

Your Ref: MS/1432/17
Our Ref: 570\CON\1554\17
Date: 14th May 2018



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

Email: planningadmin@baberghmidsuffolk.gov.uk

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

For the Attention of: Elizabeth Flood

Dear Elizabeth

TOWN AND COUNTRY PLANNING ACT 1990 - CONSULTATION RETURN MS/1432/17

PROPOSAL: Application for Outline Planning Permission with all matters reserved for residential development, up to 99 dwellings, including affordable housing, together with the construction of estate roads & footpaths, drainage, landscaping & the provision of public open space, including children's play space

LOCATION: Site off, John Shepherd Road, Fressingfield

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

Planning applications had been submitted to develop a number sites around the village of Fressingfield therefore, Suffolk County Council as the Highway authority, requested a traffic assessment to be completed to assess at the cumulative impact on the highway network from the sites.

We have reviewed the Transport Assessment and the data supplied with thie applications, the summary of our findings are as follows:

. The traffic assessment shows:

- The B1116/C515/New Street, B1123/B1116 and B1116/C504 Low Road junctions' are within future capacities therefore future queue lengths are acceptable,
- With the trip rates (with TEMPRO plus 25% growth rate) applied to PICADY model gave minimal delays and all the junctions and they will continue to work within capacity in the future with the introduction of the developments.
- There is only one recorded injury accident in the area
- The proposed carriageway and footway improvements on Stradbroke Road/New Street junction improves access to village amenities for pedestrians in this area.

Taking all the above into account, it is our opinion that this development would not have a severe impact (NPPF para 32) therefore we do not object to the proposal.

CONDITIONS

Should the Planning Authority be minded to grant planning approval the Highway Authority in Suffolk would recommend they include the following conditions and obligations:

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. The road layout should extend to the western site boundary in order to facilitate a potential connection with any extension of Post Mill Lane.

Reason: To ensure that roads/footways are constructed to an acceptable standard and to allow connectivity with adjacent development.

2 ER 2

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

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

3 P 2

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

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

4 NOTE 02

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

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

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

5 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.

6 NOTE 12

The existing street lighting system may be affected by this proposal.

The applicant must contact the Street Lighting Engineer of Suffolk County Council, in order to agree any necessary alterations/additions to be carried out at the expense of the developer.

7 NOTE 15

Note: 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.

The works within the public highway as shown on drawing No 1151-03-500B 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

The Transport Assessment (dated March 2017) included a 'Travel Planning' section that proposed a welcome pack as a measure. This measure would be suitable for a development of less than 100 dwellings in a non-rural setting. However, this site is very rural in nature where sustainable transport options are highly constrained. Currently there is only a severely limited bus service that serves the village and it is of no use for commuting. It is not practical to enhance this service although it is possible to improve the existing bus stops to improve access for all to the services which do run (see below).

Cycling will also not be a suitable measure for all residents due to the long distances needed to be travelled along rural roads. Therefore, it will be very difficult for a Travel Plan or its recommended measures to achieve significant modal shift in Fressingfield as there will be strong reliance on the private motor vehicle due to the rural location of the proposed development.

PUBLIC TRANSPORT

Fressingfield is currently very poorly served by scheduled bus services and this is unlikely to change should this development be approved. However, the village is covered by the Connecting Communities transport service. Consequently, in order to encourage use of more sustainable methods of transport from this rural site it is desirable to enhance the existing bus stops to encourage use of the services that do exist by new residents, and also to provide a central 'hub' which could be used by Community services should they have multiple customers.

The nearest bus stops are located north of John Shepherd Road at and opposite the Fox & Goose Public House. These existing bus stops may be improved by the installation of raised kerbing which will make the bus more accessible to all users. A financial contribution of £10,000 is therefore requested to allow both these nearby bus stops to be improved.

Yours sincerely,

Mrs Samantha Harvey
Senior Development Management Engineer
Strategic Development