

MID SUFFOLK DISTRICT COUNCIL

DEVELOPMENT CONTROL COMMITTEE A MEETING 11TH APRIL 2018

INDEX TO LATE REPRESENTATIONS/SUPPLEMENTARY PAPERS

<u>ITEM</u>	<u>REF. NO</u>	<u>Representation From</u>	<u>Summary/Comments</u>	<u>Case Officer</u>	<u>PAGE NO</u>
7b	DC/17/02760	Samantha Summers	Officer update to report (see attached document)	SASU	2
		Suffolk County Council Highways	Additional consultation response received 02.02.18 No objection subject to conditions (see attached document)	SASU	3-5
7c	DC/17/05874	Cllr. A Stringer	Email received from Cllr. Stringer 5.4.18 (see attached document)	ELFL	6

DC/17/02760

Additional conditions to be applied if planning approval is granted:

- Highways conditions as set out in letter dated 2nd February 2018
- Condition to secure highways works to Chapel Lane and footpaths prior to first occupation
- Condition for Residents Travel Packs as detailed on page three of the above letter.

Your Ref: DC/17/02760
Our Ref: 570\CON\0172\18
Date: 2nd February 2018

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

Email: planningadmin@babberghmidsuffolk.gov.uk

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

For the Attention of: Samantha Summers

Dear Samantha

TOWN AND COUNTRY PLANNING ACT 1990 - CONSULTATION RETURN DC/17/02760

PROPOSAL: Outline planning application (Access to be considered) - Erection of up to 69 dwellings, open space and associated infrastructure

LOCATION: Land South of, Diss Road, Botesdale, Diss, Suffolk

ROAD CLASS:

Notice is hereby given that the County Council as the local highway authority does not object to the proposal subject to the imposition of the conditions shown below on any permission to be granted and the completion of a S106 planning obligation to its satisfaction:

Comments

- 1 The off-site footway improvements on Chapel Lane as shown on 46993/P/SK04A is supported in principle by the highway authority but we would like to see some additional features to highlight to the driver they are entering into a shared space. Detailed design can be discussed at the full application process.

Conditions

1 ER 1

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

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

2 ER 2

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

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

3 V 1

Condition: Before the access is first used visibility splays shall be provided as shown on Drawing No. 46993/P/SK01E with an X dimension of 2.4m and a Y dimension of 120m to the right and 90m to the left 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.

4 P 2

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

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety.

5 D 2

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

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

6 HGV1

Condition: All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence. No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan. The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV traffic in sensitive areas.

7 B2

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

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

8 NOTE 07

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

9 NOTE 15

The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification.

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

S106 Contributions

Travel Plan

As the proposed development is for less than 100 dwellings a full Travel Plan would not be required. However as the development is for 69 dwellings, which will have a significant effect on Botesdale it is strongly recommended that the resident travel pack that was identified in paragraph 4.11 of the Transport Statement (dated March 2017) is secured to provide some highway mitigation using sustainable transport.

This travel pack can either be produced by Suffolk County Council, which will be secured by a Section 106 agreement, or planning condition if planning permission is granted. Therefore, if planning permission is granted the Travel Pack will need to be secured by the following:

Section 106 – contribution of £8,601 to produce packs that contain the following:

- Multi-modal voucher (for purchase of bus tickets, or cycle voucher) - £100 per dwelling (£6,900 in total for 69 dwellings)
- Personalised Travel Planning credits - £10 per dwelling (£690 in total for 69 dwellings)
- Design and printing of 69 packs, plus maps - £1,011

Or the following planning condition if the applicant does not require Suffolk County Council to produce the packs:

- Condition: Within one month of the first occupation of any dwelling, the occupiers of each of the dwellings shall be provided with a Residents Travel Pack (RTP) as set out in the Transport Statement (dated March 2017). Not less than 3 months prior to the first occupation of any dwelling, the contents of the RTP shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and shall include walking, cycling and bus maps, latest relevant bus and rail timetable information, car sharing information, personalised travel planning and a multi-modal travel voucher. The RTP shall be maintained and operated thereafter.

Reason: In the interests of sustainable development as set out in the NPPF, and objectives SO3 and SO6 of the Mid Suffolk Core Strategy Development Plan Document (2012).

Yours sincerely,

Sam Harvey
Senior Development Management Engineer
Strategic Development

From: Andrew Stringer (MSDC)
Sent: 05 April 2018 09:24
To: Elizabeth Flood <Elizabeth.Flood@baberghmidsuffolk.gov.uk>
Cc: Philip Isbell <Philip.Isbell@baberghmidsuffolk.gov.uk>; Jill Wilshaw <Jill.Wilshaw@midsuffolk.gov.uk>
Subject: D.C. 05874. Bacton

Dear Elizabeth. In my roll as the County Councillor for Bacton, I feel compelled to write to express my concern at the officer report for the above application in Rectory road Bacton. This site is well connected to the services of Bacton, to gain pedestrian access residents merely have to cross the road to a verge over 2 mtrs wide, this road also has a speed indicator sign which acts as a traffic calming measure and actively reduces the speed at this point by over 10%. Mid Suffolk only last week approved 2 bungalows in Earls Green Bacton, this site is a further 150 mtrs further away from the services of the village, with even less verge and paths.

Surely we should take the opportunity to bring forward sustainable development, and if this sites lack of footway precludes it coming forward, why not seek a section 106 payment to help secure such a path?

Regards. Andrew Stringer

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