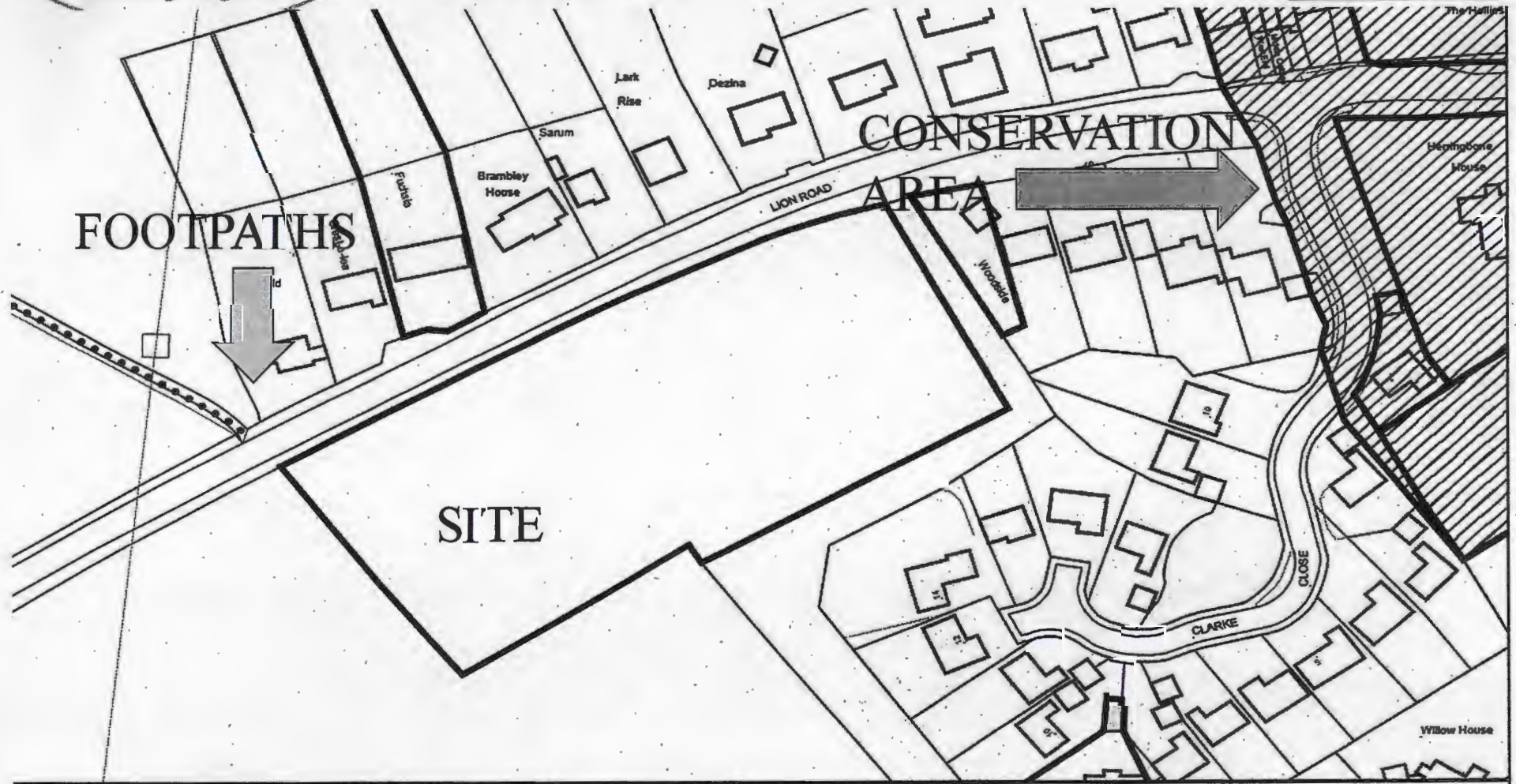




Constraints Map

Slide 4



b1,

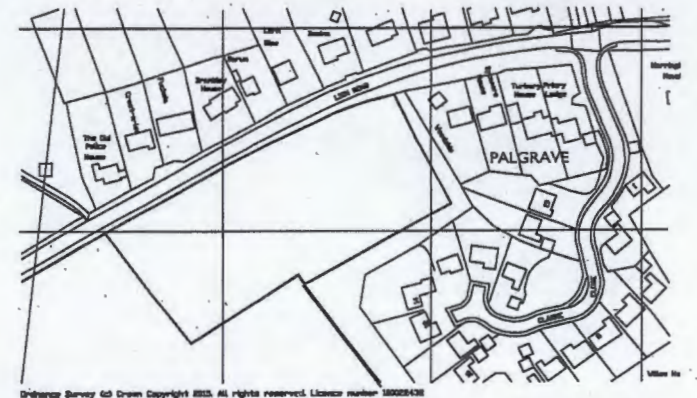


MID SUFFOLK DISTRICT COUNCIL
 131 High Street, Needham Market, IP6 8DL
 Telephone : 01449 724500
 email: customerservice@csduk.com
 www.midsuffolk.gov.uk



SCALE 1:1250

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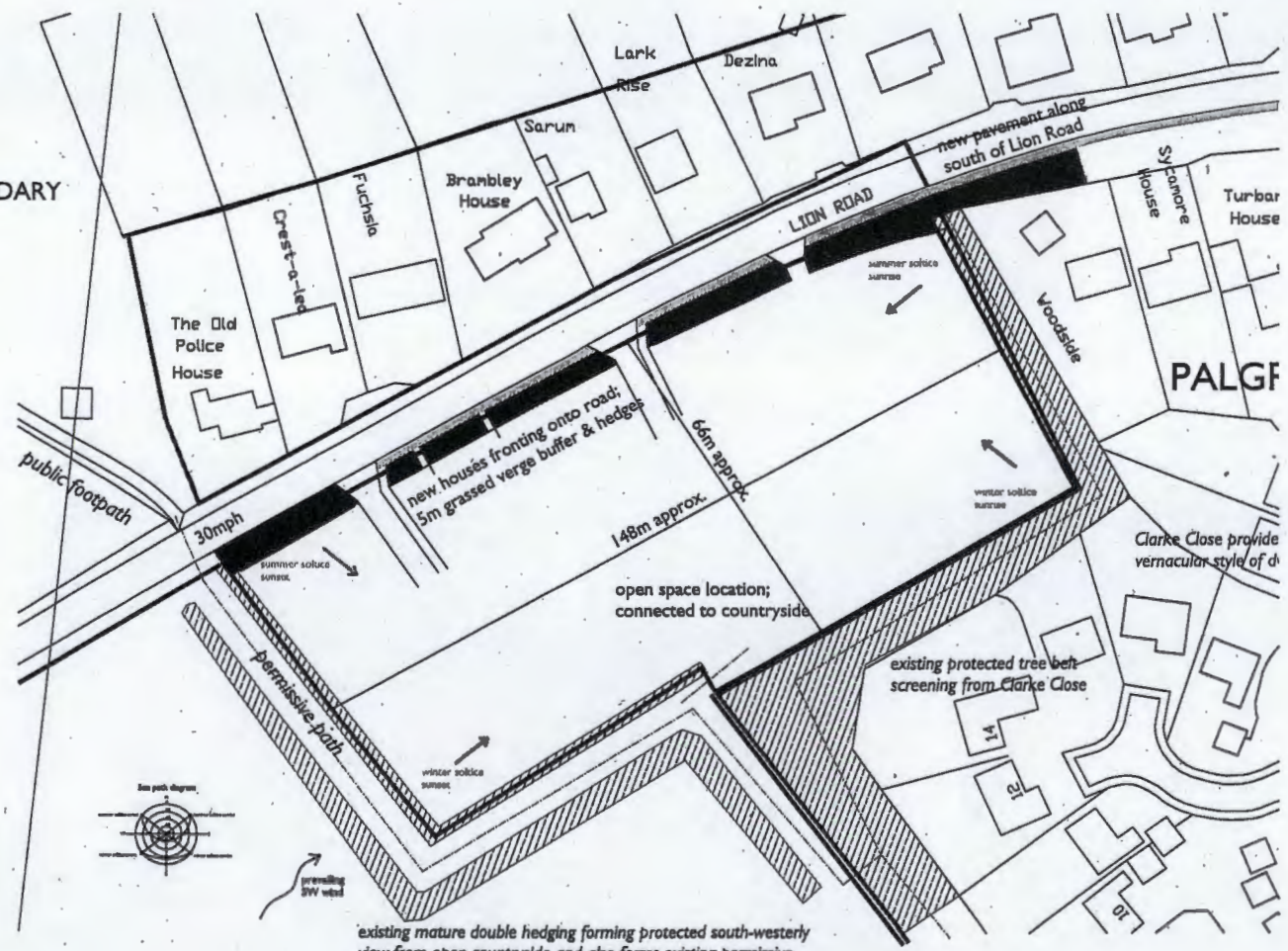


Distant Survey 63 Drawn Copyright 2015. All rights reserved. Licence number 10002432

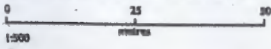
LOCATION PLAN



— SETTLEMENT BOUNDARY



CONTEXT PLAN & EXISTING

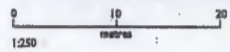


Ref.	Date	Revision
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<p>ROBERTS.MOLLOY ASSOCIATES architects and consultants</p>		
<p>3 Church Lane Bromwicham Hill Northolt Uxbridge M22 2AE</p>		<p>ROBERTS MOLLOY ASSOCIATES © Tel: 01379 587705 E-mail: info@robertsmolloy.co.uk</p>
<p>CLIENT: DANNY WARD BUILDERS</p>		
<p>PROJECT: NEW HOUSING LION ROAD, PALGRAVE</p>		
<p>TITLE: LOCATION & CONTEXT PLAN</p>		
Scale:	1:1250; 1:500@A1	Date: 04/15
JOB No.	PLR	DRG No. 23

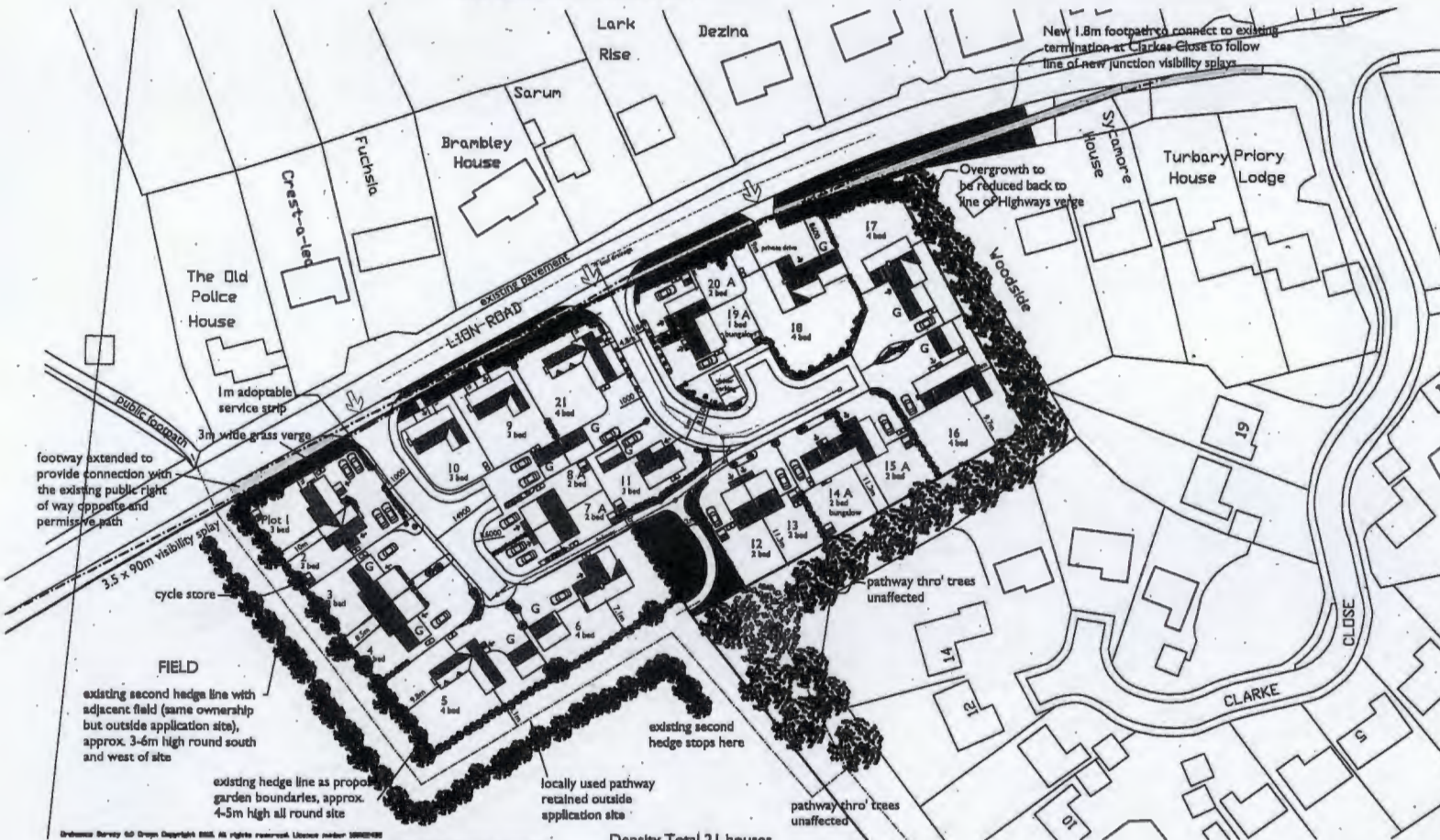
20



STREET SCENE ALONG LION ROAD



SITE SECTION NORTH-SOUTH



PROPOSED NUMBERS:

No garage - Affordable (A)
 19A, - 1 no. 1 bed bungalow
 7A, 8A, 15A; 20A, - 4no. 2 bed
 14A - 1 no. 2 bed bungalow

No garage - Market
 12, 13, - 2no. 2 bed
 1, 2, - 2 no. 3 bed

With garage - Market (G)
 3, 4, 9, 10, 11, 5no. 3 Bed
 5, 6, 16, 17, 18, 21, - 6no. 4 bed

21 Total Houses
 inc. 4 no. Shared equity
 & 2no. Affordable rental

L	20.01.16	Highways Revisions
K	16.12.15	Plots 13-15 Rear Gardens Increased
J	04.12.15	Cycle Store Added
H	28.11.15	Crack section added
G	11.11.15	Plots 14 & 15 amended
F	27.10.15	Open space moved
E	12.10.15	Minor amendments
D	23.09.15	Layout Proposed
C	21.07.15	Plot Sizes Added
B	18.06.15	General revisions
A	17.06.15	Access paths generated
Ref.	Date	Revision

Figure 11 dimensions are checked on site prior to ordering of pre-fabricated elements. Ensure minimum headroom requirements are met for all entrances.
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ROBERTS.MOLLOY ASSOCIATES
 architects and consultants

3 church lane
 Birmingham city
 B2 2 2AE

ROBERTS.MOLLOY ASSOCIATES ©
 Tel: 01379 687705
 E-mail: info@robertsmolloy.co.uk

CUSTOMER:
 DANNY WARD BUILDERS

PROJECT:
 NEW HOUSING
 LION ROAD, PALGRAVE

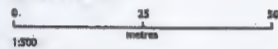
TITLE:
 BLOCK PLAN & STREET SCENES
 PROPOSED

Scale: 1:1250; 1:500 @ A1 Date: 04/15

JOB No. PLR DRG No. 01L



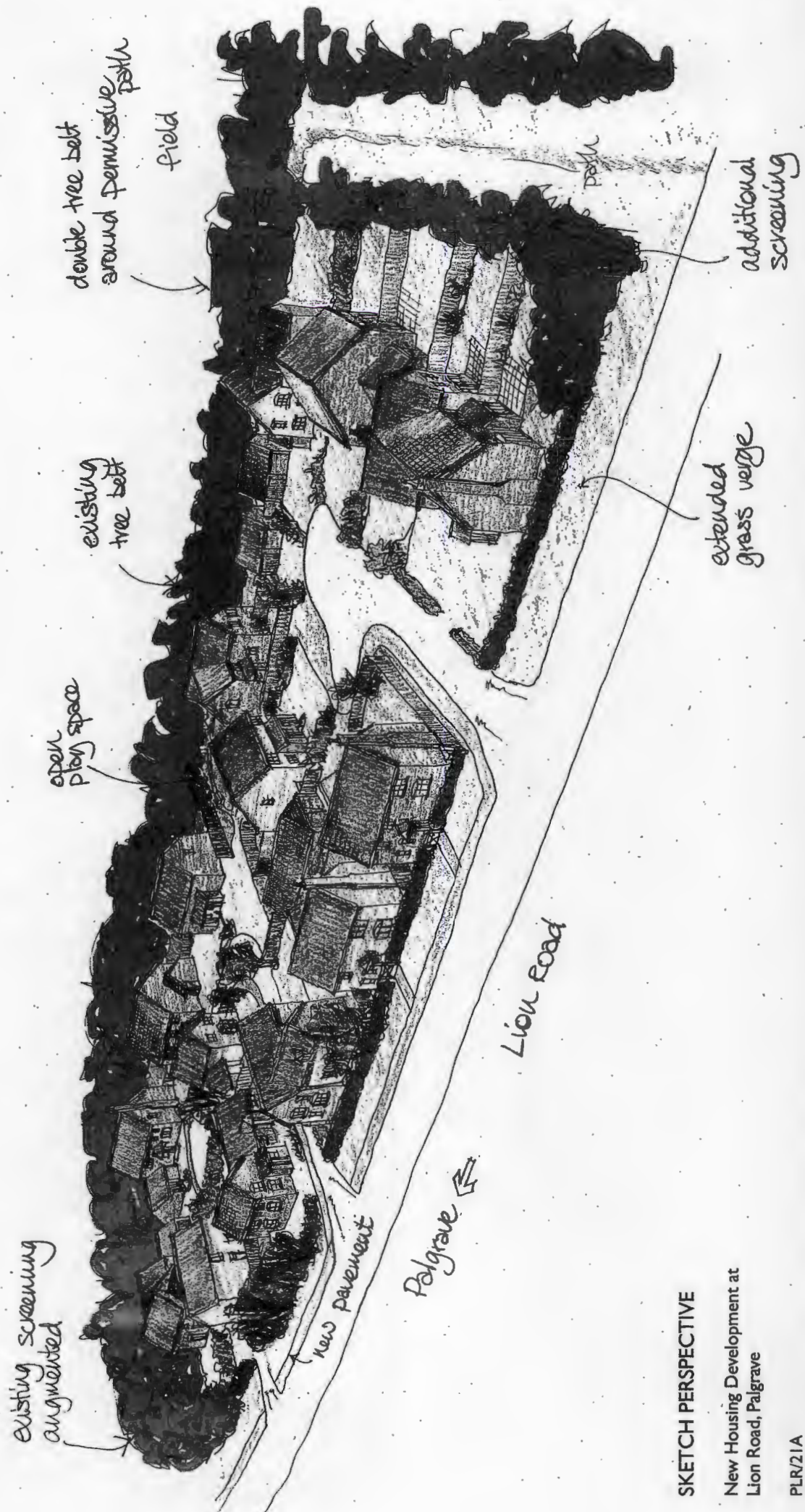
BLOCK PLAN



bat and bird nesting boxes to boundary trees - quantity and placement in accordance with Eco-Check report for wildlife mitigation.

Density Total 21 houses
 (29% Affordable)
 0.97 Hectares total,
 = 21 houses / Ha

21



SKETCH PERSPECTIVE

New Housing Development at
Lion Road, Palgrave

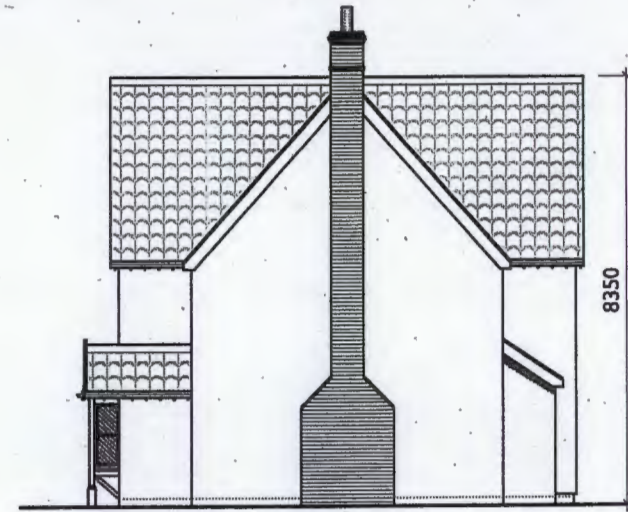
PLR/21A

3 Church Lane, Boreingham
Norfolk, Norfolk
E10 3TE
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www.robertsmolloy.co.uk

ROBERTS-MOLLOY ASSOCIATES
architects & consultants



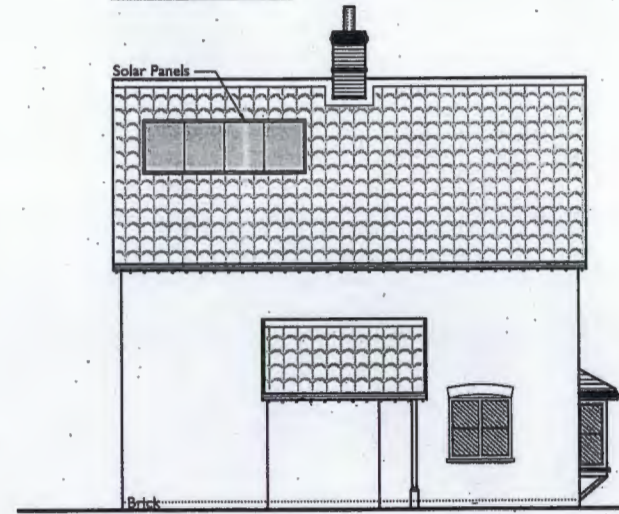
Front Elevation - East



Side Elevation - North

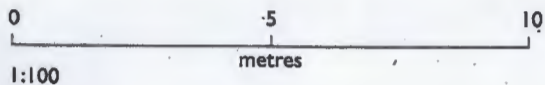


Rear Elevation - West



Side Elevation - South

23



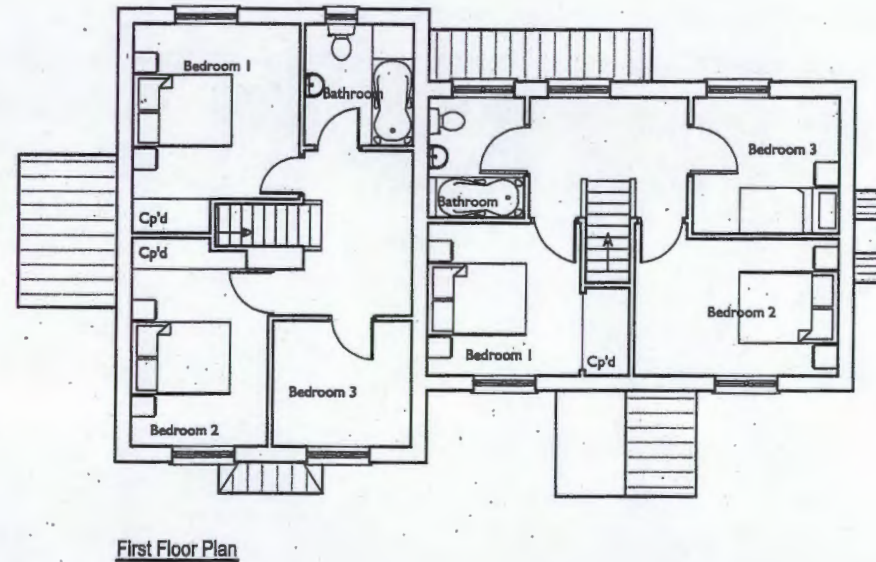
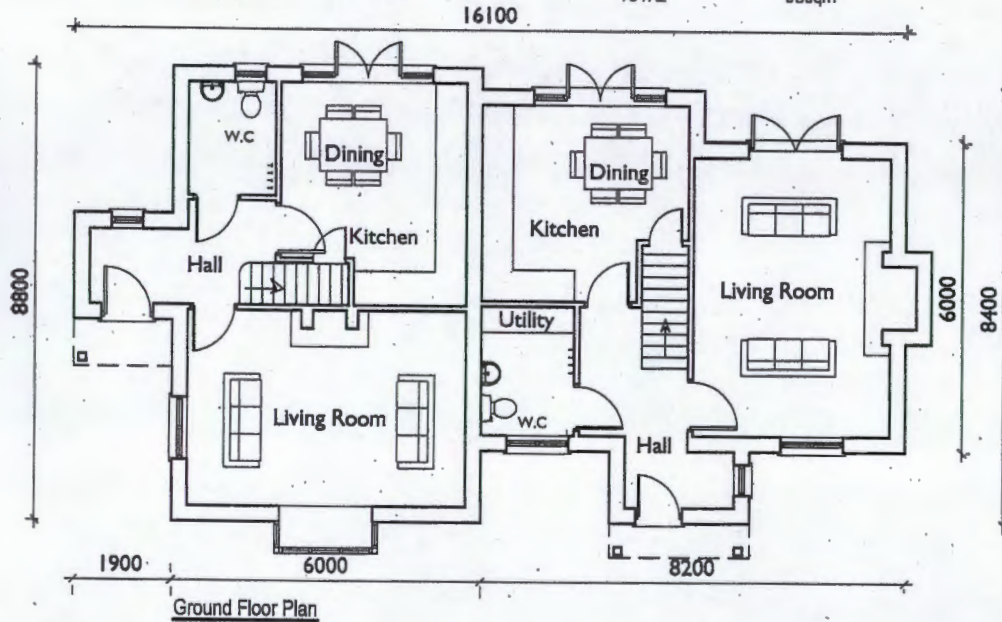
Ref. Date Revision

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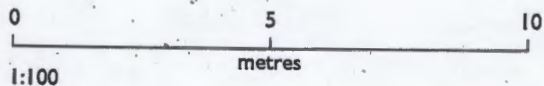
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DETAIL: PLOTS 1 & 2 - ELEVATIONS 3 BED SF DETACHED		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD PALGRAVE	
Scale: 1:100@A3	Date: 09.'15	JOB No. PLR	DRG No. 06

FLOOR AREAS
 GD FL 47sqm
 1ST FL 44sqm
 TOTAL 91sqm

FLOOR AREAS
 GD FL 50sqm
 1ST FL 43sqm
 TOTAL 93sqm



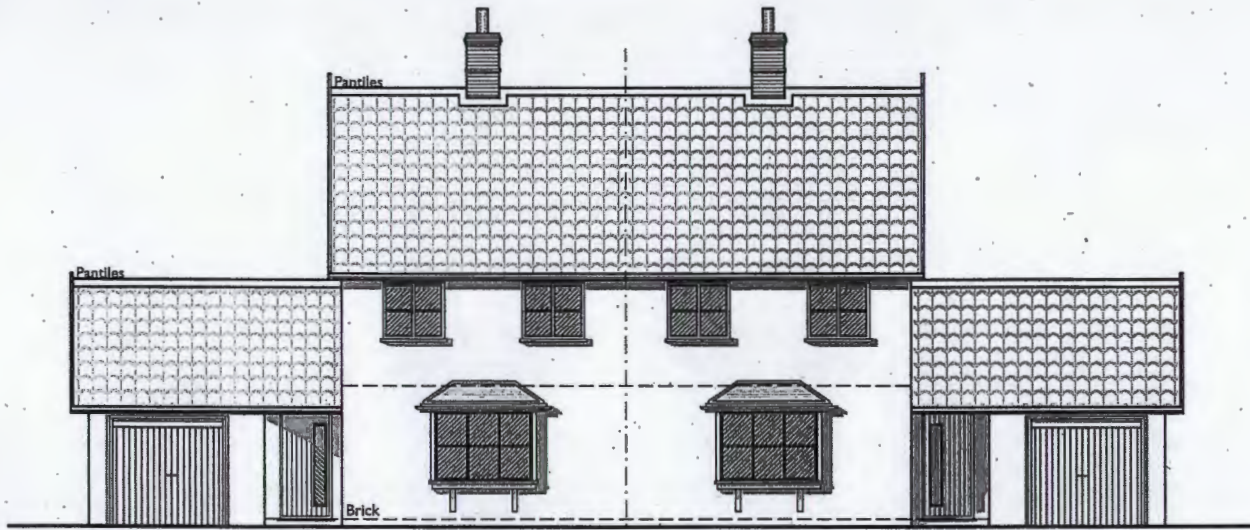
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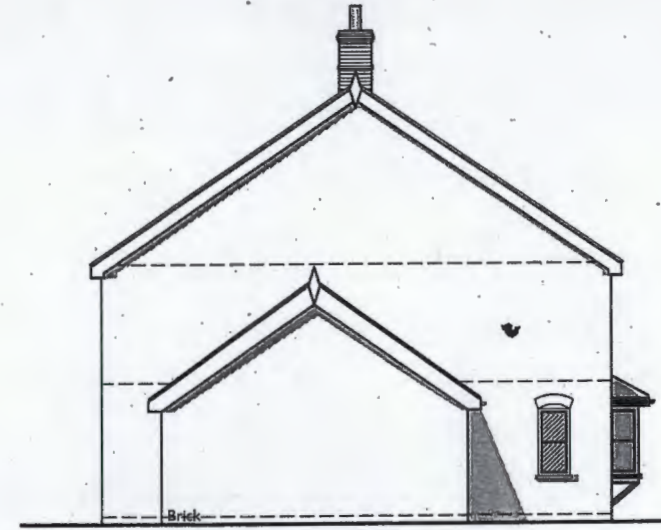
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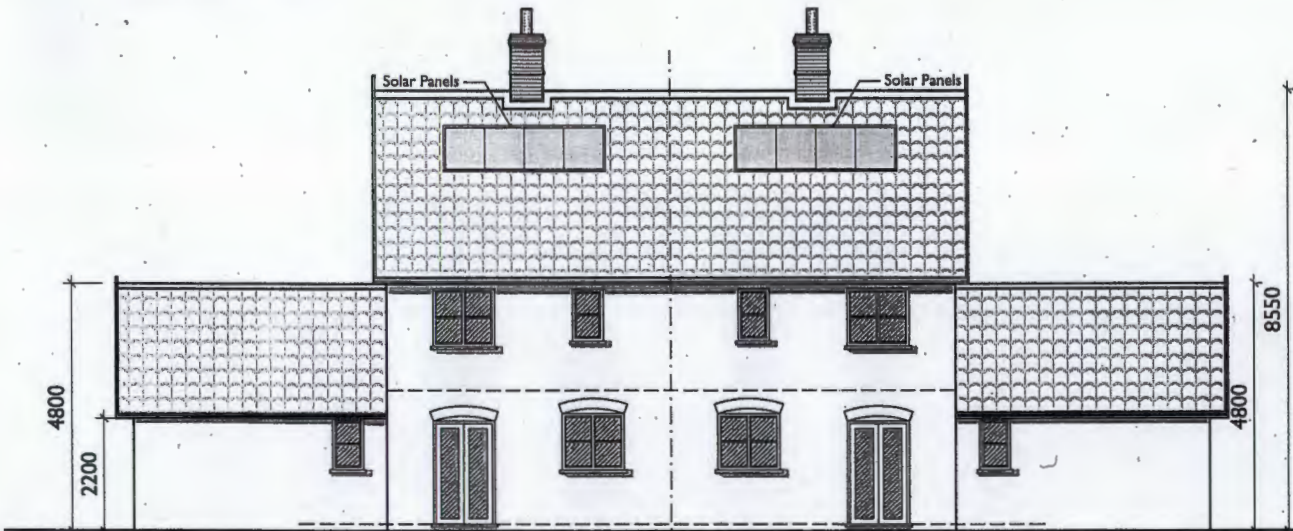
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DETAIL: PLOTS 1 & 2 - FLOOR PLANS 3 BED SEMI-DETACHED		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
Scale: 1:100@A3	Date: .09.'15	JOB No. PLR	DRG No. 05



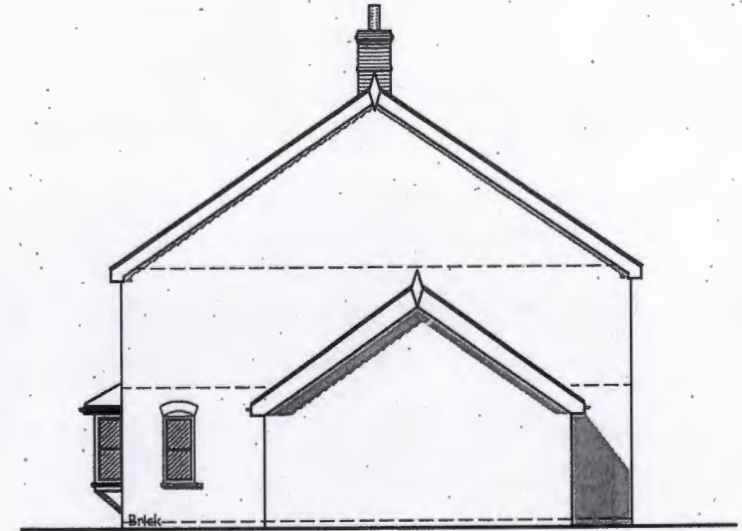
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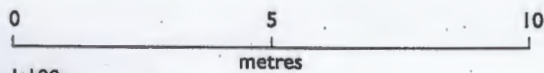
Side Elevation - South



Rear Elevation - West



Side Elevation - North



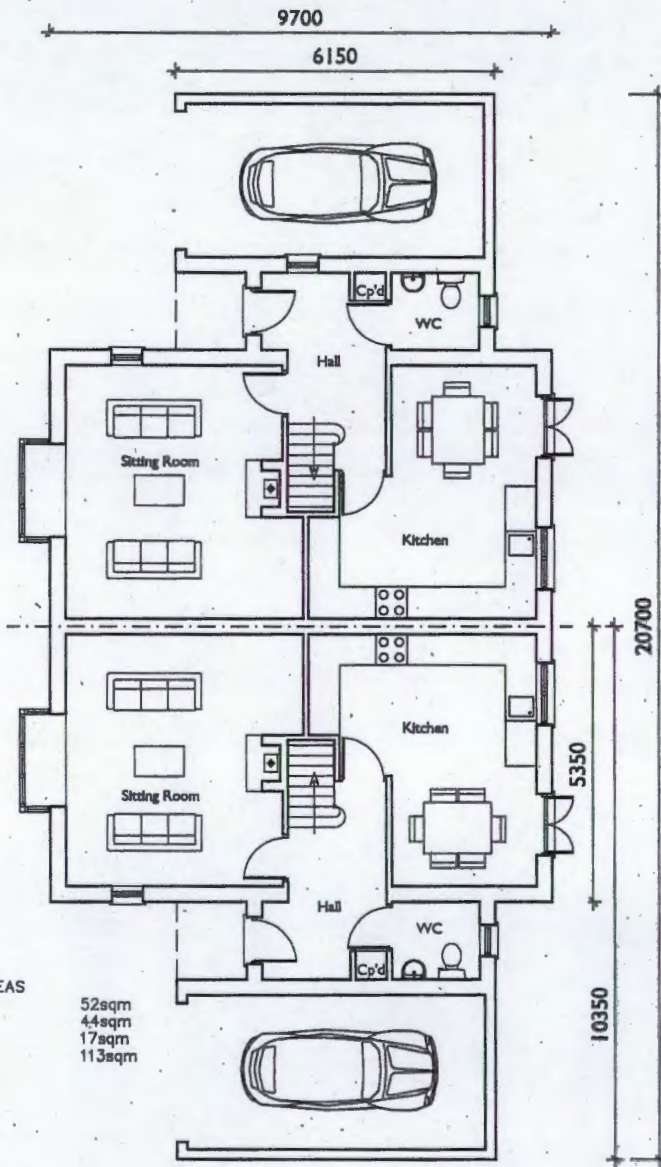
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Ref. Date Revision

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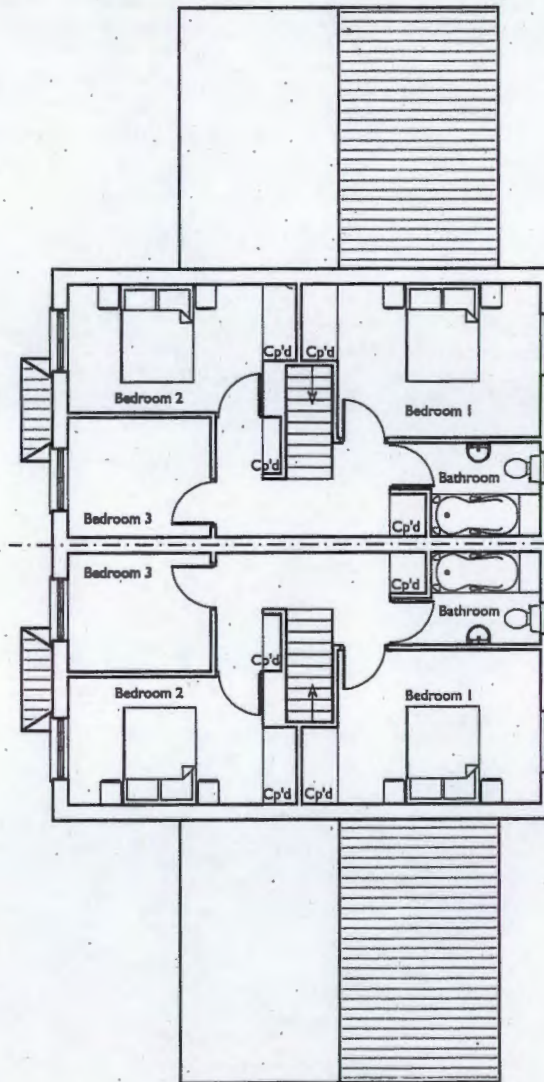
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DETAIL: PLOTS 3 & 4 - ELEVATIONS 3 BED SEMI DETACHED ATT. GARAGE		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD PALGRAVE	
Scale: 1:100@A3	Date: '09.'15	JOB No. PLR	DRG No. 08

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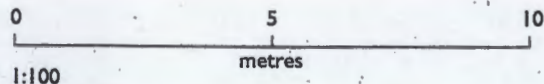


FLOOR AREAS	
GD FL	52sqm
1ST FL	44sqm
GARAGE	17sqm
TOTAL	113sqm

Ground Floor Plan



First Floor Plan

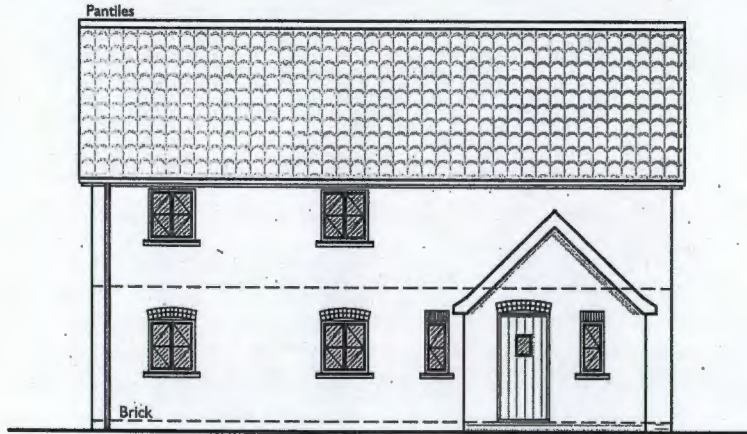


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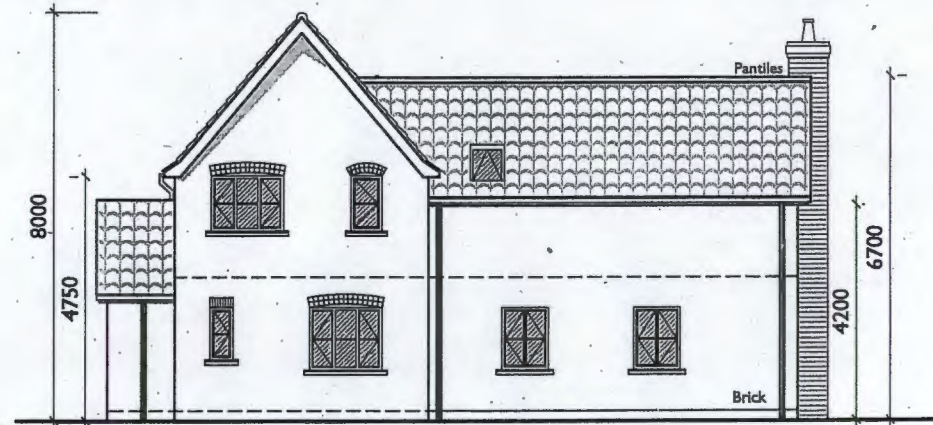
Ref. Date Revision

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<p>DETAIL: PLOTS 3 & 4 - FLOOR PLANS 3 BED SEMI-DETACHED ATT GARAGE</p>		<p>PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE</p>
<p>Scale: 1:100@A3</p>	<p>Date: 09.15</p>	<p>JOB No. PLR DRG No. 07</p>
<p>ROBERTS MOLLOY ASSOCIATES © Tel: 01379 687705 E-mail: info@robertsmolloy.co.uk</p>		

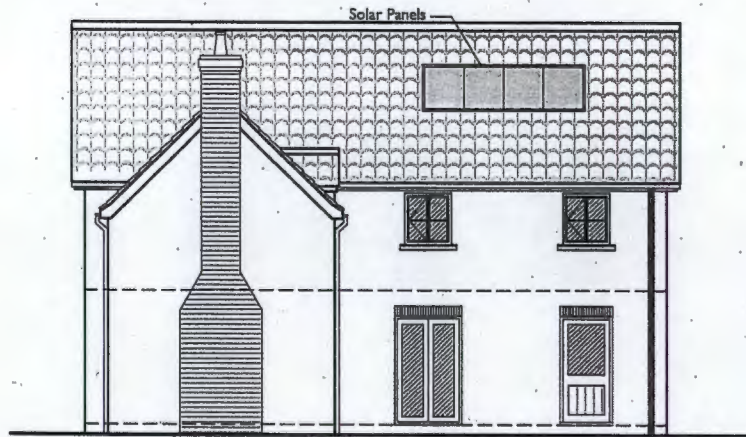
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Front Elevation - East



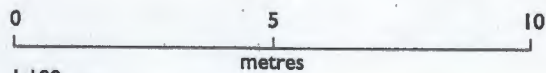
Side Elevation - North



Rear Elevation - West



Side Elevation - South

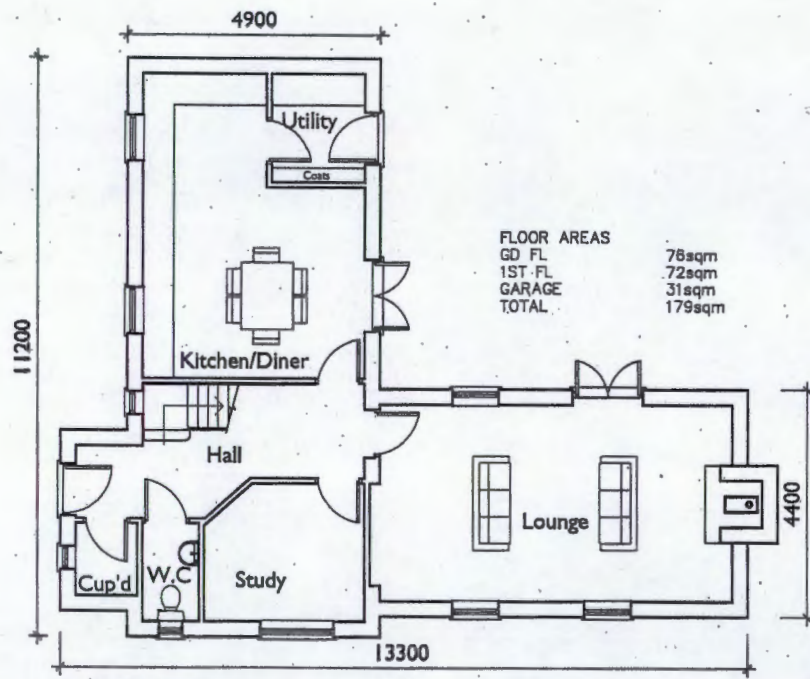


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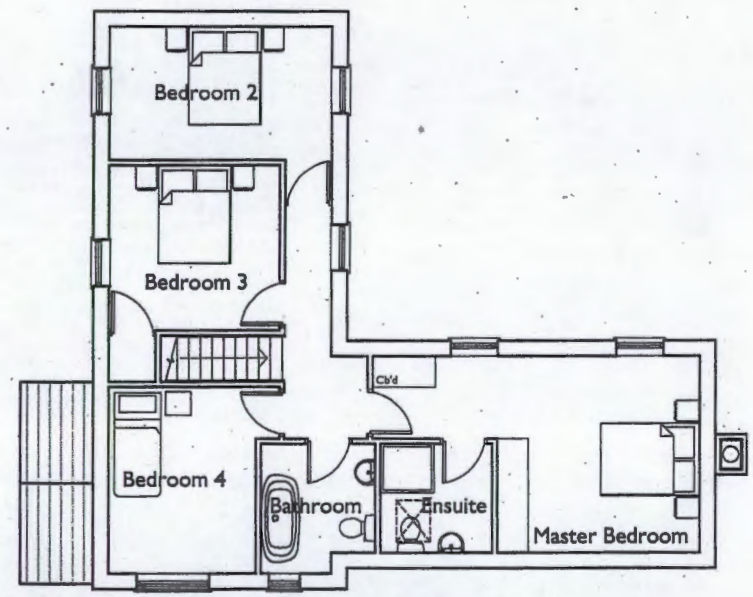
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DETAIL: PLOT 5 - ELEVATIONS 4 BED W DETACHED GARAGE		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
Scale: 1:100@A3	Date: 09.'15	JOB No. PLR	DRG No. 20



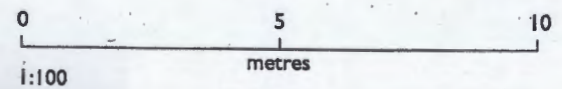
FLOOR AREAS
GD FL 78sqm
1ST FL 72sqm
GARAGE 31sqm
TOTAL 179sqm

Ground Floor Plan



First Floor Plan

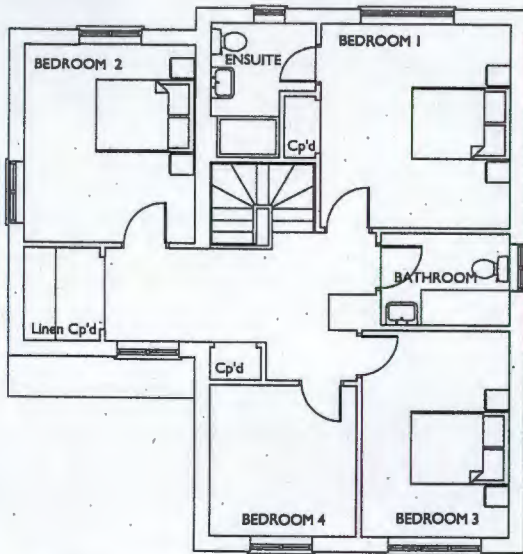
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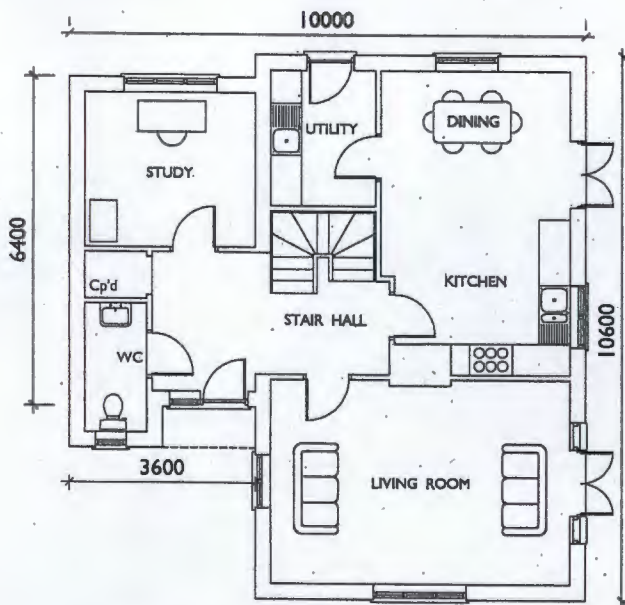
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DETAIL: PLOT 5 - FLOOR PLAN 4 BED WITH DETACHED GARAGE		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
Scale: 1:100@A3	Date: 09/15	JOB No. PLR	DRG No. 19

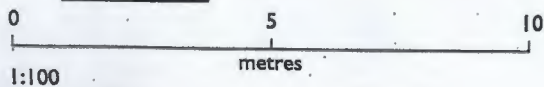


First Floor Plan

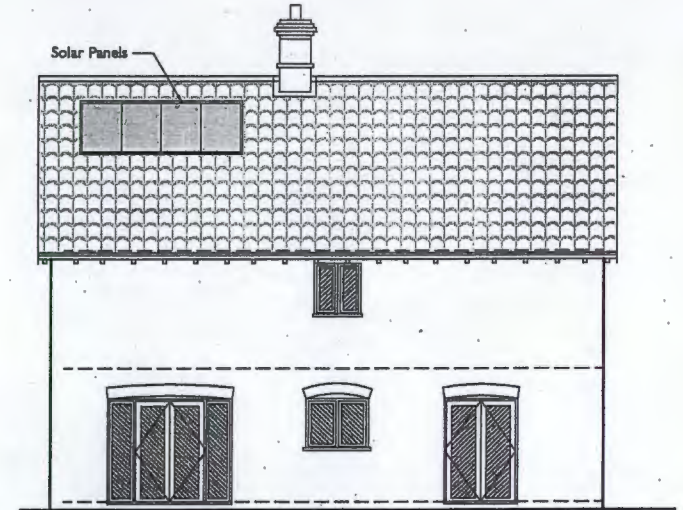
FLOOR AREAS	
GD FL	80sqm
1ST FL	79sqm
GARAGE	31sqm
TOTAL	190sqm



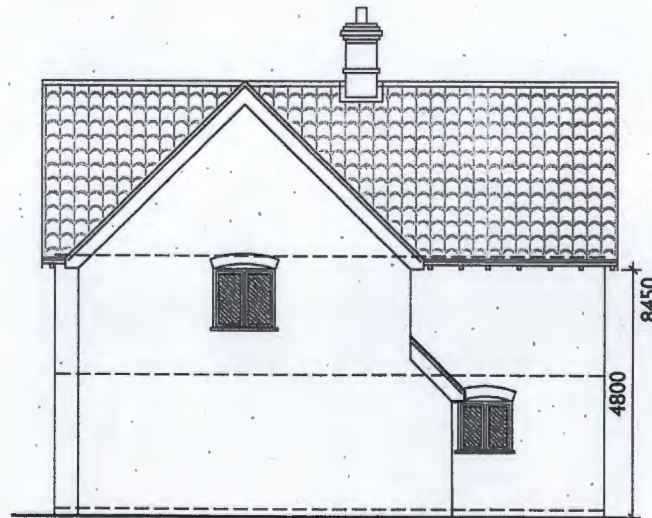
Ground Floor Plan



Side Elevation - East



Rear Elevation - South



Side Elevation - North



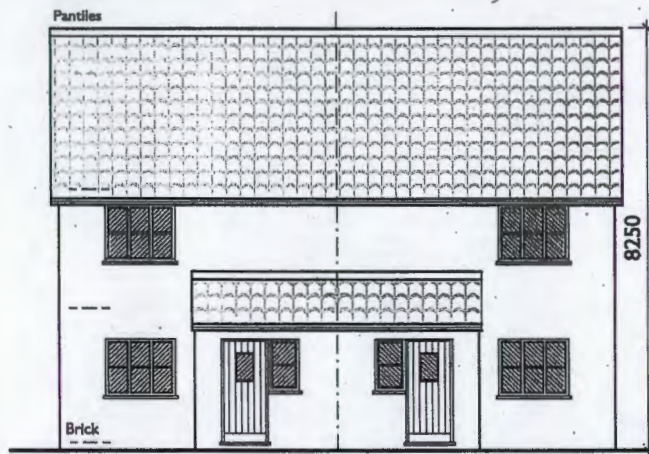
Front Elevation - West

29

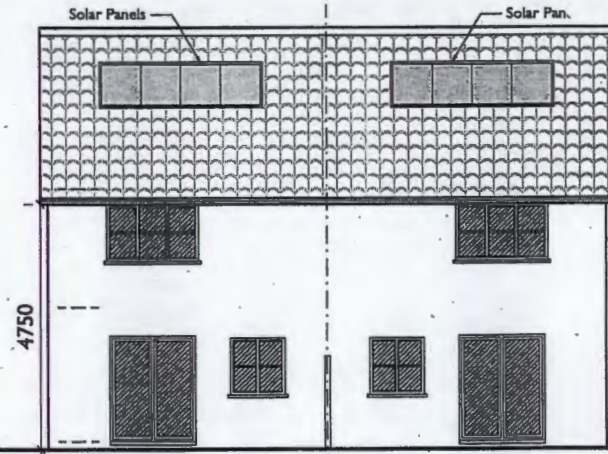
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DETAIL: PLOT 6 4 BED W DET. GARAGE		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
Scale: 1:100@A3	Date: 09/15	JOB No. PLR	DRG No. 14

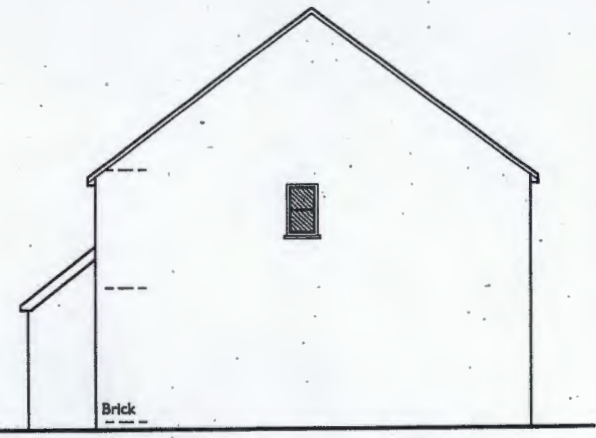
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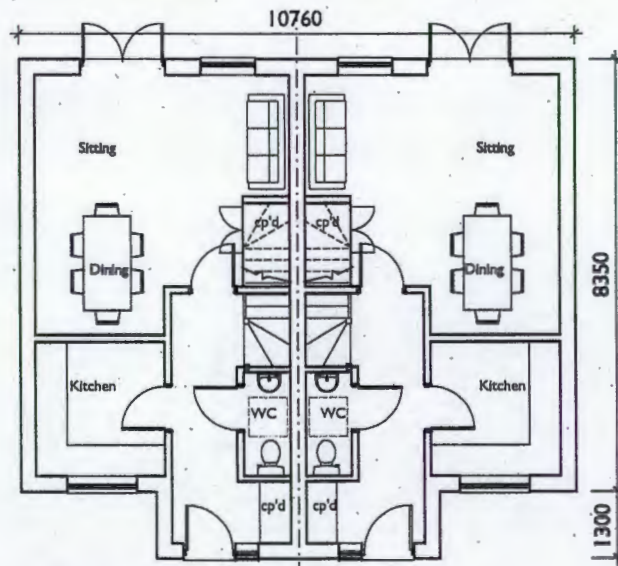
Front Elevation - West



Rear Elevation - East

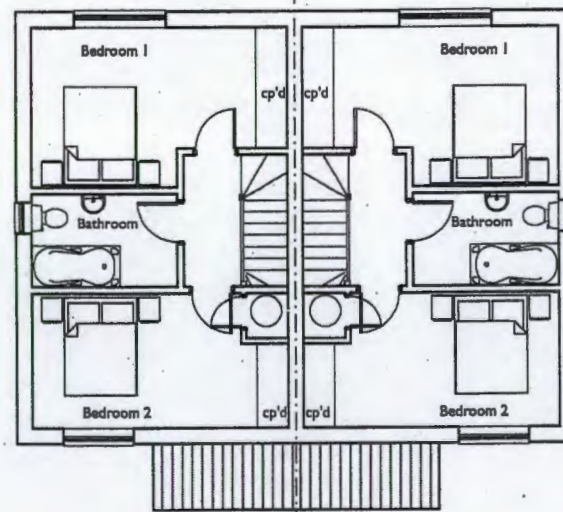


Side Elevation - South



Ground Floor Plan

FLOOR AREAS	
GD FL	41sqm
1ST FL	38sqm
TOTAL	79sqm

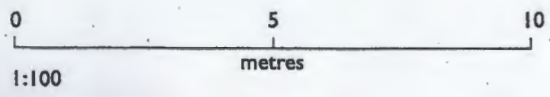


First Floor Plan



Side Elevation - North

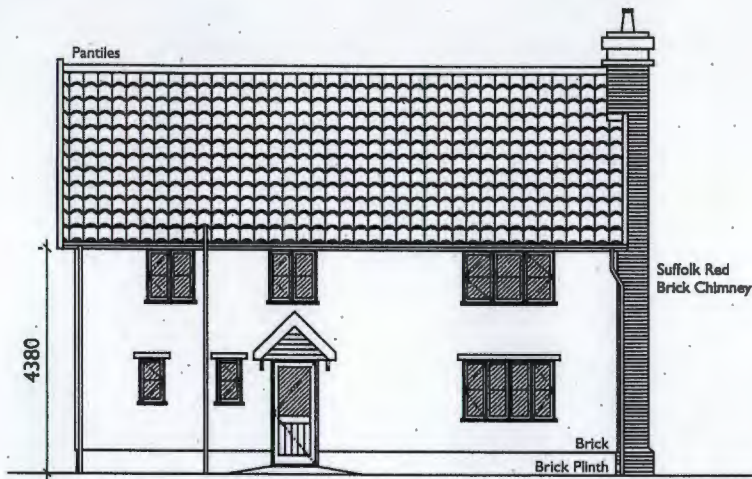
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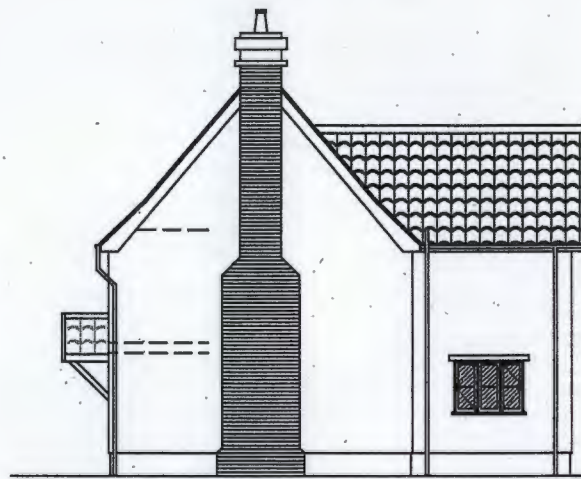
Ref. Date Revision

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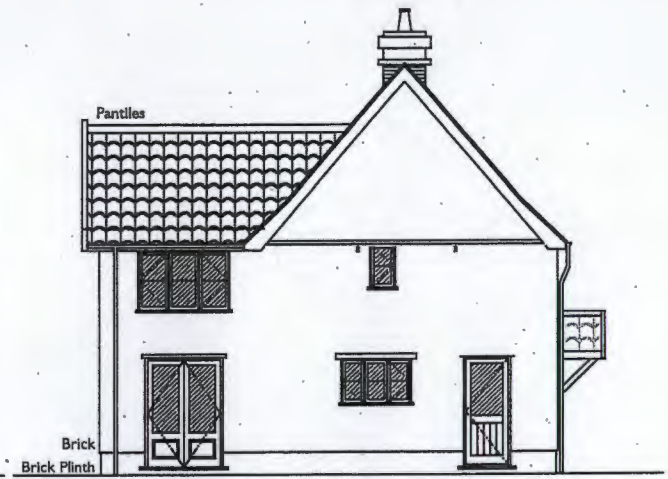
ROBERTS.MOLLOY ASSOCIATES architects and consultants	3 church lane bressingham diss norfolk IP22 2AE	ROBERTS MOLLOY ASSOCIATES © Tel: 01379 887705 E-mail: info@robertsmolloy.co.uk	
	DETAIL: PLOT 7 & 8 - AFFORDABLE UNITS 2 BED	PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
Scale: 1:100@A3	Date: 09.'15	JOB No. PLR	DRG No. 03



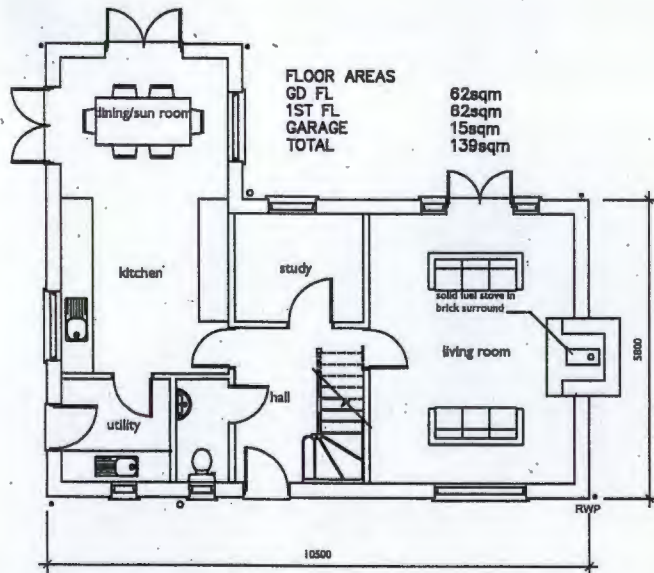
Front Elevation - North



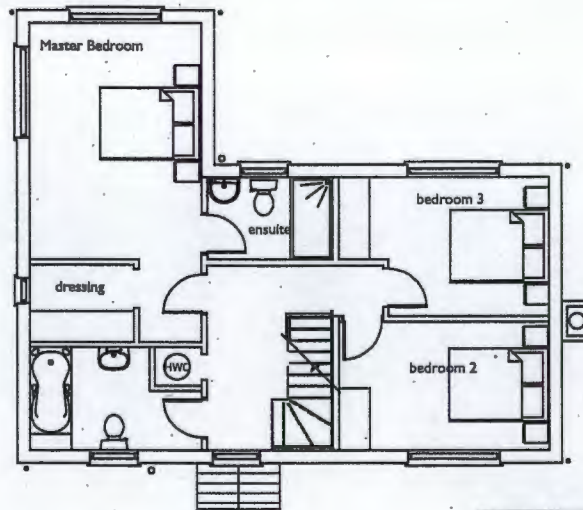
Side Elevation - West



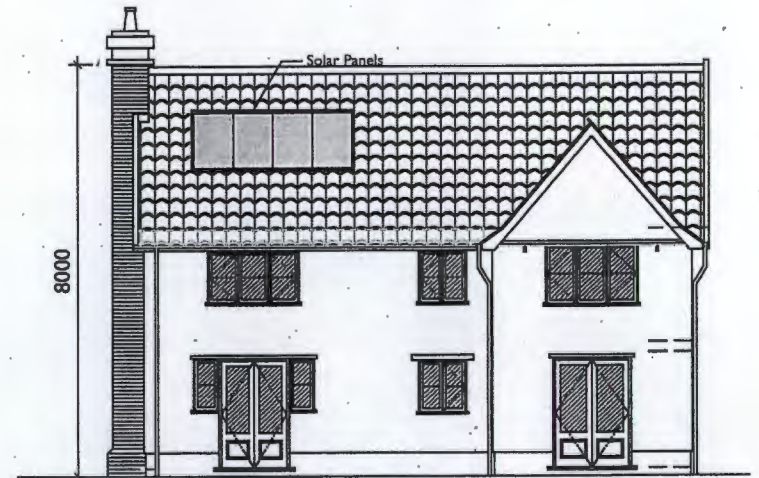
Side Elevation - East



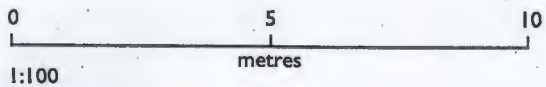
Ground Floor Plan
1:100



First Floor Plan



Rear Elevation - South



Ref. Date Revision

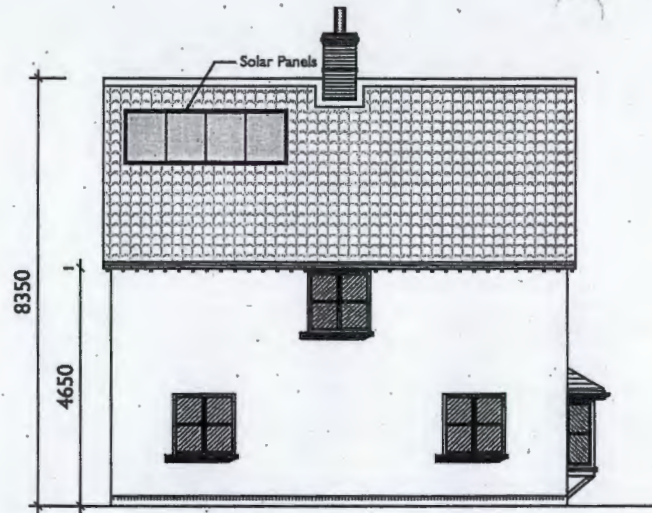
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DETAIL: PLOT 9 & 10 3 BED DETACHED WITH GARAGE		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
Scale: 1:100@A3	Date: 09.15	JOB No. THP	DRG No. 13

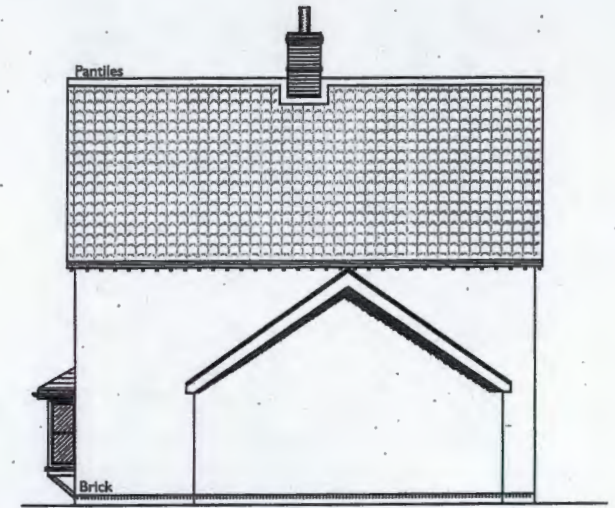
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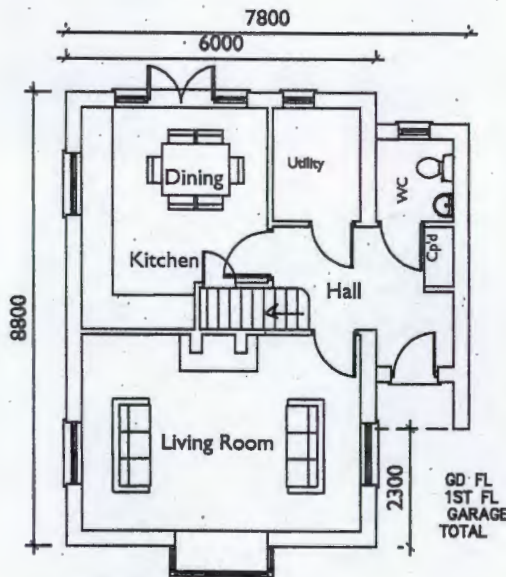
Front Elevation - East



Side Elevation - South

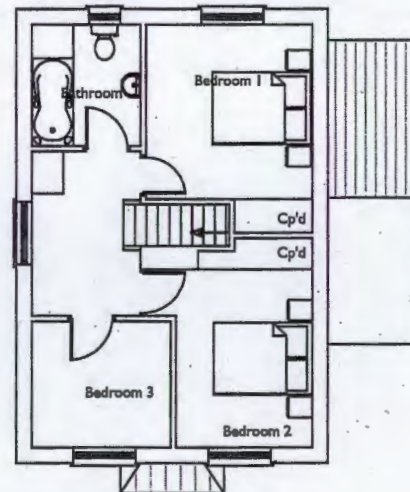


Side Elevation - North



Ground Floor Plan

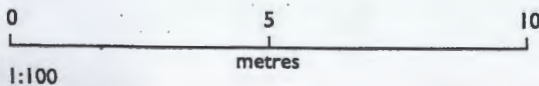
FLOOR AREAS
 GD FL 52sqm
 1ST FL 44sqm
 GARAGE 17sqm
 TOTAL 113sqm



First Floor Plan



Rear Elevation - West



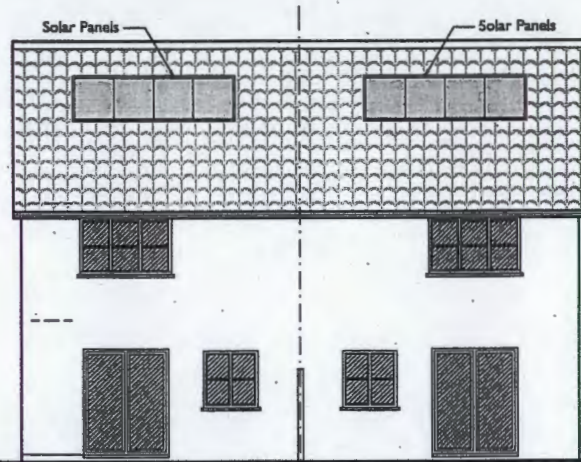
A. 20.01.16 Garage Rem'vd; Orientation Amended
 Ref. Date Revision

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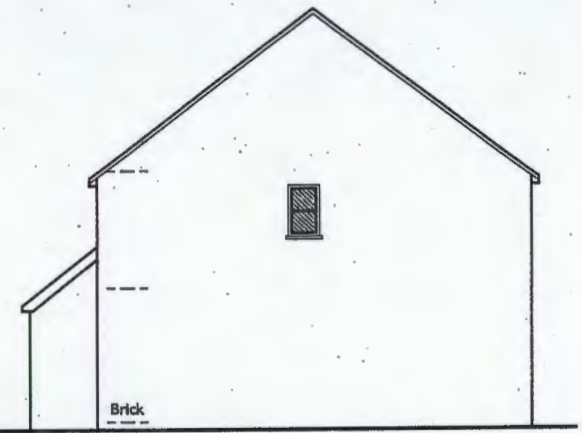
ROBERTS.MOLLOY ASSOCIATES architects and consultants		3 church lane bressingham dis. norfolk IP22 2AE	ROBERTS MOLLOY ASSOCIATES © Tel: 01379 687705 E-mail: Info@robertsmolloy.co.uk
DETAIL: PLOT 11 3 BED DETACHED WITH GARAGE		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
Scale: 1:100@A3	Date: 10.'15	JOB No. PLR	DRG No. 22A



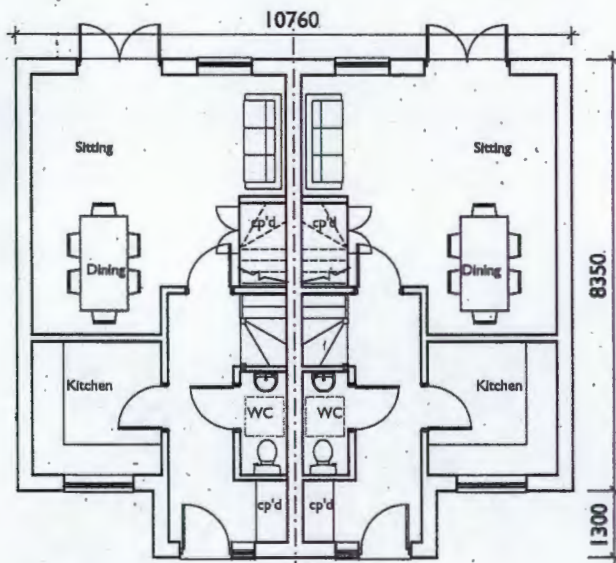
Front Elevation - North



Rear Elevation - South

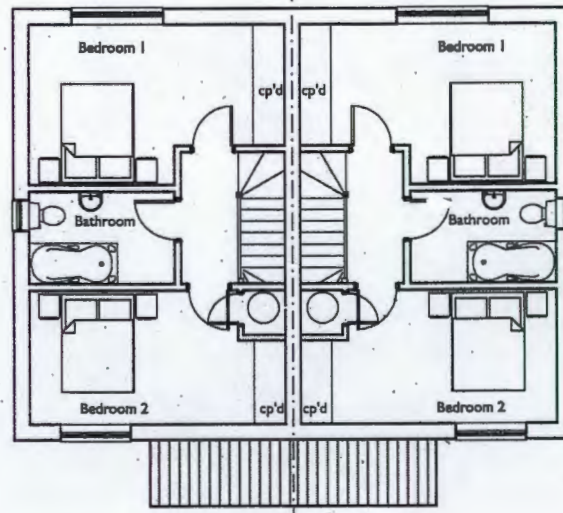


Side Elevation - West



Ground Floor Plan

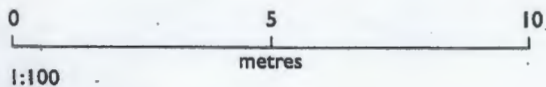
FLOOR AREAS
 GD FL 41sqm
 1ST FL 38sqm
 TOTAL 79sqm



First Floor Plan



Side Elevation - East

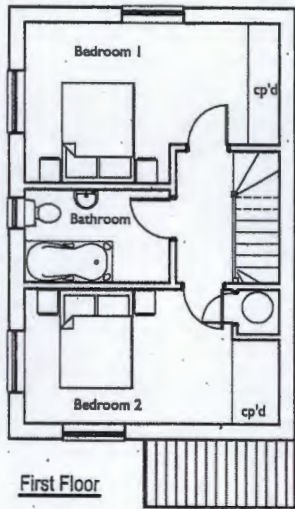


Ref. Date Revision

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		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
DETAIL: PLOT 12 & 13 2 BED SF ETACHED	Scale: 1:100@A3	Date: 09.'15	JOB No. PLR DRG No. 09

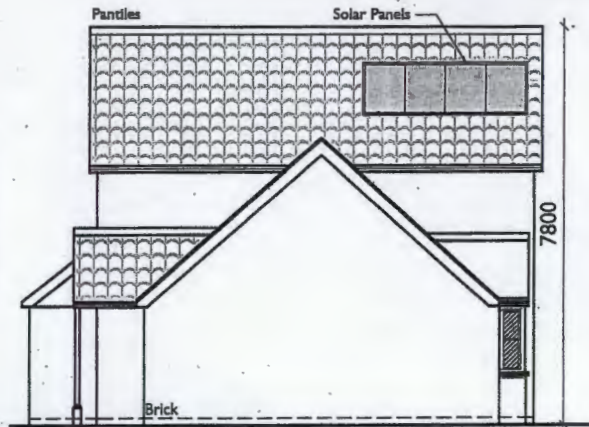
33



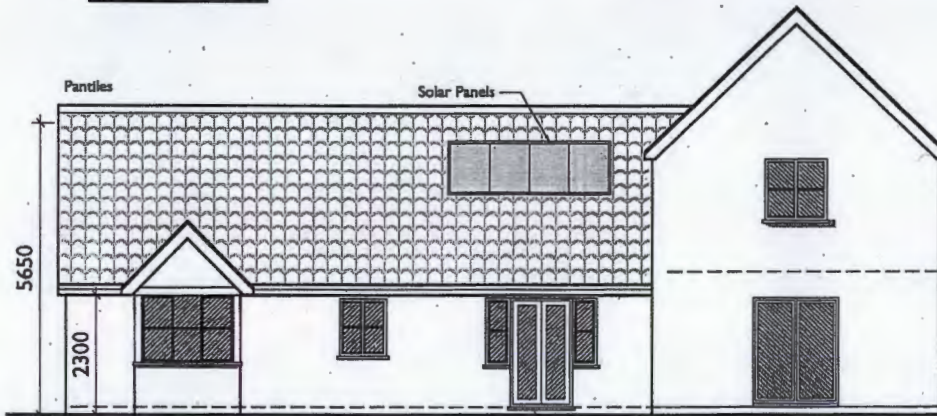
First Floor



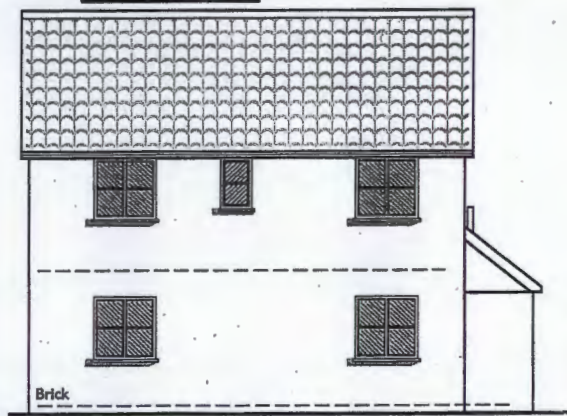
Front Elevation - West



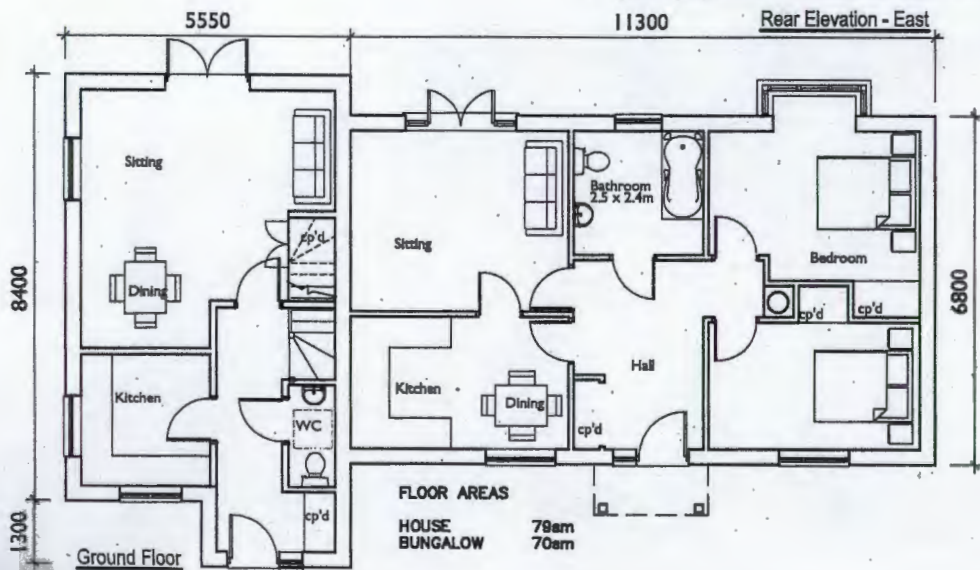
Side Elevation - South



Rear Elevation - East

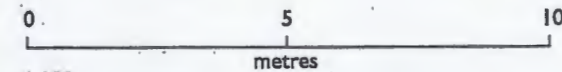


Side Elevation - North



Ground Floor

FLOOR AREAS
HOUSE 79sqm
BUNGALOW 70sqm



A 11.11.15 Bungalow & House
Ref. Date Revision

1:100

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ROBERTS.MOLLOY ASSOCIATES
architects and consultants

3 church lane
bressingham diss
norfolk
IP22 2AE

ROBERTS MOLLOY ASSOCIATES ©
Tel: 01379 687705
E-mail: info@robertsmolloy.co.uk

DETAIL: PLOT 14 & 15 - AFFORDABLE UNITS
2 BED & 1 BED ATTACHED

PROJECT: NEW HOUSING DEVELOPMENT
LION ROAD, PALGRAVE

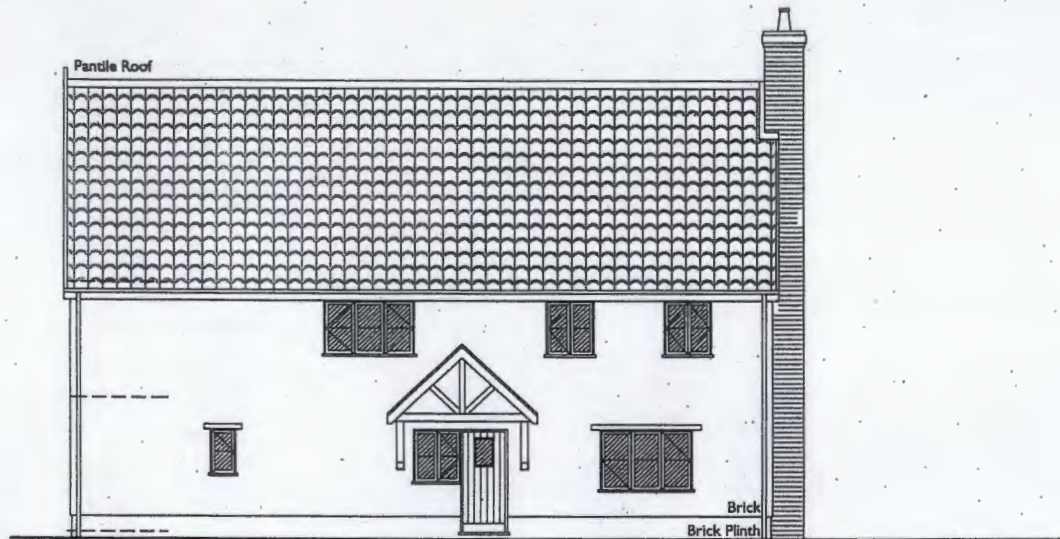
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Date: 09/15

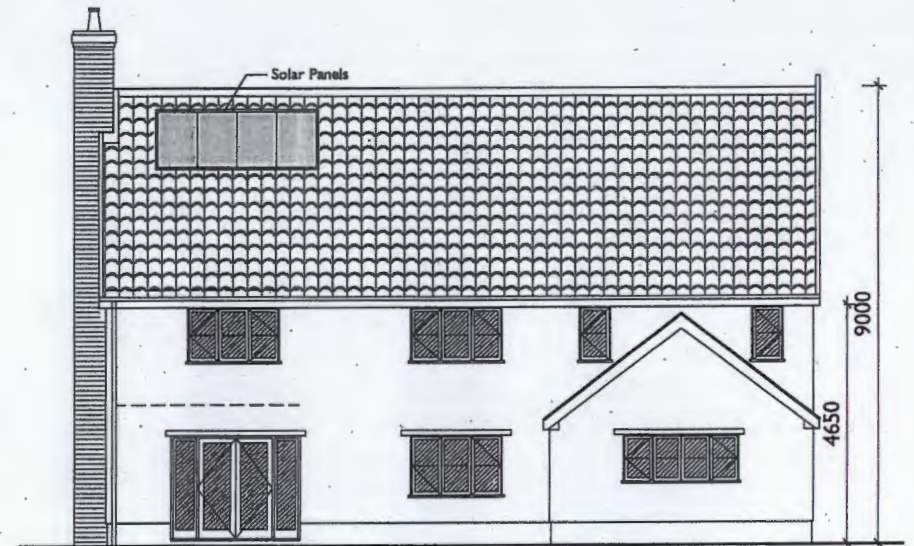
JOB No. PLR

DRG No. 04A

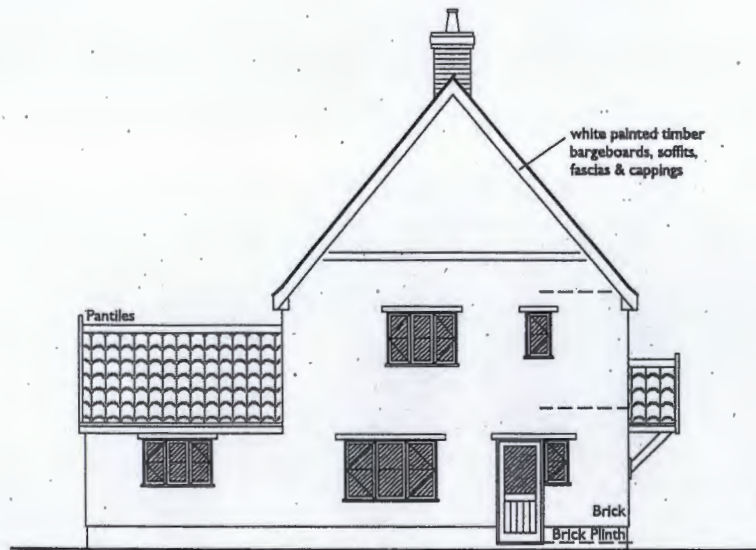
34



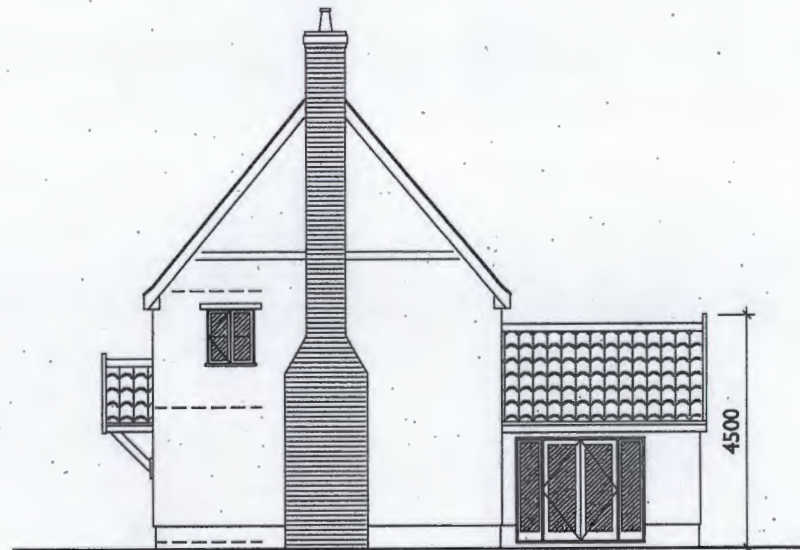
Front Elevation - North



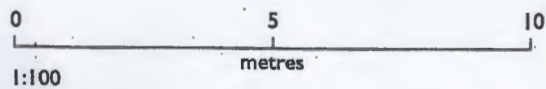
Rear Elevation - South



Side Elevation - East



Side Elevation - West

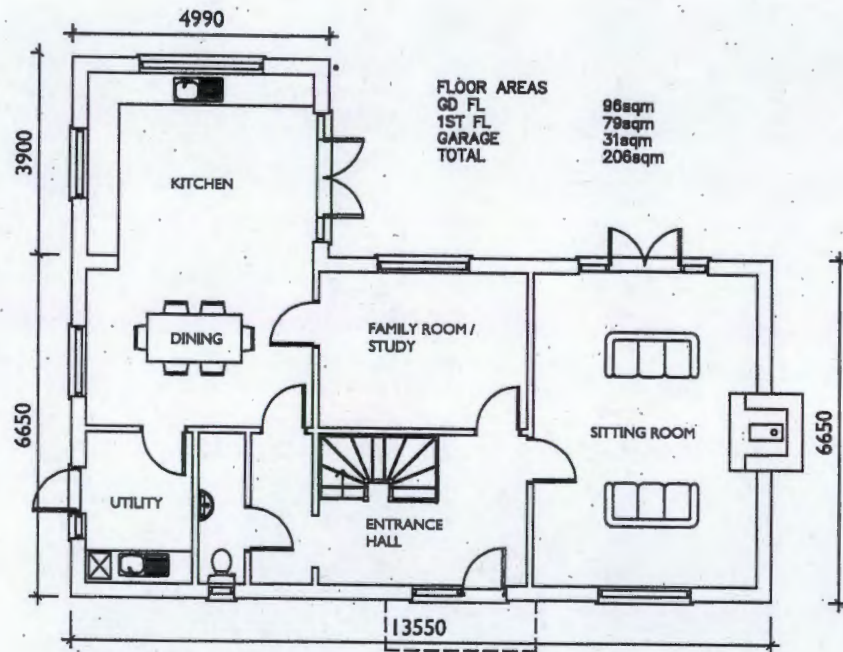


Ref. Date Revision

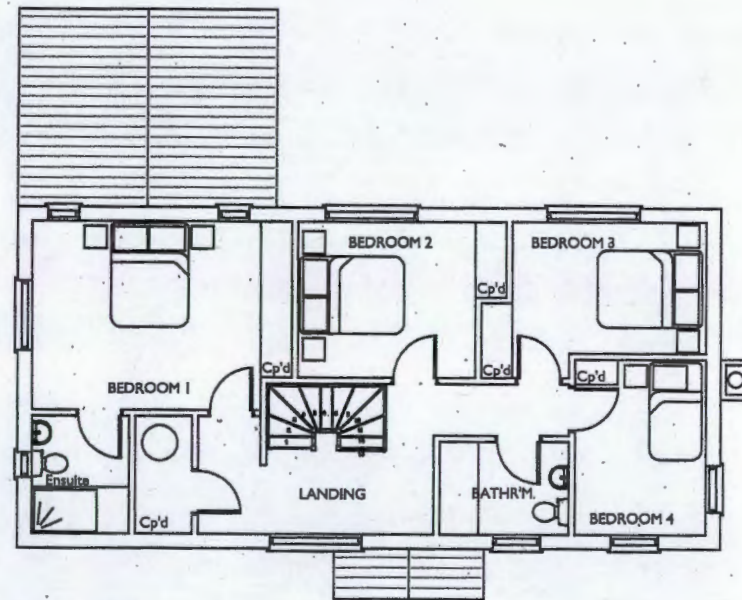
Ensure all dimensions are checked on site prior to ordering of prefabricated elements. Ensure minimum headroom requirements are met for all staircases. Do not scale from this or any other drawing. Any discrepancies, contact the issuer. This drawing or any of its contents cannot be used except with the express written permission of the issuer. Without such permission no responsibility is taken for its content.

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DETAIL: PLOT 16 - ELEVATIONS 4 BED W/ DETACHED GARAGE		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
Scale: 1:100@A3	Date: 09.15	JOB No. PLR	DRG No. 16

35

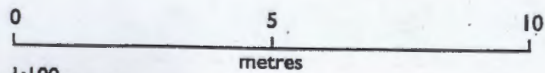


Ground Floor Plan
 1:100



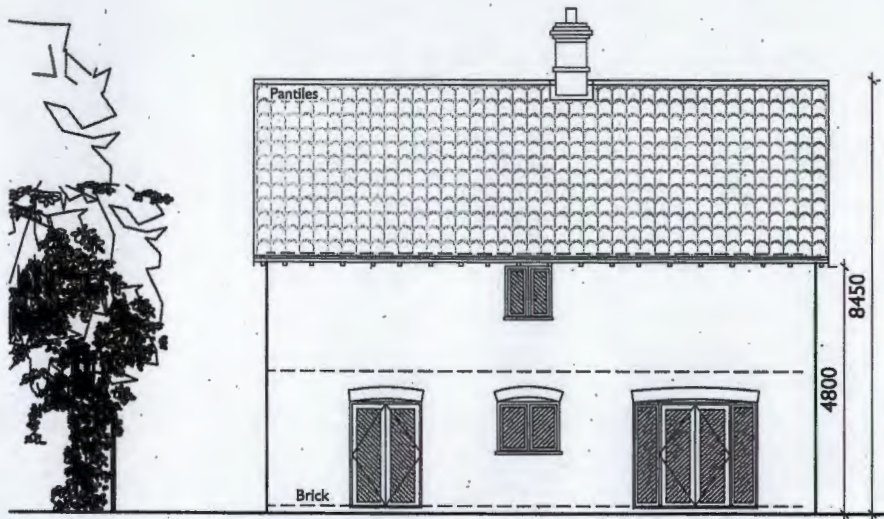
First Floor Plan

36



Ref. Date Revision

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<p>DETAIL: PLOT 16 - FLOOR PLAN 4 BED WITH DETACHED GARAGE</p>	<p>PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE</p>	
<p>Scale: 1:100@A3</p>	<p>Date: 09:15</p>	<p>JOB No. PLR</p>
		<p>DRG No. 15</p>



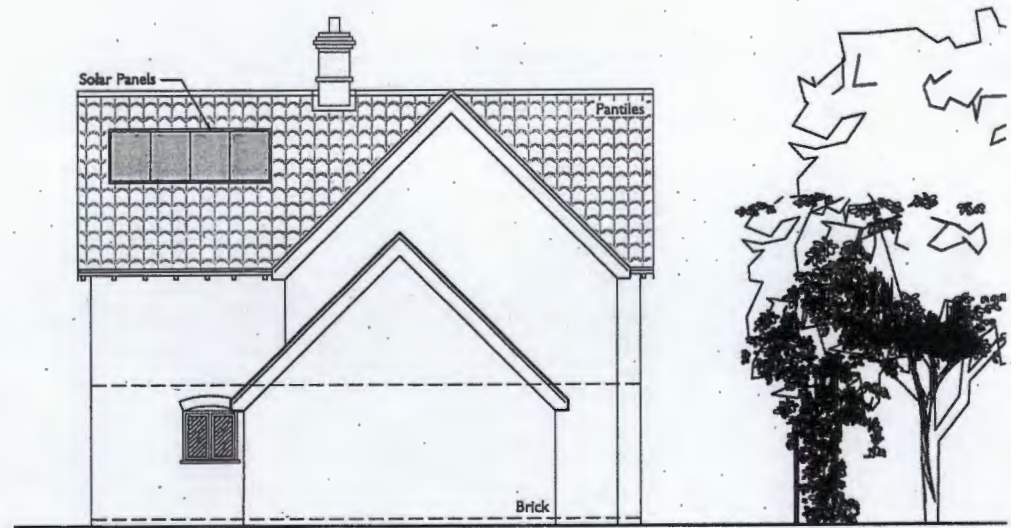
Side Elevation - North



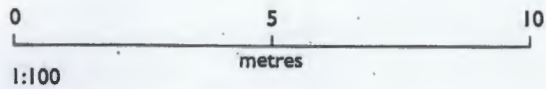
Rear Elevation - East



Front Elevation - West



Side Elevation - South



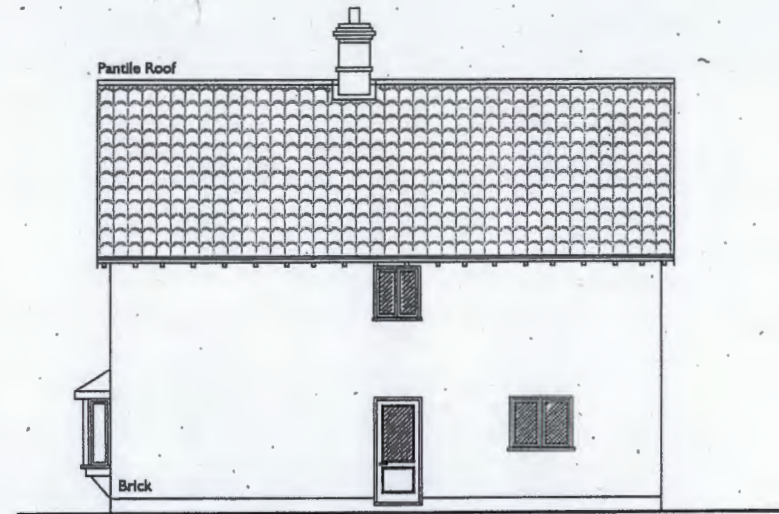
Ref. Date Revision

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DETAIL: PLOT 17 - ELEVATIONS 4 BED WITH ATT. GARAGE		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
Scale: 1:100@A3	Date: 09.15	JOB No. PLR	DRG No. 11



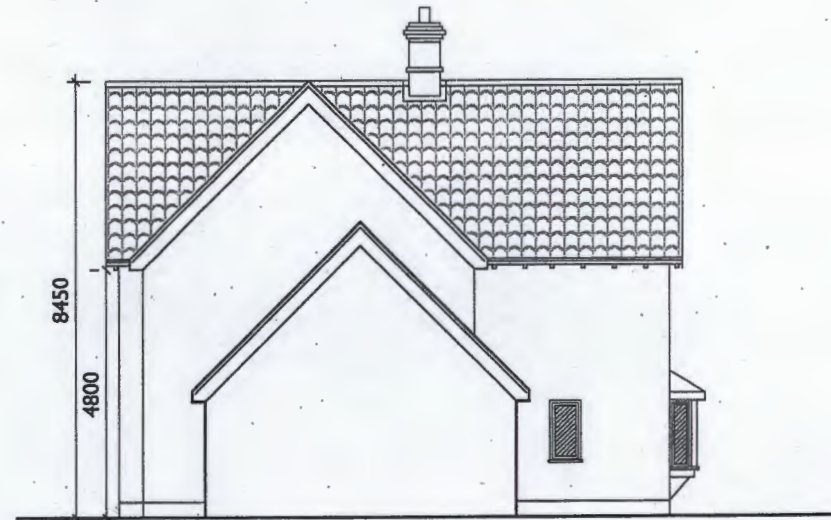
Rear Elevation - South



Side Elevation - West

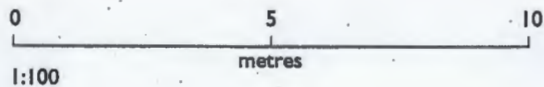


Front Elevation - North



Side Elevation - East

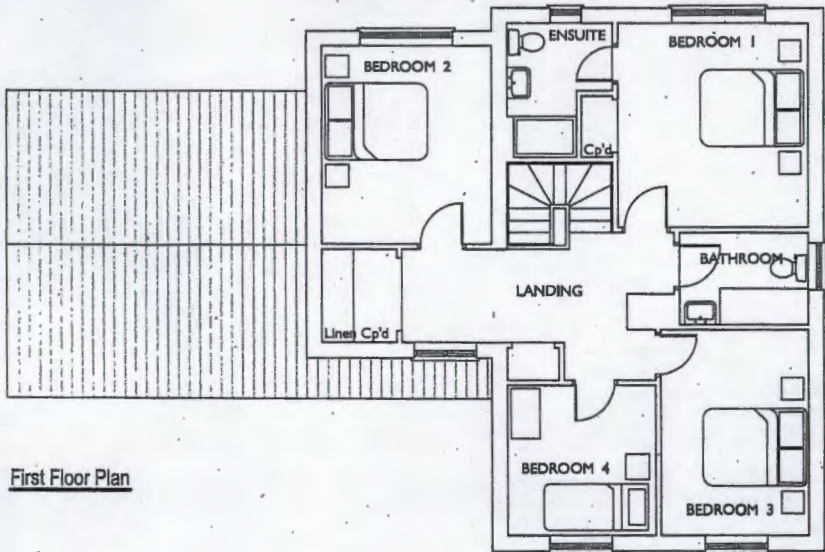
38



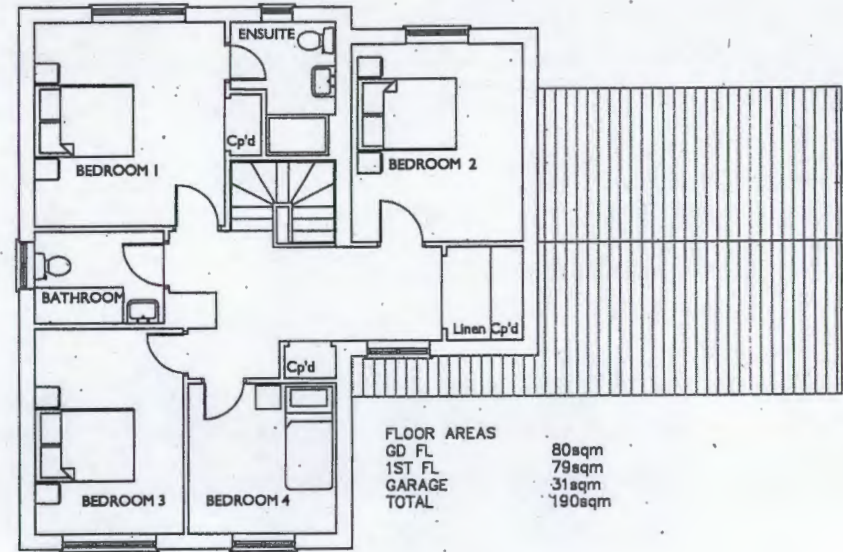
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Ref. Date Revision

<p>Ensure all dimensions are checked on site prior to ordering of prefabricated elements. Ensure minimum headroom requirements are met for all staircases. Do not scale from this or any other drawing. Any discrepancies, contact the issuer. This drawing or any of its contents cannot be used except with the express written permission of the issuer. Without such permission no responsibility is taken for its content.</p>			
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<p>DETAIL: PLOT 18 - ELEVATIONS 4 BED WITH ATT. GARAGE</p>		<p>PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE</p>	
<p>Scale: 1:100@A3</p>	<p>Date: 09.'15</p>	<p>JOB No. PLR</p>	<p>DRG No. 12</p>

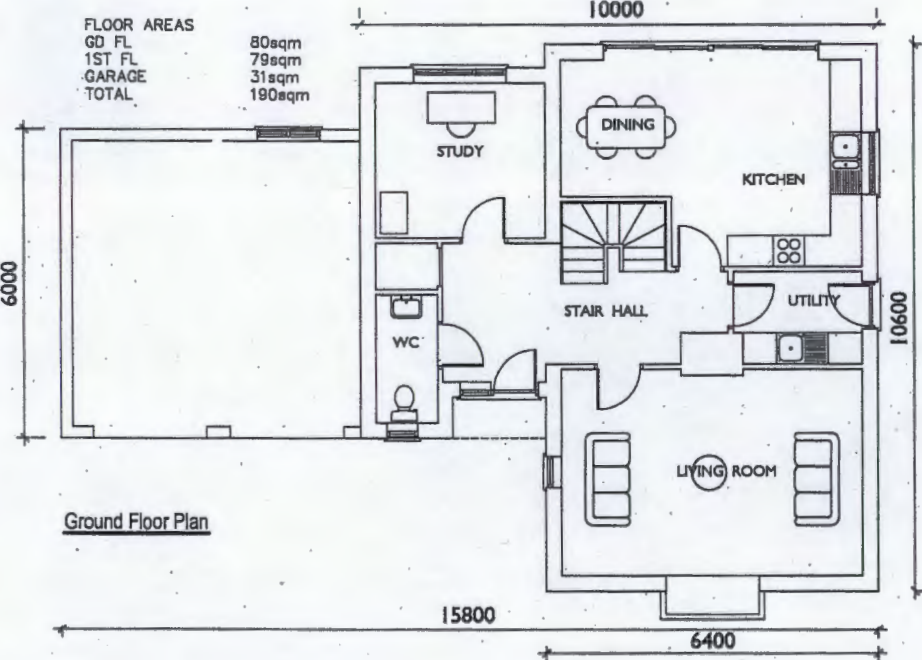


First Floor Plan

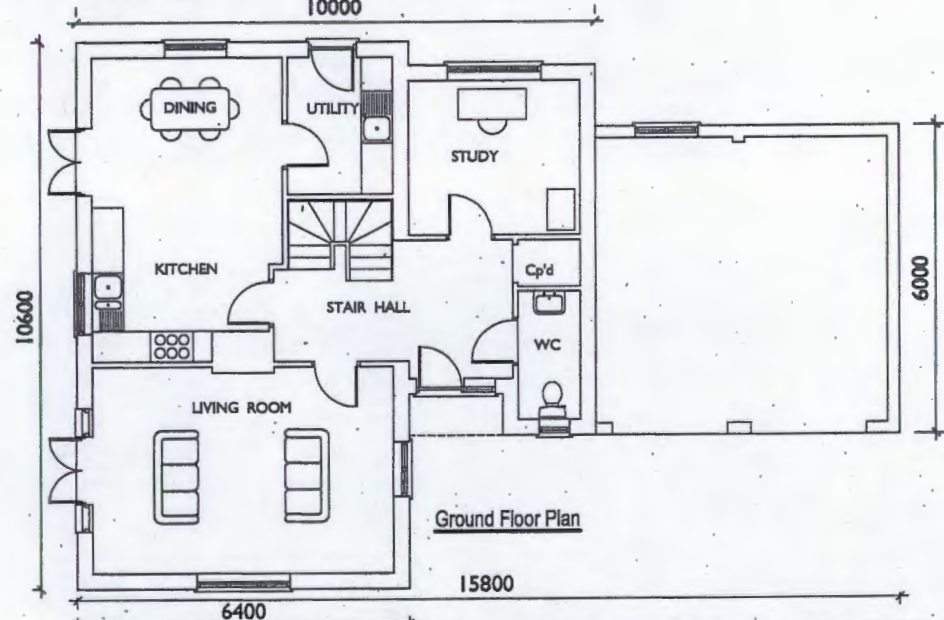


First Floor Plan

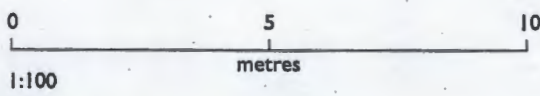
FLOOR AREAS	
GD FL	80sqm
1ST FL	79sqm
GARAGE	31sqm
TOTAL	190sqm



Ground Floor Plan



Ground Floor Plan

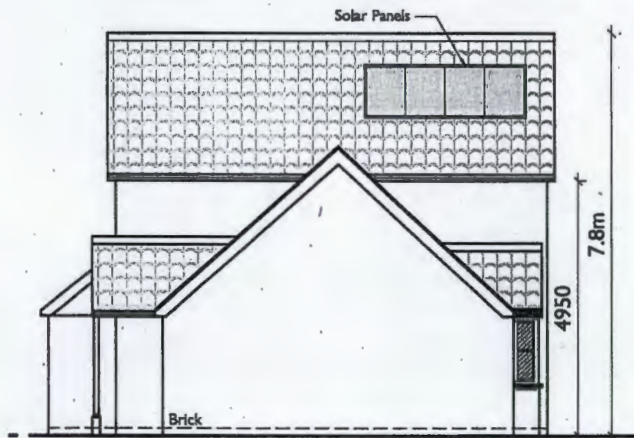


Ref. Date Revision

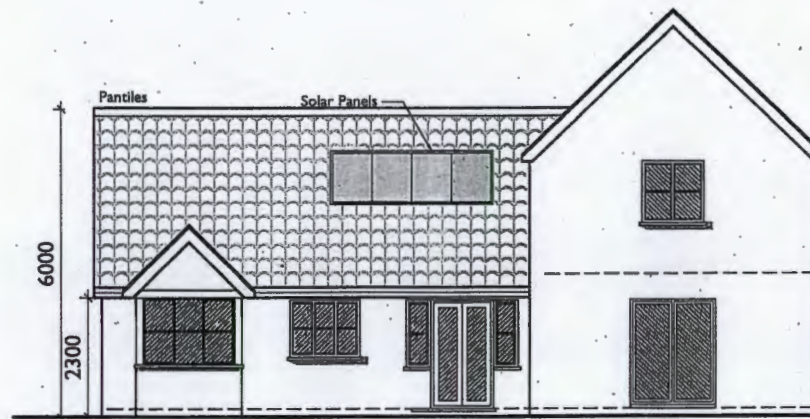
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	PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
DETAIL: PLOT 17 & 18 - PLANS 4 BED WITH ATT. GARAGE	Scale: 1:100@A3	Date: 09.'15
JOB No. PLR	DRG No. 10	

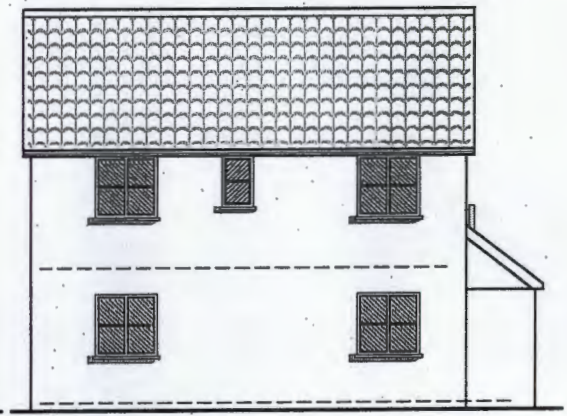
39



Side Elevation - South

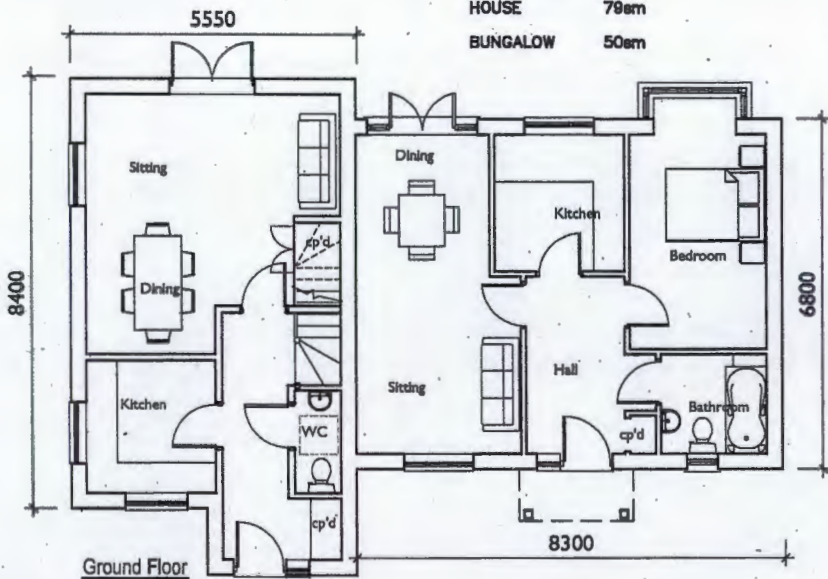


Rear Elevation - East

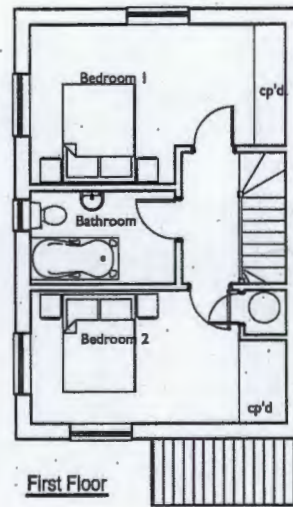


Side Elevation - North

FLOOR AREAS
 HOUSE 79sqm
 BUNGALOW 50sqm



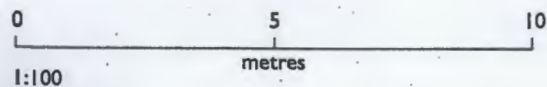
Ground Floor



First Floor



Front Elevation - West

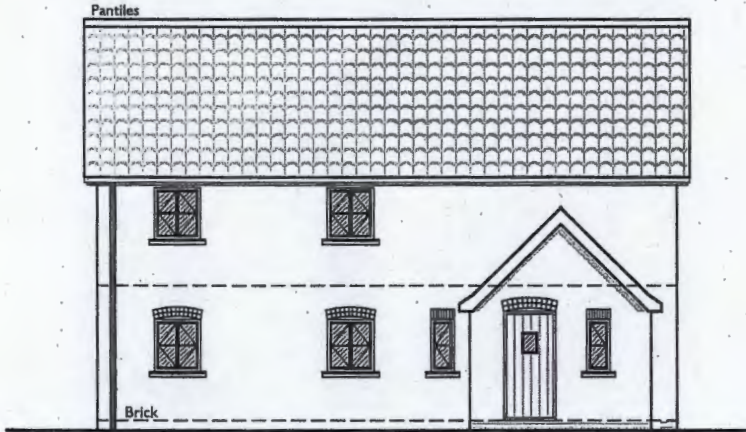


Ref. Date Revision

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DETAIL: PLOTS 19 & 20-- AFFORDABLE UNITS 2 BED & 1 BED		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
Scale: 1:100@A3	Date: 09.15	JOB No. PLR	DRG No. 02

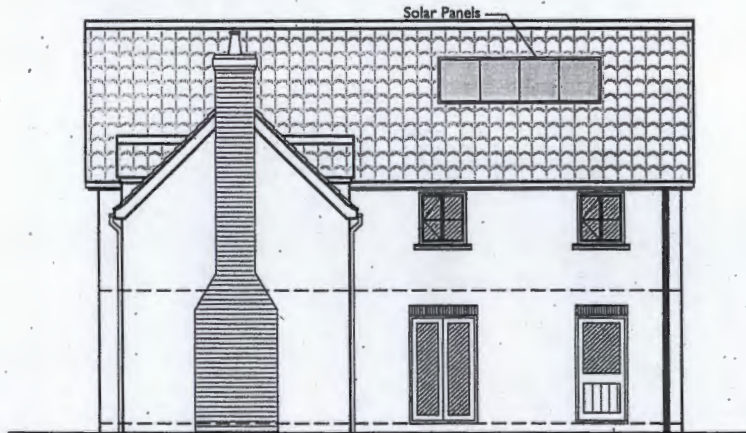
40



Front Elevation - East



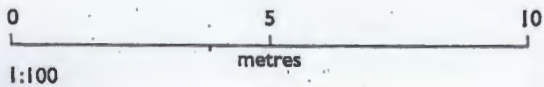
Side Elevation - North



Rear Elevation - West



Side Elevation - South

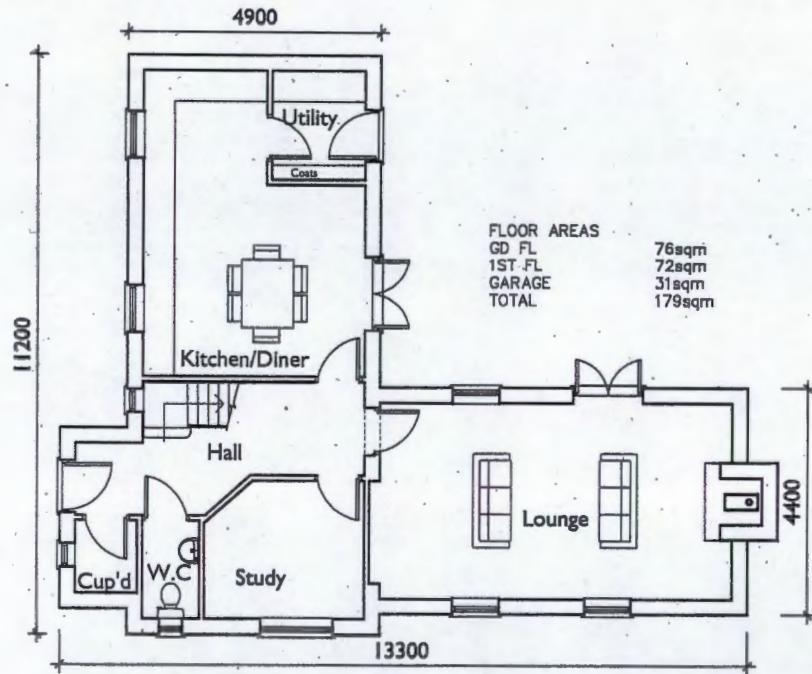


Ref. Date Revision

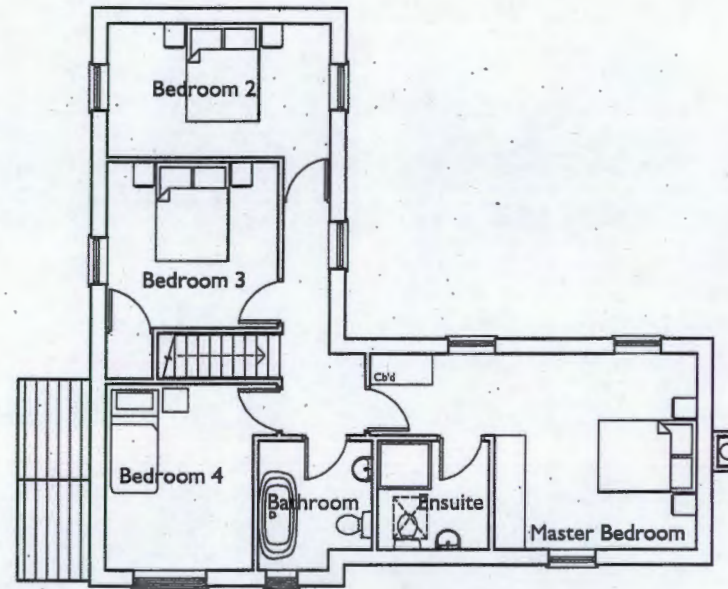
Ensure all dimensions are checked on site prior to ordering of prefabricated elements. Ensure minimum headroom requirements are met for all staircases. Do not scale from this or any other drawing. Any discrepancies, contact the issuer. This drawing or any of its contents cannot be used except with the express written permission of the issuer. Without such permission no responsibility is taken for its content.

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DETAIL: PLOT 21 - ELEVATIONS 4 BED V DETACHED GARAGE		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
Scale: 1:100@A3	Date: 09.15	JOB No. PLR	DRG No. 18

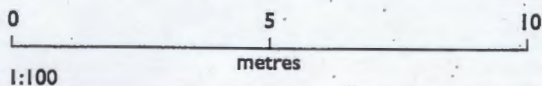
4



Ground Floor Plan



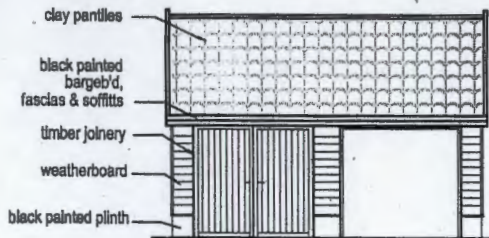
First Floor Plan



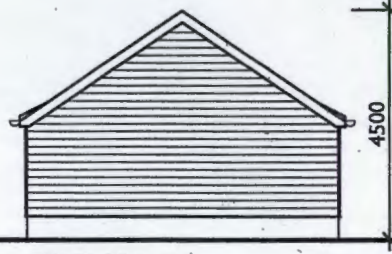
Ref. Date Revision

<p>Ensure all dimensions are checked on site prior to ordering of prefabricated elements. Ensure minimum headroom requirements are met for all staircases. Do not scale from this or any other drawing. Any discrepancies, contact the issuer. This drawing or any of its contents cannot be used except with the express written permission of the issuer. Without such permission no responsibility is taken for its content.</p>		
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<p>DETAIL: PLOT 21 - FLOOR PLAN 4 BED WITH DETACHED GARAGE</p>		<p>PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE</p>
<p>Scale: 1:100@A3</p>	<p>Date: 09.'15</p>	<p>JOB No. PLR DRG No. 17</p>

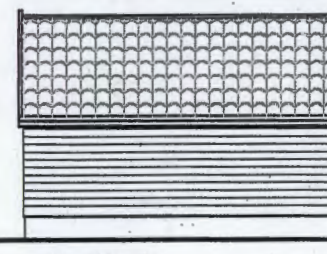
42



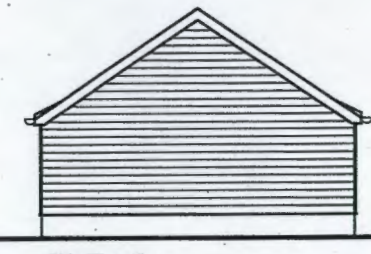
Front Elevation



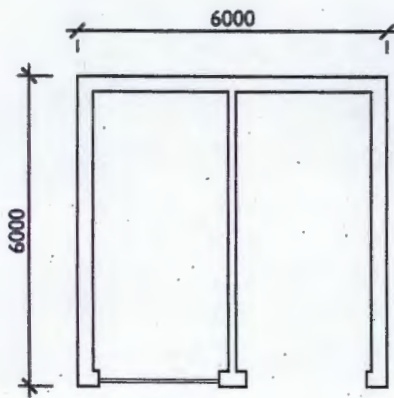
Side Elevation



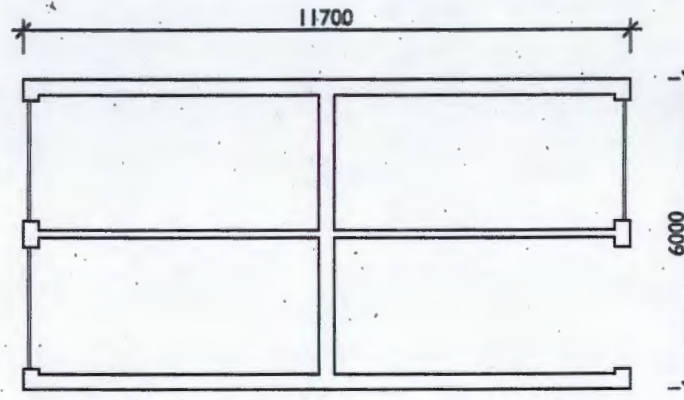
Rear Elevation



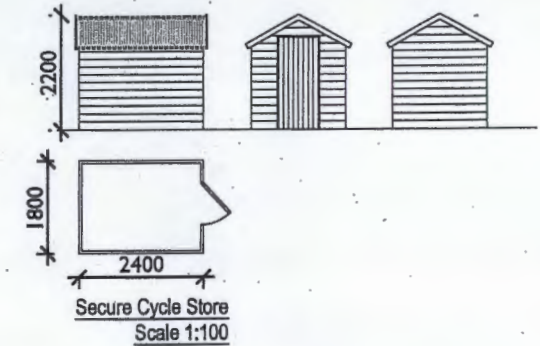
Side Elevation



Floor Plan
Detached Carport
Scale 1:100



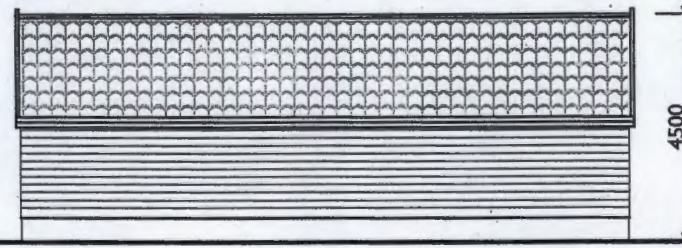
Floor Plan
Shared Garage



Secure Cycle Store
Scale 1:100



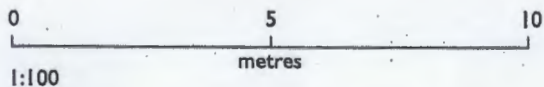
Front Elevation (Plot 9 & 10)



Side Elevations



Front Elevation (Plot 21)



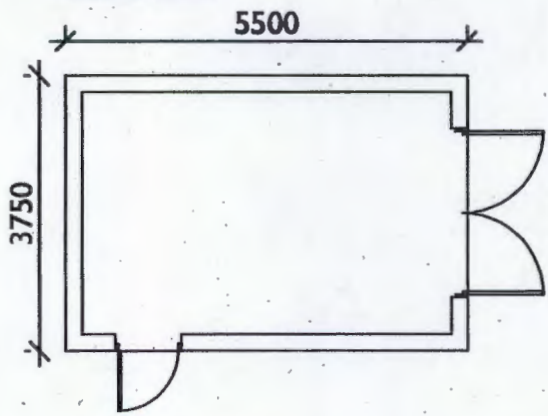
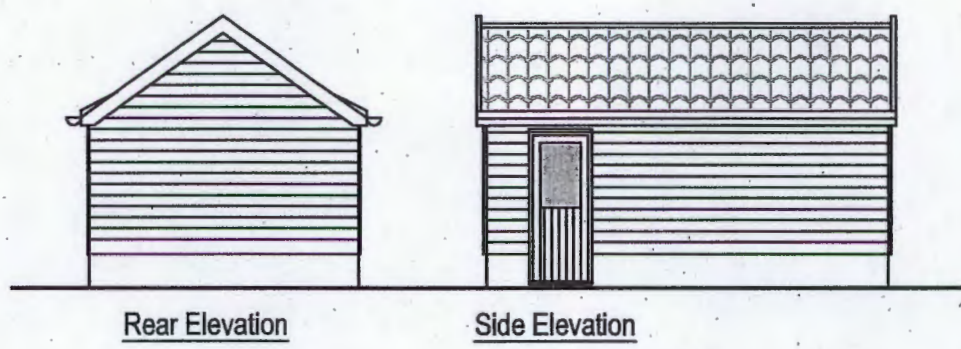
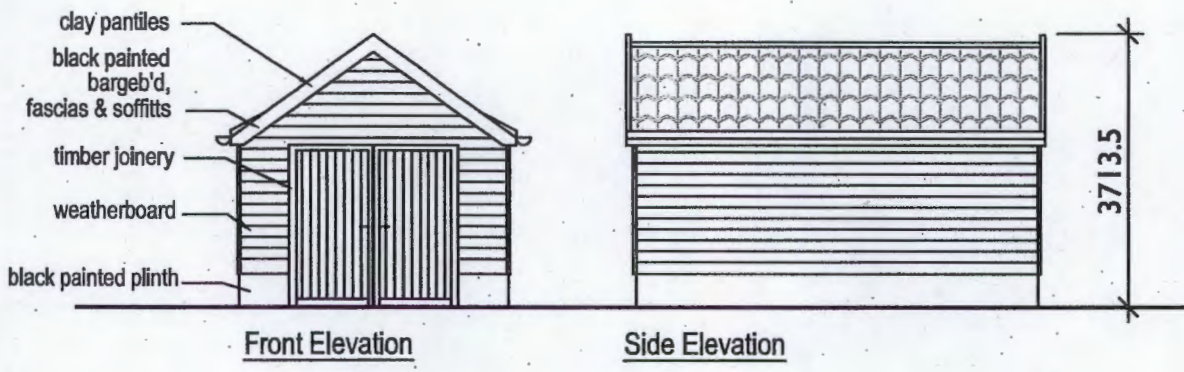
1:100

Ref. Date Revision

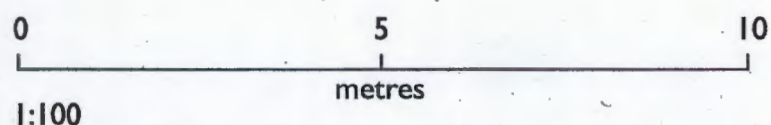
Ensure all dimensions are checked on site prior to ordering of prefabricated elements. Ensure minimum headroom requirements are met for all staircases. Do not scale from this or any other drawing. Any discrepancies, contact the issuer. This drawing or any of its contents cannot be used except with the express written permission of the issuer. Without such permission no responsibility is taken for its content.

ROBERTS.MOLLOY ASSOCIATES architects and consultants		3 church lane bressingham diss norfolk IP22 2AE	ROBERTS MOLLOY ASSOCIATES © Tel: 01379 687705 E-mail: Info@robertsmolloy.co.uk
DETAIL: PLANS & ELEVATIONS - CARPORT CYCLE STORE		PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE	
Scale: 1:100@A3	Date: October 2015	JOB No. PLR	DRG No. 24

43



Floor Plan
Plot 11 - Garage
Scale 1:100



1:100

Ref.	Date	Revision
<p>Ensure all dimensions are checked on site prior to ordering of prefabricated elements. Ensure minimum headroom requirements are met for all staircases. Do not scale from this or any other drawing. Any discrepancies, contact the issuer. This drawing or any of its contents cannot be used except with the express written permission of the issuer. Without such permission no responsibility is taken for its content.</p>		
<p>ROBERTS.MOLLOY ASSOCIATES architects and consultants</p>		<p>3 church lane bressingham diss norfolk IP22 2AE</p>
<p>ROBERTS MOLLOY ASSOCIATES © Tel: 01379 687705 E-mail: info@robertsmolloy.co.uk</p>		
<p>DETAIL: PLOT 11 - DETACHED GARAGE</p>		<p>PROJECT: NEW HOUSING DEVELOPMENT LION ROAD, PALGRAVE</p>
<p>Scale: 1:100@A4</p>	<p>Date: February 2016</p>	<p>JOB No. PLR DRG No. 25</p>

Michelle Windsor

From: Mike Bootman <mike@bootman.fsnet.co.uk>
Sent: 19 February 2016 00:25
To: Planning Admin; Rebecca Biggs
Cc: David Burn; Parish - Palgrave
Subject: Palgrave PC: Planning Application 4195/15 21 Houses at Lion Road, Palgrave

Importance: High

Categories: Green Category

Planning Control
 Received

19 FEB 2016

Acknowledged

Date

19/02/16

Fax To

RB

Planning Application: 4195/15 - Erection of 21 dwellings, 3 no. new highways accesses, associated parking, turning & on-site open space provision. Lion Road, Palgrave. Revised Plans and additional Responses.

At the meeting on 18th February 2016, Palgrave Parish Council further considered the revised plans, drainage proposals and additional responses relating to this application and re-affirmed to OBJECT for the following reasons:

1. Revised Site Layout - this appears to be a retrograde step from the not very good original. Overlaying the revised plan on the original indicates a reduction in footways and safe routes from certain places for children to access the play area and to the link footpath, a reduction in dimensions and number of parking spaces for residents and visitors that will lead to increased on-street parking with the consequence that the effective width of the road will be single lane - leading to conflicting movements and difficulties turning to access drives. The general arrangement of parking spaces on frontages may appear neat and compact on a drawing but to all practical purposes will present great difficulties in manoeuvring into and out of them. Overall an ill-conceived design, not conducive to stress-free living or free movement, either on foot or in a vehicle.
2. Highways - In the Consultation Return MS/4/4195/15 dated 28 January 2016 the Highway Authority recommends a number of conditions. Condition 6 New Footway requires that the new footway along Lion Road linking the development with the existing footway at Clarke Close shall be completed in all respects and open for use. First the verges in front of the private dwellings are at a level higher than the driveway accesses, which will require the footway to be constructed in cutting or ramps provided at each driveway, which may present a problem for those with limited mobility, second the line of the back of footway may encroach on the private gardens of at least one adjoining property, and third and critically and as evidenced photographically in the Parish Council's Preliminary Response the existing footway near Clarke Close terminates in front of Herringbone House and therefore cannot in any way, shape or form be used as safe footway for new residents to reach the village amenities. Residents will have to cross the road to reach the footway on the opposite side which is the only continuous footway to the Priory Road junction where every pedestrian has to cross. That, together with the speeding traffic and restricted visibility, is why the Parish Council proposed an extension of the speed limit beyond the residential limits coupled with traffic calming measures design to reduce vehicle speed and the width of the carriageway thereby improving the safety of pedestrians crossing.
3. Drainage - Anglian Water in the Report also dated 28 January 2016, Section 4 - Surface Water Disposal, point 4.1 defines the drainage hierarchy set out in Building Regulations Part H - the preference being for infiltration on site, followed by discharge to watercourse and last and least by connection to a sewer. The proposals submitted on behalf of the applicant by Pinnacle are clearly designed to take the simplest and cheapest alternative of connection to a sewer, even though the report makes clear that the amount of surface water run-off from driveways (not permeable?) and roads and footways would need to be retained in a holding tank of a very limited capacity to avoid overloading the downstream pipeline. Anglian Water is clearly concerned with managing flood risk but the proposals seem only to shift the risk downstream to lower-lying properties connected to that same pipeline. Given the importance of a sustainable design solution it would clearly be inappropriate to defer granting permission until AFTER a surface water management strategy has been approved by Anglian Water.

4. South Norfolk DC - in the undated response South Norfolk District makes it clear that - according to it's own Joint Core Strategy - Diss is stated to be a main town but not a strategic growth location. The response fails to answer any questions regarding the capacity and constraints of existing services and infrastructure other than to imply that Diss is intended to absorb growth of 300 dwellings. Since MSDC is proposing almost as many dwellings on Eye Airfield whose residents will be seeking services and retail opportunities, it is clearly both presumptuous and premature for MSDC to assume that Diss can additionally support the Parishes of Pgrave, Stuston and Thrandeston in it's 'cluster' as well as any growth in surrounding High Suffolk. It is evident from the reported actions of Diss Town Council and residents that services and infrastructure are under pressure and that South Norfolk's investment in supporting growth is clearly directed elsewhere.

Mike Bootman
Chairman, Palgrave Parish Council

PALGRAVE PARISH COUNCIL

Preliminary Response to Planning Application 4195/15:

Erection of 21 dwellings, 3 no. new highways accesses, associated parking, turning & on-site open space provision. Land at Lion Road, Palgrave.

At an additional meeting on 17th December, Palgrave Parish Council RESOLVED to submit a preliminary response to the Planning Authority, drawing attention to a number of issues relation to the lack of proper consideration of certain matters under the National Planning Policy Framework (NPPF) and Mid Suffolk's Core Strategy (2008) and Focused Review thereof (2012), failure to consult with relevant bodies, and the content of the Draft Contributions Agreement prepared by a consultant on behalf of Suffolk County Council.

National Planning Policy Framework/Mid Suffolk Local Plan, Core Strategy and Focused Review

NPPF paragraphs 70 (delivery of facilities to meet community needs) and 72 (provision of school places) are inherent factors in assessing the sustainability element of any application. These are reinforced in Mid Suffolk by, inter alia, CS-FR policy SO6 (delivery of infrastructure to support new development). Palgrave PC's considered opinion is that the Planning Authority has not yet properly assessed, and hence satisfied, the objective pre-conditions that the proposed development is presumed to be sustainable.

Core Strategy policy CS1 directs new residential development to sustainable locations with good access to services. Palgrave is classified under the current settlement hierarchy as a Secondary Village, having limited services and facilities - in fact it has very limited facilities - and being appropriate for small-scale development to meet local needs.

Relationship to and Reliance on Services and Infrastructure in Diss, Norfolk

At a recent meeting of a Development Control committee (18th November 2015) the case officer, in reference to outline application 2659/15, declared to members of that committee that 'Palgrave is in the Diss cluster'. This is surely not yet the case and will not be policy for some time? The Local Plan Review process commenced a year ago with a questionnaire intended to review and revise as appropriate the established settlement hierarchy and the composition of clusters. The outcome of this was that the Parishes of Palgrave, Stuston and Thrandeston could be considered to be reliant on Diss (rather than Eye) for services. However the Draft Local Plan is not due to be published until mid-2016 and then the process leading to its adoption will take many more months, whilst the required cross-boundary discussions with South Norfolk, as the planning authority for Diss, are only at an early stage.

Based on that statement, one or more members of that committee dismissed the Parish Council's concerns regarding the loss of employment by (i) establishing how far away Diss is (Palgrave shares a common northern boundary - the R Waveney - with Norfolk County, South Norfolk District and Diss Town Councils) and (ii) by then asserting, without evidence, that Diss has plenty of employment. A comment from a member of the public also asserted, again without evidence, there is plenty of affordable housing in Diss with the regrettable consequence that members ignored the Strategic Housing Officer's report recommending a different mix of types, much more appropriate to assessed local needs, on that site.

None of the above presumptions substantiate beyond any reasonable doubt that Diss can be relied on to provide the necessary services and infrastructure to sustain development in the adjoining county. Diss Town has expanded substantially in recent years by extensive housing developments and has more housing planned in the immediate future.

However the availability of community health services, including general practices and dentistry, has not necessarily kept pace. Nearby health practices in High Suffolk are also under similar pressures. The availability of school places in the Diss area is not quantified, which may imply there might not be alternate available places to accommodate an increase in pupils either as overspill from Palgrave or more specifically those 19 from Norfolk presently attending Palgrave (see below). The same observation can be applied to data supporting employment opportunities, retail provision, utility infrastructure and so on.

Core Strategy policy CS6 (Services and Infrastructure) states at para. 3.30 that 'The Council will cooperate in cross-border discussions that resolve the infrastructure needs of adjoining authorities whose services may be affected by future development in Mid Suffolk.'

Requirement for Cross-Boundary Consultations

It is the Parish Council's view that it is not possible to assume that development in Palgrave can be substantiated as being sustainable without considering the availability of the requisite services and infrastructure in Diss and South Norfolk. So to establish the above it is clearly necessary to consult on this application with (i) South Norfolk DC as planning authority, which can engage with Norfolk County as education authority and with the various primary healthcare trusts, and also with (ii) Diss Town Council. Diss TC has previously expressed its regret at not being formally consulted by MSDC over the large-scale housing development on Eye Airfield, which would also rely on Diss for retail provision, access to public transport, & C.

Schooling Provision

At the above-mentioned Development Control committee, the Parish Council's concerns regarding the capacity of the primary school were dismissed merely by the explanation that MSDC only requests a review of local schooling provision where an application is for 10 or more dwellings. Since many infill developments are for fewer than that threshold, and no allowance is apparently made for cumulative new builds exceeding it, there must be many parishes within MSDC (and possibly Babergh) that have not had local schooling provision re-assessed for a number of years. Surely this fails to comply with paragraph 72 of the NPPF and should be subject to immediate review, as schooling is clearly a material consideration?

In considering the current schooling provision at primary level in Palgrave, Suffolk CC's consultant - Boyer of Colchester in Essex - noted the extreme physical constraints of the existing site, the present pupil roll and the increase by 5 pupils at primary age likely to result from the development. Accordingly the initial report of 1st December stated:

'Please note, however, that, although the aforementioned financial contributions for education have been calculated, the primary school is regularly over capacity. As a result, another 5 pupils will cause severe problems for the school as it is on a small site which cannot be expanded due to its location between two roads and church grounds to the south, currently used as outdoor space. As a consequence, the County Council will be recommending that permission is not granted for this development if an application emerges.'

Following a challenge by the case officer, a revised version of this report was issued dated 17th December, with the above paragraph replaced by:

'The local catchment schools are Palgrave CEVCP School and Eye Hartismere High School. There are currently insufficient places available at the primary and secondary school to accommodate primary, secondary and sixth-form pupils that will arise from this development. There is also no capacity for physical expansion on the site of the Primary school at Palgrave. Contributions are therefore required for all 9 school places, at a total cost of £135,877. There may be the possibility for the County Council to discuss further options with relevant head teachers.'

It seems that the County Council wants s106 developer contributions for school places in the locality that it clearly cannot provide. It is known that the County Council is struggling to address a significant shortfall in places in the Ipswich area. Would the local contributions thus be levied to address a problem that is far away from Palgrave and also far away from the potential alternative, which is Diss? How does that improve the sustainability argument?

It is now known from information provided by the County Council School Admissions Office 'that... of the 67 children at Palgrave Primary School, 24 come from outside the catchment (19 of these come from Norfolk)'.

Need for Consultation with Local Schools and a Clear Plan for the Future of Palgrave School

It is also the Parish Council's view that, as suggested by the consultant on behalf of the County Council, the respective heads and governors of Palgrave CEVC School (a school within the Tilian Partnership and associated with Bury St Edmunds Diocese) and Hartismere High School also be duly consulted on this application. In particular it may be possible to resolve the lack of capacity at Palgrave over time by agreeing changes to admission policies intended to guarantee places for pupils from within the Parish.

School Location

The initial version of the consultant's report included a brief description of the constrained nature of the present site. The road to the west passing the school is also the main 'rat-run' between Diss and the A143 whilst at school start and end times there is extensive parking which conflicts with that through movement. Suffolk County Highways is presently engaged in preparing a scheme intended to prevent the use by through traffic of the road to the east, the Traffic Regulation Order and signage having minimal effect; this is expected to cost some £30,000 to £40,000. At the same time the School's use of the common land as a playground is having an adverse effect on the condition of the turf, to the extent that School governors are intending to apply for an Order in Council to permit them to lay an artificial surface; this would also incur costs of several thousand pounds. The pupils walk to the Community Centre for PE and any field sports, but Child Protection measures mean that no other groups can make use of the Community Centre at the same time as school pupils.

Senior officers at MSDC in Community Services, Planning policy and development control are fully aware of the locational problems with the School, as is the County Cllr for Hartismere, but there has been no concerted action to consider ways to address them. The site reserved in the Local Plan 1998 for a new school at the east side of the village was later given up by the County Council and part of it is now occupied by Housing Association properties.

A potential site had been identified, being the former 'Pat Lewis' garage which backs onto the Community Playing Field. However the meeting of the Development Control committee referred to dismissed the Parish Council's concerns as above but also did not consider that the argument put forward by the Ward Member, Cllr David Burn, that it's responsibility to take into consideration NPPF paragraphs 70 (delivery of facilities to meet community needs) and 72 (provision of school places), was relevant.

Consideration of this situation and delivering an action plan for addressing it are germane to this application. The Landowner is Mr E Ling, who was for many years a Parish Councillor and still serves on the Community Council's executive committee. His long-held and publicly-stated ambition has been to see built a new school for the village. Mr Ling has confirmed he would be pleased to contribute through provision of a piece of land for a replacement school and the Developer has spoken to County Cllr Jessica Fleming about this. The issue of capacity at and siting of the School will not go away and needs to be resolved in the very near future.

Core Strategy Policies CS3 and CS4 - Climate Change

At an informal presentation to the Parish Council on 10th December, the Architect noted that the dwellings would be fitted with air source heat pumps. It is appropriate to mention that the experience of a number of individuals locally who have fitted such systems to their own properties suggests that the real-life efficiencies do not approach theoretical design values and that on-going maintenance costs can be significantly greater than anticipated, more than offsetting anticipated reductions in non-renewable energy input costs. Conversely, and as adopted by MSDC for its social housing, the provision of roof-mounted PV solar panels under Suffolk's wide and often sunny skies can make a substantial contribution to renewable energy generation. Furthermore, generation at the point of consumption can avoid the need for costly upgrades to the electrical transmission grid.

The drawings do not include information regarding the extent by which permeable surfaces are intended for footways, driveways and patios, intended to reduce the quantities of piped rainwater run-off. Similarly the absence of roadway cross-sections does not allow an assessment of the kerbing. Local experience on recent developments with the low (40mm) upstand kerb, under the present rainfall pattern of cloudbursts and prolonged heavy downpours, proves that it is totally inadequate in directing the volumes of run-off along the face of the kerb to the gullies and results in flooding of garages etc. on adjoining properties.

A Sustainable Drainage System (SUDS) is proposed. With predominately clay soil the capacity for absorption is low, especially so with the short periods of heavy rainfall which leave the ground saturated, whilst Palgrave also has a number of natural springs.

As Palgrave regularly experiences areas of flooding and severe run-off from adjoining saturated land, the Parish Council trusts that the design parameters for roadway drainage and for SUDS will be based on current and projected rainfall frequencies and intensities; clearly historic tables are no longer relevant today.

Core Strategy Policy CS5 - Environment

Constraints C16 - TPOs/C18 - Wildlife Habitats/RT12 - Footpaths and Bridleways

Local knowledge reports that the 'permissive' footpaths bounding the site are also a corridor used by various species of deer and probably other wildlife. Deer are adaptable to humans but rather partial to causing damage in domestic gardens.

Accordingly, it is suggested that boundary treatments to properties adjoining these paths be designed to be 'deer-proof'.

The intention to retain the surrounding pathways is noted. They are well-used and the Parish Council considers that these paths should be duly adopted as 'rights of way' within a wider network of more designated footpaths surrounding the village, further encouraging their use. The tree line and pathway forming the western boundary of the existing development is understood to be owned by MSDC, dating back to the development of Clarke Close. It was intended to either maintain the settlement boundary, act as a 'ransom strip', or both and was for a number of years definitely maintained by MSDC's countryside service. It is now neglected and the pathway not adequately maintained; recently a set of wooden steps became unsafe and, because MSDC officers denied any knowledge of it or its ownership, the Parish Council paid for emergency repairs to render them safe.

Internal consultation over the ownership and future use of that strip of land is necessary.

The overall design and style of the proposed dwellings may best be described as 'Suffolk Neo Vernacular'. Whilst quite attractive and relating in style to genuinely vernacular buildings, it could be considered to be rather too commonplace and hence lacking in diversity.

The Parish Council recommends that guidance be sought from Suffolk Preservation Society.

Core Strategy CS6 - Services and Infrastructure

Second only to the road and traffic, this was the most mentioned topic by the public during the informal presentation of the scheme at the Parish Council meeting on 10th December.

Reference has already been made for the need to seek information regarding the capacity of the services infrastructure in Diss. Palgrave itself has the School, the Community Centre and adjoining Community Playing Field managed by a charitable trust, and the open space of The Green, a registered common but bisected by the well-used traffic 'rat-run' into Diss. That part of The Green used by the school as a playground has some timber exercise equipment on it that used up the last of the s106 monies available for play areas.

The Parish Council is about to exercise the option to acquire the BT 'phone box, referred to in the Conservation Report, and convert the interior to an information point/book exchange. *The Community Council has recently invested in substantial repairs and renovations to the fabric and furnishings of the Community Centre but has more work to do, in particular to renew the catering equipment which is used for the Lunch Club that serves older residents.*

The Parish and Community Councils are working together to renovate, improve and enhance the old and rather limited play space in the south-west corner of the Community Playing Field. Three comparable quotes have been obtained for equipment and surfaces, a design drawn up that provides facilities for toddlers and parents through to teenagers, and fund-raising is about to commence. *A major block to progressing this is the failure of the planning authority to date to respond to queries regarding the need for planning permission or whether it might fall under Community Right to Build.* The estimated cost is approximately £38,000 - £40,000 (before VAT) and it is hoped to complete the work by April 2017.

The mobile library visits Palgrave (once a week for 15 minutes) but most residents use the Norfolk County Library in Diss as it is larger, better equipped and stocked and accessible. Suffolk County Council has transferred its libraries to an independent operator. *There is an opportunity to create a community library in the Community Centre - recent refurbishment of the lounge/bar area included two bookshelves with a donated stock of paperbacks.*

It is believed Norfolk Fire and Rescue at Diss Fire Station respond to incidents in Palgrave.

Faster Broadband has been provided from the Diss exchange to a cabinet located at the north-west corner of The Green, by Millway Lane. *Despite that the general availability of the baseline speed supposed to result from that investment has yet to be realised. It would be taken by many to be most inequitable if the provision of a direct fibre-optic connection to each dwelling on the proposed development at one extremity were not accompanied by the same level of provision to the rest of the dwellings with the village. Furthermore much of Palgrave cannot yet receive 3G mobile services, whilst 4G mobile services are non-existent.*

As to utilities, the other area of public concern regarding infrastructure, it is understood that gas and electricity services have to be provided to meet demands. However the principal concern is the capacity of the foul sewer serving Lion Road, especially so as historic incidents relating to it have been mentioned. *The Parish Council on behalf of residents seeks prior assurances from Anglian Water and the developer that connection of the proposed development to the sewerage system leading to the treatment works by the R Waveney will not have any adverse consequences at any point within Palgrave in that network.*

Other Constraints not listed by the Case Officer - Roads and Traffic:

Just over three years ago the Parish Council was requested to take up with County Highways the difficulties that pedestrians had crossing roads in the vicinity of the Lion Road/Priory Road crossroads. At the same time residents' concerns about speeding, HGVs (including ignoring the 7.5T restriction across The Green and Denmark Hill), drivers ignoring the 'Access Only' restriction on the road east of the Church and School were put to Highways officers. The outcome to date is that very little has been done on the ground to address any of these, although some progress has been made towards providing Vehicle Activated Signs (VAS).

The principal east-west route through Palgrave used to be the A143 until construction of the Scole bypass. Traffic between Diss (west and east) and places south and west of Palgrave still use this route as being shorter, faster and less congested. Crossing Road provides a fast route to and from the A143, the hinterland south of the A143 and off the A140 corridor.

Lion Road and Upper Rose Lane were widened and realigned with improvements to certain junctions at the time as it was the A143 principal route towards Bury St Edmunds. Typical carriageway widths are given below:

In de-restricted section west of 30 mile/hr speed limit	= 8.3 to 8.5 metres
At the choke point, at start/end of 30 mile/hr speed limit	= 6.0 metres (minimum)
Opposite 'Fuschia', near centre of the development	= 7.2 metres
Opposite 'Woodside', at east boundary of development	= 7.4 metres
Opposite 'Herringbone House', east of Clarke Close	= 7.35 metres

In connection with the request for VAS a number of traffic count and speed measurements were made during early 2014. One such site was on Lion Road, east of Clarke Close and near to the crossroads with Priory Road. This is the point at which speeds would be lowest along Lion Road, whilst traffic volumes did not include seasonal tourist traffic or leisure trips.

A copy of the results as supplied by Suffolk County Council is provided separately but a summary of the data is included here for reference:

Traffic Flows - weekday average (10% greater eastbound/5% greater westbound on Fridays)

	M/Cycle	Car	Van	Lt Goods	HGV/Bus	TOTAL
Eastbound	8	1691	163	98	48	2008
Westbound	10	1757	117	66	36	1986
Combined	18	3448	280	164	84	3994

Traffic Speeds - weekday average key statistics

	No. of Vehicles	Mean Speed mph	85%ile Speed mph	Number @ 31-40 mph	Number @ 41-50 mph	Max Speed mph
Eastbound	2008	30	35	763	44	Over 56 (1)
Westbound	1986	31	36	855	63	Over 56 (2)

Mean speed - speed at which same number of vehicles go slower as go faster

85%ile - speed considered as a safe maximum for the conditions by 85% of the drivers

It is worth noting that the site on Upper Rose Lane, outside the Pat Lewis garage, produced mean and 85%ile speeds some 5 mph higher, proving the slowing effect of the crossroads.

Constraint T3 - Traffic Management

States that 'The district planning authority will work with the county highways authority towards the introduction of traffic management measures, such as speed limits in villages or weight restrictions on minor roads, where this will help to maintain and improve traffic and pedestrian safety and to improve environmental conditions, including residential amenity.'

Highway's comments are prepared by a Technician whose task is to respond using standard measures. There does not appear to be an internal process by which the Technician is made aware of ongoing investigations with district, town or parish councils or of any agreements that might have already been arrived at. The Areas, or Central Area at least, do not have any specific expertise in traffic management or in traffic engineering, which is actually at the core of most of the issues that concern town and parish councils; be it speed limits and speed reduction measures, traffic calming, pedestrian safety, HGV restrictions and so on.

The local engineer has previously turned down the provision of refuges along roads such as Lion Road and within the wide junctions such as Lion Road, Priory Road south and Crossing Road. A recent review of the lack of proper footways at the Lion Road/Priory Road junction [photograph 6] resulted in a decision that any solution would be costly. Only now is there some discussion about the possibility of extending the speed limit on Upper Rose Lane to aid the better siting of a VAS, but those discussions are as yet inconclusive. Countdown markers, a preceding 40 mile/hr stretch and other speed reduction measures are all included in the Suffolk County Council Policy approved on 9th December 2014. This Policy states:

20. In respect of village 30 mph limits in some circumstances it might be appropriate to consider an intermediate speed limit of 40 mph prior to the 30 mph terminal speed limit signs at the entrance, in particular where there are outlying houses beyond the village boundary or roads with high approach speeds. For the latter, consideration needs to be given to other speed management measures to support the message of the speed limit and help encourage compliance. Where appropriate, such measures might include signing, centre hatching or other measures that would have the effect of narrowing or changing the nature and appearance of the road.

In this instance such measures could include the provision of two or three Chicanes to constrict the fast flow of traffic. By reducing the width of the carriageway by building out from the kerbs, a waiting area with good visibility is created for pedestrians to cross a much narrower carriageway. The outward projection from the kerb similarly increases the forward visibility of drivers to see pedestrians waiting to cross or in the act of crossing. Different surface treatments can enhance the efficacy of the arrangements. Rather than extend for a distance a footway along the south side that ends up terminating short of any safe crossing point, any Developer contribution could be put towards one or more of these measures. A further advantage of Chicanes is that they can be laid on the existing carriageway surface and the dimensions, offsets and approach angles adjusted for maximum effect before making them permanent.

Housing Constraints:

H17 Keeping Residential Development away from Pollution

The large field immediately to the west of the proposed development has from time to time been used for rearing large quantities of pigs. The question has arisen regarding smells or any other emanations that might affect the proposed development, although the Parish Council is not aware of any complaints to date. *It would be appropriate to seek reassurance that this will not become a matter for concern in the future.*

One resident has drawn attention to the potential presence of pollution resulting from the disposal of construction or similar waste some years ago. This was advised directly by e-mail but the Parish Council has also drawn it to the attention of the Ward Councillor, David Burn, who is also the holder of the Environment portfolio. *It is noted that a more comprehensive environmental survey is required and the Parish Council trusts that it will encompass this alleged operation.*

Housing Constraints GP1, H4, H5, H14 & H15

The Parish Council has been granted an extension to 15th January. It's final response will be made on that date and having regard to the outcome of the various matters raised above.

Draft Contributions Agreement

The consultant Boyer has produced on behalf of the County Council a draft set of proposals for inclusion in a Contributions Agreement. The Parish Council was informed by the Architect that it is the Developer's intention to obtain a decision on the application no later than the end of March 2016, before the date at which CIL comes into effect and so it is intended to be an s106 Agreement.

Several references have already been made to these but it may be considered helpful to summarise the Parish Council's comments in one place and in the order in which they appear:

1. Education - any proposed contribution towards primary places should be directed solely to the expansion or relocation of Palgrave CEVC School;
 2. Pre-school provision - no comment at this time;
 3. Play space provision - as no proper provision at present and being the only communal location, should include a contribution towards the play area on the Community Playing Field, assessed at £38,000 to £40,000 (excluding VAT);
 4. Transport - rather than extending the footway alongside Lion Road on the south side to a point where it now terminates, a proposed contribution should be made towards various measures to reduce speed of traffic and provide safer crossing points for pedestrians;
 5. Rights of Way - a contribution may be requested but the main burden should fall on the respective authorities responsible for creating and maintaining rights of way due to their failure to date to consult on or act to provide a proper footpath network in the Parish;
 6. Libraries - the proposed contribution to Eye library provides no tangible benefit. It is inconsistent to rely on Diss to provide services or infrastructure without any contribution towards them. An alternative may be a community library in the Community Centre;
 7. Waste - High Suffolk does not have any County-run waste disposal sites but relies on the one at Brome which is privately operated. The nearest site in Norfolk is north of Long Stratton. Any contribution would be better directed to supporting the site at Brome;
 8. Supported Housing - no comment at this time;
 9. Sustainable Drainage Systems - a SUDS is proposed;
 10. Fire Service - it is believed that Norfolk Fire & Rescue Service provides the local response;
 11. Superfast broadband - should be available to all and under the current second stage programme. The developer should not be required to pay for a direct connection to the exchange in Diss. BT is already contracted by Suffolk County Council to further improve on 'Faster Broadband', which also includes improvements to mobile services.
-

APPENDIX - PHOTOGRAPHS

1

Approach to Village boundary and start of 30 mile/hour restriction.

Carriageway width 8.3 to 8.5 metres, measured between raised verges.

It can be seen why this is viewed as a high speed section of road.



2

Choke Point on nearside at start of restriction, view eastbound.

Carriageway width 6.0 m.

Application Site is on the right; field access and footpath behind '30' sign.

Layby outside Old Police House.



3

Choke Point on offside, view westbound giving fast, unimpeded exit.

Layby outside Old Police House. Commencement of footway on north side.

Footpaths leading south and north cross the carriageway by the Choke Point.

Possible site for Chicane.



4

View east showing drop in level and also the bend outside 'Woodside'.

Note the difference in road and field levels that might compromise the footpath construction.

Proposed eastbound VAS location is just west of here.

Possible site for Chicane.



5

Lion Road approaching Priory Road crossroads.

Eastbound traffic during late morning peak period.

Note the absence of any footway on this side.

[Opposite view to 9]



6

Lion Road/Priory Road Crossroads.

The north side footway ends at the place where the pedestrians trying to cross to the School are standing. No refuges to assist safe crossing!

Drivers cut the corners and do not give way to pedestrians. This is a relatively quiet scene!



7

Footway ends just past entry to Clarke Close.

An alternative to constructing a footway into the rising ground this side would be to build Chicanes, to reduce road speeds and carriageway width to aid pedestrians.

[Opposite view to 4]



8

Footway between driveway to Herringbone House and entry to Clarke Close.

The extent of the moss towards Clarke Close indicates lack of use.

Proposed westbound VAS location.

Possible site for Chicane.



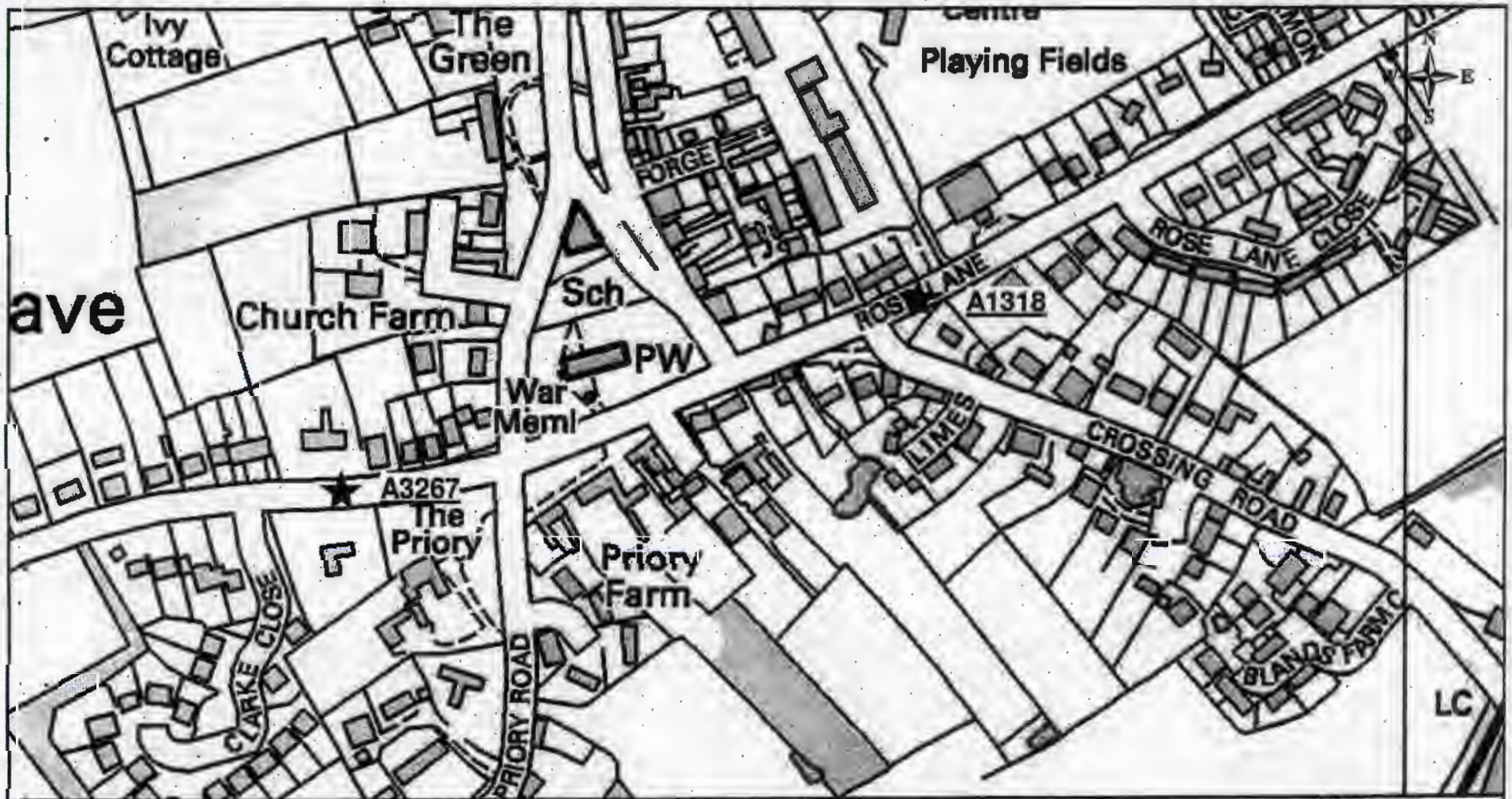
9

Footway terminates just east of driveway to Herringbone House, so pedestrians are forced to cross to opposite side.

The moss all across the far end of the footway indicates lack of use.

Opposite view to 8 and possible site for Chicane.





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Suffolk
County Council

Lucy Robinson, Director of Economy, Skills and Environment,
Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX.

Scale 1:3000

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Ordnance Survey 100023395

Palgrave ATC Surveys

PRODUCED BY
David Scarth

CHECKED BY
Julia Elliott

Job Number 5T05121

DATE
17th February 2014

Palgrave ATC Surveys

Survey Dates (1st - 14th February 2014)

Site No. A3267 - Lion Road, Palgrave

Eastbound Flows	Motorcycles	Cars	Vans	LGV	HGV/PSV	Total
Saturday 1 February	6	1501	107	58	25	1697
Sunday 2 February	13	939	56	29	9	1046
Monday 3 February	7	1619	167	94	38	1925
Tuesday 4 February	7	1636	145	88	49	1925
Wednesday 5 February	7	1626	167	97	46	1943
Thursday 6 February	10	1694	163	101	57	2024
Friday 7 February	7	1880	175	108	53	2223
Saturday 8 February	6	1501	107	58	25	1697
Sunday 9 February	13	939	56	29	9	1046
Monday 10 February	7	1619	167	94	38	1925
Tuesday 11 February	7	1636	145	88	49	1925
Wednesday 12 February	7	1626	167	97	46	1943
Thursday 13 February	10	1694	163	101	57	2024
Friday 14 February	7	1880	175	108	53	2223
5-day average	8	1691	163	98	48	2008
7-day average	8	1556	140	82	39	1826

Westbound Flows	Motorcycles	Cars	Vans	LGV	HGV/PSV	Total
Saturday 1 February	8	1514	62	35	18	1638
Sunday 2 February	8	999	32	19	6	1064
Monday 3 February	12	1705	107	60	32	1916
Tuesday 4 February	8	1687	112	65	38	1910
Wednesday 5 February	7	1649	115	64	28	1863
Thursday 6 February	12	1743	107	62	35	1959
Friday 7 February	8	1949	113	62	26	2158
Saturday 8 February	9	1514	78	43	27	1671
Sunday 9 February	6	1026	31	17	9	1090
Monday 10 February	13	1693	118	70	44	1937
Tuesday 11 February	14	1688	121	70	43	1937
Wednesday 12 February	8	1677	123	71	40	1919
Thursday 13 February	13	1961	119	67	35	2195
Friday 14 February	7	1816	131	74	39	2067
5-day average	10	1757	117	66	36	1986
7-day average	10	1616	98	56	30	1809

Notes:

1. Figures are based on 24-hour flows.
2. Classification accuracy will be no better than $\pm 10\%$.
3. Cars will contain all cars, car based vans, sports utility vehicles (SUV's) and multi purpose vehicles (MPV's).
4. Vans will contain all vehicles up to a gross weight of 3.5 tonnes, including panel vans, larger SUV's, pickup trucks and minibuses.
5. LGV will contain all vehicles with a gross weight between 3.5 and 7.5 tonnes, including short wheel base (swb) 2-axle rigid trucks, larger panel vans and swb buses and coaches.
6. HGV/PSV will contain all vehicles with a gross weight in excess of 7.5 tonnes, including long wheel base (lwb) rigid trucks, articulated multi-axle trucks, buses and coaches.

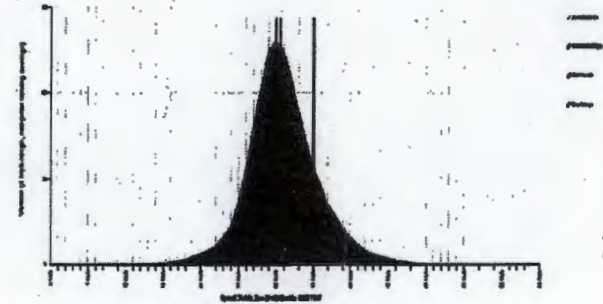
59

Palgrave ATC Speed Data
Summary Dates (1st - 7th February 2014)

Site No. A3267 - Lion Road, Palgrave

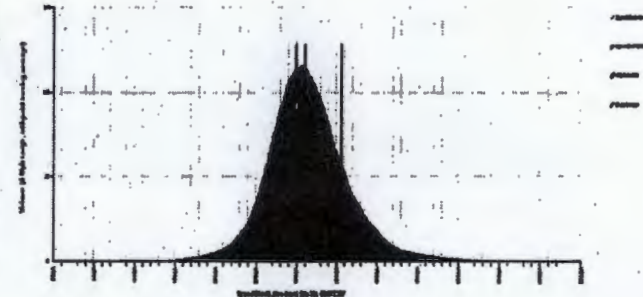
Eastbound Flows

	Total Vol.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 >=56	Mean Speed	85th%ile Speed	% Exceeding Speed Limit by 5mph
Saturday 1 Feb	1697	0	3	7	20	147	722	568	166	55	9	2	0	31	38	13.7
Sunday 2 Feb	1046	0	0	1	17	93	432	329	133	32	7	1	1	31	36	16.6
Monday 3 Feb	1925	0	2	2	38	163	630	592	159	32	5	2	0	30	35	10.3
Tuesday 4 Feb	1925	0	0	9	26	190	897	568	189	39	7	2	0	31	35	12.3
Wednesday 5 Feb	1943	0	4	5	43	197	914	555	181	34	8	1	1	31	35	11.6
Thursday 6 Feb	2024	0	0	4	43	201	1052	639	143	35	7	0	0	30	34	9.1
Friday 7 Feb	2223	0	5	6	46	234	986	701	188	42	13	2	0	31	35	11.0
5 Day Average	2008	0	2	5	39	197	956	591	172	38	8	1	0	30	35	10.9
7 Day Average	1826	0	2	5	33	175	848	550	166	38	8	1	0	31	35	12.1



Westbound Flows

	Total Vol.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 >=56	Mean Speed	85th%ile Speed	% Exceeding Speed Limit by 5mph
Saturday 1 Feb	1638	0	2	3	28	137	664	576	167	43	14	4	0	31	38	13.9
Sunday 2 Feb	1064	0	0	1	19	89	404	378	124	33	14	2	0	32	38	16.3
Monday 3 Feb	1916	0	4	2	29	176	813	648	177	49	17	1	1	31	35	12.8
Tuesday 4 Feb	1910	0	0	2	29	179	782	627	224	45	18	2	2	31	36	15.2
Wednesday 5 Feb	1883	0	1	5	31	174	773	638	175	49	19	0	0	31	38	13.0
Thursday 6 Feb	1959	0	2	4	27	211	800	667	183	50	8	7	0	31	35	12.7
Friday 7 Feb	2158	0	4	5	35	222	891	705	232	42	19	2	1	31	36	13.7
5 Day Average	1961	0	2	4	30	192	812	657	198	47	16	2	1	31	38	13.6
7 Day Average	1787	0	2	3	28	170	732	605	183	44	16	3	1	31	36	13.9



Notes:

1. All speed values in mph.
2. Speed Limit = 30mph
3. Average values based on 24-hour flows.
4. 35mph corresponds to the ACPO Guidelines prosecution threshold.

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Palgrave ATC Surveys - ATC Survey
Survey Dates (1st - 14th February 2014)

Site No. A1318 - Rose Lane, Palgrave

Eastbound Flows	Motorcycles	Cars	Vans	LGV	HGV/PSV	Total
Saturday 1 February	5	779	114	62	17	977
Sunday 2 February	5	536	76	37	3	657
Monday 3 February	5	879	173	98	29	1184
Tuesday 4 February	4	916	170	100	42	1233
Wednesday 5 February	5	861	194	109	37	1206
Thursday 6 February	4	914	193	115	43	1269
Friday 7 February	5	1051	190	113	43	1402
Saturday 8 February	0	853	133	71	16	1074
Sunday 9 February	6	564	95	47	7	719
Monday 10 February	0	954	168	97	32	1251
Tuesday 11 February	10	926	192	108	34	1269
Wednesday 12 February	6	857	176	105	37	1181
Thursday 13 February	3	1002	208	122	45	1380
Friday 14 February	6	999	192	109	30	1336
5-day average	5	936	186	107	37	1271
7-day average	5	864	162	92	30	1153

Westbound Flows	Motorcycles	Cars	Vans	LGV	HGV/PSV	Total
Saturday 1 February	4	760	82	47	16	909
Sunday 2 February	3	510	44	22	5	584
Monday 3 February	8	908	136	75	25	1152
Tuesday 4 February	6	953	126	75	34	1194
Wednesday 5 February	5	850	133	80	32	1100
Thursday 6 February	7	894	141	81	32	1155
Friday 7 February	3	1116	137	79	27	1362
Saturday 8 February	3	856	116	64	17	1056
Sunday 9 February	1	543	52	26	5	627
Monday 10 February	4	908	125	76	37	1150
Tuesday 11 February	9	902	146	86	34	1177
Wednesday 12 February	7	915	131	76	35	1164
Thursday 13 February	7	1068	157	88	29	1350
Friday 14 February	3	1015	138	75	27	1258
5-day average	6	953	137	79	31	1206
7-day average	5	871	119	68	25	1088

Notes:

1. Figures are based on 24-hour flows.
2. Classification accuracy will be no better than $\pm 10\%$.
3. Cars will contain all cars, car based vans, sports utility vehicles (SUV's) and multi purpose vehicles (MPV's).
4. Vans will contain all vehicles up to a gross weight of 3.5 tonnes, including panel vans, larger SUV's, pickup trucks and minibuses.
5. LGV will contain all vehicles with a gross weight between 3.5 and 7.5 tonnes, including short wheel base (swb) 2-axle rigid trucks, larger panel vans and swb buses and coaches.
6. HGV/PSV will contain all vehicles with a gross weight in excess of 7.5 tonnes, including long wheel base (lwb) rigid trucks, articulated multi-axle trucks, buses and coaches.

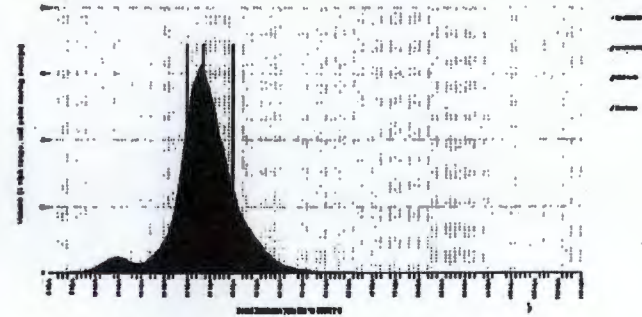
61

Palgrave ATC Speed Survey
Summary Dates (1st - 7th February 2014)

Site No. A1318 - Rose Lane, Palgrave

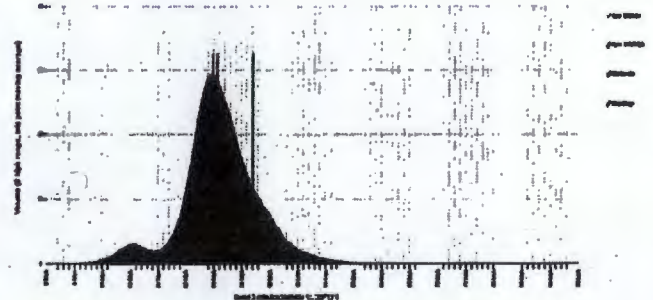
Eastbound Flows

	Total Vol.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 >=56	Mean Speed	85th%ile Speed	% Exceeding Speed Limit by 5mph
Saturday 1 Feb	977	1	4	29	13	35	161	364	219	100	36	10	5	34	41	37.9
Sunday 2 Feb	657	1	4	24	18	27	108	221	142	73	27	6	6	34	42	38.7
Monday 3 Feb	1184	0	7	25	19	70	271	448	234	78	28	5	1	33	39	29.1
Tuesday 4 Feb	1233	1	9	39	27	52	277	481	220	93	44	5	5	33	39	29.8
Wednesday 5 Feb	1206	1	5	42	20	58	275	448	232	78	31	12	4	33	39	29.8
Thursday 6 Feb	1269	0	4	33	26	42	281	505	235	105	25	7	6	34	39	29.8
Friday 7 Feb	1402	0	8	26	27	68	341	527	247	99	41	13	5	33	39	28.9
5 Day Average	1259	0	7	33	24	58	289	478	234	91	33	8	4	33	39	29.4
7 Day Average	1133	1	6	31	21	50	245	425	218	89	33	8	5	34	40	32.0



Westbound Flows

	Total Vol.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 >=56	Mean Speed	85th%ile Speed	% Exceeding Speed Limit by 5mph
Saturday 1 Feb	909	1	3	39	31	75	263	267	139	47	18	5	1	31	38	23.1
Sunday 2 Feb	584	0	4	31	18	41	180	171	89	26	14	3	5	32	36	23.8
Monday 3 Feb	1152	0	5	31	23	118	488	305	125	54	20	5	0	31	37	17.7
Tuesday 4 Feb	1194	1	8	40	31	122	459	326	144	43	16	1	3	31	36	17.3
Wednesday 5 Feb	1100	0	8	35	33	103	431	298	139	45	13	6	1	31	37	18.5
Thursday 6 Feb	1155	1	6	46	38	114	436	306	146	46	11	3	2	30	37	18.0
Friday 7 Feb	1362	0	5	32	35	189	551	350	129	51	18	2	0	30	36	14.7
5 Day Average	1193	0	6	37	32	129	469	315	137	48	16	3	1	30	37	17.2
7 Day Average	1065	0	6	36	30	109	401	287	130	45	16	4	2	31	37	19.0



Notes:

1. All speed values in mph.
2. Speed Limit = 30mph
3. Average values based on 24-hour flows.
4. 35mph corresponds to the ACPO Guidelines prosecution threshold.

PALGRAVE PARISH COUNCIL

Final Response to Planning Application 4195/15:

Erection of 21 dwellings, 3 no. new highways accesses, associated parking, turning & on-site open space provision. Land at Lion Road, Palgrave.

At the meeting on 14th January, Palgrave Parish Council RESOLVED to OBJECT to this application on the grounds that:

- (i) It is NOT SUSTAINABLE for a number of reasons amplified below and consequently fails to satisfy the requirements of the National Planning Policy Framework;
- (ii) The assessment of the development does not appear to be consistent with the planning authority's own Local Plan, Core Strategy and subsequent reviews thereof;
- (iii) The design, layout and associated infrastructure requirements are not met;
- (iv) The nature of the development is entirely inconsistent with its surroundings;
- (v) Matters of road and pedestrian safety and traffic management are not addressed;
- (vi) The consequences of the proposed development may result in adverse impact to the Conservation Area and heritage assets, contrary to prior and superior legislation;
- (vii) The planning authority places reliance on adjoining authorities to provide necessary services and infrastructure but has failed (a) to consult with such authorities and (b) establish that those necessary services and infrastructure have sufficient future capacity in excess of the needs of those authorities to support additional demands;
- (viii) There is no meaningful gain being sought jointly and simultaneously through the planning system to the clear benefit of the Parish and residents of Palgrave.

Preliminary Response dated 21st December 2015

The comments submitted therein still stand and should be read in conjunction with this final response, with the following amplifications or clarifications:

Trees - The response by the planning authority's own officer does not appear to take full cognisance of the extent of existing Tree Preservation Orders and consequently the impact of the proposed development on them;

Drainage (Surface Water) - SCC Floods Officer provides a professional opinion supporting the need for proper assessment and design of any proposed SUDS;

Sewerage - No response yet available from Anglian Water. Note that the sewage treatment works on the south bank of the R Waveney, within the Parish of Palgrave, also serves Diss;

Fire & Rescue - It was thought that any response would be provided by Norfolk F&R rather than Suffolk. The Response Policy Officer for Suffolk F&R clarifies as follows:

'I have been asked to respond to your enquiry regarding attendances at incidents in Palgrave, the fire and rescue service are using a dynamic mobilising system in our control room. On receipt of a fire call the nearest and most suitable resource available is assigned to an incident, the mobilising system takes into account the travel distance and availability of the crews on station. We no longer used fixed station grounds to mobilise appliances, for an incident in Palgrave the two most likely stations to attend would be Diss or Eye however I cannot say which one would attend on any given occasion as this would depend on a number of different factors at the time.'

On that basis, statistically the most likely response will be from Diss in Norfolk, it being considerably closer than Eye and having more resources.

Highways - No response yet available on highway and traffic management matters. The response from Suffolk Police Roads Policing Officer confirms this as a site where speeding is regularly enforced and that an extension to the existing speed limit may be appropriate;

Adjoining Land - The land known as Priory Wood east and south-east of the development was gifted to MSDC by the developer of Clarke Close. Officers at MSDC now deny any knowledge of this ownership. No consideration is given to any conditions that may have attached to the gift nor any internal consultation with the service responsible for it, while no provision is made for protecting, preserving and enhancing this natural local asset;

Footpaths and Rights of Way - The response from the Rambler's Association confirms the lack of an adequate footpath network in and around the Parish. This is relevant given the lack of safe pedestrian routes alongside the majority of the through roads in Palgrave.

Gift of Land for a School Site - The Parish Council notes the offer and accepts that it is made generously and with sincerity on the part of the landowner. However the school is a Church of England school and makes use of its proximity to St Peter's Parish Church for elements of Religious Education. It is difficult to see how this arrangement might work to the benefit of the children if the school were to be located at a distance from the Church with which it is associated, nor how it will meet the requirement for being within walking distance.

National Planning Policy Framework/Mid Suffolk Local Plan, Core Strategy and Focused Review...and the Lack of Sustainability

The points submitted in the Preliminary Response remain and should be read in conjunction with the following.

Service and Infrastructure - Overview

The 1998 Local Plan concentrated all growth in south of the District to the general neglect of the impact on the remainder of the District, particularly the north ('High Suffolk'). Growth attracts investment in services and infrastructure with other authorities, e.g. Suffolk CC, and agencies similarly under-investing. The inevitable consequence is a pre-existing lack of the necessary services and infrastructure in and for secondary villages such as Palgrave.

Designated secondary villages rely on service centres and the nearest to Palgrave in MSDC is Eye, even though the natural attractor is Diss. Whilst the Local Plan notes the existence of Diss there is no readily available evidence to demonstrate that the planning authority has quantified the extent to which services and infrastructure might be provided out of District. Consequently the planning authority cannot presume 'sustainability' out of thin air.

Schooling Provision

The planning case officer refers in an e-mail to the Directory of Schools in Suffolk and the 2015-16 intake at Palgrave. What that conveniently ignores is the potential size of the next intake, as the reception class currently comprises 14 children. Nor does it assess how many places may be made available by any children leaving at the end of the present school year.

It is fact that OFSTED assesses the overall provision of education in Suffolk and Norfolk to be below required norms. Whilst both County Councils are addressing this measurable progress is slow. Palgrave school, together with its peers in the Tilian Partnership, has a much higher standard and it is natural that parents will hope for a better education for their children, consequently demand for places at Palgrave is likely to be greater than assessed. Further it is a demonstrable fact of new housing developments that they result in a statistically higher number of children than the average for the area.

Given the present numbers in the reception class there now appears to be a need to assess the level of pre-schooling provision in Palgrave too.

The present school site has already been described. The submission by Suffolk Preservation Society makes it very clear that the site of the school in a registered Common at the core of the Conservation Area by a Grade 1 listed Church provides substantial legal protection.

Further the site is surrounded by roads carrying through traffic (despite that to the east being 'Access Only') with inadequate footways and no safe crossing places. Conflict between school runs by car and 'rat-running' by south-north through traffic is evident daily.

There are not any safe walking routes and road crossing points to and from the school.

It must be an essential pre-requisite that a clear plan and timetable for addressing schooling provision in Palgrave is urgently required. Only today a critical report has been issued:

'The system for creating new school places in England is fragmented and confusing, risking harm to children's education, head teachers have warned.

'Lack of cohesive local planning means new schools are not always opened where there is most need, says the National Association of Head Teachers.(NAHT).'

<http://www.bbc.co.uk/news/education-35313804>

The planning authority has no information as to the availability or otherwise of school places in Diss. The Chair of Governors at Hartismere has stated that school is full; a resolution to that lack of capacity is dependent on the outcome of the proposed large-scale housing development at Eye Airfield which, incidentally, will almost certainly generate more traffic through Palgrave centre past the present school site.

From April, CIL brings nothing by way of infrastructure for secondary villages. Critically within MSDC it does not provide for construction of a replacement school where one is necessary due to site constraints. This was pointed out by Palgrave Parish Council in the submission on the Draft Charging Schedules and in regard to the '123 List':

'There are places - Palgrave is one - where the existing school site is so constrained that it cannot expand but needs to be re-sited; this situation is not yet provided for.'

Healthcare Provision

There are two GP practices - Parish Fields and The Lawns - in Diss, co-located at a medium size centre with local Community Health services; Parish Fields is the larger of the two GP practices. The centre is not equipped to a reasonable standard in that it has no facilities for x-rays, local surgery and suchlike, all patients being referred normally to the Norfolk and Norwich University Hospital.

GP practices exist at Eye and Botesdale, with the latter being the preferred alternative to Diss for some residents in Palgrave. The Botesdale practice is currently short of nursing staff and although patients living in Palgrave may be registered it is only for a diminished service, e.g. no home visits. The same restrictions may apply in Eye.

Demands on the Diss GP practices have increased due to the housing growth in Diss and Tottington, whilst the recent opening of a new care home is placing specific additional calls on GP services. Parish Fields Practice is understood to be submitting to the planning authority a statement that it does not have capacity for additional patients at this time.

In short, healthcare provision based on Diss cannot be argued to be at or even near a sustainable level.

Community Facilities

Apart from qualities as an historic Suffolk village with a substantial number of listed buildings around the core, centred on ancient manorial lands, community facilities are minimal. The Community Centre and the adjoining community playing field comprise the total provision.

The Community Centre is undergoing an active programme of refurbishment but needs adequate financial support to complete them. The sports facilities are run-down and little used, whilst as previously noted the Community Council and Parish Council are actively working together to deliver recreation and play facilities for pre-school to teenage children of the village, provided that funds can be raised.

Economy, Employment and Communications

Palgrave is conveniently situated for the A140, A143 and A1066 primary routes and within a mile of the direct fast rail connection to Norwich and London, making it ideal as a commuter dormitory having all of the attractions and benefits of an historic rural village but convenient connections to types of employment not available locally. This was evidenced in responses to the Local Plan Review survey undertaken by the planning policy team a year ago.

Connectivity to the highway network and proximity to the above communications routes attracts substantial traffic of all types - including HGVs - seeking faster routes to and through Diss avoiding the congested A1066. Only the north side of the east-west through route (Upper Rose Lane/Lion Road) has a continuous footway; all other through routes are sub-standard in width, alignment and capacity and constricted between property boundaries, banks or high verges without safe routes for pedestrians (or cyclists).

Reference was previously made to the lack of mobile coverage for 3G services and absence of any 4G services. These, coupled with the still lower-end broadband coverage, fail to meet the government's stated levels of service required for rural sustainability.

The only employment within Palgrave, save for those working from home, at the school, self-employed or in agriculture, is at the Forge Business Centre. There is no relation between residence and employment and the Business Centre could be located elsewhere. The long-established car sales and servicing business closed a year ago. Those in employment must travel to work in Diss or further afield; some commute to London and even abroad.

Housing Needs

The Parish Council recognises the need for housing that is less expensive and provides fewer habitable rooms for those seeking entry to the housing market and especially those from families within the Parish. It also recognises that blanket allocations applied to the next development that comes up may not be appropriate in all circumstances.

The Parish Council also recognises that a mix of housing types is required. It would be preferable that the planning authority recognised this too. In recent years planning applications for conversions and extensions have been commented on and one comment has been that to increase the size of an existing dwelling takes away a lower cost smaller dwelling from the housing mix and housing market. The planning authority does not recognise that as a reason for refusal so is responsible for failing to maintain the right mix.

Furthermore a planning case officer may entirely ignore recommendations of the Strategic Housing team and put a different housing mix before planning committee, comprising mainly housing of larger types of which there is an excess of provision (see: 2659/15).

Careful thought must be given to identifying appropriate locations, considering sites having better access to the school and other services and to safe walking routes to Diss.

Housing Constraints GP1, H4, H5, H14 & H15

Whilst it is acknowledged that each application is decided on its merits, it is relevant to record the decision of the planning officer, upheld on Appeal, regarding application 3091/14 at Woodside, the property immediately to the east of the application site.

'Development plan policies (sic) seek, inter alia, to secure sustainable development that maintains and enhances the character and appearance of the area and is in keeping with its surroundings. Similarly paragraphs 60 and 64 of the NPPF makes clear that high quality design is a core planning principle and that local planning authorities should seek to promote or reinforce local distinctiveness.

'The proposed dwelling, including the provision of three parking areas in front of the principal elevation, is considered to be a cramped and incongruous form of development which, if permitted, would be detrimental to the character and appearance of the area and uncharacteristic of the locality. The siting of the dwelling and the provision of parking areas forward of the principle (sic) elevation appears contrived to overcome the physical constraints of the site and as a result the new dwelling would appear overly dominant, being significantly closer to the highway than the adjacent dwellings and on higher ground than Lion Road and the properties to the north. The proposal is therefore contrary to policies GP1, SB2, H13 and H15 of the Mid Suffolk Local Plan 1998, to policy CS5 of the Mid Suffolk Core Strategy 2008, to policies FC1 and FC1.1 of the Core Strategy Focused Review (adopted December 2012) and to the objectives of the NPPF, specifically at paragraphs 17, 56,57,60, 61 and 64.'

Save for details specific to elements of that application, all of the above can clearly be seen to apply to the proposed development and does so expressed in proper planning terms. The Parish Council therefore submits that a similar evaluation be applied to this application.

The development is too dense and poorly arranged with respect to the juxtaposition of one set of dwellings to another and also to dwellings that adjoin the application site.

It ignores pre-application advice from Highways regarding a single access, setting back frontage, clear sight lines and the response from Highways to the detailed layout is critical in a number of areas to the extent that, should they not be corrected, recommends refusal.

The size of garages and parking spaces conforms to out-of-date standards; Suffolk Parking Guidelines 2015 now apply. If a single garage is to be of the former internal dimensions of 6x3 metres then an additional 3 sq. metres of storage space must also be provided. To increase the size of the garage and parking spaces to meet standards will increase the density and compactness of the overall design and layout. If they are not increased then they cannot count towards the provision.

COMMUNITY-LED VILLAGE PLAN

Palgrave Parish Council believes that a more appropriate approach would be to engage with the local community with the ambition to develop a Community-Led Village Plan. This has the potential to result in positive outcomes for all parties.



Consultation Response Pro forma

1	Application Number	4195/15 Land at Lion Road, Palgrave	
2	Date of Response	8.12.15	
3	Responding Officer	Name:	Paul Harrison
		Job Title:	Enabling Officer
		Responding on behalf of...	Heritage
4	Summary and Recommendation (please delete those N/A) Note: This section must be completed before the response is sent. The recommendation should be based on the information submitted with the application.	<p>1. The Heritage Team considers that the proposal would cause</p> <ul style="list-style-type: none"> • no harm to a designated heritage asset because it would have no material impact on the setting of listed buildings, or on the setting of, or views into or out of, the Palgrave Conservation Area. <p>No objection.</p>	
5	Discussion Please outline the reasons/rationale behind how you have formed the recommendation. Please refer to any guidance, policy or material considerations that have informed your recommendation.	<p>The Palgrave Conservation Area lies a short distance to the east, and the site is surrounded by modern residential development on 2 ½ sides with open fields to the south and west. In view of the existing dwellings to the north of Lion Road, and to the south east of the site, the change in the approach to the historic core of the village will have neutral effect.</p> <p>The nearest listed buildings stand within the Conservation Area, but not at the boundary. In view of the existing modern development in the area, the site cannot be considered to make an appreciable contribution to the setting and significance of these buildings. The tower of Palgrave Church does not seem to feature in views around the site, and the proposal is unlikely to have impact on appreciation of the tower.</p>	
6	Amendments, Clarification or Additional Information Required (if holding objection) If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate		
7	Recommended conditions		

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.

Rebecca Biggs

From: David Pizzey
Sent: 18 December 2015 10:13
To: Alex Bloss
Subject: RE: 4195/15 Land at Lion Road, Palgrave.

Dear Mr Bloss

Thank you for your email. An additional 1.5m of separation between these plots and the boundary trees is certainly an improvement but I will need to look at this in conjunction with the case officer before providing any further comments. This will now be in the new year when I am next working at Mid Suffolk.

Regards

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

From: Alex Bloss [<mailto:alex@robertsmolloy.co.uk>]
Sent: 17 December 2015 14:47
To: David Pizzey
Subject: 4195/15 Land at Lion Road, Palgrave.

Dear Mr Pizzey

Following your comments published on MSDC Website for the above development, I now attach a revised block plan showing plots 12-15 having been moved away from the site boundary by a further 1.5m. This provides separation between the dwellings and the site boundary of min. 10.5m. Any impact would be on the garden only, predominately in the depth of winter around midday, but the gardens also benefit from facing East & West. It should also be clarified that the trees are on land outside of this developments control, the other side of a proposed boundary fence and therefore it would not be possible for any significant pruning or post development removal of trees to occur.

Are you able to confirm if this would be sufficient to alleviate your prior concerns regarding post development pruning?

Yours sincerely

Alex Bloss

Roberts Molloy Associates
3 Church Lane
Bressingham
Diss
Norfolk, IP22 2AE

01379 687705

www.robertsmolloy.co.uk

From: David Pizzey
Sent: 15 December 2015 09:44
To: Rebecca Biggs
Cc: Planning Admin
Subject: 4195/15 Land at Lion Road, Palgrave.

Rebecca

Whilst construction of this development seems possible without causing any direct physical damage to the boundary trees I am concerned that the proximity and orientation of the proposal in some areas is likely to result in post-development pressure for pruning as a result of shading. Plots 13-15 are those primarily affected and consideration should be given to reducing the level of this impact.

David

David Pizzey
Arboricultural Officer
Hadleigh office: 01473 826662
Needham Market office: 01449 724555
david.pizzey@baberghmidsuffolk.gov.uk
www.babergh.gov.uk and www.midsuffolk.gov.uk
Babergh and Mid Suffolk District Councils - Working Together

Michelle Windsor

From: Nathan Pittam
Sent: 10 February 2016 11:54
To: Planning Admin
Subject: 4195/15/FUL. EH - Land Contamination.

Categories: Green Category

Planning Control
 Received

10 FEB 2016

Acknowledged MW
 Date 11/02/16
 Pass To RB

M3 : 172691

4195/15/FUL. EH - Land Contamination.

Land at, Lion Road, Palgrave, DISS.

Erection of 21 dwellings, 3no. new highways accesses, associated parking, turning & on-site open space provision.

Many thanks for your request for comments in relation to the above application. I have reviewed the Phase 1 study undertaken in support of the application (Geosphere Environmental Ref. 1581,DS/JG. JD/12.01.12/V1) and am generally happy with the risk levels at the development site. The report highlights potential issues around an infilled pond adjacent to the site but I believe that this was not an adhoc infilling but a geotechnical engineering operation associated with the development of the adjacent site to residential. The report also states that it would be prudent to assess near surface ground conditions but I feel that this is merely a precautionary measure which we could not justify using a condition to make happen. I am happy to raise no objection to this development but would only request that the developer remains alert to the potential for contamination (as outlined in the Geosphere Report) and that we are contacted in the event of unexpected ground conditions being encountered during construction. I would also recommend 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 www.midsuffolk.gov.uk

Your Ref: MS/4195/15
 Our Ref: 570\CON\0291\16
 Date: 28th January 2016.
 Highways Enquiries to: martin.egan@suffolk.gov.uk



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

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

For the Attention of: Rebecca Biggs.

Dear Sir,

TOWN AND COUNTRY PLANNING ACT 1990 - CONSULTATION RETURN MS/4195/15

PROPOSAL: **Erection of 21 dwellings, 3no. new highways accesses, associated parking, turning & on-site open space provision**

LOCATION: **Land At, Lion Road, Palgrave**

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 1

Condition: The accesses shall be completed in all respects in accordance with Drawing No. PLR/01 Revision L as submitted and be available for use before any new dwelling is first occupied. Thereafter it shall be retained in its approved form. At this time all other means of access within the frontage of the application site shall be permanently and effectively "stopped up" in a manner which previously shall have been approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety to ensure the approved layout is properly constructed and laid out and to avoid multiple accesses which would be detrimental to highway safety.

2 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.

3 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.

4 P 1

Condition: The use shall not commence until the area(s) within the site shown on Drawing Number PLR/01 Revision L as submitted for the purposes of manoeuvring and parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the on site parking of vehicles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

5 V 1

Condition: Before the access is first used visibility splays shall be provided as shown on Drawing No. PLR/01 Revision L as submitted 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.

6 New Footway.

Condition: Before any of the hereby approved new dwellings are first occupied the new footway along Lion Road linking the new development with the existing footway at Clarke Close shall be completed in all respects and open for use in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that there is a safe footway connection between the application site and the existing adjacent footway for the benefit of new residents reaching the village amenities.

7 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/

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.

8 NOTE 07

Note: 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.

9 NOTE 12

Note: 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



The Archaeological Service

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

Enquiries to: Rachael Abraham
Direct Line: 01284 741232
Email: Rachael.abraham@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: 2015_4195
Date: 21 December 2015

For the Attention of Rebecca Biggs

Dear Mr Isbell

**PLANNING APPLICATION 4195/15 – LAND AT LION ROAD, PALGRAVE:
ARCHAEOLOGY**

This application lies in an area of high archaeological interest recorded in the County Historic Environment Record. The development site is located on the edge of the historic settlement core of Palgrave and scatters of Roman, Saxon and medieval date (PAL 041 and 046) have been found in its vicinity. 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 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 Floods Planning
Sent: 24 December 2015 10:24
To: Planning Admin
Subject: RE: Consultation on Planning Application 4195/15

Rebecca Biggs

Erection of 21 dwellings, 3no. new highways accesses, associated parking, turning & on-site open space provision - Land at, Lion Road, Palgrave

SCC's Position

Because the proposed development is located on a greenfield site and is greater than 1ha or 10 dwellings, there needs to be a suitable scheme implemented for the disposal of surface water. This is to prevent increased risk of flooding, both on and off the site due to the increase in impermeable areas post development

Currently no drainage strategy has been submitted outlining specific details of a proposed surface water drainage system on site. This is not satisfactory at the full planning stage and SCC will require more information, therefore SCC recommend a holding objection until such time a detailed drainage strategy is submitted along with a ground investigation report outlining soakage rates at the site in accordance with BRE 365.

The applicant should consult SCC's local SuDS guidance and protocol when developing the drainage strategy and should adhere to national best practice (Ciria SuDS Manual C753). SCC will be more than happy to discuss options with the applicant and provide advice if necessary.

The drainage strategy should include:-

1. Dimensioned drawings showing all aspects of the surface water drainage system.
2. If infiltration type SuDS are viable, they shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality or any Source Protection Zones. SuDS features should demonstrate betterment to water quality, especially if discharging to a watercourse, thus treatment stages should be designed into the scheme.
3. If the use of infiltration is not possible then modelling or similar assessment shall be submitted to demonstrate that the surface water discharge to the receiving watercourse, up to the 1 in 100yr +CC rainfall event, will be restricted to Q_{bar} or 2l/s/ha, whichever is higher.
4. Modelling of the surface water drainage scheme to show that the attenuation/infiltration features will contain the 1 in 100yr rainfall event including climate change.
5. Modelling of the pipe network in the 1 in 30yr rainfall event to show no above ground flooding at all.
6. Modelling of the volumes of any above ground flooding from the pipe network in a 100yr + climate change rainfall event, along with topographic plans showing where water will flow and be stored to ensure there is no flooding to buildings on the site and there is no flooding in the immediate area due to offsite flows.
7. If exceedance is being designed into the surface water system, then topographic plans shall be submitted depicting all exceedance flow paths and demonstration that the flows would not flood buildings or flow offsite. If exceedance routes are to be directed to SuDS features

then the potential additional volume of surface water must be included within the design of the surface water system.

8. Details of adoption and maintenance on all SuDS features for the lifetime of the development. Submission of an operation and maintenance schedule.

Kind Regards

Steven Halls

Flood and Water Engineer
Flood and Water Management
Resource Management
Suffolk County Council
Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX

Tel: 01473 264430

Mobile: 07713093642

Email: steven.halls@suffolk.gov.uk

Phil Watson Landscape Development Officer
Natural Environment Team

Endeavour House (B2 F5 47)
Russell Road
IPSWICH

IP1 2BX
Suffolk
Tel: 01473 264777
Fax: 01473 216889
Email: phil.watson@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Your Ref: 4195_15
Our Ref:
Date: 17/12/2015

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

Ms Rebecca Biggs
Planning Dept
Mid Suffolk District Council
131 High St
Needham Market
Suffolk
IP6 8DL

Dear Rebecca,

Proposal: Erection of 21 dwellings, 3no. New highways accesses, associated parking, turning & on-site open space provision

Location: Land at, Lion Road, Palgrave

Based on the information provided by the applicant and a site visit carried out, on the 11th December, I offer the following comments.

The site and landscape

The site is at the edge of the Ancient Plateau Clayland Landscape type, on the western edge of Palgrave to the north of a small tributary of the River Waveney, *Thrandeston Marsh*. The site is bounded on three sides by a mix of mature and maturing vegetation ranging from hedgerows to young woodland to mature trees and hedgerow. To the south the site is open to the road. On the opposite side of Lion Road the village housing extends to a point in line with western boundary of the site.

Likely landscape effects

The development site is reasonably well integrated with the existing built up area and is partially integrated in to the wider landscape, by existing vegetation. There will however be a change of land cover on the site, with the loss of locally characteristic arable land.

Likely visual effects

The site is partially screened on three sides by existing vegetation; however there will be a significant change in outlook for the houses to the north of Lion Road, and adjacent rights

We are working towards making Suffolk the Greenest County. This paper is 100% recycled and made using a chlorine free process.

In addition to having consideration for the landscape and visual impacts of external lighting, in consultation with the SCC Senior ecologist Mrs Sue Hooton this condition also seeks to minimise the risk of disturbance to bats using the boundary hedgerows and trees. This condition is based on BS42020:2013 *Biodiversity Code of practice for planning and development*. (appendixD3.5)

PRIOR TO COMMENCEMENT: EXTERNAL LIGHTING

No external lighting shall be provided within a development area unless details thereof have first been submitted to and approved in writing by the Local Planning Authority. Prior to commencement a detailed lighting scheme for areas to be lit shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show how and where external lighting will be installed, (through technical specifications and the provision of appropriate lighting contour plans which shall include lux levels of the lighting to be provided), so that it can be;

- a) Clearly demonstrated that areas to be lit have reasonably minimised light pollution, through the use of minimum levels of lighting and features such as full cut off cowls or LED.
- b) Clearly demonstrated that the boundary vegetation to be retained, as well as that to be planted, will not be lit in such a way as to disturb or prevent bats using their territory or having access to their breeding sites and resting places or foraging areas, through the use of minimum levels of lighting and features such as full cut off cowls or LED.

All external lighting shall be installed in accordance with the specifications and locations set out in the approved scheme, and shall be maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.

Reasons

I have made these recommendations in order to reasonably minimise the adverse impacts of the development on the character of the landscape and local visual amenity having particular regard for Policy CS5.

Yours sincerely

Phil Watson
Landscape Development Officer

love every drop
anglianwater



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

AW Reference: 00010911
Local Planning Authority: Mid Suffolk District
Site: Land at Lion Road, Palgrave, Palgrave
Proposal: Creation of 21 x C3 Dwellings
Planning Application: 4195/15

Prepared by Mark Rhodes

Date 28 January 2016

If you would like to discuss any of the points in this document please
contact me on 01733 414690 or email planningliaison@anglianwater.co.uk

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 Diss 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 unacceptable. We would therefore recommend that the applicant needs to consult with Anglian Water and the Lead Local Flood Authority (LLFA).

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

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 drainage works shall commence until a surface water management strategy has been submitted to and approved in writing by the Local Planning Authority. 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

To prevent environmental and amenity problems arising from flooding.

ENQ/2016/0097 consultation comment for Mid-Suffolk

Dear Rebecca Biggs,

Thank you for your letter consulting South Norfolk District Council on Mid Suffolk planning application reference 4195/15.

The application in question (Land at Lion Road, Plagrove) is outside the South Norfolk District Boundary, but within close proximity to settlements within South Norfolk District, in particular the market town of Diss, which is one of the main settlements within South Norfolk District.

I cannot see any specific reason for the development in question to cause significant impact to the South Norfolk District. However, I can inform of the follow context in accordance with the duty-to-cooperate.

It should be noted although Diss is a Main Town in South Norfolk it is not a designated strategic growth location in accordance with the South Norfolk Joint Core Strategy (JCS) (2011). Policy 13 of the JCS states Diss only has a 300 dwelling allocation and that strategic major growth is north/west of the South Norfolk District.

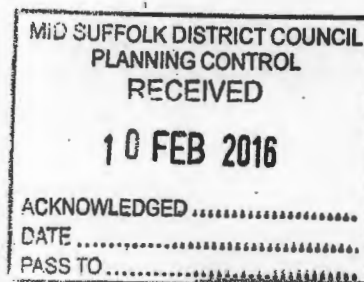
Also I am sure you are aware, but I believe it is worth mentioning the Waveney River Valley is a sensitive designation, which is situated south of Diss and north of the application site. I am sure you will take all relevant designations into account in concluding a final decision.

Please note this consultation comment is provided at officer level only and has not been through any committee of the council.

I hope you find this information useful in your decision-taking.

Yours sincerely,

Elizabeth Thomas (on behalf of South Norfolk District Council)



From: Consultations (NE) [mailto:consultations@naturalengland.org.uk]
Sent: 11 December 2015 09:22
To: Planning Admin
Subject: 173792 4195/15 - Erection of 21 dwellings, 3no. new highways accesses, associated parking, turning & on-site open space provision

Dear Sir / Madam

Application ref: 4195/15
Our Ref: 173792

Natural England has no comments to make on this application.

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

We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England.

Yours faithfully

Richard Sykes
Natural England
Consultation Service
Hornbeam House
Crewe Business Park
Electra Way,
Crewe
Cheshire, CW1 6GJ

Tel: 0300 060 0090
Email: consultations@naturalengland.org.uk
www.gov.uk/natural-england

We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations.

In an effort to reduce Natural England's carbon footprint, I will, wherever possible, avoid travelling to meetings and attend via audio, video or web conferencing.

Natural England is accredited to the Cabinet Office Customer Service Excellence Standard

Natural England offers two chargeable services - the Discretionary Advice Service, which provides pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Pre-submission Screening Service for European Protected Species mitigation licence applications. These services help applicants take appropriate account of environmental

considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.

For further information on the Discretionary Advice Service see [here](#).

For further information on the Pre-submission Screening Service see [here](#)

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From: RM PROW Planning
Sent: 16 December 2015 14:40
To: Planning Admin
Subject: RE: Consultation on Planning Application 4195/15

For The Attention Of: Rebecca Biggs

Rights of Way Response

Thank you for your consultation regarding the above planning application.

Please accept this email as confirmation that we have no comments or observations to make in respect of this application directly affecting Public Footpath 4, which is on the opposite side of the road to the area of development.

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

Regards

Jackie Gillis
Rights of Way Support Officer
Countryside 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

 (01473) 260811 |  PROWPlanning@suffolk.gov.uk | 
<http://publicrightsofway.onesuffolk.net/> | **Report A Public Right of Way Problem Here**

OFFICIAL



Suffolk Fire and Rescue Service

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

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

Your Ref: 4195/15
 Our Ref: FS/F190950
 Enquiries to: Angela Kempen
 Direct Line: 01473 260588
 E-mail: Fire.BusinessSupport@suffolk.gov.uk
 Web Address: <http://www.suffolk.gov.uk>

Date: 14/12/2015

Dear Sirs

Land at Lion Road, Palgrave
Planning Application No: 4195/15

I refer to the above application.

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

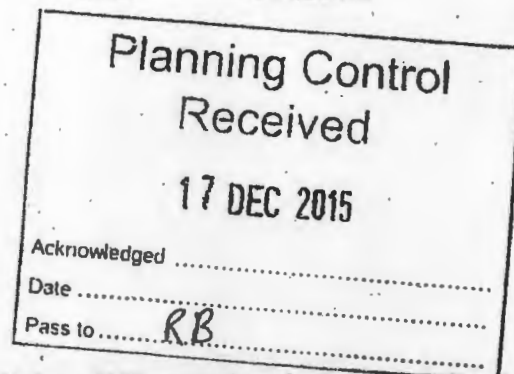
Access and Fire Fighting Facilities

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

No additional water supply for fire fighting purposes is required in respect of this planning application.



Continued

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

Copy; Roberts Molloy Associates, Mrs Sarah Roberts, 3 Church Lane, Bressingham,
Diss, IP22 2AE

Enc; Sprinkler letter



Consultation Response Proforma

1	Application Number	4195/15 – Land at Lion Road, Palgrave	
2	Date of Response	4/1/16	
3	Responding Officer	Name:	Louise Barker
		Job Title:	Housing Development Officer
		Responding on behalf of...	Strategic Housing
4	Recommendation (please delete those N/A) Note: This section must be completed before the response is sent. The recommendation should be based on the information submitted with the application.	No objection Note: This application triggers an affordable housing requirement under policy altered H4 of the Mid Suffolk Local Plan.	
5	Discussion Please outline the reasons/rationale behind how you have formed the recommendation. Please refer to any guidance, policy or material considerations that have informed your recommendation.	<u>Reasoning/Rationale:</u> <ul style="list-style-type: none"> • Under altered policy H4 of the MSDC Local Plan the requirement is for up to 35% affordable provision on development proposals of 5 units and over outside of Stowmarket and Needham Market. • A development of 21 dwellings is proposed for this site in Palgrave. • 35% of 21 units equates to seven affordable units with preference to onsite delivery in the first instance. • This application proposal offers 6 shared equity units and two affordable rental units. • This scheme proposal satisfies two of the Councils strategic priorities which are for growth and affordable housing. <p>The Ipswich Housing Market Area Strategic Housing Market Assessment confirms a continuing and growing need for housing across all tenures. The most recent update of the Strategic Housing Market Assessment, completed in 2012 confirms <u>a minimum need of 229 affordable homes per annum</u> for the MSDC area.</p>	

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

	<p>The Choice Based Lettings register currently has circa 890 applicants with an active status for the Mid Suffolk area.</p> <p><u>Affordable Housing Needs Assessment:</u></p> <p>The Choice Based Housing Register Need for Palgrave currently shows 14 applicants. Of these 4 have a local connection.</p> <p>Of these applicants the property size required is:</p> <p>1 bed property = 5 applicant</p> <p>2 bed property = 5 applicants</p> <p>3 bed property = 4 applicants</p> <ul style="list-style-type: none">• The proposed scheme offers 29% affordable units which is less than the recommended 35%. The proposed tenure for the affordable units is:<ul style="list-style-type: none">3 x 2 bed houses – shared equity1 x 1 bed bungalow – affordable rental1 x 2 bed bungalow – affordable rental• Discussions have taken place with the Registered Provider on the tenure and whilst we would recommend a mix of affordable rental and shared ownership the affordable housing offered in this application is acceptable for this scheme. <p><u>Preferred Mix for Market Homes:</u></p> <ul style="list-style-type: none">• The Council's 2014 Suffolk-wide Housing Needs Survey shows that there is a need for smaller homes both for younger people, who may be newly formed households, but also for older people who are already in the property owning market and require appropriate housing to downsize.• With an aging population, both nationally and locally new homes should, wherever possible, be built to Lifetime-Homes standards and this can include houses, apartments and bungalows. Developers should be considering apartments with a good specification and good size rooms to encourage downsizing amongst older people but
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		<p>with the space to live well and enable home working. This may include sheltered or Extra Care housing where appropriate. Broadband and satellite facilities as part of the design should be standard.</p> <ul style="list-style-type: none"> • It would also be appropriate for any open market apartments and smaller houses on the site to be designed and developed to Lifetime-Homes standards, making these attractive and appropriate for older people. • The proposed open market element of this development consists of: <ul style="list-style-type: none"> 2 x 2bed house 7 x 3bed house 6 x 4bed house <p>For the above reasons and with the need for smaller homes across all tenures it is recommended that consideration be given to a broader mix of open market housing to include 1 and 2 bedrooms.</p>
6	<p>Amendments, Clarification or Additional Information Required (if holding objection)</p> <p>If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate</p>	
7	<p>Recommended conditions</p>	

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

From: Griss, Steve [mailto:Steve.Griss@suffolk.pnn.police.uk]
Sent: 24 December 2015 12:16
To: Planning Admin
Cc: Claire Austin; Pepper, Tristan; Leigh Jenkins; Mason, Andrew; Mike Bacon; Victoria Fisk; Taylor, Catherine; Osborne, Alan (Suffolk Police)
Subject: Land at, Lion Road, Palgrave - Your ref 4195/15

Philip

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

I am the Traffic Management Officer for Suffolk Constabulary and only comment in relation to this aspect of the application.

I have no objection to the proposed development but it is worth pointing out that our Safety Camera Van carries out speed enforcement in Lion Road, as a result of complaints from residents. I notice that the entrance to the development will be approximately 90m from the derestricted terminal signs.

Whilst this should be sufficient, I think it would be worth considering moving the terminals out a bit further (increasing the length of the 30 mph speed limit). It would give drivers a little more time to slow down before reaching both the new development and the houses that are currently very close to the terminals. This could aid road safety.

For your consideration.

Regards,
Steve Griss

Steve Griss
Traffic Management Officer

Specialist Operations
Suffolk Constabulary
Portal Avenue
Martlesham Heath, Suffolk, IP5 3QS
Tel: 01473 613713
www.suffolk.police.uk

This e-mail carries a disclaimer

Go here to view [Suffolk Constabulary Disclaimer](#)

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Secured by Design



SUFFOLK CONSTABULARY

**Heather Highton
Architectural Liaison Officer
Crime Reduction Office
Mildenhall Police Station
Kingsway
Mildenhall
Suffolk
IP28 7HS**

Tel: 01284774276

For the Attention of Rebecca Biggs

Land at Lion Road, Palgrave - 4195/15

Thank you for this consultation and the opportunity to comment.

I would like to register my approval of many facets of the plan – it is apparent that all concerned are mindful of the requirements to provide a safe and secure development.

It is now widely accepted that a key strand in the design of a 'sustainable' development is its resistance to crime and anti-social behaviour.

Information.

National legislation that directly relates to this application

Section 17 of the 'Crime and Disorder Act 1998' places a duty on each local authority: 'to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area to include anti-social behaviour, substance misuse and behaviour which adversely affects the environment'.

Despite other legislative considerations within the planning process, there is no exemption from the requirement of Section 17 as above. Reasonable in this context should be seen as a requirement to listen to advice from the Police Service (as experts) in respect of criminal activity. They constantly deal with crime, disorder, anti-social acts and see on a daily basis, the potential for 'designing out crime'.

This rationale is further endorsed by the content of PINS 953.

National Planning Policy Framework.

Paragraph 58 states:-

"Planning policies and decisions should aim to ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion".

Paragraph 69.

This paragraph looks towards healthy and inclusive communities. The paragraph includes:-

"Planning policies and decisions, in turn, should aim to achieve places which promote:

Safe and accessible developments where crime and disorder, and the fear of crime, do not undermine quality of life and community cohesion".

Generic recommendations.

1. The physical security element of the application should not be overlooked. There are British Standards (PAS 24) for doors and windows that ensure that the installed items are fit for purpose.
2. Fencing – Divisional fencing at the 'bottom of the garden' should be of an 1800mm close boarded style.
Sub divisional fencing, (plot division) the 'side of garden' boundary should be a 1500mm close board topped with a 300mm trellis. This minor change to the fencing detail should be negotiated in as it allows for a better level of neighbour surveillance without adversely affecting privacy.
Privacy panels can be included (a full 1800 close boarded across paths and patios etc.) where necessary.
3. 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.
4. Street lighting should conform to the requirements of BS 5489:2013. A luminaire that produces a white light source ($R_a > 59$ on the colour rendering index) should be specified but luminaires that exceed 80 on the colour rendering index are preferred.
5. Individual properties should have rear aspect lighting installed. An electrically photocell operated wall mounted fitting, (a dusk to dawn light) complete with a compact fluorescent lamp and wired through a switched spur allows the choice to the resident whether to illuminate or not. If the choice is to illuminate, then control is achieved by the photocell which only switches on when required.

All the above should be required in order to comply with paragraph 58 of the NPPF.

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.

Cul-de-sacs that are short in length and not linked by footpaths can be very safe environments in which residents benefit from lower crime. Research shows that

features that generate crime within cul-de-sacs invariably incorporate one or more of the following undesirable features:

- backing onto open land, railway lines, canal towpaths etc, and/or
- are very deep (long)
- linked to one another by footpaths.

If any of the above features are present in a development additional security measures may be required.

It is important to avoid the creation of windowless elevations and blank walls adjacent to public spaces; this type of elevation, commonly at the end of a terrace, tends to attract graffiti, inappropriate loitering and ball games. The provision of at least one window above ground floor level, where possible, will offer additional surveillance over the public area.

Where communal car parking areas are necessary they should be in small groups, close and adjacent to homes and must be within view of the active rooms within these homes. It may be necessary to provide additional windows to provide the opportunity for overlooking of the parking facility.

Experience shows that incorporating security measures during a New Build or Refurbishment reduces crime, fear of crime and disorder. The aim of the Police Service is to assist in the Design process to achieve a safe and secure environment for Residents and Visitors without creating a 'Fortress environment'.

New Homes 2014 guide is available from www.securedbydesign.com which explains all the crime reduction elements of the scheme.

I would be please 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.

If you wish to discuss this further or need help with the SBD application please contact me on 01284 774276.

Yours sincerely

Heather Highton
22/12/15

Our reference: Palgrave – land at Lion Road
00043993

Your reference: 4195/15

Date: 22 February 2016

Enquiries to: Neil McManus

Tel: 01473 264121 or 07973 640625

Email: neil.mcmanus@suffolk.gov.uk



Ms Rebecca Biggs,
Planning Services,
Mid Suffolk District Council,
131 High Street,
Needham Market,
Suffolk,
IP6 8 DL

Dear Ms Biggs,

Palgrave: land at Lion Road – developer contributions

I refer to the above planning application for the erection of 21 dwellings, 3 no. new highways accesses, associated parking, turning & on-site open space provision. Further to previous correspondence by Boyer Planning Ltd on behalf of the County Council, I write to clarify points raised in respect of this application and the provision of sufficient infrastructure to ensure sustainable development.

Provision of School Places

In advance of the introduction of the Community Infrastructure Levy in Mid Suffolk, the County Council relies upon the District Council to secure funding for additional schools infrastructure through planning obligations, known as Section 106 agreements.

In order to be compliant with the Community Infrastructure Levy Regulations 2010 and the National Planning Policy Framework, obligations 'should only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.¹

These tests mean that it would not be possible for education obligations from this development to be spent at locations unrelated to the impacts of the development, such as has been queried.

¹ See Paragraph 204 of the National Planning Policy Framework and Regulation 122 of the Community Infrastructure Levy Regulations 2010.

The County and District Council's shared approach to collecting developer contributions is set out in Guidance adopted by both authorities – 'The Section 106 Developers Guide to Infrastructure Contributions in Suffolk'. Using the approach set out in this Guidance, based on evidence of the number of children who attend schools from new housing and the proposed mix of homes in this application, it is estimated that five children of primary school age will emanate from this development.

Palgrave CEVCP is the catchment primary school. It is a popular school and, in order to minimise the need to travel and to encourage travel by healthy and sustainable modes, it is hoped that children from this development (if permitted) would attend Palgrave School.

School forecasts produced by the County Council indicate that the school will not have spare capacity to accept these pupils. Furthermore, the school is on a constrained site, unable to expand.

Initial advice, prior to the submission of this application, was to suggest that it might not be advisable to grant planning permission on grounds of a lack of school places. Given that the County Council recognises the need for new homes, different options have been explored for mitigating the impact of this development on the Primary School. With the agreement of the school, a project has been identified which will enable the school to manage the additional demand created by this development.

To this end, £85,267 (7 places x £12,181 per place) is sought in order to allow deliver the following projects could be funded to allow the school to admit an additional 7 children thereby increasing the PAN from 9 to 10.

The proposals are as follows:

Refurbish an area of the nearby community centre so that the school could extend the use of this with Y6 pupils teaching them off-site to create more space in the school. It is not possible to extend the school as there is no space on the site to allow this.

Contribute towards a MUGA to provide enhanced outdoor PE facilities.

Help fund the provision of a mini bus to make sharing facilities with other schools in the partnership easier.

On the above basis the school consider that they can increase their PAN to 10 if funding is secured for these projects.

The Parish Council's concerns around the capacity and siting of the school are understood, but given funding constraints, it is not possible to commit to relocating the school. Longer term issues around the future growth of Palgrave, and how school places will be provided if further houses are to be allocated, need to be determined through the Mid Suffolk Local Plan and its assessment of a suitable level of growth for Palgrave. The County Council is already working with Mid Suffolk District Council on infrastructure considerations, to help the District arrive at 'preferred options' for growth.

Yours sincerely,



Neil McManus BSc (Hons) MRICS
Development Contributions Manager
Strategic Development – Resource Management

cc Frank Stockley, Suffolk County Council

101



Boyer

Date: 17/12/2015

Ref: 14.618

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

15 De Grey Square
De Grey Road
Colchester
Essex
CO4 5YQ

T: 01206 769 018
F: 01206 564 746

colchester@boyerplanning.co.uk
boyerplanning.co.uk

Dear Rebecca,

Developer Contributions Requirements – 4195/15 – Red Lion, Palgrave.

I am writing on behalf of Suffolk County Council in relation to the above planning application for 21 dwellings in Palgrave. Boyer has been instructed to assist in providing an assessment of the infrastructure requirements for this application on behalf of Suffolk County Council.

The requirements set out in this letter will need to be considered by Mid Suffolk Council if residential development is successfully promoted on the site. The County Council will also need to be party to any sealed Section 106 legal agreement if there are any obligations secured which is its responsibility as service provider. Without the following contributions being agreed between the applicant and the Local Authority, the development cannot be considered to accord with policies to provide the necessary infrastructure requirements.

The contribution requirements set out in this letter are intended to be a starting point for discussion between Suffolk County Council and the Local Authority. These requirements should be used as the basis to establish the priorities that are going to be related to this specific site and proposal.

Relevant Policy

The National Planning Policy Framework (NPPF), at paragraph 203 - 206, sets out the requirements of planning obligations, and requires that they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

The County Council have adopted the 'Section 106 Developers Guide to Infrastructure Contributions in Suffolk' (2012), which sets out the agreed approach to planning applications with further



information on education and other infrastructure matters provided within the supporting topic papers. This can be viewed at www.suffolk.gov.uk/business/planning-and-design-advice/planning-obligations/

Mid Suffolk adopted its Core Strategy in 2008 and more recently undertook a Core Strategy Focused Review which was adopted in December 2012 and includes the following objectives and policies relevant to providing infrastructure:

- Strategic Objective S06 seeks to ensure that delivery of necessary infrastructure takes place to accommodate new development.
- Policy FC1 sets out the presumption in favour of sustainable development in Mid Suffolk.

Policy FC 1.1 highlights the Council will facilitate the delivery of sustainable development through a variety of means including the appropriate use of planning conditions and obligations.

Community Infrastructure Levy

In March 2015, Mid Suffolk District Council formally submitted documents to the Planning Inspectorate for examination under Regulation 19 of the Community Infrastructure Levy Regulation 2010 (as amended). Mid Suffolk District Council 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 November 2014, 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, once adopted by Mid Suffolk District Council, and therefore would meet the new legal test. It is anticipated that the District Council is responsible for monitoring infrastructure contributions being sought.

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

1. Education

Paragraph 72 of the NPPF states that '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.'

We would anticipate the following minimum pupil yields from a development of 21 dwellings (taking into account dwelling type and mix):

- Primary school age range, 5-11: 5 pupils. Cost per place is £12,181 (2015/16 costs)
- Secondary school age range, 11-16: 3 pupils. Cost per place is £18,355 (2015/16 costs)
- Secondary school age range, 16+: 1 pupil. Cost per place is £19,907 (2015/16 costs)

The local catchment schools are Palgrave CEVCP School and Eye Hartismere High School. There are currently insufficient places available at the primary and secondary school to accommodate primary, secondary and sixth-form pupils that will arise from this development. There is also no capacity for physical expansion on the site of the Primary school at Palgrave. Contributions are therefore required for all 9 school places, at a total cost of **£135,877**. There may be the possibility for the County Council to discuss further options with relevant head teachers.

The scale of contributions is based on cost multipliers for the capital cost of providing a school place, which are reviewed annually to reflect changes in construction costs. The figures quoted will apply during the financial year 2015/16 only and have been provided to give a general indication of the scale of contributions required should residential development go ahead. The sum will be reviewed at key stages of the application process to reflect the projected forecasts of pupil numbers and the capacity of the schools concerned at these times. Once a Section 106 legal agreement has been signed, the agreed sum will be index linked using the BCIS Index from the date of the Section 106 agreement until such time as the education contribution is due. SCC has a 10 year period from date of completion of the development to spend the contribution on local education provision.

Clearly, local circumstances may change over time and I would draw your attention to section 13 of this letter which sets out this information is time-limited to 6 months from the date of this letter.

2. Pre-school provision

It is the responsibility of SCC to ensure that there is sufficient provision under the Childcare Act 2006 and that this relates to section 8 of the NPPF. 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 Government have also recently signalled the introduction of 30 hours free entitlement a week from September 2017. The Education Act (2011) introduced the statutory requirement for 15 hours free early years education for all disadvantaged 2 year olds.

In this area there are 3 providers offering 68 places with 8 places currently available. As this development would result in approximately 2 children arising, no contribution is sought in this matter.

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

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 will be co-ordinated by Andrew Pearce of Suffolk County Highway Network Management.

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. Rights of Way

Section 8 of the NPPF promotes the need to protect and enhance public rights of way and access.

As a result of the anticipated use of the public rights of way network and as part of developing the health agenda to encourage people to walk and cycle more, the Rights of Way service are reviewing their requirements and will advise at a later date if any contributions are required.

6. Libraries

Section 8 of the NPPF promotes healthy communities and highlights the importance of delivering the social, recreational and cultural facilities and services a community needs.

Suffolk County Council requires a minimum standard of 30sqm of new library space per 1,000 population. Construction and initial fit-out cost of £3,000 per sqm 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. Assuming an average of 2.4 persons per dwelling the requirement is $2.4 \times 90 = \text{£}216$ per dwelling.

On the basis of an average of 2.4 persons per dwelling, the capital contribution towards the development of library services arising from this scheme is $216 \times 21 = \text{£}4,536$. This would be spent at the local catchment library in Eye (Buckshorn Lane) and allows for improvements and enhancements to be made to library services and facilities.

7. Waste

Site waste management plans have helped to implement the waste hierarchy and exceed target recovery rates and should still be promoted. The NPPF (para. 162) requires local planning authorities to work with others in considering the capacity of waste infrastructure.

A waste minimisation and recycling strategy needs to be agreed and implemented by planning conditions. Design features for waste containers and the availability of recycling facilities should be considered in finalising the design of the development.

Strategic waste disposal is dealt with by the County Council, which includes disposal of household waste and recycling centres. A contribution of £51 per dwelling is sought for improvement, expansion or new provision of waste disposal facilities. For this development that would be a capital contribution of **£1,071**.

8. 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.

9. Sustainable Drainage Systems

Section 10 of the NPPF seeks to meet the challenges of climate change, flooding and coastal change. National Planning 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.

As of 6th April 2015, the sustainable drainage provisions within the Flood and Water Management Act 2010 have been implemented, and developers are required to seek drainage approval from the county council and/or its agent alongside planning consent. The cost of ongoing maintenance is to be part of the Section 106 negotiation.

10. Fire Service

The Suffolk Fire and Rescue Service requests that early consideration is given to access for fire vehicles and provisions 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 fire safety in dwelling houses and promote the installation of sprinkler systems and can provide support and advice on their installation.

11. Superfast broadband

Section 5 of the NPPF supports high quality communications infrastructure and highlights at paragraph 42 that high speed broadband plays a vital role in enhancing the provision of local community facilities and services. SCC would recommend that all development is equipped with superfast broadband (fibre optic). This facilitates home working which has associated benefits for the transport network and also contributes to social inclusion. Direct access from a new development to the nearest BT exchange is required (not just tacking new provision on the end of the nearest line). This will bring the fibre optic closer to the home which will enable faster broadband speed.

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. The information contained within this letter 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	£2,900	£60,095
Education - Secondary	£2,622	£55,065
Education - Sixth Form	£948	£19,907
Pre-School Provision	£0	£0
Transport	£0	£0
Rights of Way	£0	£0
Libraries	£216	£4,536
Waste	£51	£1,071
Total	£6,737	£140,674

Table 1.1: Summary of Infrastructure Requirements

I consider that the above contributions requested are justified, evidenced and satisfy the requirements of the NPPF and the CIL 122 Regulations. Please let me know if you require any further supporting information.

Yours sincerely

Robert Pollock

Bethan Roscoe
Boyer Planning Ltd

Tel: 01206 769018

Email: bethanroscoe@boyerplanning.co.uk

cc. Neil McManus, Suffolk County Council

SUFFOLK

PRESERVATION SOCIETY

Respecting the past, shaping the future

Little Hall Market Place
Lavenham Suffolk CO10 9QZ
Telephone (01787) 247179
Fax (01787) 248341
email sps@suffolksociety.org
www.suffolksociety.org

12 January 2016

Mr Philip Isbell
Corporate Manager - Development Management
Mid Suffolk District Council
High Street
Needham Market
IP6 8DL

MID SUFFOLK DISTRICT COUNCIL PLANNING CONTROL RECEIVED 14 JAN 2016	
ACKNOWLEDGED.....	
DATE.....	
PAGE 10.....	RB

FAO Rebecca Biggs

Dear Mr. Isbell,

Planning application reference: 4195/15

Erection of 21 dwellings, 3no. new highways accesses, associated parking, turning & on-site open space provision, Land at Lion Road, Palgrave

I am writing on behalf of the Suffolk Preservation Society ('the Society') to register concern about the above planning application for the erection of 21 dwellings on a greenfield site at Lion Road which is outside, but adjoining, the current physical limit of Palgrave, a Secondary Village.

The Society considers that the social impacts of an additional 21 dwellings in addition to the recently approved 4 dwellings at the Pat Lewis site will result in significant pressure for additional school places at the village primary school. The school is located at the heart of the conservation adjoining Palgrave Common which has a number of listed buildings encircling it and adjoining the grade I parish church. We understand that the school is currently operating at capacity and note that it has already encroached upon the common to provide additional outdoor play area and understand that the school is currently seeking permission to erect additional classrooms on the green adjoining the churchyard. We consider that this ongoing expansion represents a significant threat to the character of the conservation area and the setting of the church and would urge the local planning authority to give considerable weight to the pressures upon the existing school site when considering the application for 21 houses that is currently before them.

In the circumstances, we consider that the scheme cannot be considered to be sustainable pending resolution of the ongoing issues around school capacity. The NPPF states that "to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system". Para.8. The SPS is of the opinion that the inadequacy of the existing school site means that neither the social nor environmental dimensions, which together with economic dimension, make up the three threads of sustainable development can be satisfactorily achieved.


We acknowledge that the Council's 5 year housing land supply is currently not in place, and that the housing policies therefore are not considered up to date and the presumption in favour of sustainable development applies. However, we would remind the lpa that para. 14 of the NPPF states that in cases where the development plan is not up to date that policies within the NPPF which indicate development should be restricted, as in cases which affect designated heritage assets, should still apply. The NPPF states that "*Lpa's should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including development affecting the setting of heritage assets) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.*" para. 129

Conclusion

The Society considers that the proposed development will result in additional demands on school places that will result in additional justification for permitting extensions of the school onto the common and churchyard. This will result in harm to the setting of the grade I church as well as the school and its grounds, which is located in a highly sensitive site adjoining the church, at the heart of the Palgrave Conservation Area.

The statutory duties set out in S.66(1) and S.72 of the planning (Listed Buildings and Conservation Areas) Act 1990, requires special regard to the conservation of listed buildings and their setting and that the character and appearance of a conservation area shall be preserved or enhanced. The SPS is of the opinion that these duties cannot be satisfactorily met by making a planning decision that will ultimately exacerbate harmful impacts upon these designated assets and their setting, contrary to policy CS5 of the Mid Suffolk Core Strategy which aims to protect and enhance the natural and built historic environment, HB1 of the MSDC Local Plan (1998) and draft Development Management Policy DM6 (January 2015). The issue of school capacity is a material consideration that should be given due weight in the assessment of this application. For these sound planning reasons we urge that the application is resisted pending a satisfactory outcome for the ongoing and future needs of Palgrave primary school.

Yours sincerely,


Fiona Cairns
IHBC MRTPI
Director

Cc: Mike Bootman – Chairman Palgrave Parish Council
Phil Butler - SPS Mid Suffolk District
David Burn – District Councillor

Rebecca Biggs

From: Nigel Brett
Sent: 29 February 2016 08:57
To: Rebecca Biggs
Subject: RE: Land at Lion Road - 4195/15

Hi Rebecca

It may be prudent to extend the wording of community centre improvements to include playing field facilities, such as changing rooms. These would be seen by the community as improvements to the community centre as they are co-located, but for S106 clarity perhaps something like: repairs, renovations and improvements to the Community Centre and Playing field facilities.

Regards

Nigel Brett

Communities - Health & Wellbeing Officer,
People Directorate,

Mid Suffolk and Babergh District Council

Telephone: 01449 724643; 01473 825764

Email: nigel.brett@baberghmidsuffolk.gov.uk

www.midsuffolk.gov.uk

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From: Rebecca Biggs
Sent: 26 February 2016 17:55
To: Nigel Brett
Subject: RE: Land at Lion Road - 4195/15

Hi Nigel,

Just to confirm this is for the full £148, 635?

Many thanks

Rebecca Biggs
Development Management Planning Officer
Babergh and Mid-Suffolk District Councils- WorkingTogether
www.babergh.gov.uk www.midsuffolk.gov.uk

Mid Suffolk District Council | 131 High Street | Needham Market |
T. Ext 01449 724543 Int. 4543
E. rebecca.biggs@baberghmidsuffolk.gov.uk

Please be advised that any comments expressed in this email are offered at an officer level as a professional opinion and are given without prejudice to any decision or action the Council may take in the future. Please check with the emails author if you are in any doubt about the status of the advice given.

*** CIL charging is coming to Mid Suffolk and Babergh soon. See our websites for the latest information [here](#) ***

From: Nigel Brett
Sent: 26 February 2016 15:32
To: Rebecca Biggs
Subject: RE: Land at Lion Road - 4195/15

Hi Rebecca

I suggest the OSSI goes toward the Community Centre repairs, renovations and improvements needed at the time the new houses are completed. As we can't know when the houses will be marketed, this is as specific as I can be.

Regards
Nigel Brett
Communities - Health & Wellbeing Officer,
People Directorate,
Mid Suffolk and Babergh District Council
Telephone: 01449 724643; 01473 825764
Email: nigel.brett@baberghmidsuffolk.gov.uk
www.midsuffolk.gov.uk

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From: Emerson Sophie (NHS ENGLAND) [mailto:sophie.emerson2@nhs.net]
Sent: 23 February 2016 16:05
To: Rebecca Biggs
Subject: Land at Lion Road, Palgrave - 4195/15

Rebecca,

Thank you for the letter dated 19th February 2016 (copy enclosed for reference); NHS England (East) have now had a chance to review this Planning application (4195/15 – 21 dwellings in Palgrave) and can advise that due to the size of this development, there is not an intention to seek health mitigation/ contribution on this occasion.

NHS England would therefore not wish to raise an objection to the proposed development.

Future applications in the area will be considered as and when they arise.

Regards

Sophie Emerson, for and on behalf of Kerry Harding

Estates Project Advisor
NHS England (East)

Telephone: 0113 824 9111

|Swift House | Colchester Road | Chelmsford | Essex | CM2 5PF | and
West Wing | Victoria House| Capital Park| Fulbourn| Cambridge| CB21 5XB

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Planning Control Received	
23 FEB 2016	
Acknowledged	AP
Date	25/2/16
Pass To	RB

From: Kirsti Wiles [mailto:kirsti.wiles@diss.gov.uk]
Sent: 22 February 2016 12:19
To: Rebecca Biggs
Subject: 4195/15 Land at Lion Road, Palgrave

Diss Town Council would like to make the following comments with regard to the above application:

RECOMMEND REFUSAL

This application will have a further impact on infrastructure in Diss including traffic with the Lion Road and Denmark Hill/Rose Lane as a through corridor between the A1066 and the A143 and the impact on other infrastructure including medical provision.

Diss Town Council



Tel: 01379 643848
www.disscouncil.com

Planning Control Received 22 FEB 2016	
Acknowledged	AP
Date	25/2/16
Pass To	RB