



PLANNING COMMITTEE

MINUTES

Wednesday 27 May 2020 at 7.30pm Via ZOOM online meetings

PLC 05.20.01	APOLOGIES FOR ABSENCE Cllr P Saward
PLC 05.20.02	MINUTES The minutes of the previous meeting on 27 February were approved as a true record of the meeting. These will be signed at the next practical opportunity
PLC 05.20.03	DECLARATION OF INTEREST None
PLC 05.20.04	PLANNING APPLICATIONS DC/20/01775 Land South Of, Slough Road, Brantham Erection of residential development of up to 65 new dwellings (including minimum of 40% affordable homes), with areas of landscaping and public open space, including vehicular access, and associated infrastructure works (re-submission of DC/19/01973). PLEASE SEE COMMENTS ATTACHED AT APPENDIX A
PLC 05.20.05	PLANNING RESULTS DC/20/00591 25 Brooklands Road, Brantham, CO11 1RN Erection of single storey extension PLANNING PERMISSION GRANTED DC/20/00108 27 New Village, Brantham, Manningtree, CO11 1RL Erection of a first floor side extension PLANNING PERMISSION GRANTED DC/20/00667 45 Grimwade Close, Brantham, CO11 1QY Erection of single storey rear extension PLANNING PERMISSION GRANTED
PLC 05.20.06	CORRESPONDENCE AND LATE PLANNING APPLICATIONS Notification re: DC/20/01170 for 53 New Village, Brantham, Manningtree, CO11 1RZ Application to determine if prior approval is required for a proposed Larger Home Extension- Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended- Schedule 2, Part 1 Class A - Erection of single storey



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	<p>extension (following demolition of existing.) BDC CONFIRMED THAT PRIOR APPROVAL IS NOT REQUIRED</p> <p>Notification re: Former Wardle Storeys, Factory Lane, Brantham Discharge of Conditions for application B/15/00263 - Condition 6 (Levels), 9 (Disposal of surface water), 10 (Management of surface water), 21 (Foul drainage), 23 (Phasing of roads), 24 (Details of roads and footpaths), 30 (Construction surface water), 54 (Construction Management Plan), 55 (Means of preventing discharge of water onto highways), 56 (Site Waste Management Plan) and 59 (HGV movements)</p>
PLC 05.20.07	<p>DATE OF NEXT MEETING Wednesday 22 July 2020, 7.30pm via Zoom or at Brantham Village Hall</p>

MEETING FINISHED AT 8.29pm

SIGNED.....DATED.....



APPENDIX A

Brantham Parish Council

DC/20/01775 Land South of Slough Road Brantham Suffolk

Outline Planning Application (some matters reserved, access to be considered)
Erection of residential development of up to 65 new dwellings (including minimum of 40% affordable homes), with areas of landscaping and public open space, including vehicular access, and associated infrastructure works. (resubmission of DC/19/01973)

BPC would comment on the following materially relevant matters:

- The proposed site is outside of the current built-up area boundary (BUAB). Any “tilted balance” that might be applied in the absence of a sufficient land supply is not applicable in this situation as Babergh DC currently has a sufficient and demonstrable supply.
- The proposed site access road is, of necessity, sited within Slough Road, there being no access from within the BUAB.
- Consequently this development cannot be defined as infill and must be regarded as ribbon development along Slough Road.
- BPC notes that this reapplication omits the originally submitted details of the required road access and states “access to be considered”. This access is fundamental to the viability of this proposal. BPC believe that the details must be supplied within this application, without which the application should not be considered. The access road requires to be compliant with SCC requirements, including defined sight lines, raising the following issues, which BPC submit as materially relevant :
 1. The sight lines must be maintained, with hedges being kept below 600mm.
 2. The sight line to the south will need to extend beyond the site red line and in front of existing houses. Consequently it will not be possible to maintain that sightline, as it clearly appears to be on property in other ownership.
 3. The northern sight line necessitates the inclusion of a further area of land, defined by the sites red-line boundary, this extending from the proposed site access road to within meters of the East Bergholt parish boundary, and the East End BUAB. The frontage of this site thereby extends from the Brantham BUAB to the East Bergolt BUAB.
 4. If this application is allowed, this will effectively coalesce the two parishes of Brantham and East Bergholt. This contradicts Local Plan policy.
 5. Given items 1-4 above, BPC considers that it is not acceptable to approve a development which cannot be demonstrated to comply



with relevant highway standards (which were previously recognised and identified within the original application) and which are fundamental to the viability of the overall proposal.

6. This site was identified within the Local Plan consultation as being SHEELA site SS0210, clearly stating it as *not being suitable for residential development*. BPC can identify no reason why that assessment should now be any less valid.
7. The Agricultural Land Classification (etc) included as a supporting document states that the land comprising the proposed site is Sub-grade 3A, being classified as BMV (Best and Most Versatile) agricultural land.

The report goes on to argue that this grade of land is “common in this area” and consequently “*there should be no agricultural land quality constraints to the non-agricultural development of this site.*”

This is a spurious and misleading conclusion. Land of this quality is not to be disregarded in such a way. Sustainability *as defined within the NPPF* requires resources, in this case the ongoing usage of land, to remain available for future generations.

Other considerations, should this application be granted:

- Strategic Housing Response – should this application be granted the recommendations should be implemented and applied as a Condition?
- It is noted that BDC pre application advice letter of February 28th 2019 stipulates “*Create a footway crossing point on the A137 to allow pedestrians safe access to the bus stops.*”

There may be a need for pedestrian islands (we advise a survey is carried out to determine if there is sufficient time for the pedestrian can cross safely in one movement)”,

BPC note that that requirement is agreed within the developers supporting documents.

- It has been suggested that Footpath 1 which links this site to the A137 could be upgraded to a bridleway to allow cyclists access to and from the site. BPC advises this footpath is extremely narrow between the two enclosing residential properties and gardens. On one side it has established trees and hedgerow, which if removed would have implications for wildlife habitat. For much of this footpath there is no space to upgrade it to the necessary 2 metres width required for a bridleway.
- Should this appeal be approved, BPC would look for this footway crossing to be implemented prior to any development being commenced, and to be a controlled crossing. This should be as previously discussed by BPC with the SCC Councillor David Wood.
- It is noted that BDC pre application letter of February 28th 2019, regarding affordable housing, stipulates that the on site provision should equate to no



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less than 35%, consistent with Policy CS19, and that Officers would *encourage a scheme which is 'above and beyond' merely compliant*, providing significant benefit to the affordable need. BPC notes that the Application supporting documents now offer an increase in that requirement to 40%. BPC would wish that any such increase must address an actual identified need, and not be accepted as a means of justifying development outside of the established built up area boundary.

- BPC would express some reservations with regard to the affordable element not being provided, (eg.) for financial viability reasons, and would protest in advance at any financial arrangement in lieu of their provision. Prior to any development commencing, an agreed arrangement with a BDC Registered Provider must be clearly demonstrated.
- The Parish Council has a number of concerns about traffic in the local area see comments at Appendix A below

Summary

NB. BPC believes that an SCC compliant road access to be impractical, possibly unachievable, and that this application should not be considered without full and satisfactory details of the road access being provided at this stage.

Given all of the materially relevant reasons as stated as above, BPC recommend that this application be refused.



APPENDIX A

Data taken from the Westcotec SID device on the A137 opposite Poppy Fields monitoring southbound traffic towards Manningtree was extracted for the period August 2019 to October 2019.

In summary, at peak rush hour times, traffic density nose to nose was recorded on average as 160 cars every 15 minutes i.e. One car every 5.6 seconds. This is in one direction only.

Given a peak period which normally lasts for around an hour, traffic Northbound is likely to be similar if not denser in terms of flow, hence leaving very little time separation (gaps in the traffic) for crossing the A137, especially for those less nimble. Making a simple conservative estimate of one car every 6 seconds in either direction i.e. An average of 3 seconds separation to cross the road, it is clear that crossing the A137 at peak periods in Brantham is extremely difficult.

It is also reasonable to conclude that traffic flows will increase with more housing and hence the problems and dangers of crossing will become compounded over time without effective mitigation.

Traffic islands may well assist pedestrians in making the crossing but this does not address the same problem faced by drivers wishing to cross the A137 from contributing roads.

In the case of the Slough Road development DC1775, additional traffic is likely to build up at the junction with the A137 especially for those vehicles wishing to head towards Manningtree, posing an increased danger of collision coupled with some localised pollution build up through queuing.

Slough Road is a narrow, winding road with only a few passing places. It is not uncommon for approaching vehicles to effectively get stuck, thus additional housing in this area will undoubtedly increase this problem.