

CIRCULATED IN ADVANCE OF THE MEETING

ALTERATIONS AND ADDITIONS REPORT

13th March 2018

Item 8 - DC/17/3519/OUT: Land At Church Lane, Carlton Colville, Lowestoft, Church Lane, Carlton Colville - Outline Application - Residential development including access roads

Councillor Light: I would like to object to this development.

The Town Council has already submitted a comprehensive list of reasons why this is not acceptable, which I agree with. However, I would like to particularly make reference to several things.

The historical church and hall and their situation. The loss of this view. The site was rejected by the Local Plan as not contributing enough to the infrastructure of Carlton Colville. I have made some suggestions below how it could actually make a positive contribution.

As an elected Ward Councillor for nearly 10 years much of my case load is to do with problems arising from planning decisions of the past. As a Town Councillor we also regularly hear of similar issues.

The infrastructure is already inadequate with drains and sewers working to capacity. For a number of years now I have been drawing attention to a number of roads that are regularly surface flooding in that area because of the burden various developments have placed on the drains.

This development will increase the pressure on these services unless a comprehensive programme is followed to remove any risk to existing residents. There will obviously be a loss of land capable of taking away excess water.

This site brings to over 1,000 the number of new homes being suggested for Carlton Colville. This would equate to around 2-3,000 more residents? There is not the infrastructure to cope with this including school places, dentists, and Drs etc.

There are serious safety concerns with this site. I would suggest that the following could reduce the risk to those who live in this area, or would move onto any new development:-

- * There is the potential for another 100+ vehicles to be located on this site adding to the problems of the old, narrow village roads that often are not of the best quality..
- * There is an ad-hoc crossing point on the blind bend which is already a serious safety issue. A new development and cut through road will not make this any safer!

- * There needs to be a Zebra crossing from The Oakes side to wards the Transport Museum. Very important for those visiting the Museum, Carlton Manor the caravan site, walking to the Primary School or getting the bus. Also the reverse of these!
- * There is a very limited footpath around the site with quite long areas (the church to Mutford Wood Lane) with no footpath at all. There needs to be a footpath.
- * The majority of the other side of the road does not have a path of any sort (Chapel Rd to Waters Lane)
- * The roads are too narrow and need to be widened to allow public transport to pass safely.
- * A suggested road through the development will become a short cut.
- * Garages need to be built with adequate width for cars to use and drivers to get out of and thus help to reduce on road parking.

As I said, the Town Council has made some excellent points.

I have tried to include some constructive comments that if acted upon, would reduce the many detrimental effects this development. In its present form, will have on the town.

I would suggest the safety issues alone would deserve a site visit.

Applicants email 12.2.18

The applicants have forwarded written commitment to secure 35% affordable housing and also to fund the requirements of SCC Highways to provide a bus stop. The commitment will need to be supported by detailed heads of terms and also by a final unilateral / s106 agreement. However, the applicants commitments to meet the requirements are clear and as such the recommendation is amended to withdraw the third reason for refusal. In any appeal, officers will continue to strive for successful resolution and completion of the undertaking / agreement:

RECOMMENDATION:- REFUSE for the following reasons:

- 1. The site lies in open countryside outside the physical limits defined by Development Management Policy DM01. Development Management Policy DM22 states that housing development will not be permitted in the open countryside except where it can be demonstrated to be essential for an agricultural or forestry worker to live at or close to a workplace, where housing would meet an identified local housing need, where it would constitute infill development or where the proposal would replace dwellings affected by coastal erosion. The proposed development does not fall into any of these categories and is therefore contrary to Policies DM01 and DM22.**

2. The site is within the setting of the Church of St Peter a Grade II* listed building. The proposed development would result in the loss of the last component of the rural setting of the church and have a negative impact on the setting of the church contrary to paragraphs 14, 131, 132 and 137 of the National Planning Policy Framework and Policy CS17 and Policy DM30. The benefits of the proposal are not considered to outweigh the harm that would be caused.

~~3. The proposal fails to make adequate provision/contributions (and/or agreement to provide) for facilities/services for the occupants of the dwellings. The applicant has not entered into the necessary legal agreement, which is required to ensure the following is provided:~~

~~=The provision of a third of the dwellings as affordable housing~~

~~=The provision of enhanced bus stops~~

~~The proposal is therefore contrary to the NPPF, Core Strategy Policy CS04 and Development Management Policy DM18.~~

Item 9 – DC/17/5381/COU - Mill House, Mill Lane, South Elmham St James - Change of Use to re use of two agricultural buildings. First a barn/workshop to house machinery to perform small pet cremations

SCC Highways late response to consultation

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:

Condition: No other part of the development hereby permitted shall be commenced until the existing vehicular access has been improved, laid out and completed in all respects in accordance with DM01; and with an entrance width of 4.5m. Thereafter the access shall be retained in the specified form.

Reason: In the interests of highway safety to ensure that the layout of the access is properly designed, constructed and provided before the development is commenced.

Condition: Before the development is commenced details of the areas to be provided for the 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.

Condition: Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) any means of frontage enclosure shall be set back 2.4 metres from the edge of the carriageway of the adjacent highway.

Reason: In the interests of highway safety, to avoid obstruction of the highway and provide a refuge for pedestrians.

Public Utility apparatus may be affected by this proposal. The appropriate utility service should be contacted to reach agreement on any necessary alterations which have to be carried out at the expense of the developer.

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 East Area Manager must be contacted on Telephone: 01728 652400. Further information can be found at: <https://www.suffolk.gov.uk/roads-and-transport/parking/apply-for-a-dropped-kerb/>

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.

Additional comments from St. James Parish meeting not included in report:

2 – No objection

1 – In support

1 – objection, summarised as follows:

- Unnecessary to impose a small scale industrial operation on a quite rural village
- Impact on residents in terms of smoke, ash, smell or noise
- Extent of operation hours proposed