and this sets out under Policy MP1 that "Outside of the existing Mendlesham village boundary, individual development proposals, that are immediately adjacent to that boundary, to develop small sites of sustainable new homes will be supported subject to their meeting the relevant planning policies of Mid Suffolk District Council and Mendlesham Neighbourhood Plan." While small sites are not expressly defined the policy goes on to state that "The local community prefers small sites to provide 20 dwellings or less" and "Each proposal will be judged on its merits.". On this basis this proposal would be considered contrary to Policy MP1 given the extent of development proposed.

Furthermore, Policy MP1 provides an eight point criteria as listed under paragraph 3.25 of the NP, this includes

- new dwellings designed to be appropriate and sympathetic to the area they are to be part of and it is considered that the development is not cohesive with the rest of the village.,
- good use will be made of planting to soften the edges of developments and blend them into the local area,
- new dwellings that demonstrate efficient energy usage, particularly use of renewable energy.

The proposed development includes an indicative plan and with consideration of this plan, the red line plan, application details and location on the edge of the settlement, it is considered that the proposal fails to demonstrate in principle that the new dwellings would be likely be sympathetic, would have minimal environmental impact, fails to demonstrate efficient energy usage and does not demonstrate significant green space potential and/or opportunity to ensure a soft edged development with a rural and not urbanising character would likely result with any reserved matters application for the proposed development. In addition, by reason of the location and indicative plan details the proposal fails to demonstrate that a development of this number of dwellings can be achieved on this site in principle without significant adverse impact on the wider open countryside and rural character.

In conclusion the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits and the proposal is held to be contrary to MP1 of the Neighbourhood Plan, Policy FC1 of the Core Strategy Focused Review (2012), Policy CS1 of the Mid Suffolk Core Strategy (2008) and Policy H7 of the Mid Suffolk Local Plan (1998) and the provisions of NPPF.

SUMMARY OF POLICIES WHICH ARE RELEVANT TO THE DECISION:

FC01 - Presumption In Favour Of Sustainable Development
NPPF - National Planning Policy Framework
FC01_1 - Mid Suffolk Approach To Delivering Sustainable Development
FC02 - Provision And Distribution Of Housing
CS01 - Settlement Hierarchy
CS02 - Development in the Countryside & Countryside Villages
CS05 - Mid Suffolk's Environment
CS06 - Services and Infrastructure
GP01 - Design and layout of development
HB14 - Ensuring archaeological remains are not destroyed
H07 - Restricting housing development unrelated to needs of countryside
H13 - Design and layout of housing development
H14 - A range of house types to meet different accommodation needs
H15 - Development to reflect local characteristics
H16 - Protecting existing residential amenity
H17 - Keeping residential development away from pollution
T09 - Parking Standards
T10 - Highway Considerations in Development
RT04 - Amenity open space and play areas within residential development
RT12 - Footpaths and Bridleways
CL08 - Protecting wildlife habitats
Mendlesham Neighbourhood Plan

NOTES:

1. NPPF - DEPARTURE FROM POLICY

When determining planning applications The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires Local Planning Authorities to explain how, in dealing with the application they have worked with the applicant to resolve any problems or issues arising. In this case the proposal is considered to represent a significant departure from policies contained in the NPPF and Development Plan and no amount of re-design or mitigation is considered to overcome these in principle concerns.

2. REFUSED PLANS & DOCUMENTS

The drawings/documents considered by the Local Planning Authority in determination of this application are listed under Section A above.

Babergh and Mid Suffolk District Councils have adopted Community Infrastructure Levy (CIL) charging which affects planning permissions granted on or after 11th April 2016 and permitted

development commenced on or after 11th April 2016. If your development is for the erection of a new building, annex or extension or the change of use of a building over 100sqm in internal area or the creation of a new dwelling or holiday let of any size your development may be liable to pay CIL and you must submit relevant documents to our Infrastructure Team telling us more about your development, who will pay CIL and when the development will start. You will receive advice on the amount you have to pay and what you have to do and you can find more information about CIL on our websites here:

[CIL in Babergh](#) and [CIL in Mid Suffolk](#) or by contacting the Infrastructure Team on: infrastructure@baberghmidsuffolk.gov.uk

This relates to document reference: DC/19/00959

Signed: Philip Isbell

Dated: 22nd October 2019

**Chief Planning Officer
Sustainable Communities**

Appeals to the Secretary of State

1. If the applicant is aggrieved by the decision of the Local Planning Authority to refuse permission or consent, or to grant permission or consent subject to condition, they may appeal to the Secretary of State for Communities and Local Government. The applicant's right of appeal is in accordance with the appropriate statutory provisions which follow:

Planning Applications: Section 78 Town and Country Planning Act 1990

Listed Building Applications: Section 20 Planning (Listed Buildings and Conservation Areas) Act 1990

Advertisement Applications: Section 78 Town and Country Planning Act 1990
Regulation 15

Town and Country Planning (Control of Advertisements) Regulations 2007

Notice of appeal in the case of applications for advertisement consent must be served within eight weeks of receipt of this notice. Notice of Householder and Minor Commercial Appeals must be served within 12 weeks, in all other cases, notice of appeal must be served within six months of this notice. If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice. If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within six months of the date of this notice, whichever period expires earlier.

Appeals must be made on a form which is obtainable from The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN or online at <https://www.gov.uk/government/publications/modelnotification-notice-to-be-sent-to-an-applicant-when-permission-is-refused>

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he/she will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him/her that permission for the proposed development could not have been granted by the Local Planning Authority, or could not have been so granted otherwise than subject to the conditions imposed by it, having regard to the statutory requirements*, to the provisions of the Development Order, and to any directions given under the Order. The Secretary of State does not in practice refuse to entertain appeals solely because the decision of the Local Planning Authority was based on a direction given by him/her.

2. If permission or consent to develop land or carry out works is refused or granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State and the owner of the land claims that the land has become incapable of reasonable beneficial use by the carrying out of any development or works which has been or would be permitted they may serve on the Council of the district in which the land is situated, a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of Section 137 of the Town and Country Planning Act 1990 or Section 32 Planning (Listed Buildings and Conservation Areas) Act 1990.

*The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70 and 72(1) of the Act.