

Suffolk County Council Statement on Matters 9a and 9b

This statement has been prepared by Suffolk County Council to address issues raised by the Inspector which relate to constraints at Brantham

1. Summary of position

- 1.1 Suffolk County Council welcomes Babergh's commitment to the regeneration of Brantham, as expressed in this Core Strategy. The county council supports this strategy for the regeneration of the site.
- 1.2 The county council has been working with Babergh District Council to identify constraints and infrastructure requirements relating to development at this location. For the county council, key issues relate to transport and education, following an approach set out in the Section 106 Developers Guide to Infrastructure Contributions in Suffolk, which is included in the Core Reference Library.
- 1.3 The following paragraphs set out matters relating to the delivery of employment-led regeneration. As the scale and balance of housing and employment development is unknown, the full impact on the county council's services and infrastructure cannot be determined with certainty.

2. Matters to be brought forward at the masterplanning/planning application stage

2.1 Education

Any new housing at Brantham is likely to be served by the existing Brooklands Primary School, which is currently a 210-place school. Although parental choice may lead to a proportion of pupils travelling further afield, it is the county council's preference for children to attend their nearest school from a cohesive community perspective and to maximise sustainable transport options.

Current pupil projections (for the academic years 2012/13 to 2016/17) suggest that there is little or no surplus capacity at Brooklands Primary. The school site is large enough such that it is may be possible to expand the school buildings (with associated play-space provision) to take an additional 210 pupils. However, it must be noted that if the school does extend in size to 420 places then based on DfE guidance contained in Building Bulletin 99 for Primary Schools the site would be below the minimum currently required. The school site is surrounded by houses so would prove very difficult to enlarge. See table below:

	Total Site Area (sq m)		
	Building Bulletin 99 Standards		Current area
	From	To	
210 places	9,760	10,060	17,040
420 places	17,320	19,300	

Depending on the level of housing growth that comes forward, expanding the existing school to a 420-place school is likely to be the most sensible and favoured option, and proportionate developer contributions would be sought. Alternatively, the county council may seek free land and developer funding for a new (i.e. additional) primary school within a new housing development. A third option is to relocate an expanded Brooklands School within a new development.

In all scenarios, the county council would follow the approach set out in the Developers Guide, in consultation with Babergh District Council and the developer. The importance of full pre-application discussions must be recognised in order to consider and address local education needs at an early stage.

2.2 Early Years Provision

Depending on the level of housing development, an early years facility may be required.

2.3 Transport

The site was originally developed when a greater proportion of journeys were made by walking or cycling and, critically, employees lived closer to their workplace. The access to the site is substandard – the minimum requirement is now 7.3 metres plus two 2m footways where there are HGV movements.

This site has undergone an analysis of transport impacts (Ref: **J09**), which has tested different mixes and quantum of growth. The assessment undertaken has suggested that mitigation works are likely to be required at the Cattawade priority junction (that leads to the roundabout on the A137) and the A137 Lawford mini roundabout. The latter junction is likely to be impacted by the housing development in Manningtree being coordinated through Tendring District Council's emerging Plan, though Tendring's most recent draft plan mentions regeneration at Brantham.

Highway mitigation measures are likely to be required to the access and junctions similar to those above. A transport assessment will be required at the time that planning applications are submitted. An agreed travel plan is likely to identify measures that become required such as: support for frequent (15-minute at peak times) public transport

such as along routes to Manningtree Station and the health centre; footpaths and cycleways to the railway station, and improvements to the rights of way network.

2.4 Archaeology

Previous county council representations have noted the presence of the Xylonite Works and the potential presence of underground heritage assets. This is reflected in the planning position statement (Ref: **J01**). This site should be subject to pre-determination archaeological evaluation to allow for preservation *in situ* of any sites of national importance that might be defined (and which are currently unknown).

2.5 There are no other significant matters relating to county council services that are likely to impact upon the delivery of development at this location.