

**PARISH COUNCIL**  
**Comments from: Elmswell Parish Council**

**Planning Officer:** Stuart McAdam  
**Application Number:** 3469/16  
**Proposal:** Outline Planning Application sought (with all matters other than means of access reserved) for residential development of up to 60 dwellings with associated car parking, landscaping, public open space areas, pedestrian/cycle links and vehicular access from Borley crescent.  
**Location:** Land to the east of Borley Crescent, Elmswell IP30 9UG

Councillors wholeheartedly support the representations against this proposal made by neighbouring residents and urge rejection for the following reasons:

1 The access to the proposed development of 60 dwellings via Blackbourne Road and Borley Crescent presents a serious hazard. The feeder road, Blackbourne Road, from its junction with Ashfield Road, serves Orchard Close (32 dwellings), Pye's Meadow (39 dwellings), Borley Crescent (46 dwellings) and Blackbourne Road itself (77 dwellings). The addition of 60 new dwellings would require this road and its junction to accommodate the traffic from 254 dwellings with no other access. Given the current experience of on-street parking and existing traffic flows, Blackbourne Road and its junction with Ashfield Road are close to maximum safe capacity and will not, without hazard, cope with the extra traffic load suggested by this Application. There are particular concerns regarding access for emergency vehicles. Further, the Permission granted under 3918/15 for 190 dwellings on the redundant Harris site places the access to this development in very close proximity to the Blackbourne Road junction and almost directly opposite.

The foregoing clearly suggests that this proposal runs counter to Local Plan Policy T10 with specific reference to the requirements for:

- The provision of safe access to and egress from the site;
- The suitability of existing roads giving access to the development, in terms of the safe and free flow of traffic;
- Whether the amount of traffic generated by the proposal will be acceptable in relation to the capacity of the road network in the locality of the site.

2 The Applicant's Transport Assessment, para 4.6 refers, is incorrect in its extrapolation of the parking spaces required under the Suffolk Guidance for Parking Standards. From the house types indicated there is a need for 103 spaces which cannot be accommodated on the indicative layout which forms part of the Application. This goes against Local Plan Policy T9 which requires that development proposals will normally be required to provide for the parking and manoeuvring of vehicles on the application site.

3 The traffic flow assumptions made in the Transport Assessment which forms part of this application allow for the anticipated loading from the Harris development on junctions but not on the serious and hazardous pinch point which is the railway crossing. Furthermore, the assessment of arrival rates at the crossing are made on an even-distribution basis which ignores the very real and observable problems of clustering. With 190 houses from the Harris site and 60 houses under this proposal, there should be consideration by the Authority, prior to any Permission for this scheme, of an impact assessment towards Local Plan Policy T1 objectives seeking to benefit the free flow of traffic through Elmswell, improved accessibility to industrial and commercial areas at Grove Lane and beyond and the improvement, rather than degradation, of the quality of life for residents. The clear aspirational direction suggested by the emerging Elmswell Neighbourhood Plan for a relief road over the railway line should be investigated towards possible developer contribution.

4 Core Strategy Policy CS 6 requires that new development will be expected to provide or support the delivery of appropriate and accessible infrastructure to meet the justifiable needs of that development. It requires that consideration be given to the timing of infrastructure provision and accepts that development may need to be phased to ensure the proper provision of infrastructure. The listed local priorities for which infrastructure contributions may be sought include utility provision, transport infrastructure, healthcare and education. It is clearly the case that, in all 4 of

these key areas, the provision of infrastructure set against the Harris site permission coupled with the proposals here is badly deficient, viz:

- Transport and highways, as above, cannot cope without contributions towards an initiative to bypass the railway crossing;
- The health centre at Woolpit continues to show signs of strain under current patient loading and has not demonstrated a strategy to deal with recent dramatic proposed increases across its catchment, including from this proposal;
- The Anglian Water foul sewer network is stressed within Elmswell and at the treatment works in Kiln Lane...the requirements of 190 dwellings at the Harris site impose a serious strain and this application seeks to make the situation untenable;
- SCC Education has recently published to the Press the fact that the Harris development will create overcrowding at Elmswell School and the need for expansion on the very constrained school site...this proposal can only make these shortcomings the more damaging to the community.

In light of the above, Councillors feel that the following observations should be seriously considered by Planning Committee members:

A The very unusual nature of the feeder road situation, seeking, as it does, to add 60 houses to the existing 194 dwellings off a junction to the east soon to be faced by another almost opposite to the west and servicing an initial 190 new dwellings, deserves evaluation on the ground. The situation may not be fully appreciated by Members whose acquaintance will largely be as through-traffic travellers along Ashfield Road. Members are urged, therefore, to agree to a site visit and to walk the access route.

B The Application has the means of access as the only Planning Condition to be imposed. To leave the number and type of dwellings as Reserved Matters stands to jeopardised what is an acceptable scheme in its regard to density and layout by leaving open the chance and likelihood of a later negotiation towards larger, less appropriate, dwellings on grounds of an over-sympathetic Viability Assessment. Should Permission be granted it should enshrine the house types and density as per the indicative layouts presented with the current application.

C Notwithstanding any of the above, the Permitted Development Rights pertaining to any permission should be constrained so that garage and parking spaces within the development shall, in perpetuity, be retained and remain free of obstruction except for the purposes of manoeuvring and parking of vehicles specific to the enjoyment of the occupants of the relevant property.

Support

Object



No Comment

Signed *Peter DOW*

on behalf of Elmswell Parish Council

02.09.16

**From:** Nathan Pittam  
**Sent:** 05 September 2016 11:13  
**To:** Planning Admin  
**Subject:** 3469/16/OUT. EH - Land Contamination.

**M3 : 182783**

**3469/16/OUT. EH - Land Contamination.**

**Land to the east of, Borley Crescent, Elmswell, BURY ST EDMUNDS, Suffolk.  
Outline Planning Application sought (with all matters other than means of  
access reserved) for residential development of up to 60 dwellings with  
associated car parking,**

Many thanks for your request for comments in relation to the above application. I have reviewed the report submitted by the applicant authored by Geo-Environmental Services Limited and whilst I note that the report recommends further works to assess the site I feel that given the balance of evidence it would be inappropriate to require these by means of condition. I would only request that we are contacted in the event of unexpected ground conditions being encountered during construction and that the developer is made aware that the responsibility for the safe development of the site lies with them.

Regards

Nathan

Nathan Pittam BSc. (Hons.) PhD  
Senior Environmental Management Officer  
Babergh and Mid Suffolk District Councils – Working Together  
t: 01449 724715 or 01473 826637  
w: [www.babergh.gov.uk](http://www.babergh.gov.uk) [www.midsuffolk.gov.uk](http://www.midsuffolk.gov.uk)

**From:** Iain Farquharson  
**Sent:** 02 September 2016 15:56  
**To:** Planning Admin  
**Subject:** RE: Consultation on Planning Application 3469/16

Our Ref: M3 182784

Sir/Madam

In response to the consultation request on the subject of Sustainability Issues please find my response below.

The application does not provide sufficient information to address council policy  
(Mid Suffolk)  
CS3 Reduce Contributions to Climate Change

We have no objection to this proposal per se but note that sustainability issues connected to the dwellings themselves ie construction materials, renewable energy generation, design and orientation or reduction in the reliance of electricity consumption have not been mentioned. Also the application does not offer any 3rd party accreditation for the environmental credentials eg Code for Sustainable Homes (or its replacement scheme)

We recognise this is an outline application but we still require some forethought into this area.

The recommendation is either refusal until such information is provided or if approved suitable conditions included that require, before any development is commenced, an Energy Strategy detailing how the development can secure the required energy efficiency and sustainability standards of the Local Planning Authority shall be submitted to, and approved in writing by, the Local Planning Authority.

Iain Farquharson

Environmental Management Officer  
Babergh Mid Suffolk Council

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## MID SUFFOLK DISTRICT COUNCIL

### MEMORANDUM

TO: Stuart McAdam, Development Management Team

FROM: Joanna Hart, Environmental Protection Team

DATE: 24.08.2016

YOUR REF: 3469/16/OUT

SUBJECT: Land to the east of, Borley Crescent, Elmswell, BURY ST EDMUNDS, Suffolk.

Outline Planning Application sought (with all matters other than means of access reserved) for residential development of up to 60 dwellings with associated car parking, landscaping, public open space areas, pedestrian/cycle links and vehicular access from Borley Crescent.

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**Please find below my comments regarding 'Environmental Health - Other issues' only.**

Thank you for your consultation on the above application.

This application site is in close proximity to the railway and therefore there is potential for significant loss of amenity at new dwellings due to noise from trains. The application includes an Environmental Noise Assessment (ENA) prepared by Acoustic Associates Peterborough ('Environmental Noise Assessment for a residential development in Elmswell, report number SS/J3083/16001-1, date July 2016').

The ENA identifies that noise from passing trains is the dominant noise source at the application site. A noise survey has been carried out at locations representative of proposed housing.

The assessment identifies that daytime and night-time ambient noise levels at dwellings nearest to the line will be in excess of 50dB, which will mean that internal WHO and BS8223 guideline values for both daytime and night-time will be exceeded. In addition impulsive noises from night time train passes (including use of the horn) will exceed WHO guidance levels for sleep disturbance in bedrooms closest to the railway line. This location is therefore not best suited for residential development.

In order to militate against this noise, a scheme of glazing is given in section 8.

This is summarised in section 3 of the ENA as follows;

All bedrooms and living rooms on the facades highlighted in section 8 in red, blue or green should have the improved insulation specification (in terms of Rw dB) described in section 8;

For those dwellings which have marked facades in section 8, the layout of rooms should ensure that windows open into the acoustic shadow of the railway (i.e. the unmarked façade);

If the above is not possible then windows cannot be opened without causing excessive internal noise levels. If this means that alternative means of ventilation is required, then it should comply with the requirements for sound insulation (in terms of Dn,e,w dB) given in section 8. Report No. SS/J3083/16001-1 Page 5 of 23

All other rooms should be fitted with double glazing with sound insulation Rw 30 dB or better;

□ Any form of ventilation installed must comply with the Noise Insulation Regulations 1975 (Reference 4 ) and the Approved Document F (Reference 5).

However, this is also dependent on windows on façades marked in the plan being kept closed at all times – as noise at these dwellings will have an impact classes as 'Significant Observed Adverse Effect' as defined in the National Policy Planning Guidance.

This would ONLY be acceptable if the room layout is such that openable windows on other facades will give adequate passive ventilation. If the proposed layout would not allow this, or if mechanical ventilation is required to give adequate ventilation then I would recommend refusal of this application. This is a critical point and, although page 13 of the Design and Access Statement suggest that habitable rooms will be located on the northern facades of the flats, I therefore suggest that further clarification is sought from the applicant prior to a decision being issued.

In the event that a glazing scheme was viable then I would suggest that a condition requiring pre-occupation independent testing would be required to ensure that WHO and BS8233 internal values are met.

I would suggest that careful consideration would need to be given to the LAP, as the design of this, and equipment installed could result in loss of amenity at nearby dwellings due to noise, particularly if lit at night.

Finally as the site is in proximity to existing dwellings, it is essential that a Construction Management Plan be in place to minimise loss of amenity arising from construction of the development as follows:

- *No development shall commence until a Construction and Environmental Management Plan (CEMP), to cover both demolition/site clearance and construction phases of the development, has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall be undertaken in accordance with best practice guidelines and BS: 5228:2009 + A1:2014 (and any revisions thereof). The plan shall include details of operating hours, scheduled timing/phasing of development for the overall construction period, means of access, traffic routes, vehicle parking and manoeuvring areas (site operatives and visitors), loading and unloading of plant and materials, location and management of wheel washing facilities, external lighting, location and nature of compounds and storage areas (including maximum storage heights), waste removal, location and nature of temporary buildings and boundary treatments, dust management, noise management (both in terms of workers and local residents, and to include noise limit at the nearest sensitive residential property, or agreed representative accessible monitoring point) and waste/litter management during the construction phases of the development. Thereafter, the approved construction plan shall be fully implemented and adhered to during the construction phases of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority.  
Note: the Construction Management Plan shall be submitted in phases for each phase of construction so as to take account of protection measures for both newly constructed (and occupier) dwellings as well as those dwellings which existed prior to commencement/*
- *No burning shall take place on site during the site clearance/demolition or construction phases of the development.*

Kind regards

Joanna Hart  
Senior Environmental Protection Officer

9-10 The Churchyard Shire Hall  
Bury St Edmunds  
Suffolk  
IP33 1RX

Philip Isbell  
Corporate Manager – Development Management  
Planning Services  
Mid Suffolk District Council  
131 High Street  
Needham Market  
Ipswich IP6 8DL

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Web: <http://www.suffolk.gov.uk>

Our Ref: 2016\_3469  
Date: 25 August 2016

For the Attention of Stuart McAdam

Dear Mr Isbell

**PLANNING APPLICATION 3469/16 – LAND TO THE EAST OF BORLEY CRESCENT,  
ELMSWELL: ARCHAEOLOGY**

This large proposal has never been the subject of any systematic archaeological evaluation. In addition it lies within an area of archaeological potential recorded in the County Historic Environment Record as scatters of Roman and medieval finds have been recorded in the direct vicinity of the proposed development area. As a result, there is a strong possibility that heritage assets of archaeological interest will be encountered at his location. Any groundworks causing significant ground disturbance have potential to damage any archaeological deposit that exists.

There are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important heritage assets. In accordance with paragraph 141 of the National Planning Policy Framework, any permission granted should be the subject of a planning condition to record and advance understanding of the significance of the heritage asset before it is damaged or destroyed.

The following two conditions, used together, 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 (2012).*

**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 investigation. In this case, an archaeological evaluation (geophysical survey and trial trench 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.

Please let me know if you require any clarification or further advice.

Yours sincerely

Rachael Abraham

Senior Archaeological Officer  
Conservation Team



**From:** RM PROW Planning  
**Sent:** 09 September 2016 14:56  
**To:** Planning Admin  
**Subject:** RE: Consultation on Planning Application 3469/16

**Our Ref:** W234/010/ROW580/16

**For The Attention of:** Stuart McAdam

**Public Rights of Way Response**

Thank you for your consultation concerning the above application.

This response deals only with the onsite protection of affected PROW, and does not prejudice any further response from Rights of Way and Access. As a result of anticipated increased use of the public rights of way in the vicinity of the development, SCC may be seeking a contribution for improvements to the network. These requirements will be submitted with Highways Development Management response in due course.

Government guidance considers that the effect of development on a public right of way is a material consideration in the determination of applications for planning permission and local planning authorities should ensure that the potential consequences are taken into account whenever such applications are considered (Rights of Way Circular 1/09 – Defra October 2009, para 7.2) and that public rights of way should be protected.

Elmsett Public Footpath 10 (FP10) is recorded through the proposed development area; we comment as follows:

The plans indicate a cycle link to the railway station from the development; FP10 is recorded along this route, the legal status of which does not allow for cycling. Should a cycle track be proposed, a cycle track conversion order would be required and it would need to comply with highway standards; the full length of FP10 would need to be converted.

The site access from Borley Crescent will cross FP10; dropped kerbs will be required and safety precautions taken to ensure there is no conflict between pedestrians and vehicles.

FP10 where it runs along the western boundary to remain in a green corridor and not fenced in.

**Informative Notes:**

Please note that the granting of planning permission is separate to any consents that may be required in relation to Public Rights of Way.

Nothing should be done to stop up or divert the Public Right of Way without following the due legal process including confirmation of any orders and the provision of any

new path. In order to avoid delays with the application this should be considered at an early opportunity.

The alignment, width, and condition of Public Rights of Way providing for their safe and convenient use shall remain unaffected by the development unless otherwise agreed in writing by the Rights of Way & Access Team.

Nothing in this decision notice shall be taken as granting consent for alterations to Public Rights of Way without the due legal process being followed. Details of the process can be obtained from the Rights of Way & Access Team.

"Public Rights of Way Planning Application Response - Applicant Responsibility" and a digital plot showing the definitive alignment of the route as near as can be ascertained; which is for information only and is not to be scaled from, is attached

Regards

**Jackie Gillis**


**Green Access Officer**

**Access Development Team**

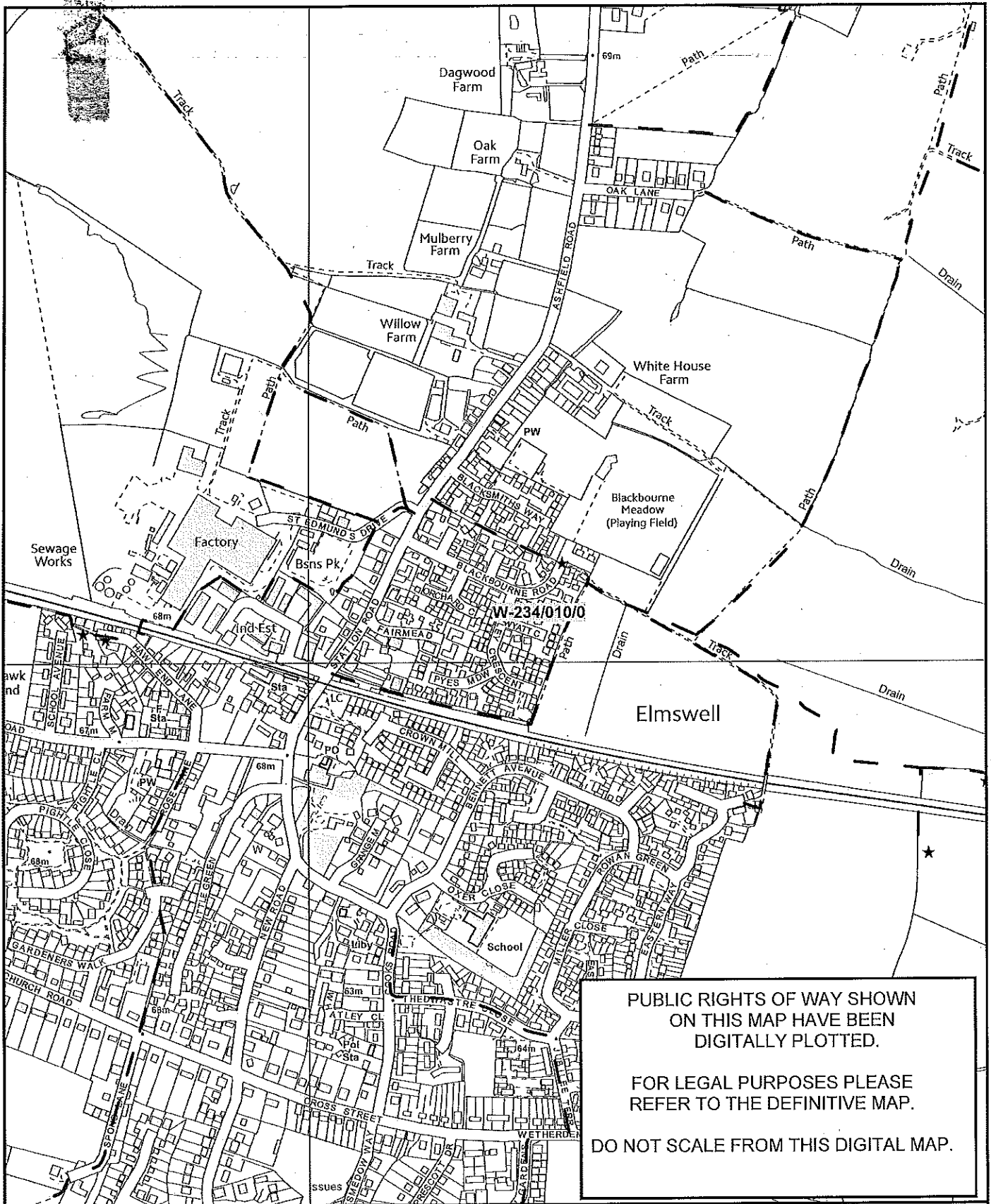
Rights of Way and Access

Resource Management, Suffolk County Council

Endeavour House (Floor 5, Block 1), 8 Russell Road, Ipswich, IP1 2BX

 <http://publicrightsofway.onesuffolk.net/> | [\*\*Report A Public Right of Way Problem Here\*\*](#)

For great ideas on visiting Suffolk's countryside visit [www.discoversuffolk.org.uk](http://www.discoversuffolk.org.uk)

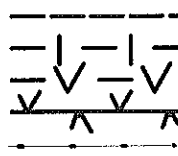


**3469/16 Land east of Borley Crescent, Elmswell**  
**Public Rights of Way**



**Suffolk**  
**County Council**

Resource Management  
 Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP1 2BX



Ordnance Survey MasterMap

Public Footpath  
 Bridleway  
 Restricted Byway  
 Byway  
 Definitive Map Parish Boundary

Scale 1:7500



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Date: 09/09/2016

# Consultee Comments for application 3469/16

## Application Summary

Application Number: 3469/16

Address: Land to the east of Borley Crescent, Elmswell, IP30 9UG

Proposal: Outline Planning Application sought (with all matters other than means of access reserved) for residential development of up to 60 dwellings with associated car parking, landscaping, public open space areas, pedestrian/cycle links and vehicular access from Borley Crescent

Case Officer: Stuart McAdam

## Consultee Details

Name: Mr Robert Boardman (Stowmarket Ramblers)

Address: 8 Gardeners Walk, Elmswell, Bury St Edmunds IP30 9ET

Email: bob@gardeners8.plus.com

On Behalf Of: Ramblers Association - Bob Boardman (temp cover)

## Comments

I have viewed these plans and I have concerns that access from Borley Crescent to this proposed development crosses footpath no.10 which is a point of danger for anyone walking this very popular path. A clear view for all at this point is very necessary.



# SUFFOLK CONSTABULARY

Secured by Design



Jackie Norton  
Design Out Crime Officer  
Community Safety Unit  
Bury St Edmunds Police Station  
Norfolk Constabulary/Suffolk Constabulary  
Raingate Street, Bury St Edmunds, Suffolk, IP33 2AP  
Tele: 01284 774141 Fax: 01284 774130  
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**PLANNING APPLICATION: 3469 / 16**

**SITE: Outline Planning Application (ALL MATTERS RESERVED) – 60 no dwellings, access, parking and landscaping, public open spaces, pedestrian/cycle links and vehicular access from BORLEY CRESCENT**

**Applicant: Mathew Jewers**

**Planning Officer: Stuart McAdam**

The crime prevention advice is given without the intention of creating a contract. Neither the Home Office nor Police Service accepts any legal responsibility for the advice given. Fire Prevention advice, Fire Safety certificate conditions, Health & Safety Regulations and safe working practices will always take precedence over any crime prevention issue. Recommendations included in this document have been provided specifically for this site and take account of the information available to the Police or supplied by you. Where recommendations have been made for additional security, it is assumed that products are compliant with the appropriate standard and competent installers will carry

Dear Mr Adam

Thank you for allowing me to provide an input for the above Outline Planning Application (All Matters Reserved). I register my interest of the design and I strongly recommend that the applicant applies for ADQ and Secure by Design accreditation. Building to the physical security of Secured by Design, which is the police approved minimum security standard, will reduce the potential for burglary by 50% to 75% and achieve ADQ.

I would be very pleased to work with the agent and/or the developer to ensure the proposed development incorporates the required elements. **This is the most efficient way to proceed with residential developments and is a partnership approach to reduce the opportunity for crime and the fear of crime.**

**1.0** Secured By Design aims to achieve a good overall standard of security for buildings and the immediate environment. It attempts to deter criminal and anti-social behaviour within developments by introducing appropriate design features that enable natural surveillance and create a sense of ownership and responsibility for every part of the development. These features include: secure vehicle parking, adequate lighting of common areas, control of access to individual and common areas, defensible space and a landscaping and lighting scheme which when combined, enhances natural surveillance and safety. You can also enter into a **pre-build agreement** and make use of the Award, in any marketing or promotion of the development.

**1.1** As of 1.6.16 Secured by Design New Homes 2016 was introduced and relates to meeting the requirements of Approved Document Q for new builds and renovation work to a preferred security specification, by using Secured By Design certified fabricators for external doors, windows and roof lights. For following standards (see link) [http://www.securedbydesign.com/wp-content/uploads/2016/03/Secured by Design Homes 2016\\_V1.pdf](http://www.securedbydesign.com/wp-content/uploads/2016/03/Secured%20by%20Design%20Homes%202016_V1.pdf)

**1.2** These features include: secure vehicle parking, adequate lighting of common areas, control of access to individual and common areas, defensible space and a landscaping and lighting scheme which when combined, enhances natural surveillance and safety. SBD New Homes 2016

NOT PROTECTIVELY MARKED  
RESTRICTED/CONFIDENTIAL

incorporates three standards available within the guide; Gold, Silver or Bronze and it is advisable that all new developments of 10 properties or more should seek at least a Bronze Secured by Design. Further details can be obtained through the Secure By Design (SBD) site at <http://www.securedbydesign.com/>

**1.3 To achieve a Silver standard, or part 2 Secured by Design physical security, which is the police approved minimum security standard and also achieves ADQ, the following is required:**

- a. All exterior doors to have been certificated by an approved certification body to BS PAS 24:2012, or STS 201 issue 4:2012, or STS 202 BR2, or LPS 1175 SR 2, or LPS 2081 SRB.
- b. All individual front entrance doors to have been certificated by an approved certification body to BS Pas 24:2012 (internal specification).
- c. Ground level exterior windows to have been certificated by an approved certification body to BS Pas 24:2012, or STS204 issue 3:2012, or LPS1175 issue 7:2010 Security Rating 1, or LPS2081 Issue 1:2014. All glazing in the exterior doors, and ground floor (easily accessible) windows next to or within 400mm of external doors to include laminated glass as one of the panes of glass. Windows installed within SBD developments must be certified by one of the UKAS accredited certification bodies.

**Experience shows that incorporating security measures during a new build or a refurbishment project reduces crime, the fear of crime and disorder.**

### **My Site Specific recommendations:**

**2.0 Dwellings:** Due to the site location abutting a field and railway line all dwellings are to meet at least SBD Homes 2016 Silver Standard or part 2 Secured By Design Physical Security.

**3.0 Gable End Walls:** I recommend that Section 12 of SBD Homes 2016 is applied to for Gable End Walls.

**4.0 Gates/Fencing:** I strongly recommend all garden gates to be locking gates as per Section 10.3 SBD 2016. Divisional fencing to consist of a 1.8 m close board privacy panel and then 1.5 m close board fencing with 300 ml trellis topping to allow for additional natural surveillance. Rear Fencing should be 1.5 m close board with 300 ml trellis topping.

### **5.0 Proposed Pedestrian Footpaths.**

Ensure that all paths and cycle routes are necessary, as ease of access also allows permeability to an area, by a potential offender.

The balance between permeability and accessibility is always a delicate one. We (policing) want less permeability as it creates entry and escape routes for those who may want to commit a crime. For planners it is about the green agenda, being able to get people from A to B, preferably not in their cars. We cannot demand reductions in permeability without having evidence that this is the only option. What we can do is look at the design of walkways, lighting, surveillance and the security of surrounding properties to ensure that any permeability is as safe as it can be and that the offender will stand out in a well-designed community. There is no blanket approach, site specifics apply, based on the crime rate and local context.

I understand that there is the potential to further develop the site from the east side, I therefore request that attention is given NOW around permeability, access routes and rat runs, in order to alleviate any issues for this development and further ones. I strongly advice that SBD Homes 2016 Section 8 (Layout of Roads and footpaths) is adhered to due to the location of the development abutting open fields and a railway line.

The pedestrian/cycle path that runs from the southern side of the development towards the station comes out in the Pharmacy/pet shop carpark. The access from this to the road is quite awkward, with a wall along the edge of the car park and a narrow pavement which leads nearly straight on to the level crossing I recommend that SBD Homes 2016 section 8.6-8.11 is applied in reference to this area as well as the path on the north side of the site that is a Public Right of Way).

I recommend the installation of bollards (providing access control on paths that allow access from fields/open space (to the east of the development) and the path that leads to south/west and station which can easily be accessed by potential motorbikes/quad bikes etc.

**6.0 Car Parking** Communal parking facilities must be lit to the relevant levels as recommended by BS5489:2013 and a certificate of compliance provided. See Section 16, SBD Homes 2016 for recommendations on communal parking areas along with specific lighting requirements.

**7.0 Street Lighting:** A lighting plan should conform to Section 18.1 SBD 2016. Lighting in communal areas is found in Section 25.2 SBD 201. Lighting should conform to the requirements of BS 5489:2013. A luminaire that produces a white light source (Ra>59 on the colour rendering index) should be specified but luminaires that exceed 80 on the colour rendering index are preferred.

**8.0 Landscaping:** I note that the Landscape Design Statement advises the scheme will retain existing footways and provide greater usability and connection to surrounding footways for residents. This includes a new footway along the eastern boundary to connect existing footways with the ProW. Boundary planting along the footpaths should be regularly maintained and kept to a low height in order to allow for surveillance from residents. It is also noted that fruit trees will be planted in some of the rear gardens, I recommend that they are not planted near rear or side fence lines along path areas, where they could be used as climbing aides gaining access to the rear of the dwelling. The ornamental planting beds require monthly hand weeding and therefore a maintenance and management programme with budget is required. Please refer to SBD Homes 2016 Section 17 for information around planting in new developments. Trees should allow, when mature, crown lift with clear stem to a 2 metre height. Similarly, shrubbery should be selected so that, when mature, the height does not exceed 1 metre, thereby ensuring a 1 metre window of surveillance upon approach whether on foot or using a vehicle

**9.0 Local Area for Play:** With relation to the LAP near the flats on the bottom south west side, communal areas such as playgrounds and seating areas have the potential to generate crime, the fear of crime and anti-social behaviour, they should be designed to allow supervision from nearby dwellings with safe routes for users to come and go. LAP/communal areas should not immediately abut residential buildings. I advise that SBD Homes 2016 Section 9 is adhered to in relation to the LAP.

I recommend a 1.5 m hoop top rail metal fence with gate is erected around the SuDS attenuation pond allowing clear visibility to it but ensuring that it is sectioned off, allowing for safety and security of small children and pets. Ensuring that relevant Danger signage is displayed.

**10. Cycle Parking:** It is noted that 2 secure covered cycles parking per dwelling will be provided. My recommendation is if cycle storage is to be provided in a robust shed then the min requirements will need to be as per SBD Homes 2016 Section 53.2.

**11. Flats:** I recommend that the Flats conform to Section 24-31 of SBD Homes 2016.

I would like to draw your attention to National legislation that directly relates to this application. Section 17 outlines the responsibilities placed on local authorities to prevent crime and dis-order along with the National Planning Policy Frame work on planning policies and decisions to create safe and accessible environments, laid out in paragraphs 58 and 69 of the framework, emphasises that developments should create safe and accessible environments where the fear of crime should not undermine local quality of life or community cohesion.

If you wish to discuss anything further or need assistance with the SBD application, please contact me on 01284 774141.

Yours sincerely

*Jackie Norton*

Jackie Norton  
Design Out Crime Officer  
Suffolk Constabulary

7/9/16



## Consultation Response Pro forma

1	<b>Application Number</b>	3469/16	
2	<b>Date of Response</b>	8/09/16	
3	<b>Responding Officer</b>	Name:	Hannah Bridges
		Job Title:	Waste Management Officer
		Responding on behalf of...	Waste Services
4	<b>Recommendation</b> (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 condition	
5	<b>Discussion</b> 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.	The site plan does not identify what material the shared surface is constructed from, is the surface going to be suitable for a dustcart to manoeuvre on? If it is then can the shared surface be extended outside flat 49-52 to the bend and beside the flats number 16-21 so that the distance to move communal bins is reduced. There does not seem to be any bin stores marked on the site plans or the presentation point for any of the properties. All property numbers with private drives will be required to bring the bins up to the shared roads for collection.	
6	<b>Amendments, Clarification or Additional Information Required</b> (if holding objection)  If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate	Specify what the shared surface is constructed from and that it is suitable for HGV's. Ensure that there is sufficient space for the bin stores for the communal bins.	
7	<b>Recommended conditions</b>	The plans are amended to include the bin storage areas for the flats and for the shared surfaces listed above to be extended.	

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.



Midlands and East (East)  
Swift House  
Hedgerows Business Park  
Colchester Road  
Chelmsford  
Essex CM2 5PF  
Tel: 0113 824 9111  
Email: kerryharding@nhs.net

Our Ref: NHSE/MIDS/16/3469/KH

Your Ref: 3469/16

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

13 September 2016

Dear Sir / Madam

**Outline Planning Application sought (with all matters other than means of access reserved) for residential development of up to 60 dwellings with associated car parking, landscaping, public open space areas, pedestrian/cycle links and vehicular access from Borley Crescent.**

**Land to the East of Borley Crescent, Elmswell, IP30 9UG.**

**1.0 Introduction**

- 1.1 Thank you for consulting NHS England on the above planning application.
- 1.2 I refer to the above planning application and advise that, further to a review of the applicants' submission the following comments are with regard to the primary healthcare provision on behalf of NHS England Midlands and East (East) (NHS England), incorporating West Suffolk Clinical Commissioning Group (CCG).

**2.0 Existing Healthcare Position Proximate to the Planning Application Site**

- 2.1 The proposed development is likely to have an impact on the services of 1 GP practice operating within the vicinity of the application site. The GP practice does not have capacity for the additional growth resulting from this development.
- 2.2 The proposed development will be likely to have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. NHS England would therefore expect these impacts to be fully assessed and mitigated.

**3.0 Review of Planning Application**

- 3.1 The planning application does not appear to include a Health Impact Assessment (HIA) or propose any mitigation of the healthcare impacts arising from the proposed development.
- 3.2 A Healthcare Impact Assessment (HIA) has been prepared by NHS England to provide the basis for a developer contribution towards capital funding to increase capacity within the GP Catchment Area.

#### 4.0 Assessment of Development Impact on Existing Healthcare Provision

- 4.1 The existing GP practice does not have capacity to accommodate the additional growth resulting from the proposed development. The development could generate approximately 144 residents and subsequently increase demand upon existing constrained services.
- 4.2 The primary healthcare services within a 2km radius of the proposed development and the current capacity position is shown in Table 1.

**Table 1: Summary of position for primary healthcare services within a 2km radius (or closest to) the proposed development**

Premises	Weighted List Size <sup>1</sup>	NIA (m <sup>2</sup> ) <sup>2</sup>	Capacity <sup>3</sup>	Spare Capacity (NIA m <sup>2</sup> ) <sup>4</sup>
Woolpit Health Centre	14,111	645.87	9,419	-321.74
<b>Total</b>	<b>14,111</b>	<b>645.87</b>	<b>9,419</b>	<b>-321.74</b>

**Notes:**

1. The weighted list size of the GP Practice based on the Carr-Hill formula, this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list.
2. Current Net Internal Area occupied by the Practice
3. Patient Capacity based on the Existing NIA of the Practice
4. Based on existing weighted list size

- 4.3 The development would have an impact on primary healthcare provision in the area and its implications, if unmitigated, would be unsustainable. The proposed development must therefore, in order to be considered under the 'presumption in favour of sustainable development' advocated in the National Planning Policy Framework, provide appropriate levels of mitigation.

#### 5.0 Healthcare Needs Arising From the Proposed Development

- 5.1 The intention of NHS England is to promote Primary Healthcare Hubs with co-ordinated mixed professionals. This is encapsulated in the strategy document: The NHS Five Year Forward View.
- 5.2 The development would give rise to a need for improvements to capacity by way of extension, refurbishment or reconfiguration at Woolpit Health Centre; a proportion of the cost of which would need to be met by the developer.
- 5.3 Table 1 below provides the Capital Cost Calculation of additional primary healthcare services arising from the development proposal.

**Table 1: Capital Cost calculation of additional primary healthcare services arising from the development proposal**

Premises	Additional Population Growth (60 dwellings) <sup>5</sup>	Additional floorspace required to meet growth (m <sup>2</sup> ) <sup>6</sup>	Spare Capacity (NIA) <sup>7</sup>	Capital required to create additional floor space (£) <sup>8</sup>
Woolpit Health Centre	144	9.87	-321.74	22,701
<b>Total</b>	<b>144</b>	<b>9.87</b>	<b>-321.74</b>	<b>£22,701</b>

**Notes:**

5. Calculated using the Mid Suffolk District average household size of 2.4 taken from the 2011 Census: Rooms, bedrooms and central heating, local authorities in England and Wales (rounded to the nearest whole number).
  6. Based on 120m<sup>2</sup> per GP (with an optimal list size of 1750 patients) as set out in the NHSE approved business case incorporating DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"
  7. Existing capacity within premises as shown in Table 1
  8. Based on standard m<sup>2</sup> cost multiplier for primary healthcare in the East Anglia Region from the BCIS Public Sector Q3 2015 price & cost Index, adjusted for professional fees, fit out and contingencies budget (£2,300/m<sup>2</sup>), rounded to nearest £100.
- 5.4 A developer contribution will be required to mitigate the impacts of this proposal. NHS England calculates the level of contribution required, in this instance to be **£22,701**. Payment should be made before the development commences.
- 5.5 NHS England therefore requests that this sum be secured through Community Infrastructure Levy (CIL) linked to any grant of planning permission.

**6.0 Conclusions**

- 6.1 In its capacity as the primary healthcare commissioner, NHS England has identified that the development will give rise to a need for additional primary healthcare provision to mitigate impacts arising from the development.
- 6.2 The capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth generated by this development.
- 6.3 Assuming the above is considered in conjunction with the current application process, NHS England would not wish to raise an objection to the proposed development. Otherwise the Local Planning Authority may wish to review the development's sustainability if such impacts are not satisfactorily mitigated.
- 6.4 The terms set out above are those that NHS England deem appropriate having regard to the formulated needs arising from the development.
- 6.5 NHS England is satisfied that the basis and value of the developer contribution sought is consistent with the policy and tests for imposing planning obligations set out in the NPPF.
- 6.6 NHS England and the CCG look forward to working with the applicant and the Council to satisfactorily address the issues raised in this consultation response and would appreciate acknowledgement of the safe receipt of this letter.

Yours faithfully



**Kerry Harding**  
Estates Advisor



## **Planning Applications – Suggested Informative Statements and Conditions Report**

AW Reference: 00016738  
Local Planning Authority: Babergh District  
Site: Borley Crescent, Elmswell  
Proposal: Creation of 60 x C3 Dwellings  
Planning Application: 3469/16

**Prepared by: Mark Rhodes**

**Date: 28 September 2016**

If you would like to discuss any of the points in this document please  
contact me on 0345 0265 458 or email  
[planningliaison@anglianwater.co.uk](mailto:planningliaison@anglianwater.co.uk)

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## **ASSETS**

### **Section 1 – Assets Affected**

- 1.1 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**

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

### **Section 3 – Foul Sewerage Network**

- 3.1 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.

### **Section 4 – Surface Water Disposal**

- 4.1 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.

- 4.2 The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is acceptable.

We request that the agreed strategy is reflected in the planning approval

### **Section 5 – Trade Effluent**

- 5.1 Not applicable

### **Section 6 – Suggested Planning Conditions**

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

#### **Surface Water Disposal (Section 4)**

##### **CONDITION**

*No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.*

##### **REASON**

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*To prevent environmental and amenity problems arising from flooding.*

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**Paul Hankins**

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**From:** BMSDC Planning Area Team Green  
**Subject:** FW: Sites in Elmswell - Borley Crescent

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**From:** David Sparkes  
**Sent:** 02 November 2016 15:07  
**To:** Stuart McAdam  
**Cc:** Matt Deakin  
**Subject:** FW: Sites in Elmswell - Borley Crescent  
**Importance:** High

Hello Stuart

Below are some policy comments and background relating to - land East of Borley Crescent, Elmswell - Ref 3469/16, as discussed with Matt.

In view of the current shortfall in 5 years housing land supply in Mid Suffolk, we are having to consider housing applications in the context of NPPF policy for sustainable development.

(The housing land supply for Mid Suffolk is estimated at 3.7 years, as at 31 March 2016, with details in the latest Annual Monitoring Report).

Elmswell is classified in the Mid Suffolk Core Strategy (2008) as a key service centre. It is one of the largest villages in Mid Suffolk, in the A14 corridor, with a railway station and some local employment. It is therefore a sustainable location for future development.

Existing planning permissions for housing include 190 dwellings on the former Grampian Harris factory brown field site (ref. 3918/15)

Several sites around Elmswell, and nearby at Woolpit, have been offered in response to the call for sites in July / August 2016.

Elmswell Parish Council is preparing a Neighbourhood Plan – the NP area was designated in January 2014 but the Plan is not yet at an advanced stage. The parish council has expressed support for some housing growth if it would contribute to their aspirations for a relief road for Elmswell, but no route or scheme has yet been established.

In view of this policy background we have limited control over bringing sites forward, other than responding to planning applications as they arise, until the new joint Local Plan and Neighbourhood Plan are advanced or a 5 year housing supply is regained. In particular the cumulative impact of a number of sites on infrastructure capacity (schools, roads, health facilities etc.) could be an issue – to be discussed at your meeting with SCC on 4 November?

Although our housing supply policies are currently regarded as being out of date, other aspects like mix of house types and sizes (MSLP 1998 policy H 14) and provision of up to 35% affordable housing (MSLP Alteration 2006 policy H4) can still be applied.

I don't have details of the site to north of Ashfield Road, Elmswell – Ref 3963/16, but similar comments apply.

Regards,

David

David Sparkes,  
Planning Policy  
Mid Suffolk District Council  
131 High Street, Needham Market  
Ipswich, Suffolk  
IP6 8DL  
Tel: 01449 - 724841  
Email: [david.sparkes@midsuffolk.gov.uk](mailto:david.sparkes@midsuffolk.gov.uk)

Babergh / Mid Suffolk District Councils - working together



**From:** David Pizzey  
**Sent:** 24 August 2016 11:09  
**To:** Stuart McAdam  
**Cc:** Planning Admin  
**Subject:** 3469/16 Land to east of Borley Crescent, Elmswell.

Hi Stuart

I have no objection in principle to this application as there appears to be little conflict between the development, based upon the Landscape Strategy Plan, and any significant trees/hedges on site. The Tree Survey provides an accurate assessment of the trees with all seemingly scheduled for retention.

If you are minded to recommend approval of the scheme we will require additional information including a detailed Arboricultural Method Statement and Tree Protection Plan in order to ensure appropriate protection measures are in place. Ideally this should be submitted as part of the application but can be dealt with under condition if there are likely to be alterations to the layout design.

David

**David Pizzey**  
Arboricultural Officer  
Hadleigh office: 01473 826662  
Needham Market office: 01449 724555  
[david.pizzey@babberghmidsuffolk.gov.uk](mailto:david.pizzey@babberghmidsuffolk.gov.uk)  
[www.babergh.gov.uk](http://www.babergh.gov.uk) and [www.midsuffolk.gov.uk](http://www.midsuffolk.gov.uk)  
Babergh and Mid Suffolk District Councils - Working Together


**Suffolk Fire and Rescue Service**

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

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

MID-SUFFOLK DISTRICT COUNCIL PLANNING CONTROL <b>RECEIVED</b> 26 SEP 2016 ACKNOWLEDGED ..... DATE ..... PASS TO <i>smc</i> .....
--

Your Ref: 3469/16+S106  
 Our Ref: FS/F310955  
 Enquiries to: Angela Kempen  
 Direct Line: 01473 260588  
 E-mail: Fire.BusinessSupport@suffolk.gov.uk  
 Web Address: <http://www.suffolk.gov.uk>

Date: 23/09/2016

Dear Sirs

**Land to the east of Borley Crescent, Elmswell IP30 9UG**  
**Planning Application No: 3469/16+S106**

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.

Continued/

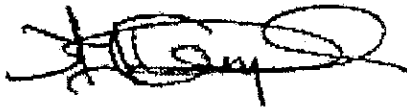
OFFICIAL

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



Mrs A Kempen  
Water Officer

Enc: PDL1

Copy: Mr G Armstrong, Armstrong Rigg Planning, The Exchange, Colworth Science Park, Sharnbrook, Bedford Beds. MK44 1LQ  
Enc: Sprinkler information

[Planningcontributions.admin@suffolk.gov.uk](mailto:Planningcontributions.admin@suffolk.gov.uk)

OFFICIAL



**Suffolk Fire and Rescue Service**

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

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

Your Ref: 3469/16+S106  
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: 23 September 2016

**Planning Ref: 3469/16+S106**

Dear Sirs

**RE: PROVISION OF WATER FOR FIRE FIGHTING**  
**ADDRESS: Land to the east of Borley Crescent, Elmswell IP30 9UG**  
**DESCRIPTION: 60 dwellings**  
**NO: HYDRANTS POSSIBLY REQUIRED: Required**

If the Planning Authority is minded to grant approval, the Fire Authority will request that 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, the Fire Authority will request that fire hydrants be installed retrospectively on major developments if it can be proven that the Fire Authority was not consulted at the initial stage of planning.

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

A handwritten signature in black ink, appearing to read 'A Kempen', written over a horizontal line.

Mrs A Kempen  
Water Officer

**MID SUFFOLK DISTRICT COUNCIL**

**MEMORANDUM**

TO: Stuart McAdam – Senior Planning Officer  
From: Julie Abbey-Taylor, Professional Lead – Housing Enabling  
Date: 13/01/2017

**SUBJECT: - Application Reference: M/3469/16/OUT**

Proposal: Application for Outline Planning permission with all matters reserved except for access for the erection of up to 60 dwellings at Land off Borley Crescent, Elmswell.

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**Key Points**

**1. Background Information**

A development proposal for up to sixty (60) residential dwellings.
--

This is an open market development and should offer 21 affordable housing units which = 35% policy compliant position.
--

**2. Housing Need Information:**

2.1 The Ipswich Housing Market Area, Strategic Housing Market Assessment (SMHA) document, updated in 2012, confirms a continuing need for housing across all tenures and a growing need for affordable housing. A new SHMA is currently being written but outcomes are not available at the time of this consultation.

2.2 The 2012 SHMA indicates that in Mid Suffolk there is a need for **229 new affordable homes per annum. Ref1**

2.3 Furthermore, by bedroom numbers the affordable housing mix should equate to:

Ref2 Estimated proportionate demand for affordable new housing stock by bedroom number	
Bed Nos	% of total new affordable stock
1	46%
2	36%
3	16%
4+	2%

2.4 This compares to the estimated proportionate demand for new housing stock by bedroom size across all tenures.

Ref3 Estimated proportionate demand for all tenure new housing stock by bedroom number	
Bed Nos	% of total new stock
1	18%
2	29%
3	46%
4+	6%

2.5 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 also 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.

2.6 The Council's Choice Based Lettings system currently has circa.1010 applicants registered for affordable housing in Mid Suffolk at November 2016.

2.8 The Council's Choice Based Lettings system currently has 50 applicants registered for affordable housing, who are seeking accommodation in Elmswell as at January 2017. This site is a S106 planning obligation site so the affordable housing provided will be to meet district wide need hence the **1010** applicants registered is the important number.

**3. Preferred Mix for Open Market homes.** No specific detail has been provided for the open market mix (39 dwellings, however, mention has been given to the provision of predominantly 2 bed roomed accommodation across all tenures. To address local needs we would like to see that there are: -

- Minimum of 6 x 2 bed bungalows/chalet bungalows
- Minimum of 10 x 2 bed houses
- Maximum of 10 x 3 bed houses

The inclusion of bungalows/chalet bungalows would be welcomed as this will provide opportunities for older people to downsize.

- The **2014 Suffolk Housing Survey** shows that, across Mid Suffolk district:
  - 12% of all existing households contain someone looking for their own property over the next 3 years (mainly single adults without children). The types of properties they are interested in are flats / apartments, and smaller terraced or semi-detached houses. Although this is not their first preference, many accept that the private rented sector is their most realistic option.

- 25% of households think their current property will not be suitable for their needs in 10 years' time.
- 2 & 3 bed properties are most sought after by existing households wishing to move.
- Suitable housing options for more elderly people are less available within the current housing stock. 6% of all households have elderly relatives who may need to move to Suffolk within the next 3 years.

#### **4. Preferred mix for Affordable Housing**

4.1 The most recent information from the Mid Suffolk's Council's Housing Register shows 50 applicants registered who have a connection to Elmswell.

4.2 **21** of the proposed dwellings on the development should be for affordable housing. These should be offered in the form of: -

##### **Rented (15): -**

- 4 x 1 bed 2 person flats @ 50sqm
- 2 x 2 bed 4 person bungalows @ 70 sqm
- 4 x 2 bedroom 4 person flats @ 70 sqm
- 4 x 2 bed 4 person houses @ 79sqm
- 2 x 3 bed 5 person houses @ 93 sqm

##### **Shared Ownership (6): -**

5 x 2 bed 4 person houses @ 79 sqm  
1 x 3 bed 5 person house @ 93 sqm.

**The above mix is requested and to be included in the S106 agreement.**

#### **5. Other requirements for affordable homes:**

- Properties must be built to current Homes and Communities Agency Design and Quality and Lifetime-Homes standards
- The council is granted 100% nomination rights to all the affordable units on first lets and minimum of 75% of relets.
- All flats must be in separate blocks and capable of freehold transfer to an RP.
- Adequate parking provision is made for the affordable housing units

Julie Abbey-Taylor, Professional Lead – Housing Enabling





## Consultation Response Pro forma

1	<b>Application Number</b>	M/16/3469/OUT/SMC	
2	<b>Date of Response</b>	13.1.2017	
3	<b>Responding Officer</b>	Name:	Julie Abbey-Taylor
		Job Title:	Professional lead – Housing Enabling
		Responding on behalf of...	Strategic Housing service
4	<b>Recommendation</b> (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.	The development proposes up to 60 new dwellings.  The scheme does not provide a breakdown of unit types or tenures in detail but the indicative layout suggests predominantly 2 bedroomed dwellings which is to be welcomed.  Recommendation – Approve subject to a S106 agreement detailing the number, type and size of affordable housing as detailed below in 5.	
5	<b>Discussion</b> 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.	<u>Affordable rented – 15 dwellings:-</u> <ul style="list-style-type: none"> <li>• 4 x 1 bed 2 person flats @ 50sqm</li> <li>• 2 x 2 bed 4 person bungalows @ 70 sqm</li> <li>• 4 x 2 bedroom 4 person flats @ 70 sqm</li> <li>• 4 x 2 bed 4 person houses @ 79sqm</li> <li>• 2 x 3 bed 5 person houses @ 93 sqm</li> </ul> <u>Shared Ownership (6 dwellings): -</u> 5 x 2 bed 4 person houses @ 79 sqm 1 x 3 bed 5 person house @ 93 sqm  For full discussion see separate consultation response.	
6	<b>Amendments, Clarification or Additional Information Required</b> (if holding objection)  If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate		
7	<b>Recommended conditions</b>	Trigger points for the delivery of the affordable housing to be included in the S106 agreement and a draft nominations agreement to be included.	

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.

3469/16

**From:** Jason Skilton  
**Sent:** 26 January 2017 10:38  
**To:** Planning Admin  
**Cc:** Stuart McAdam  
**Subject:** 2017-01-JS Reply Land to rear of Borley Crescent, Elmswell - Ref 3469/16

Suffolk County Council, Flood and Water Management can make the following recommendation of approval subject to conditions:-

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:
  - Dimensioned plans and drawings of the surface water drainage scheme;
  - Further infiltration testing on the site in accordance with BRE 365 and the use of infiltration as the means of drainage if the infiltration rates and groundwater levels show it to be possible;
  - If the use of infiltration is not possible then 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;
  - 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;
  - 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;
  - Topographical plans depicting all exceedance flowpaths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system;
  - Details of who will maintain each element of the surface water system for the life.

The scheme shall be fully implemented as approved.

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

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

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

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

Reason: To ensure all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register

4. No development shall commence until details of a construction surface water management plan detailing how surface water and storm water will be managed on the site during construction is submitted to and agreed in writing by the local planning authority. The construction surface water management plan shall be implemented and thereafter managed and maintained in accordance with the approved plan.

Reason: To ensure the development does not cause increased pollution of the watercourse in line with the River Basin Management Plan.

#### Informatives

- Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991
- Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003
- Any discharge of surface water to a watercourse that drains into an Internal Drainage Board catchment may be subject to payment of a surface water developer contribution

Kind Regards

Jason Skilton  
Flood & Water Engineer  
Suffolk County Council

Tel: 01473 260411  
Fax: 01473 216864

3469/16



Your ref: 3469/16  
Our ref: 00046133  
Date: 22 December 2016  
Enquiries to: Peter Freer  
Tel: 01473 264801  
Email: peter.freer@suffolk.gov.uk

Stuart McAdam  
Senior Planning Officer  
Planning Department  
Mid Suffolk District Council  
Council Offices  
131 High Street  
Needham Market  
Ipswich  
IP6 8DL

Dear Stuart,

**Re: Elmswell, Land East of Borley Crescent IP30 9UG - Outline Planning Application sought (with all matters other than means of access reserved)**

I set out below Suffolk County Council's views, which provides our infrastructure requirements associated with this application and this will need to be considered by the Council.

Proposed number of dwellings from development:	2 bedroom+ Houses	Total
	60	60

The National Planning Policy Framework (NPPF) paragraph 204 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. Mid Suffolk are required by Regulation 123 to publish a list of infrastructure projects or types of infrastructure that it intends will be, or may be, wholly or partly funded by CIL.

The current Mid Suffolk 123 List, dated January 2016, includes the following as being capable of being funded by CIL rather than through planning obligations:

- Provision of passenger transport
- Provision of library facilities
- Provision of additional pre-school places at existing establishments
- Provision of primary school places at existing schools
- Provision of secondary, sixth form and further education places
- Provision of waste infrastructure

As of 6th April 2015, the 123 Regulations restrict the use of pooled contributions towards items that may be funded through the levy. The requirements being sought here would be requested through CIL, and therefore would meet the new legal test. It is anticipated that the District Council is responsible for monitoring infrastructure contributions being sought.

**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.**

Continued uncertainty about the scale and location of growth in Elmswell in the absence of a site allocation document presents difficulty for the county council in determining how the appropriate education strategy for Elmswell can be best delivered.

NPPF paragraph 72 states 'The Government attaches great importance to ensuring 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'.

The NPPF at paragraph 38 states 'For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.'

School	Capacity				Actual/Forecast Pupil Numbers				
	Permanent	95%	temporal	Total	2016-17	2017-18	2018-19	2019-20	2020-21
Elmswell CP School	315	209		209	263	261	297	319	334
Thurston Community College	1940	1,843		1,843	1828	1849	1862	1872	1869
		0		0					
		0		0					

School level	Minimum pupil yield:	Required	Cost per place £:
Primary school age range, 5-11:	15	15	12,181
Secondary school age range, 11-16:	11	0	18,355
Secondary school age range, 16+:	2	0	19,907

Total education contributions:	<b>£182,715.00</b>
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Where major new housing developments create an additional need for school places, a proportionate developer contribution is expected in meeting this requirement. If the strategy was to expand the existing schools to accommodate the additional pupils this would be captured through the Community Infrastructure Levy (CIL). New schools would be captured through planning obligations as they are not included in the District Council's 123 list.

The local catchment schools are Elmswell Community Primary School and Thurston Community College.

The catchment secondary school does not have sufficient spare places to absorb the additional secondary pupils, but Ixworth Free School does. Sixth Form pupils can be accommodated at the Thurston Community College sixth form campus at Beyton. Therefore, this development is not expected to necessitate a bid for the District Council's CIL funds.

We forecast to have no surplus places at the catchment Primary School to accommodate children arising.

Recent discussions have been based around the opportunity to expand the existing primary school from 315 to 420 places (2 forms of entry). The County Endeavour House, 8 Russell Road, Ipswich, Suffolk IP1 2BX

Council commissioned its consultants, Concertus, to undertake a stage 1 feasibility exercise to see what can be achieved on the site. Concertus have considerable experience in drawing up plans and delivering school extensions on challenging sites similar to this one (for example St Margaret's CEVA Primary School in Ipswich). The conclusions of the stage 1 feasibility report confirmed that it would be possible with some innovative design solutions to increase the school capacity to 420 places whilst also improving the school operational environment. Concertus provide three options as to how 420 places could be achieved. The cost estimates are between £924,000 to £1,080,000.

As the report establishes that it is possible to expand the existing schools to accommodate the additional pupils this approach would be captured through the Community Infrastructure Levy (CIL). However, it is important to acknowledge that this is not the confirmed shared education strategy at this moment in time and this will need confirming with the school and planning permission secured. The head teacher has been approached about the option of expansion, and no negative feedback was received and this will be further discussed in 2017.

Expanding the existing school is considered to be the most sustainable and cost effective solution to cope with pupils arising from housing growth. Careful consideration will need to be given to such matters as design, building materials, parking and highways safety. In addition, expansion of the school will require the removal of some of the trees and for investment in creating new external all-weather playing & sports facilities, in order to cope with extra children and to meet curriculum needs. These additional costs will be included with the expansion costs to be funded through a future CIL bid to the District Council.

It is important for the District Council to consider that due to the anticipated likely levels of growth in Elmswell, it is expected that a new primary school will be needed in the future with land and build costs secured by S106 contributions, in addition to CIL. Where a new primary school is needed in addition to the existing primary school, this new school is likely to be constructed as a 210-place school initially, with an estimated construction cost of £4.35 million. The land required for the school within this site would be 2.2ha which would include an early years setting. This is dependent on the expected level of growth in the area being confirmed by the District Council.

- 2. Pre-school provision.** Education for early years should be considered as part of addressing the requirements of the NPPF 'Section 8 Promoting healthy communities'. It is the responsibility of SCC to ensure that there is sufficient local provision under the Childcare Act 2006. Section 7 of the Childcare Act sets out a duty to secure free early years provision for pre-school children of a prescribed age. The current requirement is to ensure 15 hours per week of free provision over 38 weeks of the year for all 3 and 4 year-olds. The Education Act 2011 amended Section 7, introducing the statutory requirement for 15 hours free early years education for all disadvantaged 2 year olds.

Through the Childcare Act 2016, the Government will be rolling out an additional 15 hours free childcare (making a total of 30 hours per week of free provision) to eligible households from September 2017.

It is predicted that there will be a deficit of 25 places in this area. This matter would result in approximately 6 pre-school children arising.

	Minimum number of eligible children:	Required:	Proportionate cost per place £:
Pre-School age range, 2-4:	6	6	6,091
Required pre-school contributions:			<b>£36,546.00</b>

3. **Play space provision.** Consideration will need to be given to adequate play space provision. A key document is the 'Play Matters: A Strategy for Suffolk', which sets out the vision for providing more open space where children and young people can play. Some important issues to consider include:
- In every residential area there are a variety of supervised and unsupervised places for play, free of charge.
  - Play spaces are attractive, welcoming, engaging and accessible for all local children and young people, including disabled children, and children from minority groups in the community.
  - Local neighbourhoods are, and feel like, safe, interesting places to play.
  - Routes to children's play spaces are safe and accessible for all children and young people.
4. **Transport issues.** The NPPF at Section 4 promotes sustainable transport. A comprehensive assessment of highways and transport issues is required as part of any 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. This has been co-ordinated by Martin Egan of Suffolk County Highway Network Management and sent 2nd December 2016.

In its role as Highway Authority, Suffolk County Council has worked with the local planning authorities to develop county-wide technical guidance on parking in light of new national policy and local research. This was adopted by the County Council in November 2014 and replaces the Suffolk Advisory Parking Standards (2002). The guidance can be viewed at <http://www.suffolk.gov.uk/assets/suffolk.gov.uk/Environment%20and%20Transport/Planning/2014-11-27%20Suffolk%20Guidance%20for%20Parking.pdf>



5. **Libraries.** Refer to the NPPF 'Section 8 Promoting healthy communities'. 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 (30 x £3,000) = £90,000 per 1,000 people or £90 per person for library space. This calculation assumes an average of 2.4 persons per dwelling.

Using established methodology, the capital contribution towards libraries arising sought from this scheme is stated below and would be spent on improving development of library services serving the area of the development, and outreach activity from Elmswell library.

Libraries contribution:	<b>£12,960.00</b>
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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.

Waste Contribution:	£ 0.00
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7. **Supported Housing.** Section 6 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, may need to be considered as part of the overall affordable housing requirement. We would encourage all homes to be built to the 'Lifetime Homes' standard.

8. **Sustainable Drainage Systems.** Section 10 of the NPPF seeks to meet the challenges of climate change, flooding and coastal change. National Planning Endeavour House, 8 Russell Road, Ipswich, Suffolk IP1 2BX

Practice Guidance notes that new development should only be considered appropriate in areas at risk of flooding if priority has been given to the use of sustainable drainage systems. Additionally, and more widely, when considering major development (of 10 dwellings or more), sustainable drainage systems should be provided unless demonstrated to be inappropriate.

On 18 December 2014 the secretary of State for Communities and Local Government (Mr Eric Pickles) made a Ministerial Written Statement (MWS) setting out the Government's policy on sustainable drainage systems. In accordance with the MWS, when considering a major development (of 10 dwellings or more), sustainable drainage systems should be provided unless demonstrated to be inappropriate. The MWS also provides that in considering:

*"local planning authorities should consult the relevant lead local flood authority on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The sustainable drainage system should be designed to ensure that the maintenance and operation requirements are economically proportionate."*

The changes set out in the MWS took effect from 06 April 2015.

**9. Fire Service.** The Suffolk Fire and Rescue Service requests that early consideration is given to access for fire vehicles and provision of water for fire-fighting. The provision of any necessary fire hydrants will need to be covered by appropriate planning conditions.

Suffolk Fire and Rescue Service (SFRS) seek higher standards of fires safety in dwelling houses and promote the installation of sprinkler systems and can provide support and advice on their installation.

**10. Archaeology.** Please refer to Rachael Abraham's (SCC, Senior Archaeological Officer) letter dated 25th August 2016.

**11. High-speed broadband.** 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 impacting 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. Time Limits.** The above information is time-limited for 6 months only from the date of this letter.

**14. Summary Table**

Service Requirement	Contribution per dwelling	Capital Contribution
Education Primary schools – this will need to include additional costs of tree removal and multi use pitch once costed.	£3,045.25	£182,715.00
Education – Secondary	£ 0.00	£ 0.00
Education – Sixth Form	£0.00	£ 0.00
Pre-School Provision	£609.10	£36,546.00
Transport – see section 4 above		
Libraries	£216.00	£12,960.00
Waste	£0.00	£0.00
<b>Total</b>	<b>£3,870.35</b>	<b>£232,221.00</b>

The table above would form the basis of a future bid to the District Council for CIL funds if planning permission was granted and implemented. This will be reviewed when a reserved matters application is submitted.

I would be grateful if the above information can be presented to the decision-taker. The impact on existing infrastructure as set out in the sections above is required to be clearly stated in the committee report so that it is understood what the impact of this development is. The decision-taker must be fully aware of the financial consequences.

Yours sincerely,

*P J Freer*

Peter Freer MSc MRTPI  
Senior Planning and Infrastructure Officer  
Planning Section, Strategic Development, Resource Management Directorate

cc Neil McManus – SCC  
Iain Maxwell – SCC

3469/16

**From:** Martin Egan  
**Sent:** 26 January 2017 09:50  
**To:** Stuart McAdam  
**Subject:** Elmswell - Outline Application 3469/16

Hi Stuart,

Highways Section 106 Request:

Apologies for any confusion here. A sum of £25,000 is being requested for public transport infrastructure improvements:

The key stops are south of the railway on School Road. These are served by Galloways 384/385 between Bury and Stowmarket as well as some school services and will thus be the key points for new passengers. The stops here have not yet been given raised kerbs, so £5,000 for those would be great. There is no scope for a shelter on either side of the road but two RTP1 screens (total £20,000 for the pair) would be a great help in encouraging people to use the buses. Galloways are already providing us with the appropriate position feed so will show as live on any screens installed.

I hope that is of help.

Regards,  
Martin

Martin Egan,  
Highways Development Management Engineer,  
Strategic Development,  
Resource Management,  
Suffolk County Council,  
Endeavour House,  
8 Russell Road, Ipswich,  
IP1 2BX,  
Tel: 01473 264757  
Fax: 01473 216864  
[martin.egan@suffolk.gov.uk](mailto:martin.egan@suffolk.gov.uk)  
[www.suffolk.gov.uk](http://www.suffolk.gov.uk)

**From:** Emily Warner [<mailto:Emily.Warner@arplanning.co.uk>]  
**Sent:** 06 February 2017 10:50  
**To:** Stuart McAdam  
**Cc:** Jo Hooley; Geoff Armstrong  
**Subject:** RE: Elmswell - Outline Application 3469/16

Stuart

Further to your email below, I can confirm that the applicant agrees to the request for a £25,000 financial contribution to be secured by a S106 Agreement towards bus stop improvements.

Please could you update your report accordingly and ensure it is on the agenda for 22nd February committee.

If there are any further issues, please contact me asap.

Kind regards

Emily Warner ([emily.warner@arplanning.co.uk](mailto:emily.warner@arplanning.co.uk))  
Senior Planner  
Direct: 01234 867121  
Mobile: 07715 081745  
Tel: 01234 867135



armstrong rigg  
planning

The Exchange | Colworth Science Park | Sharnbrook | Bedford | MK44 1LQ  
t 01234 867135 | e [info@arplanning.co.uk](mailto:info@arplanning.co.uk) | w [www.arplanning.co.uk](http://www.arplanning.co.uk)  
Please help save paper by NOT

Your Ref: MS/3469/16  
Our Ref: 570\CON\4150\16  
Date: 9 March 2017  
Highways Enquiries to: martin.egan@suffolk.gov.uk



**All planning enquiries should be sent to the Local Planning Authority.**  
Email: [planningadmin@babberghmidsuffolk.gov.uk](mailto:planningadmin@babberghmidsuffolk.gov.uk)

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

**For the Attention of: Mr J. Platt**

Dear James

**TOWN AND COUNTRY PLANNING ACT 1990  
CONSULTATION RETURN MS/3469/16**

**PROPOSAL:** Outline Planning Application sought (with all matters other than means of access reserved) for residential development of up to 60 dwellings with associated car parking, landscaping, public open space areas, pedestrian/cycle links and vehicular access from Borley Crescent

**LOCATION:** Land East Of, Wyatt Close, Borley Crescent & Blackbourne Road, Elmswell

**ROAD CLASS:** U

Notice is hereby given that the County Council as Highway Authority make the following comments to clarify the County Council's response dated 02 December 2016:

At your Planning Committee meeting a letter of 24 June 2014 from SCC Highways was quoted. This letter noted that the increase in traffic that the Harris Bacon site development would cause "cannot be classed as severe".

The development proposed now should not have a severe residual cumulative impact on transport grounds that warrants refusal either. The conditions recommended previously in our letter dated 2<sup>nd</sup> December are all that is considered necessary to mitigate the impacts to make this so.

I would provide further explanation as to how the above conclusion has been reached:

The application was accompanied by a Transport Assessment (TA). Table 5.11 and 5.12 of this TA address (surveyed June 2016) queuing vehicle numbers at the end of the rail crossing closure period during the normal peak vehicular traffic periods. The highest queue length is 18 vehicles northbound. Southbound the TA records 12 vehicles.

The evidence based trip generation data used in the TA for the development shows 0.52 movements per dwelling in the morning and 0.536 in the afternoon. For 60 dwellings, this equates to approximately 1 vehicle every 2 minutes in peak morning and evening hours leaving the site. The longest closure at the

crossing is for 4 minutes therefore this development would on average add at most 2 vehicles to that queue.

When this application and traffic generated from both this, the former Bacon Factory redevelopment and background growth, are assessed against national guidance the road is well below capacity for the flows. While it is acknowledged that there could be some variance in the numbers of vehicles queuing on occasions too, the impact of the proposed development critically would not add significantly to the overall delay per vehicle experienced and this cannot be reasonably called a 'severe' cumulative residual impact by the County Council.

In the past 5 years there have been no crashes resulting in injury at or close to the rail crossing with the exception of the junction of Station Road and School Road (2 slight 1 serious). There have been no such recorded crashes at the Blackbourne Road junction and there is no overwhelming evidence to suggest that the risk at this junction should increase to an unacceptable level as a result of the proposal.

Finally, I would make one point of clarification as far as the first condition recommended in our letter dated 2<sup>nd</sup> December is intended to secure metalled surfacing for the footpath (within the site) leading directly to Station Road, as well as the other footpaths that may be proposed on the site.

Yours sincerely,

**Mr Christopher Fish**  
**Senior Development Management Engineer**  
Strategic Development – Resource Management

Your Ref: MS/3469/16  
Our Ref: 570\CON\4150\16  
Date: 2<sup>nd</sup> December 2016  
Highways Enquiries to: martin.egan@suffolk.gov.uk



**All planning enquiries should be sent to the Local Planning Authority.**  
Email: planningadmin@babberghmidsuffolk.gov.uk

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

**For the Attention of:** Stuart McAdam

Dear Sir,

**TOWN AND COUNTRY PLANNING ACT 1990 - CONSULTATION RETURN MS/3469/16**

**PROPOSAL:** Outline Planning Application sought (with all matters other than means of access reserved) for residential development of up to 60 dwellings with associated car parking, landscaping, public open space areas, pedestrian/cycle links and vehicular access from Borley Crescent

**LOCATION:** Land East Of, Wyatt Close, Borley Crescent & Blackbourne Road, Elmswell

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:

As you know I have made comments about the illustrated geometry of the proposed vehicular access being unacceptable in highway terms. However, I understand that this can be resolved at the Reserved Matters stage in the future and it is the point of access which is to be considered now.

On this basis and as the red site outline has been revised to include the land required for the extension of Borley Creascent then the following highway conditions will be appropriate:

1 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.

## 2 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.

## 3 P.2

Condition: Before the development is commenced details of the areas to be provided for the manoeuvring and parking of vehicles including 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 ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety.

## 4 V 2

Condition: Before the access is first used visibility splays shall be provided in accordance with details previously approved in writing by the Local Planning Authority and thereafter shall be retained in the approved form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

## 5 NOTE 02

It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority. Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense. The County Council's Central Area Manager must be contacted on Telephone:

01473 341414. Further information go to: <https://www.suffolk.gov.uk/roads-and-transport/parking/apply-for-a-dropped-kerb/>

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

## 6 NOTE 07

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.

## 7 NOTE 12

The existing street lighting system may be affected by this proposal. The applicant must contact the Street Lighting Engineer of Suffolk County Council, telephone 01284 758859, in order to agree any necessary alterations/additions to be carried out at the expense of the developer.

Yours faithfully

**Mr Martin Egan**  
**Highways Development Management Engineer**  
Strategic Development – Resource Management

Your Ref: MS/0846/13  
Our Ref: 570\CON\2497\13  
Date: 24 June 2014  
Enquiries to: PeterBlack  
Tel: 01473 265191  
Email: peter.black@suffolk.gov.uk



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

**For the Attention of:** Elizabeth Truscott

Dear Sir

**TOWN AND COUNTRY PLANNING ACT 1990  
CONSULTATION RETURN MS/0846/13**

**PROPOSAL:** Outline planning application for demolition of all buildings on site (comprising redundant factory buildings in Use Class B2, settlement tanks and 6 derelict residential properties) and erection of up to 190 residential dwellings and pumping station. Construction of a new access road to Station Road. (Appearance, landscaping, layout and scale to be the subject of a future reserved matters application)

**LOCATION:** Former Grampian Food Site, St Edmunds Drive, Elmswell, Bury St Edmunds, Suffolk

**ROAD CLASS:**

This response is further to my email dated 13 May 2014 which listed my 2 outstanding concerns, the inclusion of freight trains in the level crossing survey and the proposed zebra crossing.

The survey undertaken in June 2012 did not specifically mention freight trains. A new level crossing survey was therefore conducted on 5 June 2014 which shows passenger and freight movements within the peak periods.

The new survey also shows a greatly reduced queuing figure. There was no explanation given for this reduction in queue lengths. Looking at the data it appears that the down time on the level crossing barriers has been reduced. A reduction in the down times would lead to lesser queues building up.

The new survey in June 2014 shows the passenger trains, corroborated from the time tables, and the freight train movements. It shows that the queues at the level crossing have also reduced in length.

The biggest impact at the level crossing will be southbound in the am peak and northbound in the pm peak. The development will generate a traffic flow of 99 vehicles in the am and 87 vehicles in

the pm peak. These flows will be staggered over the peak hour. The impact on the queues at the level crossing will therefore be minimal. The National Planning Policy Framework (NPPF) paragraph 27 states 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of a development are severe'. The increase in traffic that this development will cause cannot be classed as severe. Further developments that may come forward may cause a greater impact on the level crossing and its safety in operation and therefore may be refused.

The proposed zebra crossing on Station Road was in a position between two accesses where drivers could get distracted which could lead to collisions. For us to accept a zebra crossing at this location we would require a safety audit.

The applicant has removed this zebra crossing from the proposals. The removal of this crossing is acceptable provided it is replaced with an informal crossing point, with dropped kerbs and tactile paving, in the same location.

With the inclusion of the freight trains, the decrease in the queue lengths and the removal of the zebra crossing, the proposed development is acceptable.

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:

1 AL 3

Condition: The new vehicular access shall be laid out and completed in all respects in accordance with Drawing No. 947-02 Rev J and made available for use prior to Occupation. Thereafter the access shall be retained in the specified form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

2 V 1

Condition: Before the access is first used visibility splays shall be provided as shown on Drawing No. 947-02 Rev J 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.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely and vehicles on the public highway would have sufficient warning of a vehicle emerging in order to take avoiding action.

3

Condition: Before the development is first occupied the proposed footway link to the industrial estate shall be provided to details which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To provide a sustainable link to the development.

4 NOTE 02

Note 2: It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.

The County Council's Central Area Manager must be contacted on Telephone: 01473 341414.

Further information go to: [www.suffolk.gov.uk/environment-and-transport/highways/dropped-kerbs-vehicular-accesses/](http://www.suffolk.gov.uk/environment-and-transport/highways/dropped-kerbs-vehicular-accesses/)

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

5 NOTE 15

Note: 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.

This application is for the access only therefore no internal layout or details have been agreed and no comments made on the internal details.

Yours faithfully

Mr Peter Black  
Development Management Engineer  
Highway Network Improvement Services  
Economy, Skills & Environment