

From: BMSDC Planning Area Team Pink <PlanningPink@babberghmidsuffolk.gov.uk>

Sent: 16 Jun 2022 02:19:48

To:

Cc:

Subject: FW: DC/21/03287 - Land north west of Stowupland Road Stowmarket

Attachments:

From: David Blackburn

Sent: 16 June 2022 13:43

To: Bradly Heffer <Bradly.Heffer@babberghmidsuffolk.gov.uk>

Subject: RE: DC/21/03287 - Land north west of Stowupland Road Stowmarket

Thank you Bradly.

Stowmarket Town Council re-iterates the previous comments that it has made to the Planning Authority in objecting to planning application DC/21/03287 - Land north west of Stowupland Road, Stowmarket. The minor amendments made by the applicant with regard to housing units and parking fail to address the substantive issues raised previously in respect of poor access to the site, the prominence of public amenity space within the site, poor design of the buildings and the lack of architectural merit of the scheme. The Town Council remains extremely disappointed with the proposals submitted by the developer and opposes the application.

Kind regards

David

David Blackburn

Town Clerk

Stowmarket Town Council | Milton House | Milton Road South | Stowmarket | Suffolk | IP14 1EZ

Tel: 01449 612060



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**REPRESENTATIONS OF STOWMARKET TOWN COUNCIL
PLANNING APPLICATION DC/21/03287 – ASHES FARM**

Land North West off Stowupland Road for Crest Nicholson Operations Ltd and J W Diaper and Sons.

Residential Development of 265 dwellings (70 affordable) with new public open space, landscaping, access and associated infrastructure.

INTRODUCTION

Stowmarket is the largest town in Mid Suffolk and it is the main centre for housing development, employment and shopping in the district.

Locations for the main housing allocations in the town were established in the adopted Core Strategy (2008) and the Stowmarket Area Action Plan (2013). The latter identifies North Stowmarket - The Ashes, situated between Newton Road and Stowupland Road, as having total capacity for 400 new homes. Therefore, the principle of development on this allocated site is recognised and accepted.

There has been a significant evolution in the nature of the proposals for the site over the course of time. A site concept was developed in 2009 and a Development Brief and Delivery Framework were prepared by Ingleton Wood on behalf of Mid Suffolk District Council in 2016. The Brief outlined the opportunities and constraints in respect of this site, and provided guidance to developers on the landscape, access, drainage and open space requirements to inform the preparation of a planning application. Further master planning has then followed prior to the submission of the present application. The outcome is a set of proposals which are very different from those that were originally envisaged for the site.

Stowmarket Town Council believes that there could have been better engagement by the applicant with local stakeholders over the changing nature of these proposals which, in turn, would have led to a better planning application. The current scheme is viewed with a certain amount of disappointment and there are many aspects to the proposals which require improvement. Consequently, Stowmarket Town Council **objects** to the grant of planning consent in respect of the current application that has been submitted.

KEY ISSUES

The main points that the Town Council wishes to raise are as follows:

1. DESIGN

The Town Council believes that the proposed layout and design are devoid of any sense of place or character. There is no special architectural interest within the development and the use of blocks of flats to provide a gateway building (as referred to in the Design

and Access Statement) confers upon them a status that they scarcely deserve. In particular, the response of the Stowmarket Society to the consultation is supported in providing a useful commentary on the shortcomings of the design elements of the scheme.

2. ACCESS AND CONNECTIVITY

It is evident that the natural place to access the site is via the roundabout at the top of Mortimer Road. However, the Highways Authority appears to accept the proposal contained within the application only because of “land constraints” relating to access from the roundabout. The Town Council suggests that in terms of delivering effective town and country planning, this does not make a great deal of sense.

The proposed access off Stowupland Road will undoubtedly be the principal access to the Ashes Farm site because the access anticipated on to Newton Road is less convenient in terms of its connectivity with other local routes. There is a perceived road safety issue with this junction although it is noted that a ghost island is to be created at the junction appears to be an attempt to manage the risk associated with this potentially dangerous traffic junction.

The shared pathway for cyclists and pedestrians on the west of Stowupland Road will be significantly inhibited by the creation of a new access half way down the hill. The cycle connection at the southern end of the site is welcomed but connection to the north end needs improving. The provision of a Toucan crossing is supported, subject to it being provided at a safe location a suitable distance away from any access to the site.

3. SITE LAYOUT

The early concept drawings promised a characterful green area of open space at the heart of the development site. This was replaced by proposals to create a large area of open space near the Mortimer Road roundabout, to manage in part, the impact upon the neighbouring community of Stowupland (as mentioned by Stowupland Parish Council in their response to the application). Under the current proposals, neither of these objectives are fulfilled as the proposed Local Area of Play site narrows where it abuts the main access route such that its visibility within the context of the site is poor and it provides little/no relief to the mass of housing within the development. Re-configuration of the site layout is seen as being vitally important to utilise this open space more imaginatively.

The Stowmarket Area Action Plan paragraphs 6.71 and 6.72, place a great deal of emphasis upon the quality of the open space in providing an area for formal or informal recreation. It is suggested that the proposals submitted will give future residents little sense of the “mixed development of housing and open space” referred to in the original documents relating to the site. Indeed, it appears that the proposed park space has been used primarily to strengthen the appeal for marketing purposes of the larger executive homes which overlook the space, rather than providing an accessible community park that can be used by everyone. Whilst the supporting information promises a great deal in respect of the proposed play area, little detail is provided about precisely what play equipment will be provided. There are many pocket parks across the town already, which provide little in terms of amenity value and stimulation for children and are rarely used. It is suggested that a larger play area is incorporated within the scheme at a central location

on the edge of the current phase of development which can then be extended as an area of substantial open space when the Newton Road development phase comes forward.

The housing development will occupy a high profile location in an elevated position such that strong planting around the boundaries has been identified as being a key component of development from the concept stage onwards. The Design and Access statement provides little confidence that planting has formed an integral part of the thinking with regard to the site layout and it is suggested that any planning consent should be conditional upon the submission of a clear plan for tree planting and the promotion of biodiversity.

4. SITE DENSITY

The original proposals for the site anticipated a development of 400 units but this figure appears to have risen to 575 units in total across the site. The close proximity of new housing units is always a source of concern in terms of the health and well-being of residents and the potential for neighbour disputes where multiple housing units have common boundaries. The preponderance of parking lots and their locations is also questioned. There does not appear to be good sight lines between many homes and their allocated parking spaces which, in the Town Council's experience, is likely to lead to a high level of on-street parking as the parking spaces might be considered unsafe. The Town Council also notes that there will be some "triple deck" parking in some places which again is likely to lead to on-street parking.

5. SUSTAINABILITY AND CLIMATE CHANGE

The planning application provides little information about how the development will be delivered in an environmentally responsible manner. The Environmental Health consultee of Mid Suffolk District Council recommends the provision of a "Sustainability and Energy Strategy" and the Town Council supports this view. In addition, it is the policy of the Town Council on new planning applications to recommend:

- a. That all new build properties should have an Electric Vehicle charging point; and
- b. That the feasibility of providing micro-grids to power new housing developments of 100+ properties should be assessed as part of the preparation of site development briefs or alternatively developers should pay into a carbon offset fund.

The Town Council is seeking to increase canopy cover across the town to 22% and this site has a part to play in achieving that target. Disturbance of the surface of the former chicken farm may release stored carbon into the atmosphere meaning that tree planting should be strengthened to offset the carbon footprint of developing the site.

The Town Council requests that the developer responds positively to the points raised and addresses the new levels of public awareness which exist regarding environmental matters and supports the achievement of the nation's targets for carbon reduction.

6. LOCAL SERVICES

The comments of Suffolk County Council are noted with regard to the need for developer contributions towards an Early Years new build and support for Library Services. There is a great deal of concern about the strain that new development will place upon for example, existing GP services, with additional services required particularly in respect of NHS dentistry. In addition, local school places are in short supply in many parts of Stowmarket and Stowupland, and action will be required to extend local schools if a significant proportion of local schooling is not to take place in portacabins. Therefore, there are many issues to be addressed with regard to the provision of local services, infrastructure and amenities before the proposals can be claimed to represent sustainable development.

SUMMARY

Stowmarket Town Council feels that better engagement by the applicant would have promoted a shared understanding of what is, and is not, possible on the site. The Town Council supports the principle of development but would welcome some significant revisions to the current proposals before planning consent is contemplated so that they fulfil the requirements of the National Planning Policy Framework and provide an acceptable outcome for Stowmarket.

Consultee Comments for Planning Application DC/21/03287

Application Summary

Application Number: DC/21/03287

Address: Land North West Of Stowupland Road Stowmarket Suffolk IP14 5AN

Proposal: Full Planning Application - Residential Development of 258no. dwellings (91no. affordable) with new public open space, landscaping, access and associated infrastructure.

Case Officer: Bradly Heffer

Consultee Details

Name: Mrs Claire Pizzey

Address: 2 Broomspath Road, Stowupland, Stowmarket, Suffolk IP14 4DB

Email: Not Available

On Behalf Of: Stowupland Parish Clerk

Comments

Stowupland Parish Council with the exception of the previous comments regarding primary education facilities reiterates its previous OBJECTION.

The Parish Council has concerns about the proposed Construction Access and necessary improvements to the A1120/ B1115 junction.

Construction Access: This will be a substandard access crossing a heavily used footpath and cycle track. This will cause issues with highway safety and mud. Stowupland Parish Council would want to see a raised table included at any construction access to carry the cycle track and footway and a raised table included at the final main access to the development again to carry the cycle track and footway. The main access to the site should be constructed before any development starts allowing this to be used for construction traffic. No work on the site should be started until a Construction Management Plan has been signed off. Late agreement and signoff with recent Stowupland developments have caused issues for residents which need not have happened.

A1120/ B1115 junction: The Parish Council note that discussions regarding the delivery of the necessary improvements to the A1120/ B1115 roundabout are ongoing. We feel it is important that any works to this junction will encompass all possible proposed development in the area that effect this junction i.e. St Phillips Ashes Farm, Crest Nicholson Diapers Farm, Taylor Wimpey Stowupland and Stowmarket East. We do not want to see this junction improved piece meal as it has been in the past. The B1115 between the Mortimer Road roundabout and this junction always has the highest number of speeding vehicles recorded by the police and parish speed watch. We would like to see some additional speed awareness signing along this route (i.e. electronic actual speed signs). Agreement on the A1120/B1115 junction improvements and additional speed signing should be a condition of planning approval.

Consultee Comments for Planning Application DC/21/03287

Application Summary

Application Number: DC/21/03287

Address: Land North West Of Stowupland Road Stowmarket Suffolk IP14 5AN

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Case Officer: Bradly Heffer

Consultee Details

Name: Mrs Claire Pizzey

Address: 2 Broomspath Road, Stowupland, Stowmarket, Suffolk IP14 4DB

Email: Not Available

On Behalf Of: Stowupland Parish Clerk

Comments

Stowupland Parish Council OBJECTS to Planning Proposal DC/21/03287 Diaper Farm.

The original plans for the site were for 400 homes and this has now increased to 575 making for a denser housing development with greater impact on the traffic on adjacent roads as well as further impacting health and school infrastructure.

The Parish Council note that nearby residents were consulted by leaflet as part of the Statement of Community Involvement and are surprised and disappointed that Stowupland Parish Council has not been included given the impact the development will have on our village.

The Parish Councils detailed reasons for the objection are as follows:

Traffic

The Parish Council have concerns regarding the amount of extra traffic this development will generate through our village. The village has become much busier with traffic since the Bloor Homes development of 200 homes was completed. The building of homes in the village continues with a further phase of 80 Bloor Homes plus 143 on the Linden Homes (Land West of Thorney Green Road) site currently being built. We also expect 300+ proposed homes when the new Local Area Plan is adopted.

The A1120/B1115 junction is of particular concern and this development does not propose any improvements through Section 106 as they claim this is already being done by application DC/20/01306 the Ashes Farm adjacent site. We would like to see any improvements to the junction (i.e. a roundabout) triggered by which ever development comes forward first. Also completion of these improvements should be prior to start of development to help with congestion

that will be caused by construction traffic. We support the Suffolk County Council Highways response on the A1120/B1115 junction.

The Parish Council have concerns that the Mortimer Way roundabout is not being used as the highway access point for Diaper Farm. Instead a less suitable highway access is planned further down the B1115 prior to the Old Stowupland Rd. Page 5 of the Design and Access Statement states The connection to the existing roundabout could not be delivered due to third party land ownership issues. The question has to be why has Suffolk County Council or Mid Suffolk District Council not stepped in with a compulsory purchase order or similar?

Coalescence

This proposed development greatly reduces the gap between Stowupland and Stowmarket. The two adopted planning documents Stowmarket Area Action Plan and Ashes Development Brief & Delivery Framework both show an area of Open Space at the top of the site and they go to great detail in justifying the need for this Open Space. This Open Space has disappeared on the current plans. The planning appeal to Government on Stowupland applications 0195/16 and 5024/16 (Land West of Thorney Green Road) was approved by the Government Planning Inspector mentioning in this comments that he felt that the gap between Stowupland and Stowmarket would be maintained as there was Open Space planned for the development on the Ashes site on the Stowmarket side of the A14. Not maintaining this gap goes against a Government Planning Inspectors views on what is an acceptable gap and also ours so please make sure a gap is maintained. The residents of Stowupland want to live in a Village not a suburb of Stowmarket.

Schools

There is no school planned for primary education on the Diaper Farm or Ashes Farm sites. It appears that primary education facilities are planned for the Taylor Wimpey site, in Stowupland, that is proposed in the Joint Local Plan currently before the Inspector. This would mean 3 schools in the village of Stowupland. Freeman Community Primary School is being asked to expand but there are inadequate parking facilities for the current staff let alone the extra staff and parents that would be required if expanded. That school is now an academy and should they not wish to expand then primary education facilities should be included in the Diaper/Ashes Farm site not a third school in Stowupland. The additional primary school would be taking children from this new development as well as Cedars Park as that primary education facility it currently oversubscribed and we are told can not expand. Stowupland has a primary, secondary, new 6th form and an approved plan for a Special Educational Needs facility all of which causes traffic chaos for the residents. None of these facilities has adequate parking and staff, parents and 6th form pupils are using a private car park at the Village Hall. This in turn curtails the ability of the Village Hall to take bookings that require parking especially at school drop off and pick up times. The road through The Green is a no-go zone for residents between 3pm and 4pm as the road is full of parents parking to collect High School pupils. Because of the parking the Parish Council is having to spend large sums of money just to protect The Green from parking and traffic damage. Asking us to take yet another school is unfair at the very least and certainly not something Stowupland want.

Health

If you talk to residents of Stowupland they will tell you that the current health facilities are stretched. They are 3 doctors short at the Combs Ford Surgery and they have nowhere to expand. Stowhealth is restricted by limited parking, no bus service and certainly not easy for many to walk to. Hospitals that serve our area often have a clinic at Stowhealth and would like to offer more clinics locally if possible. The facility is not able to cope with the huge amount of build going on in and around Stowmarket. This needs funding to either expand, or better, relocate to more spacious accommodation. Residents of this development will need to drive to access health and dental practices if they are even able to register. Gateway 14 also needs to be considered in relation to health facilities. This is a huge site and there will be minor accidents requiring local medical intervention and our current facilities need to be able to cope with this site as well as housing developments. Section 106 money is allocated for buses but this needs to be for properly integrated routes serving the Health Centre as well as the town centre. Page 7 of the planning statement states In relation to the capacity of local schools and health, these would have been assessed with the allocation of the site and deemed acceptable. The question is be what date was this and what developments were considered in this assessment? The original allocation of the site as a strategic site was in 2013. Stowmarket and Stowupland has grown hugely in the last few years and all health facilities including dental need increasing to keep up with demand.

Housing Mix

With an ageing population in the Stowmarket and Stowupland area it is amazing that there are not bungalows being built in large numbers on this site. Bloor Homes report that they could have sold the allocation of bungalows on Trinity Meadows, in Stowupland, several times over such is the demand. The problem is they have a larger footprint than houses and therefore not so many can be fitted into the site but MSDC Planning should be considering the needs of residents rather than the profit line of developers. Residents moving into bungalows would free up family homes in the housing chain.

National Government have an aim to phase out gas boilers and look to renewable sources of energy but the houses do not seem to be built to accommodate renewable sources of energy. There is no space for air or ground source heat pumps and the properties are not laid out to maximise the use of the sun for solar roof panels. If the National Grid is to cope with the demands of all this new development then the homes on those developments should be ready to utilise renewable sources of energy. MSDC Planners should be making it a planning requirement now. The plan for this site appears to be an urban plan dropped in to fit the acreage of the site with little thought to the fact it is a link area to a village and has mature greenery that should be retained.

Public Rights of Way and Cycleways

Page 8 of the Planning Statement says The Public Right of Way will be retained in the proposals for pedestrians and cyclists with a new shared use cycleway. We have lost enough green spaces to development in the area without our current Public Rights of Way (PROW) being tarmaced over to provide joint use cycleways. It is important that green spaces are available for people to walk.

People walking with dogs or children do not want to have to be worrying about cyclist in the same space. The use of a PROW is very different to that of a highway pavement. This is again an example of urban thinking.

Recycling

The current facilities at the recycling centre are inadequate for the amount of housing being built and needs a larger facility.

Flooding

We are concerned that the current issue of flooding of the B1115 at The Uplands after the slightest rainfall may not have been considered as the Flood Risk and Drainage section of the Planning Statement mentions the site only.



**National Highways Planning Response (NHPR 21-09)
Formal Recommendation to an Application for Planning Permission**

From: Martin Fellows (Regional Director)
Operations Directorate
East Region
National Highways
PlanningEE@highwaysengland.co.uk

To: Mid Suffolk District Council

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: Dc/21/03287

Location Land North West of Stowupland Road Stowmarket Suffolk IP14 5AN

Proposal: Full Planning Application - Residential Development of 258no. dwellings (91no. affordable) with new public open space, landscaping, access and associated infrastructure

Referring to the consultation on a planning application dated 14 February 2022, referenced above, in the vicinity of the A14, that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection (see reasons at Annex A);
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A - National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is/is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Date: 15 February 2022	
Signature:	
Name: Mark Norman	Position: Spatial Planner
National Highways Highways England Woodlands Manton Lane Bedford MK41 7LW	

Annex A National Highway's assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Whilst not wishing to object to the application, the site is adjacent to the A14 and you may wish to consider noise and air quality affect upon the future residents of the properties. I also take the opportunity to point out that National Highways will not accept noise barriers on its land. Additionally it should be brought to the applicants attention that we will not accept third party surface water run off into the highway drainage system. In the interests of highway safety there should be no direct access to the A14 for pedestrians.

Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

Email address: planning.apps@suffolk.nhs.uk

Your Ref: DC/21/02387
Our Ref: IESCCG/000422/STO

By Email Only:

Planning Services
Babergh and Mid Suffolk District Councils
Endeavour House
8 Russell Road
Ipswich
Suffolk, IP1 2BX

21/04/2022

Dear Sir / Madam

Proposal: Full Planning Application - Residential Development of 258no. dwellings (91no. affordable) with new public open space, landscaping, access and associated infrastructure.

Location: Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

1.0 Introduction

- 1.1 Thank you for consulting Ipswich and East Suffolk Clinical Commissioning Group on the above planning application.
- 1.2 I refer to the above planning application and advise that, further to a review of the applicants' submission the following comments are with regard to the health and social care system provision on behalf of Suffolk and North East Essex Integrated Care System.

2.0 Existing Healthcare Position Proximate to the Planning Application Site

- 2.1 The proposed development is likely to have an impact on the services of two GP practices. These GP practices do not have capacity for the additional growth resulting from this development.
- 2.2 In addition to a primary healthcare response, the proposed development is likely to have an impact on other health and social care system providers that have been consulted as part of this healthcare impact assessment. This incorporates responses from:
- East Suffolk & North East Essex Foundation Trust
 - Norfolk & Suffolk Foundation Trust (Mental Health)
 - East of England Ambulance Service NHS Trust
- 2.2 The proposed development will be likely to have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health

catchment of the development. As the commissioner of primary care services, Ipswich and East Suffolk CCG would therefore expect these impacts to be fully assessed and mitigated.

3.0 Review of Planning Application

3.1 Ipswich and East Suffolk CCG acknowledges that the planning application includes a Planning Statement which suggests that a capital contribution may be required to mitigate against the healthcare impacts arising from the proposed development

3.2 A Healthcare Impact Assessment (HIA) has been prepared by Ipswich and East Suffolk CCG to provide the basis for a developer contribution towards capital funding to increase capacity within the GP Catchment Area.

4.0 Assessment of Development Impact on Existing Healthcare Provision

4.1 The existing GP practices do not have capacity to accommodate the additional growth resulting from the proposed development. The development could generate approximately 610 residents and subsequently increase demand upon existing constrained services.

4.2 The primary healthcare services directly impacted by the proposed development and the current capacity position are shown in Table 1.

Table 1: Summary position for primary healthcare services within 2km catchment (or closest to) the proposed development

Premises	Weighted List Size¹	NIA (m²)²	Capacity³	Spare Capacity (NIA m²)⁴
Stowhealth	19,077	1,487.70	21,696	180
Combs Ford Surgery	8,693	454.40	6,627	-142
Total	27,770	1,942	28,323	38

Notes:

1. The weighted list size of the GP Practice based on the Carr-Hill formula, this figure more accurately reflects the need of a practice in terms of resource and space and may be slightly lower or higher than the actual patient list.
2. Current Net Internal Area occupied by the Practice
3. Based on 120m² per 1750 patients (this is considered the current optimal list size for a single GP within the East DCO). Space requirement aligned to DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"
4. Based on existing weighted list size

4.3 The development would have an impact on primary healthcare provision in the area and its implications, if unmitigated, would be unsustainable. The proposed development must therefore, in order to be considered under the 'presumption in favour of sustainable development' advocated in the National Planning Policy Framework, provide appropriate levels of mitigation.

5.0 Healthcare Needs Arising From the Proposed Development

5.1 At the earliest stage in the planning process it is recommended that work is undertaken with NHS England and Public Health England to understand the current and future dental needs of the development and surrounding areas giving consideration to the current dental provision, current oral health status of the area and predicted population growth to ensure that there is sufficient and appropriate dental services that are accessible to meet the needs of the development but also address existing gaps and inequalities.

5.2 Encourage oral health preventative advice at every opportunity when planning a development, ensuring that oral health is everybody's business, integrating this into the community and including this in the health hubs to encourage and enable residents to invest in their own oral healthcare at every stage of their life.

5.3 **Health & Wellbeing Statement**

As an Integrated Care System it is our ambition that every one of the one million people living in Suffolk and North East Essex is able to live as healthy a life as possible and has access to the help and treatment that they need in the right place, with good outcomes and experience of the care they receive.

Suffolk and North East Essex Integrated Care System, recognises and supports the role of planning to create healthy, inclusive communities and reduce health inequalities whilst supporting local strategies to improve health, social and cultural wellbeing for all aligned to the guidance in the NPPF section 91.

The way health and care is being delivered is evolving, partly due to advances in digital technology and workforce challenges. Infrastructure changes and funds received as a result of this development may incorporate not only extensions, refurbishments, reconfigurations or new buildings but will also look to address workforce issues, allow for future digital innovations and support initiatives that prevent poor health or improve health and wellbeing.

The NHS Long term plan requires a move to increase investment in the wider health and care system and support reducing health inequalities in the population. This includes investment in primary medical, community health services, the voluntary and community sector and services provided by local authorities so to boost out of hospital care and dissolve the historic divide between primary and community health services. As such, a move to health hubs incorporating health and wellbeing teams delivering a number of primary and secondary care services including mental health professionals, are being developed. The Acute hospitals will be focussing on providing specialist treatments and will need to expand these services to cope with additional growth. Any services which do not need to be delivered in an acute setting will look to be delivered in the community, closer to people's homes.

The health impact assessment (HIA) submitted with the planning application will be used to assess the application. This HIA will be cross-referenced with local health evidence/needs assessments and commissioners/providers own strategies so to ensure that the proposal impacts positively on health and wellbeing whilst any unintended consequences arising are suitably mitigated against.

5.4 The development would give rise to a need for improvements to capacity, in line with emerging STP Estates Strategy; by way of refurbishment, reconfiguration, extension, or potential relocation for the benefit of the patients of the area of Stowmarket or through other solutions that address capacity and increased demand as outlined in 5.3 - Health & Wellbeing Statement. For this a proportion of the cost would need to be met by the developer.

5.5 Table 2 provides the Capital Cost Calculation of additional primary healthcare services arising from the development proposal.

Table 2: Capital Cost calculation of additional primary healthcare services arising from the development proposal

Premises	Additional Population Growth (265 dwellings) ⁵	Additional floorspace required to meet growth (m ²) ⁶	Spare Capacity (NIA) ⁷	Capital required to create additional floor space (£) ⁸
Stowhealth	297	20.36	180	£74,350.00
Combs Ford Surgery	297	20.36	-142	£74,350.00
Total	594	40.73	38	£148,700.00

Notes:

5. Calculated using the Ipswich Borough average household size of 2.3 taken from the 2011 Census: Rooms, bedrooms and central heating, local authorities in England and Wales (rounded to the nearest whole number).
6. Based on 120m² per 1750 patients (this is considered the current optimal list size for a single GP within the East DCO). Space requirement aligned to DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"
7. Existing capacity within premises as shown in Table 1.
8. Based on standard m² cost multiplier for primary healthcare in the East Anglia Region from the BCIS Public Sector Q1 2020 price & cost Index, adjusted for professional fees, fit out and contingencies budget (£3,652/m²), rounded to nearest £100.

5.6 A developer contribution will be required to mitigate the impacts of this proposal. Ipswich and East Suffolk CCG calculates the level of contribution required, in this instance to be £148,700.00 Payment should be made before the development commences.

5.7 Ipswich and East Suffolk CCG therefore requests that this sum be secured through a planning obligation linked to any grant of planning permission, in the form of a Section 106 planning obligation.

6.0 Conclusions

6.1 In its capacity as the primary healthcare commissioner, Ipswich and East Suffolk CCG has identified that the development will give rise to a need for additional primary healthcare provision to mitigate impacts arising from the development.

6.2 The capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth generated by this development.

6.3 Assuming the above is considered in conjunction with the current application process, Ipswich and East Suffolk CCG would not wish to raise an objection to the proposed development. Otherwise the Local Planning Authority may wish to review the development's sustainability if such impacts are not satisfactorily mitigated.

6.4 The terms set out above are those that Ipswich and East Suffolk CCG deem appropriate having regard to the formulated needs arising from the development.

6.5 Ipswich and East Suffolk CCG is satisfied that the basis and value of the developer contribution sought is consistent with the policy and tests for imposing planning obligations set out in the NPPF.

6.6 Ipswich and East Suffolk CCG look forward to working with the applicant and the Council to satisfactorily address the issues raised in this consultation response and would appreciate acknowledgement of the safe receipt of this letter.

Yours faithfully

Jane Taylor
Senior Estates Development Manager
Ipswich and East Suffolk Clinical Commissioning Group

From: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Sent: 31 Jan 2022 02:35:11

To:

Cc:

Subject: FW: DC/21/03287 - Consultation response

Attachments: ufm30_Standard_Re-consultation_Letter.pdf

From: SM-NE-Consultations (NE) <consultations@naturalengland.org.uk>

Sent: 31 January 2022 12:19

To: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Subject: DC/21/03287 - Consultation response



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Dear Sir/Madam

Application ref: DC/21/03287 - Amendments

Our ref: 381841

Natural England has no comments to make on this application.

Natural England has not assessed this application for impacts on protected species. Natural England has published [Standing Advice](#) which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on [ancient woodland and veteran trees](#) which you can use to assess any impacts on ancient woodland.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our SSSI Impact Risk Zones (available on [Magic](#) and as a downloadable [dataset](#)) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>

Yours faithfully

Loz Burridge
Natural England
Consultation Service
Hornbeam House
Crewe Business Park, Electra Way,
Crewe, Cheshire, CW1 6GJ

Enquiries line: 0300 060 3900

Email: consultations@naturalengland.org.uk

www.gov.uk/natural-england

-----Original Message-----

From: planningblue@baberghmidsuffolk.gov.uk <planningblue@baberghmidsuffolk.gov.uk>

Sent: 21 January 2022 14:22

To: SM-NE-Consultations (NE) <consultations@naturalengland.org.uk>

Subject: MSDC Planning Re-consultation Request - DC/21/03287 - FUL

Please find attached planning re-consultation request letter relating to planning application - DC/21/03287 - Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Kind Regards

Planning Support Team

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Bradly Heffer
Mid Suffolk District Council
Planning Department
Endeavour House Russell Road
Ipswich
Suffolk
IP1 2BX

Our ref: AE/2021/126274/01-L01

Your ref: DC/21/03287

Date: 01 July 2021

Dear Mr Heffer

RESIDENTIAL DEVELOPMENT OF 265NO DWELLINGS (70 AFFORDABLE) WITH NEW PUBLIC OPEN SPACE, LANDSCAPING, ACCESS AND ASSOCIATED INFRASTRUCTURE.

LAND NORTH WEST OF STOWUPLAND ROAD, STOWMARKET, SUFFOLK, IP14 5AN

Thank you for your consultation dated 14 June 2021. We have reviewed the application as submitted and have no objections providing the condition on foul water drainage below is appended should the permission be granted.

Foul Water Drainage

The most recent data available to us indicates Stowmarket Water Recycling Centre (WRC) has very restricted capacity to accommodate growth.

We are aware that Anglian Water (AWS) have plans to upgrade Stowmarket WRC. However these are not yet confirmed or funded, and upgrades or other methods to increase capacity need to be in place ahead of occupation of this development to protect the local watercourses and prevent deterioration in the environment. It is essential that development is phased in line with any necessary upgrades or increase in treatment capacity at Stowmarket WRC.

Condition

There shall be no occupation of the dwellings until adequate additional flow capacity can be demonstrated to be available to support the development at the Water Recycling Centre

Reason for condition

To protect the local watercourses and prevent deterioration in the environment.

We trust this advice is useful.

Yours sincerely
Environment Agency
Iceni House Cobham Road, Ipswich, IP3 9JD.
Customer services line: 03708 506 506
www.gov.uk/environment-agency

Cont/d..

Mr Liam Robson
Sustainable Places - Planning Advisor

Direct dial 020 8474 8923

Direct e-mail Liam.Robson@environment-agency.gov.uk



Planning Applications – Suggested Informative Statements and Conditions Report

If you would like to discuss any of the points in this document please contact us on 07929 786955 or email planningliaison@anglianwater.co.uk

AW Site Reference: 175965/1/0124918

Local Planning Authority: Mid Suffolk District

Site: Land North West Of Stowupland Road
Stowmarket Suffolk IP14 5AN

Proposal: Full Planning Application - Residential Development of 265No dwellings (70 affordable) with new public open space, landscaping, access and associated infrastructure

Planning application: DC/21/03287

Prepared by: Pre-Development Team

Date: 30 June 2021

ASSETS

Section 1 - Assets Affected

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Stowmarket Water Recycling Centre that will have available capacity for these flows

Section 3 - Used Water Network

This response has been based on the following submitted documents: Drainage Strategy. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection. (1) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (2) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (3) INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. (4) INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087. (5) INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented. The applicant has indicated on their application form that their method of surface water drainage is via SuDS. If the developer wishes Anglian Water to be the adopting body for all or part of the proposed SuDS scheme the Design and Construction Guidance must be followed. We would recommend the applicant contact us at the earliest opportunity to discuss their SuDS design via a Pre-Planning Strategic Enquiry. The Lead Local Flood Authority (LLFA) are a statutory consultee for all major development and should be consulted as early as possible to ensure the proposed drainage system meets with minimum operational standards and is beneficial for all concerned organisations and individuals. We promote the use of SuDS as a sustainable and natural way of controlling surface water run-off. We please find below our SuDS website link for further information.

<https://www.anglianwater.co.uk/developers/drainage-services/sustainable-drainage-systems/>

Patron Her Majesty The Queen

The British Horse Society

Email enquiry@bhs.org.uk

Abbey Park,

Website www.bhs.org.uk

Stareton,

Tel 02476 840500

Kenilworth,

Fax 02476 840501

Bringing Horses and People Together

Warwickshire CV8 2XZ



Bradley Heffer
Babergh and Mid Suffolk District Councils
Endeavour House
8 Russell Road
Ipswich
IP1 2BX
Via email

15th June 2021

Dear Mr Heffer,

RE: DC/21/03287 | Full Planning Application - Residential Development of 265No dwellings (70 affordable) with new public open space, landscaping, access and associated infrastructure. | Land North West Of Stowupland Road Stowmarket Suffolk IP14 5AN

I am responding to this consultation on behalf of The British Horse Society, an equestrian Charity with over **119,000** members representing the UK's **3 million** regular riders and carriage drivers. Nationally equestrians have just 22% of the rights of way network. In Suffolk, they have just **18%** of the rights of way network, increasingly disjointed by roads which were once quiet and are now heavily used by traffic resulting from development within the County. It is therefore important that these public rights are protected.

Increasing pressure for development of houses and industry is making even fewer of those bridleways and byways available. Ancient 'green lane' bridleways, byways and unsurfaced roads are being tarmacked as access roads or cycle tracks and engulfed by new development spreading into the countryside. Traffic increases with new development or change of use so roads become even less safe for riders and carriage-drivers (equestrians) to use to access any traffic-free routes there may be. Riders are also increasingly excluded from verges by creation of foot-cycleways – segregated provision for other vulnerable non-motorised users but equestrians are excluded and forced into the carriageway. Historically verges have provided a refuge and could, if mown, provide a segregated route.

Road Safety is a particular concern to equestrians, who are among the most vulnerable road users. Between November 2010 and February 2021, the BHS received reports of 5,784 road incidents, in which **441 horses and 44 people were killed**. Research indicates however that only 1 in 10 incidents are being reported to the BHS; in 2016-17 alone, **3,863** horse riders and carriage drivers in England and Wales were admitted to hospital after being injured in transport accidents. (NHS Hospital Episodes Statistics).

The BHS actively campaigns to improve road safety by making motorists aware of what to do when they encounter horses on the road (see <https://www.bhs.org.uk/our-work/safety/dead-slow> – we recommend taking a few minutes to watch the 'Dead Slow' virtual reality film for an impression of how vulnerable equestrians are in proximity to cars and lorries).

Because of the difficulties that equestrians encounter on roads, they avoid using them wherever possible. Road use is often unavoidable, however it is simply because people have nowhere else to exercise their horses. The main off-road access available to them is the network of Rights of Way (RoW). England and Wales have over 140,000 miles of RoW, but only 22% of this network is available for horse riders (who may

only use routes designated as Bridleways and Byways) and a mere 5% to carriage drivers (who only have access to Byways). An additional factor is that the network is fragmented, and roads are often the only available links between one RoW and the next.

The demand for safe access to the countryside for the health and well being of local residents who have been subjected to Covid 19 lockdown restrictions has increased tenfold. It is acknowledged that it is highly likely that the post Covid new 'norm' will see significant changes in the work / home lifestyle balance resulting in increased pressure on the rights of way network. During the pandemic, the value of horses has increased substantially with people spending more time at home looking to find enjoyable ways to exercise, they are able and want to own horses. It is highly likely that the need and demand for improved equestrian access is likely to rise.

Failure to accommodate the needs of these users would be contrary to National and Local Policies such as:

- **Highways England Accessibility Strategy** states:
'Our vision focuses on supporting our road users' journeys, pedestrians, cyclists, equestrians, those with disabilities (such as users with mobility or sensory impairments) and other vulnerable users – while delivering longer-term benefits for communities and users alike.
We want to address the barriers our roads can sometimes create, help expand people's travel choices, enhance and improve network facilities, and make everyday journeys as easy as possible.
This will be achieved by ensuring our network supports and contributes to accessible, inclusive and integrated journeys which are safe, secure, comfortable and attractive.'
- **NPPF policy 58 Requiring Good design**
Create safe and accessible environments.
- **Paragraphs 73 and 81 of the NPPF** require Local Authorities to plan positively for access to high quality open spaces for sport and recreation which can make important contributions to the health and wellbeing of communities and to plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.
- **NPPF Section 8**
Promoting healthy communities
Policy 73 access to high quality open spaces for sport and recreation and can make important contribution to the health and wellbeing of communities.
Policy 75 Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users. For example by adding links to existing rights of way networks.
Policy 81 local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.
- **The Suffolk Rights of Way Improvement Plan** – '2.3 Connectivity – 2.3.1 Take a whole highways approach when considering the journeys of vulnerable users.'
- **The British Horse Society's report Making Ways for Horses** – off-road Equestrian Access in England – Equestrian Access Forum August 2012, highlights the importance of horse riding for health and well being. Access for horse riders, which inevitably involves crossing roads, is central to riding activities without which the level of participation is likely to decline which will have a negative impact on the local economy (Making Ways for Horses – off-road Equestrian Access in England – Equestrian Access Forum August 2012).

Mitigation must therefore be considered for the equestrian community; The British Horse Society believes that this development provides great opportunities to provide safe off-road routes for all vulnerable road users including equestrians and we would welcome the opportunity to discuss these opportunities at the earliest stage. In order to maximise opportunities within Suffolk to help provide more off-road links for equestrians they should support the automatic inclusion of horse riders on shared off-road routes, unless there are specific reasons why this is not possible.

Conflict with cyclists is sometimes given as a reason for excluding horses from shared routes, but this rarely has anything to do with either the horse or the bicycle, simply the inconsiderate person who happens to be riding one or the other. Horse riders and cyclists as two vulnerable road user groups have more in common with each other than differences. This is illustrated by the work that the BHS are doing in partnership with Cycling UK in the current 'Be Nice, Say Hi!' campaign and with Sustrans in their 'Paths for Everyone' initiative.

The key to a successful shared route is the design: for example, rather than positioning a cycle path down the centre of a route with verges either side, the cycle path should be positioned to one side and the two verges combined to provide a soft surface for walkers, runners and horses on the other. (This also addresses the issue of horse droppings which, as research has confirmed, represent no danger to health and disperse quickly, particularly on unsurfaced paths.)

Historically, pedestrians and cyclists have been considered as the main vulnerable road users. Equestrians are however increasingly recognised as being part of this group: during the Parliamentary Debate on Road Safety in November 2018 Jesse Norman, Under Secretary of State for Transport, stated that:

“We should be clear that the cycling and walking strategy may have that name but is absolutely targeted at vulnerable road users, including horse-riders.”

It is essential that in projects such as this, every opportunity is taken to benefit as many people as possible including those least active in the population (NHS, 2019). Therapeutic and physical benefits of horse riding and carriage driving have been proven for people with disabilities (Favali and Milton, 2010). According to Church et al (2010) over 90% of equestrians are women and 37% of these are over 45 years of age and over a third would pursue no other physical activity. 'Horse riding induces physiologically positive effects such as muscle strength, balance...and psychologically positive changes' (Sung et al, 2015). In the current climate mental health is hugely important and horse riding and carriage driving play a large part in enhancing physical and psychological health therefore should be included in improving quality of life and wellbeing through an inclusive transport system accessible to all which emphasises sustainable and active travel.

Horse riding is a year-round activity which (along with associated activities such as mucking out and pasture maintenance) expends sufficient energy to be classed as moderate intensity exercise. The majority of those who ride regularly are women, and a significant proportion of riders are over 45. For some older or disabled people, being on horseback or in a horse-drawn carriage gives them access to the countryside and a freedom of movement that they would not otherwise be able to achieve. Most riders and carriage-drivers wish to take their horses out on bridleways and byways, away from motor traffic, for the physical and mental health benefits to animal and human, in exactly the same way as most walkers (with and without dogs) and cyclists. Many are unable to do so because the traffic on tarmac roads is too dangerous for such vulnerable road users, and there are generally so few traffic free routes available to equestrians. There are also considerable psychological and social benefits from equestrian activities, as the BHS is demonstrating through the [Changing Lives through Horses](#) initiative.

Equestrianism is a popular activity in this part of Suffolk, and one which contributes significantly to the local economy. The equestrian community in Suffolk currently has many difficulties in finding safe access within the area, as identified in Suffolk's policies. Many of these issues could be addressed and resolved through good planning of future routes. We hope therefore that the applicant will support this, and local equestrians affected by this development, and would be happy to support and facilitate consultation with the local equestrian community.

The British Horse Society has no objection to this application in principle but believes for this application to be compliant with National and Local Policies the proposals for proposed cycling and walking infrastructure throughout the site should be multi-user routes for all Non-Motorised Users including equestrians.

The Design and Access Statement mentions 'upgrades to existing Public Rights of Way to provide cycle access', 'a new comprehensive network of footpaths and cycle routes' proposing a 'tree lined main avenue with 3m cycle way' as well as stating 'Provision of an extensive network of footpaths and cycleways and upgrades to the existing Public Right of Way to promote sustainable travel and enable access to the new and existing community.' Exclusion of equestrians from any safe access provision for cyclists is not only discriminatory and contrary to the ethos of the Equality Act 2010, but it also actually puts equestrians in increased danger. It is to be avoided. Safe access must be available all vulnerable road users. The applicant's proposals should include all vulnerable users not only pedestrians and cyclists.

If you have any questions, or would like to discuss any aspect of this response further, please do not hesitate to contact me.

Yours sincerely

Charlotte Ditchburn (Miss.)
Access Field Officer, East Region

Your Ref: DC/21/03287
Our Ref: SCC/CON/2008/22
Date: 13 June 2022
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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

Email: planning@babberghmidsuffolk.gov.uk

The Planning Department
MidSuffolk District Council
Planning Section
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the attention of: Bradly Heffer - MSDC

Dear Bradly

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/03287

PROPOSAL: Full Planning Application - Residential Development of 258no. dwellings (91no. affordable) with new public open space, landscaping, access and associated infrastructure.

LOCATION: Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Notice is hereby given that the County Council as Highway Authority make the following comments:

Further to our response dated 06/06/22, SCC Travel Plan team have advised that they no longer request the S106 contribution detailed in that response, instead the following planning condition is recommended:

Travel Plan Condition: No development above ground floor slab level of any part of the development hereby permitted shall take place until the travel arrangements to and from the site for residents of the dwellings, in the form of a revised Travel Plan in accordance with the mitigation measures identified in the submitted Transport Assessment and Travel Plan shall be submitted for the approval in writing by the local planning authority in consultation with the highway authority. This Travel Plan must contain the following:

- Baseline travel data based upon the information provided in the Transport Assessment, with suitable measures, objectives and targets identified to reduce the vehicular trips made by residents across the whole development, with suitable remedial measures identified to be implemented if these objectives and targets are not met.
- Appointment of Travel Plan Coordinator to implement the Travel Plan in full and clearly identify their contact details in the Travel Plan.
- A commitment to monitor the vehicular trips generated by the residents using traffic counters and resident questionnaires and submit a revised (or Full) Travel Plan on occupation of the [AGREED TRIGGER POINT] dwelling.
- A further commitment to monitor the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan to be submitted to and approved in writing by the Local Planning Authority until five years has passed after occupation of the final dwelling using the same methodology as the baseline monitoring.
- A suitable marketing strategy to ensure that all residents on the site are engaged in the Travel Plan process.

- A Travel Plan budget that covers the full implementation of the Travel Plan.
- A copy of a residents travel pack that includes a multi-modal voucher to incentivise residents to use sustainable travel in the local area.

No dwelling within the site shall be occupied until the Travel Plan has been agreed. The approved Travel Plan measures shall be implemented in accordance with a timetable that shall be included in the Travel Plan and shall thereafter adhered to in accordance with the approved Travel Plan.

Reason: In the interest of sustainable development (and any relevant planning policies).

On behalf of SCC Passenger Transport team, the following further comments are made:

It should be noted that an estimated passenger transport S106 contribution was raised in the highways consultation response dated June 2021, pending confirmation of the total and apportioned figure.

Regarding justification of the previously requested contribution:

Chapter 9 of the NPPF focuses on the importance of promoting sustainable transport.

Paragraph 105 says “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

The NPPF in paragraph 104 says “Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: opportunities to promote walking, cycling and public transport use are identified and pursued”.

The reasons for the improvements are as follows:

These improvements directly relate to the development as the new residents will need to be able to have close and easy access to the public transport network in order to encourage sustainable transport modes.

The public transport contribution sought meets the three tests set out in Regulation 122 of the CIL Regulations as follows:

- a.
Necessary to make the development acceptable in planning terms:
 - To support paragraphs 104 and 105 of the NPPF, Stowmarket Area Action Plan Policy 8.1 and the Suffolk Local Transport Plan 2011-2031 to mitigate the impact of the development on public transport, maximise opportunities for local journeys to be made by means other than the private motor car and improve the quantity and quality of the service on offer;
 - to encourage the residents to travel by sustainable transport modes.
- b.
Directly related to the development:
 - These improvements directly relate to the development as the new residents will need to be able to have close and easy access to the public transport network in order to encourage sustainable transport modes;
- c.
Fairly and reasonably related in scale and kind to the development:
 - The contribution sought is based on current robustly estimated costs from SCC.

The securing of the bus service improvement within a planning obligation to mitigate the impact of the Proposed Development is therefore entirely satisfactory as a matter of principle, having regard to the NPPF, Stowmarket Area Action Plan and Regulation 122 of the CIL Regulations.

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

Your Ref: DC/21/03287
Our Ref: SCC/CON/2008/22
Date: 6 June 2022
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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

Email: planning@babberghmidsuffolk.gov.uk

The Planning Department
MidSuffolk District Council
Planning Section
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the attention of: Bradly Heffer - MSDC

Dear Bradly

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/03287

PROPOSAL: Full Planning Application - Residential Development of 258no. dwellings (91no. affordable) with new public open space, landscaping, access and associated infrastructure.

LOCATION: Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Notice is hereby given that the County Council as Highway Authority make the following comments:

Further to the submission of an agreed Memorandum of Understanding regarding the Stowupland Road B1115/ A1120 Junction Improvement Scheme, we are now in a position to recommend planning conditions and S106 requirements necessary to make the above proposal acceptable to the Highway Authority.

Recommended Conditions:

Condition: No part of the development shall be commenced until details of the proposed off-site highway improvements at the B1115/ A1120 junction in Stowupland as indicatively shown on Drawing No. Z301-PL-SK-007 have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in its entirety prior to the occupation of a total of 75 dwellings across the developments identified as Land northwest of Stowupland Road, Stowmarket (DC/21/03287); Ashes Farm, Newton Road, Stowmarket (DC/20/01036) and; Land South of Stowmarket Road, Stowupland (LA078).

Reason: To ensure that the necessary highway improvements are designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety and junction capacity.

Note: This planning condition (or a suitably worded alternative) will also need to be included in any permission for Ashes Farm, Newton Road, Stowmarket (DC/20/01036) and; Land South of Stowmarket Road, Stowupland (LA078).

Note: This condition and requirement should also be included in the Section 106 Agreements for all of the above sites.

Condition: No part of the development shall be commenced until details of the proposed access and all off-site highway improvements indicatively shown on Drawing No. 61044/PP/001 Rev D and 61044/PP/002 Rev C have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in its entirety prior to occupation.

Reason: To ensure that the access and necessary highway improvements are designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety and sustainable travel.

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 including any system to dispose of the water. 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.

Condition: Before the development is commenced, details of the areas to be provided for the storage and presentation for collection/emptying of refuse and recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The approved bin storage and presentation/collection area shall be provided for each dwelling prior to its first occupation and shall be retained thereafter for no other purpose.

Reason: To ensure that space is provided for refuse and recycling bins to be stored and presented for emptying and left by operatives after emptying clear of the highway and access to avoid causing obstruction and dangers for the public using the highway.

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

Reason: In the interests of highway safety to ensure that roads/footways are constructed to an acceptable standard.

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.

Reason: In the interests of highway safety to ensure that satisfactory access is provided for the safety of residents and the public.

Condition: The new estate road junction(s) as indicatively shown on Drawing No. 61044/PP/001 Rev D inclusive of cleared land within the visibility splays to this junction must be substantially formed prior to any other works commencing or delivery of any other materials ie not for the purpose of constructing the new estate road/junctions

Reason: In the interests of highway safety, to ensure a safe access to the site is provided before other works commence.

Condition: No development shall be commenced until an estate road phasing and completion plan has been submitted to and approved in writing by the local planning authority. The estate road phasing and completion plan shall set out the development phases and the standards of construction that the estate roads serving each phase of the development will be completed to and maintained at. Development shall only take place in accordance with the approved estate road phasing and completion plan.

Reason: In the interests of highway safety, to ensure that the estate roads serving the development are completed and thereafter maintained during the construction phase to an acceptable standard.

Condition: The use shall not commence until the area(s) within the site shown on drawing no. CSL.01 Rev K for the purposes of loading, unloading, manoeuvring and parking of vehicles has / have been provided and thereafter the area(s) shall be retained, maintained and used for no other purposes.

Reason: To ensure that sufficient areas for vehicles to be parked are provided in accordance with Suffolk Guidance for Parking (2019) where on-street parking and or loading, unloading and manoeuvring would be detrimental to the safe use of the highway.

Condition: Before the development is commenced, details of the areas to be provided for secure, covered and lit cycle storage including electric assisted cycles plus electric vehicle charging infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented for each dwelling prior to its first occupation and retained as such thereafter.

Reason: To promote sustainable travel by ensuring the provision at an appropriate time and long term maintenance of adequate on-site areas and infrastructure for the storage of cycles and charging of electric vehicles in accordance with Suffolk Guidance for Parking (2019).

Condition: Before the access is first used visibility splays shall be provided as shown on Drawing No. 61044/PP/001 Rev D with an X dimension of 4.5 metres and a Y dimension of 90 metres [tangential to the nearside edge of the carriageway] and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.

Reason: To ensure drivers of vehicles entering the highway have sufficient visibility to manoeuvre safely including giving way to approaching users of the highway without them having to take avoiding action and to ensure drivers of vehicles on the public highway have sufficient warning of a vehicle emerging in order to take avoiding action, if necessary.

Condition: Before the development hereby permitted is commenced a Construction Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. Construction of the development shall not be carried out other than in accordance with the approved plan.

The Construction Management Plan shall include the following matters:

- a) parking and turning for vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) piling techniques (if applicable)
- d) storage of plant and materials
- e) provision and use of wheel washing facilities
- f) programme of site and all associated works such as utilities including details of traffic management necessary to undertake these works
- g) site working and delivery times
- h) a communications plan to inform local residents of the program of works
- i) provision of boundary hoarding and lighting
- j) details of proposed means of dust suppression
- k) details of measures to prevent mud from vehicles leaving the site during construction
- l) haul routes for construction traffic on the highway network and
- m) monitoring and review mechanisms.
- n) Details of deliveries times to the site during construction phase.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway and to ensure minimal adverse impact on the public highway during the construction phase.

Notes:

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 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. For further information please visit:

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/>

The Local Planning Authority recommends that developers of housing estates should enter into formal agreements with the Highway Authority under Section 38 of the Highways Act 1980 in the interests of securing the satisfactory delivery, and long term maintenance, of the new streets.

For further information please visit:
<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/>

Please note that this development may be subject to the Advance Payment Code and the addition of non statutory undertakers plant may render the land unadoptable by SCC Highways for example flogas and LPG.

SCC Public Rights of Way Team Comments and S106 Requirement:

Thank you for your consultation concerning the above application.

As recognised by the applicant, the proposed site does contain a public right of way (PROW): Stowmarket Public Footpath 8. The Definitive Map for Stowmarket can be seen at: <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-rights-ofway/Stowmarket-1-of-2.pdf> but a more detailed plot of public rights of way must be requested by the Applicant to accurately plot PROW on relevant plans. Please contact DefinitiveMaps@suffolk.gov.uk for more information. Note, there is a fee for this service.

We have the following comments to this latest consultation:

- We welcome plans to enhance Stowmarket Public Footpath 8 to a 3m wide path but as per previous responses Stowmarket Public Footpath 8 will also require a sealed surface.**
- Stowmarket Public Footpath 8 does not appear to be accurately plotted on plans submitted including 'SITE LAYOUT Dwg no. SL.01' and 'Landscape Masterplan'.**
- These plans depict Stowmarket Public Footpath 8 with a kink immediately north of the main road through the site.**
- Any diversion of Stowmarket Public Footpath 8, however minor, must be agreed with the rights of way team and the correct legal process followed to legally divert the route. Alternatively, the current alignment must be retained and plans adjusted accordingly.**
- In addition, there must be safe crossings of roads by Stowmarket Public Footpath 8. This may require raised platforms and signage to ensure users of Stowmarket Public Footpath 8 have priority.**

□ As per previous responses, Stowmarket Public Footpath 8 and the connecting Stowmarket Public Footpath 6, require upgrading to bridleway status and we require £10,000 for legal order making as a Section 106 obligation under the Town and Country Planning Act 1990.

Furthermore, we ask that the following is taken into account:

1. PROW MUST remain open, unobstructed, and safe for the public to use at all times, including throughout any construction period. If it is necessary to temporarily close or divert a PROW, the appropriate process must be followed as per point 4 below.

2. PROW are divided into the following classifications:

- Public Footpath – only for use on foot or with a mobility vehicle
- Public Bridleway – use as per a public footpath, and on horseback or by bicycle
- Restricted Byway – use as per a bridleway, and by a ‘non-motorised vehicle’, e.g. a horse and carriage
- Byway Open to All Traffic (BOAT) – can be used by all vehicles, in addition to people on foot, mobility vehicle, horseback and bicycle

All currently recorded PROW are shown on the Definitive Map and described in the Definitive Statement (together forming the legal record of all currently recorded PROW). There may be other PROW that exist which have not been registered on the

Definitive Map. These paths are either historical paths that were not claimed under the National Parks and Access to the

Countryside Act 1949 or since, or paths that have been created by years of public use. To check for any unrecorded rights or anomalies, please contact DefinitiveMaps@suffolk.gov.uk.

3. The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PROW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. Any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy. We do not keep records of private rights and suggest that a solicitor is contacted.

4. The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW. It DOES NOT give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure

such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of

Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for

permission from Suffolk County Council (as the highway authority for Suffolk) please see below:

□ To apply for permission to carry out work on a PROW, or seek a temporary closure – <https://www.suffolk.gov.uk/roadsand-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/> or telephone 0345 606 6071. PLEASE NOTE that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.

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Way Team - contact the relevant Area Rights of Way Team <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.

5. To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> PLEASE NOTE that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.

6. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.

7. Any hedges adjacent to PROW must be planted a minimum of 1.0 metres from the edge of the path in order to allow for annual growth. The landowner is responsible for the maintenance of the hedge and hedges must not obstruct the PROW. Some hedge types may need more space, and this should be taken into account by the applicant. In addition, any fencing should be positioned a minimum of 0.5 metre from the edge of the path in order to allow for cutting and maintenance of the path, and should not be allowed to obstruct the PROW.

8. There may be a requirement to enhance the PROW network relating to this development. If this is the case, a separate response will contain any further information.

In the experience of the County Council, early contact with the relevant PROW officer avoids problems later on, when they may be more time consuming and expensive for the applicant to address. More information about Public Rights of Way can be found at www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/.

Thank you for taking the time to consider this response.

SCC Passenger Transport Team Comments and S106 Requirement:

Further to the previous comments, a total contribution of **£500,000** from this proposal and Ashes Farm, Newton Road, Stowmarket (DC/20/01036) is required to provide a bus service to serve both developments. It is envisaged that the contribution is apportioned based on the number of dwellings that each development is providing.

SCC Travel Plan Team Comments and S106 Requirement:

The Travel Plan (dated May 2021) that was submitted as part of the planning application almost meets Suffolk County Council's Travel Plan Guidance. The only issue with the document is regarding the Travel Plan budget, as Suffolk County Council would estimate that the Travel Plan would cost £104,675 (£395 per dwelling) instead of the £90,000 (£339.62 per dwelling) identified in the Travel Plan document.

As there has been another planning application (DC/20/01036) that has been submitted for a residential development that is adjacent to this development, it would be strongly recommended that the implementation and monitoring of the two Travel Plans are combined. The simple way of ensuring this happens is for both developments to pay Suffolk County Council a Travel Plan Implementation contribution through a Section 106 Agreement. A Travel Plan contribution of £128,150 was requested in the Suffolk County Council Highway response (dated 22nd July 2020) for the Ashes Farm (DC/20/01036) development, which can then be combined with a contribution from this development of £104,675. Also the "Travel Plans, Transport Assessments and Statements" section of the 2014 Planning Practice Guidance supports this approach with the following paragraph:

"Where there may be more effective or sustainable outcomes, and in order to mitigate the impact of the proposed development, consideration may be given to travel planning over a wider area."

Suffolk County Council feel that this would be the most appropriate and effective way of securing the respective Travel Plans on both developments in this situation. For this option to be progressed written confirmation is required from Mid-Suffolk District Council and both Applicants before both planning applications are determined, so the Section 106 Heads of Terms can be formally agreed. Also if this approach is not agreed, sufficient time can be provided to identify, agree and secure another approach that ensures that a Travel Plan is implemented that covers both developments.

In summary, a Section 106 contribution of £104,675 is required from this proposal and it has been subsequently confirmed that the two Travel Plans can be managed independently of one another.

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

From: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Sent: 02 Feb 2022 04:59:08

To:

Cc:

Subject: FW: MSDC Planning Re-consultation Request - DC/21/03287 - FUL

Attachments: Response_DC-21-03287.pdf

From: GHI PROW Planning <PROWplanning@suffolk.gov.uk>

Sent: 02 February 2022 13:29

To: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Cc: GHI PROW Planning <PROWplanning@suffolk.gov.uk>; Ben Chester <Ben.Chester@suffolk.gov.uk>; Kevin Verlander <Kevin.Verlander@suffolk.gov.uk>; Sharon Berry (MSDC) <Sharon.Berry@baberghmidsuffolk.gov.uk>

Subject: RE: MSDC Planning Re-consultation Request - DC/21/03287 - FUL

PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE

REF: DC/21/03287 - FUL

Thank you for your consultation concerning the above application.

As recognised by the applicant, the proposed site does contain a public right of way (PROW): Stowmarket Public Footpath 8. The Definitive Map for Stowmarket can be seen at: <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-rights-of-way/Stowmarket-1-of-2.pdf> but a more detailed plot of public rights of way must be requested by the Applicant to accurately plot PROW on relevant plans. Please contact DefinitiveMaps@suffolk.gov.uk for more information. Note, there is a fee for this service.

We have the following comments to this latest consultation:

- **We welcome plans to enhance Stowmarket Public Footpath 8 to a 3m wide path but as per previous responses Stowmarket Public Footpath 8 will also require a sealed surface.**
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- **In addition, there must be safe crossings of roads by Stowmarket Public Footpath 8. This may require raised platforms and signage to ensure users of Stowmarket Public Footpath 8 have priority.**
- **As per previous responses, Stowmarket Public Footpath 8 and the connecting Stowmarket Public Footpath 6, require upgrading to bridleway status and we require £10,000 for legal order making as a Section 106 obligation under the Town and Country Planning Act 1990.**

Furthermore, we ask that the following is taken into account:

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 - To apply for permission for structures such as gates to be constructed on a PROW – contact the relevant Area Rights of Way Team - contact the relevant Area Rights of Way Team <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.
5. **To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible** to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> **PLEASE NOTE** that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.
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8. **There may be a requirement to enhance the PROW network relating to this development. If this is the case, a separate response will contain any further information.**

In the experience of the County Council, early contact with the relevant PROW officer avoids problems later on, when they may be more time consuming and expensive for the applicant to address. More information about Public Rights of Way can be found at www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/.

Thank you for taking the time to consider this response.

Public Rights of Way Team
Growth, Highways and Infrastructure
Suffolk County Council
Phoenix House, 3 Goddard Road, Ipswich IP1 5NP
PROWplanning@suffolk.gov.uk

-----Original Message-----

From: planningblue@babberghmidsuffolk.gov.uk <planningblue@babberghmidsuffolk.gov.uk>
Sent: 21 January 2022 14:23
To: GHI PROW Planning <PROWplanning@suffolk.gov.uk>
Subject: MSDC Planning Re-consultation Request - DC/21/03287 - FUL

Please find attached planning re-consultation request letter relating to planning application - DC/21/03287 - Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Kind Regards

Planning Support Team

Emails sent to and from this organisation will be monitored in accordance with the law to ensure compliance with policies and to minimize any security risks. The information contained in this email or any of its attachments may be privileged or confidential and is intended for the exclusive use of the addressee. Any unauthorised use may be unlawful. If you receive this email by mistake, please advise the sender immediately by using the reply facility in your email software. Opinions, conclusions and other information in this email that do not relate to the official business of Babergh District Council and/or Mid Suffolk District Council shall be understood as neither given nor endorsed by Babergh District Council and/or Mid Suffolk District Council.

Babergh District Council and Mid Suffolk District Council (BMSDC) will be Data Controllers of the information you are providing. As required by the Data Protection Act 2018 the information will be kept safe, secure, processed and only shared for those purposes or where it is allowed by law. In some circumstances however we may need to disclose your personal details to a third party so that they can provide a service you have requested, or fulfil a request for information. Any information about you that we pass to a third party will be held securely by that party, in accordance with the Data Protection Act 2018 and used only to provide the services or information you have requested.

For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.

From: BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

Sent: 21 Jul 2022 09:40:27

To:

Cc:

Subject: FW: 2022-07-21 JS Reply Land North West Of, Stowupland Road, Stowmarket IP14 5AN Ref DC/21/03287 - FUL

Attachments:

From: GHI Floods Planning

Sent: 21 July 2022 09:22

To: BMSDC Planning Area Team Yellow

Cc: Bradly Heffer

Subject: 2022-07-21 JS Reply Land North West Of, Stowupland Road, Stowmarket IP14 5AN Ref DC/21/03287 - FUL

Dear Bradly Heffer,

Subject: Land North West Of, Stowupland Road, Stowmarket IP14 5AN Ref DC/21/03287 – FUL

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/21/03287.

The following submitted documents have been reviewed and we recommend a **holding objection** at this time:

- Site Layout Ref CRES190101 SL.01 Rev A
- Location Plan Ref CRES190101 LP.01 Rev A
- Phase I/II Geoenvironmental Assessment Ref 1365 R01 Issue 1
- Flood Risk Assessments Ref 2010-500
- Drainage Strategy Ref 2010-500 ST001A
- Landscape Masterplan Ref CREST23224 10
- Exceedance Flow Routes Ref 2010-500 ST002 B
- Basin Sections Ref 2010-500 ST003
- Landscaping Masterplan Ref CREST23224 10C

A holding objection is necessary because the due to change in climate change allowances for peak rainfall in England, the allowance has increased from 40% to 45%. This change needs to be reflected in the surface water drainage strategy and associated documents/plans.

A designer's risk assessment is also required for all open SuDs features.

The holding objection is a temporary position to allow reasonable time for the applicant and the LLFA to discuss what additional information is required to overcome the objection(s). This Holding Objection will remain the LLFA's formal position until the local planning authority (LPA) is advised to the contrary. If the LLFA position remains as a Holding Objection at the point the LPA wishes to determine the application, the LPA should treat the Holding Objection as a Formal Objection and recommendation for Refusal to the proposed development. The LPA should provide at least 2 weeks prior notice of the publication of the committee report so that the LLFA can review matters and provide suggested planning conditions, even if the LLFA position is a Formal Objection.

The points below detail the action required to overcome our current objection:-

1. Submit a designer's risk assessments for any SuDs features that have depths of water greater than 0.5m.
2. Re submit the surface water drainage strategy to reflect the change in climate change allowances for peak rainfall in England, the allowance has increased from 40% to 45%.
 - a. [Climate change allowances for peak river flow in England \(data.gov.uk\)](https://data.gov.uk)

Kind Regards

Jason Skilton

Flood & Water Engineer

Suffolk County Council

Growth, Highway & Infrastructure

Endeavour House, 8 Russell Rd, Ipswich , Suffolk IP1 2BX

-----Original Message-----

Sent: 20 July 2022 14:07

To: GHI Floods Planning

Subject: MSDC Planning Re-consultation Request - DC/21/03287 - FUL

Please find attached planning re-consultation request letter relating to planning application - DC/21/03287 - Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Kind Regards

Planning Support Team

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For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.

Growth, Highways and Infrastructure
Bury Resource Centre
Hollow Road
Bury St Edmunds
Suffolk
IP32 7AY

Philip Isbell
Chief Planning Officer
Planning Services
Babergh and Mid Suffolk District Councils
Endeavour House
8 Russell Road
Ipswich IP1 2BX

Enquiries to: Rachael Abraham
Direct Line: 01284 741232
Email: Rachael.abraham@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: 2021_03287
Date: 17th June 2021

For the Attention of Bradley Heffer

Dear Mr Isbell

Planning Application DC/21/03287/FUL – Land north west of Stowupland Road, Stowmarket: Archaeology

This site lies in an area of archaeological potential recorded on the County Historic Environment Record, in a topographical position for archaeological activity from all periods, overlooking the River Gipping. Multi-period archaeological remains were recorded across the Cedars Park development area, and recent archaeological investigations along Thorney Green Road, have defined extensive medieval and prehistoric archaeological remains (Sup 037/043). As a result, there is high potential for the discovery of below-ground heritage assets of archaeological importance within this area, and groundworks associated with the development have the potential to damage or destroy any archaeological remains which exist.

There are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important heritage assets. However, in accordance with the *National Planning Policy Framework* (Paragraph 199), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

In this case the following two conditions would be appropriate:

1. No development shall take place within the area indicated [the whole site] until the implementation of a programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment
- c. Provision to be made for analysis of the site investigation and recording
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e. Provision to be made for archive deposition of the analysis and records of the site investigation
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

2. No building shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under part 1 and the provision made for analysis, publication and dissemination of results and archive deposition.

REASON:

To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2019).

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

I would be pleased to offer guidance on the archaeological work required and, in our role as advisor to Mid Suffolk District Council, the Conservation Team of SCC Archaeological Service will, on request of the applicant, provide a specification for the archaeological work required at this site. In this case, an archaeological evaluation will be required to establish the potential of the site and ground truth the geophysical survey which has been undertaken and decisions on the need for any further investigation (excavation before any groundworks commence and/or monitoring during groundworks) will be made on the basis of the results of the evaluation.

Further details on our advisory services and charges can be found on our website: <http://www.suffolk.gov.uk/archaeology/>

Please do get in touch if there is anything that you would like to discuss or you require any further information.

Yours sincerely,

Rachael Abraham

Senior Archaeological Officer
Conservation Team

Your ref: DC/21/03287/FUL
Our ref: Stowmarket - land north-west of
Stowupland Road - 60020
Date: 20 May 2022
Enquiries: Anik Bennett
Tel: 01473 264152
Email: anik.bennett@suffolk.gov.uk



Bradly Heffer
Growth & Sustainable Planning
Babergh and Mid Suffolk District Councils
Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

e-mail:
planningyellow@baberghmidsuffolk.gov.uk
bradly.heffer@baberghmidsuffolk.gov.uk

Dear Bradly,

Stowmarket: land north-west of Stowupland Road – developer contributions

I refer to the proposal: Full Planning Application - Residential Development of 258no. dwellings (91no. affordable) with new public open space, landscaping, access and associated infrastructure.

Reason(s) for re-consultation: revised drawings of the 12 May 2022.

A consultation response was previously submitted by way of a letter dated 21 January 2022, to provide an updated summary of infrastructure requirements based on 258 no. dwellings, which is still relevant, and is provided again in the table below.

I have no comments to make in relation to the revised drawings referred above.

Updated summary of infrastructure requirements based on 258no. dwellings:

S106	Education	
	- Primary school new build @ £20,508 per pupil place	£1,148,448
	- Secondary school expansion @ £23,775 per pupil place	£808,350
	- Sixth form expansion @ £23,775 per pupil place	£190,200
S106	Early years	
	- New build contribution @ £20,508 per pupil place	£369,144
S106	Libraries improvements @ £216 per dwelling	£55,728
S106	Household waste @ £113 per dwelling	£29,154
S106	Monitoring fee per obligation trigger point	£412
S106	Highways	tbc

As stated in our letter of the 21 January 2022, this application is part of the strategic allocation known as 'Stowmarket North – The Ashes'. As previously confirmed by the county council, there is a requirement to identify and secure fully serviced land of a minimum area of 0.1 hectares for a new early years setting. The strategic allocation must be planned and delivered in a comprehensive manner – this is covered in the Stowmarket Area Action Plan (SAAP) [adopted 2013]. SAAP Policy 6.14 Development Briefs says,

A development brief will be produced before an application for planning permission is submitted. This development brief should follow the principles set out in paragraph 4.4 - 4.8 and take into account the Stowmarket Masterplan (where it is pertinent), the objectives and policies of the SAAP and other policies of the development plan.

In respect of a land reservation for the new early years setting this is to be secured against planning reference DC/20/01036/OUT for Ashes Farm, Newton Road which is adjacent to this application site, and to which an updated response was recently provided on 5 May 2022.

There are important issues in respect of highways and flood planning matters that need to be considered and planned in a comprehensive manner for The Ashes allocation.

Yours sincerely,

Anik Bennett
Senior Planning and Infrastructure Officer
Growth, Highways & Infrastructure Directorate

cc Ben Chester, Suffolk County Council (Highways)
Sarah Hammond, Suffolk County Council (Education)
Kelly Smith, Suffolk County Council (Early Years)
Jason Skilton, Suffolk County Council (LLFA)
Suffolk Archaeological Service

From: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Sent: 16 Jun 2021 09:09:26

To:

Cc:

Subject: FW: MSDC Planning Consultation Request - DC/21/03287

Attachments:

From: Chris Ward <Chris.Ward@suffolk.gov.uk>

Sent: 15 June 2021 11:19

To: Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>

Cc: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>; Ben Chester <Ben.Chester@suffolk.gov.uk>

Subject: RE: MSDC Planning Consultation Request - DC/21/03287

Dear Bradly,

Thank you for notifying me about the planning consultation for the residential development at Land North West of Stowupland Road in Stowmarket. On reviewing the Travel Plan document submitted I would strongly encourage that the Travel Plan implementation from this development is combined with the Travel Plan implementation from the adjacent Ashes Farm development (planning application DC/20/01036). This should ideally be secured through Section 106 contributions from both developments to Suffolk County Council (as Highway Authority) for an area wide Travel Plan that covers both sites to be developed, implemented and monitored together.

Further detail on the Travel Plan will follow in the Suffolk County Council Highway Response that Ben Chester is leading on.

Kind regards

Chris Ward

Active Travel Officer

Transport Strategy

Strategic Development - Growth, Highways and Infrastructure

Suffolk County Council

Endeavour House, 8 Russell Road, Ipswich, IP1 2BX

web : <https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/>

Mid Suffolk District Council
Planning Department
Endeavour House
Russell Road
Ipswich
IP1 2BX

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref:
Our Ref: FS/F221561
Enquiries to: Water Officer
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 17/06/2021

Dear Sirs,

Land North West Of Stowupland Road, Stowmarket, Suffolk, IP14 5AN

Planning Application No: DC/21/03287

A CONDITION IS REQUIRED FOR FIRE HYDRANTS

(see our required conditions)

I refer to the above application.

The plans have been inspected by the Water Officer who has the following comments to make.

Access and Fire Fighting Facilities

Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations Approved Document B, (Fire Safety), 2006 Edition, incorporating 2010 and 2013 amendments Volume 1 - Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of buildings other than dwelling houses. These requirements may be satisfied with other equivalent standards relating to access for fire fighting, in which case those standards should be quoted in correspondence.

Suffolk Fire and Rescue Service also requires a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Approved Document B, 2006 Edition, incorporating 2010 and 2013 amendments.

Water Supplies

Suffolk Fire and Rescue Service recommends that fire hydrants be installed within this development on a suitable route for laying hose, i.e. avoiding obstructions. However, it is not possible, at this time, to determine the number of fire hydrants required for fire fighting purposes. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies.

OFFICIAL

Suffolk Fire and Rescue Service recommends that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system. (Please see sprinkler information enclosed with this letter).

Consultation should be made with the Water Authorities to determine flow rates in all cases.

We currently have a fire hydrant located on this build site. This needs to be identified and protected while work is being carried out and easily accessible for inspector and work after the build is complete. Failure to protect the fire hydrant could incur repair or replacement costs.

Sprinklers Advised

Suffolk Fire and Rescue Service recommends that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system. (Please see sprinkler information enclosed with this letter).

Consultation should be made with the Water Authorities to determine flow rates in all cases.

Should you need any further advice or information on access and fire fighting facilities, you are advised to contact your local Building Control in the first instance. For further advice and information regarding water supplies, please contact the Water Officer at the above headquarters.

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Enc: Hydrant requirement letter

Copy: emma.gladwin@struttandparker.com

Enc: Sprinkler information

Mid Suffolk District Council
Planning Department
Endeavour House
Russell Road
Ipswich
IP1 2BX

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref:
Our Ref: F221561
Enquiries to: Water Officer
Direct Line: 01473 260486
E-mail: Angela.Kempen@suffolk.gov.uk
Web Address: www.suffolk.gov.uk

Date: 17/06/2021

Planning Ref: DC/21/03287

Dear Sirs,

RE: PROVISION OF WATER FOR FIRE FIGHTING
ADDRESS: Land North West Of Stowupland Road, Stowmarket, Suffolk, IP14 5AN
DESCRIPTION: 265 DWELLINGS
HYDRANTS REQUIRED

If the Planning Authority is minded to grant approval, the Fire Authority require adequate provision is made for fire hydrants, by the imposition of a suitable planning condition at the planning application stage.

If the Fire Authority is not consulted at the planning stage, or consulted and the conditions not applied, the Fire Authority will require that fire hydrants be installed retrospectively by the developer if the Planning Authority has not submitted a reason for the non-implementation of the required condition in the first instance.

The planning condition will carry a life term for the said development and the initiating agent/developer applying for planning approval and must be transferred to new ownership through land transfer or sale should this take place.

Fire hydrant provision will be agreed upon when the water authorities submit water plans to the Water Officer for Suffolk Fire and Rescue Service.

Where a planning condition has been imposed, the provision of fire hydrants will be fully funded by the developer and invoiced accordingly by Suffolk County Council.

Until Suffolk Fire and Rescue Service receive confirmation from the water authority that the installation of the fire hydrant has taken place, the planning condition will not be discharged.

/continued

OFFICIAL

Should you require any further information or assistance I will be pleased to help.

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Created: September 2015

Enquiries to: Fire Business Support Team
Tel: 01473 260588
Email: Fire.BusinessSupport@suffolk.gov.uk



Dear Sir/Madam

Suffolk Fire and Rescue Service – Automatic Fire Sprinklers in your Building Development

We understand from local Council planning you are considering undertaking building work.

The purpose of this letter is to encourage you to consider the benefits of installing automatic fire sprinklers in your house or commercial premises.

In the event of a fire in your premises an automatic fire sprinkler system is proven to save lives, help you to recover from the effects of a fire sooner and help get businesses back on their feet faster.

Many different features can be included within building design to enhance safety and security and promote business continuity. Too often consideration to incorporate such features is too late to for them to be easily incorporated into building work.

Dispelling the Myths of Automatic Fire Sprinklers

- Automatic fire sprinklers are relatively inexpensive to install, accounting for approximately 1-3% of the cost of a new build.
- Fire sprinkler heads will only operate in the vicinity of a fire, they do not all operate at once.
- An automatic fire sprinkler head discharges between 40-60 litres of water per minute and will cause considerably less water damage than would be necessary for Firefighters tackling a fully developed fire.
- Statistics show that the likelihood of automatic fire sprinklers activating accidentally is negligible – they operate differently to smoke alarms.

Promoting the Benefits of Automatic Fire Sprinklers

- They detect a fire in its incipient stage – this will potentially save lives in your premises.
- Sprinklers will control if not extinguish a fire reducing building damage.
- Automatic sprinklers protect the environment; reducing water damage and airborne pollution from smoke and toxic fumes.
- They potentially allow design freedoms in building plans, such as increased compartment size and travel distances.
- They may reduce insurance premiums.
- Automatic fire sprinklers enhance Firefighter safety.

OFFICIAL

- Domestic sprinkler heads are recessed into ceilings and pipe work concealed so you won't even know they're there.
- They support business continuity – insurers report 80% of businesses experiencing a fire will not recover.
- Properly installed and maintained automatic fire sprinklers can provide the safest of environments for you, your family or your employees.
- A desirable safety feature, they may enhance the value of your property and provide an additional sales feature.

The Next Step

Suffolk Fire and Rescue Service is working to make Suffolk a safer place to live. Part of this ambition is as champion for the increased installation of automatic fire sprinklers in commercial and domestic premises.

Any information you require to assist you to decide can be found on the following web pages:

Suffolk Fire and Rescue Service

<http://www.suffolk.gov.uk/emergency-and-rescue/>

Residential Sprinkler Association

<http://www.firesprinklers.info/>

British Automatic Fire Sprinkler Association

<http://www.bafsa.org.uk/>

Fire Protection Association

<http://www.thefpa.co.uk/>

Business Sprinkler Alliance

<http://www.business-sprinkler-alliance.org/>

I hope adopting automatic fire sprinklers in your build can help our aim of making 'Suffolk a safer place to live'.

Yours faithfully

Mark Hardingham
Chief Fire Officer
Suffolk Fire and Rescue Service



Planning Services
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich
IP1 2BX

09/08/2022

For the attention of: Bradley Heffer

Ref: DC/21/03287; Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Thank you for re-consulting us on the Full Planning Application - Residential Development of 265No dwellings (70 affordable) with new public open space, landscaping, access and associated infrastructure. This letter sets out our landscape response to the revised plans.

Concerns raised previously have not been addressed therefore refer you to our letters dated 2nd February and 7th June for details.

NPPF paragraph 131 clearly identifies the contribution trees make in the landscape and the need to ensure new streets are treelined, directing applicants and local authorities to find solutions to the challenge which are appropriate to the site and long term retention of trees on site.

- We note that there are discrepancies with regard the landscape scheme, in particular placement of trees, between the revised landscape masterplan (Dwg ref Crest23224-10-C) and the additional Ingent suite of drawings (Dwgs ref 2010-500-st001a/st002b/st006a/st/020b) which should be clarified.
- Furthermore there are direct conflicts between street trees and lighting columns on the street lighting plan (Dwg ref 2010-500-st006a). We would not wish to see the street trees removed from the final scheme/not installed on the ground due to lack of consideration at this stage.
- SCC highways are able to provide further guidance on street trees for use in proximity of adoptable highway, but we understand this is general 2.5m from the edge of adoptable highway with appropriate root protection measure and 5m from a lighting column. Hedges and other vegetation should be planted with sufficient growing room so as not to overhang footpaths and carriageways or encroach into visibility splays. We would recommend that the plans be updated, particularly the landscape masterplan to accurately reflect the deliverable street trees and vegetation, the current plan could be misleading.

If minded for approval, our recommended conditions set out in our previous letter dated 7th June still apply. If you have any queries regarding the above matters, please let me know.

Kind regards,

Kim Howell BA (Hons) DipLA CMLI
Landscape Consultant

Place Services provide landscape advice on behalf of Babergh and Mid Suffolk District Councils.

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.



Planning Services
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich
IP1 2BX

07/06/2022

For the attention of: Bradley Heffer

Ref: DC/21/03287; Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Thank you for re-consulting us on the Full Planning Application - Residential Development of 265No dwellings (70 affordable) with new public open space, landscaping, access and associated infrastructure

This letter sets out our landscape response to the revised plans, submitted 12th May 2022.

Site Layout	Drawing	CRES190101 SL.01 RevK
Coloured Site Layout	Drawing	CRES190101 CSL.01 RevK
Dwelling & Boundary Material Layout	Drawing	CRES190101 DBML.01 RevI
Street Scenes	Drawing	CRES190101 SS.01 RevD

We have previously raised concerns that have not yet been fully addressed. Our primary concerns are 1) how the layout has responded to the development brief which recommended lower density housing in the northeast corner of the site and 2) some instances small/irregular shaped gardens.

In addition to these previously raised concerns we note:

- There are several large banks of car parking e.g. plots 222-28, 185-189. We recommend that substantial areas of planting should be introduced to soften these areas, improve the visual appearance of the street scene and increase the green infrastructure of the site.
- Opportunity to provide street trees for the secondary streets and private drives has been missed and should be explored.
- It is unclear space surrounding the apartments (plots 205-216) will be provided as secure communal gardens. Clarification is sought.
- Plot boundaries which abut the public realm should be constructed from 1.8m brick walls (or other similar locally appropriate material) rather than timber fencing e.g. including but not limited to plots 9,25,64,93 and 97. Plot boundaries should be reviewed and amended accordingly.
- The treatment of the northern site boundary including acoustic fencing, existing topography and screen planting is unclear. Clarification is sought.
- The proposed footpath alongside plots 30 & 49 should be widened and/or realigned to ensure good forward visibility and a pleasant walking environment.

- An additional footpath connection at the southeast corner, onto Stowupland Road (B1115) close to the SuDS basin may improve passive surveillance of the feature and connection to the public transport network.



Annotated map for illustration only.

If minded for approval, we would suggest the following conditions for your consideration.

ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT: LANDSCAPING SCHEME.

No development shall take place until there has been submitted to and approved, in writing, by the Local Planning Authority a scheme of hard and soft landscaping and boundary treatment for the site, which shall include any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows on the site and indicate any to be retained, together with measures for their protection which shall comply with the recommendations set out in the British Standards Institute publication BS 5837:2012 Trees in relation to design, demolition and construction. The soft landscaping plan should include plant species, quantity, location and sizes of the proposed planting. The plans should clearly show the position of new fencing and gates in relation to existing and proposed planting. Tree pit details will also need to be provided for the different planting environments proposed i.e. planted in hard landscaping, close to road boundaries and within the public open space (POS).

Reason: In the interests of visual amenity and the character and appearance of the area. This condition is required to be agreed prior to the commencement of any development to ensure matters of tree and hedgerow protection are secured early to ensure avoidance of damage or loss due to the development and/or its construction. If agreement were sought at any later stage there is an unacceptable risk of loss and damage to important trees and hedgerow that would result in harm to amenity.

ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT: ADVANCED PLANTING.

Before any works commence on site, details of advance planting to mitigate visual impact shall be submitted and approved by the Local Planning Authority. Implementation will need to be carried out prior to any other construction work and in accordance with an implementation timetable agreed in writing with the Local Planning Authority.

Reason - In order to ensure key structural / screening landscape planting is carried out at the earliest opportunity, in the interest of the landscape character and amenity of the locality, and the character, setting and significance of heritage assets.

ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT: LANDSCAPE MANAGEMENT PLAN.

No development shall take place until there has been submitted to and approved, in writing, by the Local Planning Authority a landscape management plan and associated work schedule for a minimum of 5 years. Both new and existing planting will be required to be included in the plan, along with surface treatments, SuDS features and all other landscape assets (i.e. street furniture).

Reason: - To ensure the appropriate management and maintenance of the approved landscaping in the interests of amenity and the character and appearance of the area.

ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT: SUSTAINABLE URBAN DRAINAGE SYSTEM (SUDS) DETAILS

Prior to the commencement of the construction of the dwellings details of SuDS shall be submitted to and approved in writing by the Local Planning Authority. This should include; detailed topographical plans, a timetable for their implementation and a management and maintenance plan.

Reason: - To ensure adequate control over design and to ensure a satisfactory appearance in the interests of visual amenity.

ACTION REQUIRED PRIOR TO COMMENCEMENT OF LANDSCAPING WORKS: PLAYSPACE PROVISION

Details of the onsite children's playspace provision contained within the proposed play spaces, shall be submitted to and approved in writing by the Local Planning Authority prior to any landscaping works commencing.

The details shall include the:

- a) location, layout, design of the playspace; and
- b) equipment/ features.

The playspace and equipment/features shall be laid out and installed prior to the first occupation of the development.

Reason: - To ensure adequate provision within the development and reduce pressure on existing local play areas.

If you have any queries regarding the above matters please let me know.

Kind regards,

Kim Howell BA (Hons) DipLA CMLI
Landscape Consultant

Place Services provide landscape advice on behalf of Babergh and Mid Suffolk District Councils.

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.

Place Services
Essex County Council
County Hall, Chelmsford
Essex, CM1 1QH
T: 0333 013 6840
www.placeservices.co.uk
[@PlaceServices](https://twitter.com/PlaceServices)



Planning Services
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich
IP1 2BX

02/02/2022

For the attention of: Bradley Heffer

Ref: DC/21/03287; Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Thank you for re-consulting us on the Full Planning Application - Residential Development of 265No dwellings (70 affordable) with new public open space, landscaping, access and associated infrastructure.

This letter sets out our consultation response to additional documents submitted 8th December 2021.

We note the amended layout including the reduction of dwellings from 265 to 258, change to layout to the southerly spine road, removal of parking court and change to the layout in the north eastern corner all of which are welcome, however we would raise concerns regarding the orientation and poor outlook of plot 34.

We note the inclusion of tree removals marked on the plans, though protection measure for retained features will also need to be shown on future submissions.

We refer you back to our letter dated 5th July 2021 for all other comments and recommendations including suggested landscape conditions.

If you have any queries regarding the above matters please let me know.

Kind regards,

Kim Howell BA (Hons) DipLA CMLI
Landscape Consultant

Place Services provide landscape advice on behalf of Babergh and Mid Suffolk District Councils.
Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.



25 February 2021

Bradly Heffer
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich IP1 2BX

By email only

Thank you for requesting advice on this application from Place Services' ecological advice service. This service provides advice to planning officers to inform Mid Suffolk District Council planning decisions with regard to potential ecological impacts from development. Any additional information, queries or comments on this advice that the applicant or other interested parties may have, must be directed to the Planning Officer who will seek further advice from us where appropriate and necessary.

Application: DC/21/03287
Location: Land North West Of Stowupland Road Stowmarket Suffolk IP14 5AN
Proposal: Full Planning Application - Residential Development of 265No dwellings (70 affordable) with new public open space, landscaping, access and associated infrastructure

Dear Bradly,

Thank you for re-consulting Place Services on the above application.

No objection subject to securing ecological mitigation and enhancement measures

Summary

We have reviewed the Ecological Impact Assessment (Southern Ecological Solutions Ltd, October 2021), the Biodiversity Enhancement Strategy (Southern Ecological Solutions Ltd, November 2021) and the Biodiversity Net Gain Report (Southern Ecological Solutions Ltd, November 2021), supplied by the applicant, relating to the likely impacts of development on designated sites, protected and Priority species & habitats.

We are satisfied that there is sufficient ecological information available for determination.

This provides certainty for the LPA of the likely impacts on designated sites, protected and Priority Species/Habitats and, with appropriate mitigation measures secured, the development can be made acceptable.

Therefore, mitigation measures identified in the Ecological Impact Assessment (Southern Ecological Solutions Ltd, October 2021) should be secured and implemented in full. This is necessary to conserve Protected and Priority Species. Therefore, it is recommended that mitigation measures during the



construction phase should be outlined within a Construction Environmental Management Plan (CEMP – Biodiversity).

It is highlighted that we note that bat activity surveys have not been fully completed for this scheme but have so far only identified common and widespread species utilising the boundary habitats on site during the maternity period. Therefore, we are satisfied that adverse impacts upon foraging and commuting bats can be limited for this development, following the implementation of a Wildlife Lighting Design Scheme. The external lighting strategy must comply with ILP and BCT Guidance and the finalised bat survey results and should be secured as a condition of any consent. Therefore, it is indicated that we would expect to see the following measures outlined:

- Light levels should be as low as possible as required to fulfil the lighting need.
- Environmentally Sensitive Zones should be established within the development, where lighting could potentially impact important foraging and commuting routes for bats.
- Warm White lights should be used near Environmentally Sensitive Zones (<3000k) and Street lighting should conform with British Standards, as lighting which emit an ultraviolet component or that have a blue spectral content have a high attraction effect on insects, which may lead in a reduction in prey availability for some light sensitive bat species.
- Lux levels should be directed away from boundary edges and Environmentally Sensitive Zones. This should preferably demonstrate that the boundary features and Environmentally Sensitive Zones are not exposed to lighting levels of approximately 1 lux (equivalent to twilight).

We also note that Great Crested Newt presence / absence surveys were conducted for two ponds (Pond 1 & 3) and likely absence was confirmed for these waterbodies. However, two other ponds were considered to be ecological connected to the site (Ponds 2 & 8) and could not be accessed as landowner permission was denied. As a result, based on the eDNA Survey results and the locations of the ponds not surveyed, we agree that it is highly unlikely that Great Crested Newt will be present and affected and support the proposed precautionary measures for the European Protected Species.

Furthermore, we pleased to see that the Biodiversity Net Gain Report demonstrates that a net gain of 21.51% habitat units and a 131.01% net gain in hedgerow units can be achieved in principle for this development. Therefore, this is significantly greater than the target of 10% measurable biodiversity net gain, to be required under the Environmental Act 2021. However, the LPA is advised that the full calculations of the DEFRA Biodiversity Metric 3.0 should be provided to support this scheme. This is necessary to ensure that the metrics have been completed appropriately, following the principles and rules underpinning its use. However, it is indicated that we do generally support the proposed soft landscape measures and recommend that a Landscape and Ecological Management Plan should be provided to secure the aftercare measures in line with the Biodiversity Net Gain Report aims and objectives.

In addition, we are pleased that a detailed Biodiversity Enhancement Strategy has been provided to support this application. The strategy outlines created habitats to enhance biodiversity within the site, as well as bespoke measures for protected and priority species (Bird and bat boxes / integrated bricks, insect boxes, reptile/amphibian hibernacula and hedgehog highways). Therefore, we confirm that we satisfied appropriate technical specification, locations and management have been outlined for these features. As a result, the finalised measures should also be included within the Landscape and Ecological Management Plan.



This will enable LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006, as updated by the Environmental Act 2021.

Impacts will be minimised such that the proposal is acceptable subject to the conditions below based on BS42020:2013.

Submission for approval and implementation of the details below should be a condition of any planning consent

Recommended Condition

1. ACTION REQUIRED IN ACCORDANCE WITH ECOLOGICAL APPRAISAL RECOMMENDATIONS

“All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Ecological Impact Assessment (Southern Ecological Solutions Ltd, October 2021), the Biodiversity Enhancement Strategy (Southern Ecological Solutions Ltd, November 2021) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.”

Reason: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species) as updated by the Environment Act 2021.

2. PRIOR TO COMMENCEMENT: CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN FOR BIODIVERSITY

“A construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority, in line with the Ecological Impact Assessment (Southern Ecological Solutions Ltd, October 2021).

The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.*
- b) Identification of “biodiversity protection zones”.*
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).*
- d) The location and timing of sensitive works to avoid harm to biodiversity features.*
- e) The times during construction when specialist ecologists need to be present on site to oversee works.*
- f) Responsible persons and lines of communication.*
- g) The role and responsibilities on site of an ecological clerk of works (ECOW) or similarly competent person.*
- h) Use of protective fences, exclusion barriers and warning signs.*



The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority”

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species) as updated by the Environment Act 2021.

3. PRIOR TO COMMENCEMENT: LANDSCAPE AND ECOLOGICAL MANAGEMENT PLAN

“A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to commencement of the development.

The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed.*
- b) Ecological trends and constraints on site that might influence management.*
- c) Aims and objectives of management.*
- d) Appropriate management options for achieving aims and objectives.*
- e) Prescriptions for management actions.*
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).*
- g) Details of the body or organisation responsible for implementation of the plan.*
- h) Ongoing monitoring and remedial measures.*

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.”

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species)

4. PRIOR TO OCCUPATION: WILDLIFE SENSITIVE LIGHTING DESIGN SCHEME

“A lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging, in line with the finalised bat activity surveys (Southern Ecological Solutions Ltd); and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans, Isolux drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.



All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority."

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species).

Please contact us with any queries.

Yours sincerely,

Hamish Jackson ACIEEM BSc (Hons)

Ecological Consultant

placeservicesecology@essex.gov.uk

Place Services provide ecological advice on behalf of Babergh District Council

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.



FAO: Planning Department,
Babergh Mid-Suffolk District Council

Ref: DC/21/03287
Date: 01/07/2021

HISTORIC BUILDINGS AND CONSERVATION ADVICE

Dear Sir / Madam,

RE: LAND NORTH WEST OF STOWUPLAND ROAD STOWMARKET SUFFOLK IP14 5AN

This application is for residential development of 265No dwellings (70 affordable) with new public open space, landscaping, access and associated infrastructure.

The heritage statement identifies the three designated heritage assets with the potential to be impacted by the proposed development. These are the Grade II Listed Ashes (List UID: 1292587) a seventeenth-century, timber-framed house with a slate roof within a rural setting; the Grade II Listed Uplands (List UID: 1195941) a sixteenth-century, timber-framed house with a tiled roof; the Grade II Listed Laburnham Cottage (List UID: 1297870), a mid-seventeenth-century timber-framed and rendered house, with a thatched roof.

The three Listed buildings were originally on the periphery of the settlement of Stowmarket and despite the development of modern housing, particularly to the south of the B1115 Stowupland Road, the rural character of the area is still legible due to the undeveloped nature of the site. This rustic character makes a positive contribution to the significance of the heritage assets and enhances the setting within which they can be experienced.

The heritage statement concludes that any potential impact will result in a low level of less than substantial harm and I agree with this assessment. However, I believe modifications to the layout could further mitigate this harm. The proposed layout could be improved with the provision of more extensive open green spaces and undeveloped areas. Substantial strategic tree planting belts, community access woodlands and open space would be appropriate, with an overall less intensive development of the site. This should be in addition to the retention of existing hedgerows and mature trees. This approach would ensure the development is fully compliant with Policy 6.15 of the Stowmarket Area Action Plan (2013) and the Ashes Farm Development Brief and Delivery Framework (2016).

The heritage statement mentions the historic functional connection that the Grade II Listed Uplands has to parts of the development site. an increase in the green spaces within the vicinity of this Listed building in particular, would help to preserve the character of its setting. In a similar vein, greater consideration should be given to sympathetic boundary treatments for the site. The extensive use of



1.8 metre high close board timber fencing is shown, particularly for the rear of gardens and plot boundaries. These used along with new or retained hedges to the outside of the fences, along with belts of tree planting would be appropriate.

Yours sincerely,

David Sorapure IHBC
Built Heritage Consultant
Place Services

Note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter

MID SUFFOLK DISTRICT COUNCIL

MEMORANDUM

TO: Bradly Heffer – Planning Officer
From: Sacha Tiller – Housing Enabling - Strategic Housing
Date: 4th July 2022

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

Proposal: Full Planning Application - Residential Development of 258No. dwellings (91 affordables) with new public open space, landscaping, access and associated infrastructure.

Location: Land North West of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Note: This response has been done as a result of a meeting with:
Daniel Wilson – Planning Manager – Crest Nicholson
Rob Yates – Land Buyer – Crest Nicholson
Robert Bias – Land Manager – Crest Nicholson
Andrew Martin – Strutt & Parker
Bradley Heffer – Planning Officer
Sacha Tiller – Housing Enabling

On: 4th July 2020

1. Key Points

This is a full application development proposal for 258 dwellings and proposing in the description for 91 affordable homes.

This is an open market development and should offer 90.3 affordable housing dwellings on the site which is 35% of the total number of dwellings. 35% is local policy requirement.

At the meeting the following points was discussed:

1. The affordable housing mix.
 2. Gateway to Homechoice
 3. NDSS space standards
- a) Looking at our files I can find two occasions in which the Strategic Housing Team have provided comments on this planning application. On both

occasions in our responses dated; 03.03.2020 and 16.02.2022 we have asked for:

Bungalows (6 x 2 bed 4-person bungalows @ 70 sqm NDSS)

And

(3 bedroom x 5 person dwellings @ 93sqm) as opposed to 3 bedroom 4 person dwellings.

- b) I cannot remember the last time that 3 bedroom 4 person dwellings were approved for affordable housing. We already have on this site **69** dwellings offering 4 persons accommodation and therefore we need 5 person dwellings to meet the needs of residents in our district with more than 4 persons in a household.
- c) This application has been on-going for a 'number of years' and therefore previously provided housing mix data will change over time. As of 4th July 2020 the Gateway to Homechoice register shows the following need for Stowmarket:

No of bedrooms	No of applicants with a local connection to Stowmarket	Total on register
1 bedroom	90	
2 bedroom	43	
3 bedroom	56	
4 bedroom	8	
		197

- d) There are 56 people on the register requiring a 3 bedroom dwelling and the likelihood is that they will have more than 4 persons in their household.

2. Bungalows

In the pre-app response provided on 03.03.2020 we asked for:

"6 x 2 bed 4-person bungalows @ 70 sqm"

In our response of 16th February 2020 we asked for:

"6 x 2 bed 4-person bungalows @ 70 sqm"

We feel that we have been consistent in our request for these bungalows and are disappointed that 'no bungalows' are being provided on site.

We have requested these bungalows for the following reasons:

- a) We have been consistent in our recommendation for bungalows.
- b) The Gateway to Homechoice data as of 04.02.20 shows that there are 34 persons on the register over 55 years of age requiring suitable accommodation.
- c) Of the 197 on the register:
27 have been assessed as needing Code 2 – Level access shower

12 have been assessed as needing Code 3 – Ground floor accommodation.

- d) In our meeting the agent/developer has confirmed that they are providing: 12 x 1 bed 2 person flats which we feel does not meet the demand of those person on the register over 55 and/or with a disability.

In both our responses we have asked for:

Affordable rented = 65

- 6 x 1 bed 2-person flats @ 50 sqm
- 4 x 1 bed 2-person houses @ 58 sqm
- **6 x 2 bed 4-person bungalows @ 70 sqm**
- 32 x 2 bed 4-person houses @ 79 sqm
- **15 x 3 bed 5-person houses @ 93 sqm**
- 2 x 3 bed 6-person houses @ 102 sqm

4.NDSS space standards

The affordable housing detail sheet sent by Rob Bias of Crest Nicholson is an indication of the housing to be provided on site. This clearly shows that all houses with be for 2 or 4 persons and no dwellings for 5 persons.

This affordable housing detail sheet also shows that all of the 2 bedroom 4 person houses do not meet NDSS space sizes.

For clarification these are the NDSS space sizes we ask for:

- 1 bed 2 person flats @ 50sqm
- 1 bed 2 person houses @ 58sqm
- 2 bed 3 person bungalows @ 63sqm
- 2 bed 4 person houses @ 79sqm
- 3 bed 5 person houses @ 93sqm
- 4 bed 6 person houses @ 106sqm

This is only an abbreviated response based upon the meeting held on 4th July 2022. To see our in-depth responses covering all issues please refer to the detailed response 16th February 2022.

NOTE:

Although not sought in our response of 16th February 2022, but mentioned in our response of 3rd March 2020 when we asked for: 2 x 4 bedroom 6-person houses @ 107.6 sqm this has hopefully now been agreed at todays meeting.

Gateway to Homechoice shows we have 8 persons on the register in band A & B who require 4-bedroom accommodation. We welcome the fact that the agent/developer has recognised our data will be providing these two 4 bed dwellings on-site.

The End

From: Andy Rutson-Edwards <Andy.Rutson-Edwards@baberghmidsuffolk.gov.uk>

Sent: 16 July 2021 15:03

To: Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>; BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>; BMSDC Planning Mailbox <planning@baberghmidsuffolk.gov.uk>

Subject: DC/21/03287 reconsultation

Environmental Health -
Noise/Odour/Light/Smoke

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

Proposal: Full Planning Application - Residential Development of 265No dwellings (70 affordable) with new public open space, landscaping, access and associated infrastructure.

Location: Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Thank you for consulting me on this application.

I have the following comments to make and would ask that they are taken in to account and added as conditions

Noise:

- In addition to the 5 metre acoustic fence to the North and West of the site, All bedrooms and living rooms on outer edges of the site as identified in the 'Environmental Noise Impact Assessment for a residential development at Diaper Farm, Stowupland Road, Stowmarket' (Acoustic Principles, Framlingham, report date June 2021') shall be constructed with the relevant glazing scheme as specified in the glazing section and illustrated in tables 14 and 15.

Ventilation :

- All dwellings identified as requiring an acoustic glazing scheme (as above) shall have an internal layout as such that openable windows shall open into the acoustic shadow of the A14. If this is not possible then internal noise levels will be in excess of BS8233 levels and alternative passive ventilation will be required. Layout details and details of any alternative passive ventilation shall be orientated and as proposed within the ventilation section and table 17 of the afore mentioned report.
- Plots 134, 143, 177, 192-201 and 218-223 require MVHR ventilation in order to achieve compliance with BS 8233:2014; it should be noted that the MVHR outlet and inlet points should be placed on the sloping roof away from the A14.

Note: Any form of ventilation installed must comply with the Noise Insulation Regulations 1975 (Reference 4) and the Approved Document F (Reference 5).

- All other facades in the development shall be fitted with double glazing with a sound insulation rating of Rw30 or better.
- Prior to first occupation, a sample of dwellings, the number and location of which shall be agreed by the LPA and the developer, shall be independently tested to ensure that WHO and BS8233 internal values are being met.

Construction Hours

Operations related to the construction (including site clearance and demolition) phases) of the permitted development/use shall only operate between the hours of 08.00 and 18.00hrs Mondays to Fridays and between the hours of 09.00 and 13.00hrs on Saturday. There shall be no working and/or use operated on Sundays and Bank Holidays. There shall be no deliveries to the development/use arranged for outside of these approved hours.

Reason: to minimise detriment to nearby residential amenity

Prohibition on burning.

No burning shall take place on site at any stage during site clearance, demolition or construction phases of the project.

Reason: to minimise detriment to nearby residential amenity

Dust control

The development shall not be commenced until a scheme specifying the provisions to be made to control dust emanating from the site has been submitted to and approved in writing by the local planning authority. The agreed scheme shall then be implemented in full before the proposed development is started, including demolition and site clearance.

Reason: to minimise detriment to nearby residential amenity

Construction Management Plan

No development shall commence until a construction management plan has been submitted to and approved in writing by the Local Planning Authority. The construction management plan shall include details of:

- Details of the scheduled timing/phasing of the development for the overall construction period
- Means of access, traffic routes, vehicle parking and manoeuvring areas (site operatives and visitors)
- protection measures for footpaths surrounding the site
- Loading and unloading of plant and materials
- Wheel washing facilities
- Lighting
- Location and nature of compounds, pottraloos and storage areas (including maximum storage heights) and factors to prevent wind-whipping of loose materials
- Waste storage and removal
- Temporary buildings and boundary treatments
- Dust management measures
- Method of any demotion to take place, including the recycling and disposal of materials arising from demolition.
- Noise and vibration management (to include arrangements for monitoring, and specific method statements for piling) and;
- Litter and waste management during the construction phases of the development. Thereafter, the approved construction plan shall be fully implemented and adhered to during the construction phases of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

Note: the Construction Management Plan shall cover both demotion and construction phases of the above development. The applicant should have regard to BS 5228:2009 Code of Practice of Noise and Vibration Control on Construction and Open Sites in the CMP.

Reason: to minimise detriment to nearby residential amenity

Andy

Andy Rutson-Edwards, MCIEH AMIOA

Senior Environmental Protection Officer

Babergh and Mid Suffolk District Council - Working Together

Tel: 01449 724727

Email andy.rutson-edwards@baberghmidsuffolk.gov.uk

www.babergh.gov.uk www.midsuffolk.gov.uk

From: Nathan Pittam
Sent: 28 February 2022 08:18
Subject: (302783) DC/21/03287. Air Quality.

**EP Reference 302783
DC/21/03287. Air Quality.
Land North West Of, Stowupland Road, STOWMARKET, Suffolk, IP14 5AN.
Residential Development of 265No dwellings (70 affordable) with new public
open space, landscaping, access and associated infrastructure.**

Many thanks for your request for comments in relation to the above applicaiton iwith repsect to the Air Quality Impact Assessment submitted by the applicant in September 2021. Our comments relate to the report by RPS Group (ref. JAR02756) dated 23rd August 2021. I can confirm that the I am in broad agreement with the findings of the assessment that the likely impact of the proposed development is negligble largely owing to the existing good air quality at the site and surrounding areas – this is an assuption that is supported by both DEFRA background air quality data and our own monitoring undertaken in and around Stowmarket. The only large impact recognised by the report is that of dust generation during the construction phase – the potential for dust generation have been commented on by my colleague, Andy Rutson-Edwards, in his consultation response of 16th July 2021 and as such I fully support the recommended condition in that response.

In light of the above I can confirm that I have no objection to the proposed development.

For the purposes of clarity these comments **only** relate to matters of Local Air Quality Management.

Kind regards

Nathan

Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer

Babergh and Mid Suffolk District Councils – Working Together

Email: Nathan.pittam@baberghmidsuffolk.gov.uk
Work: 01449 724715
websites: www.babergh.gov.uk www.midsuffolk.gov.uk

I am working flexibly - so whilst it suits me to email now, I do not expect a response or action outside of your own working hours

From: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Sent: 03 Aug 2022 03:36:47

To:

Cc:

Subject: FW: DC/21/03287

Attachments:

From: Peter Chisnall <Peter.Chisnall@baberghmidsuffolk.gov.uk>

Sent: 03 August 2022 15:23

To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>; Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>

Subject: DC/21/03287

Dear Bradly,

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

Proposal: Full Planning Application - Residential Development of 258no. dwellings (91no. affordable) with new public open space, landscaping, access and associated infrastructure.

Location: Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Reason(s) for re-consultation: Documents received 15.07.22

Many thanks for your request to comment on the Environmental Sustainability/Climate Change mitigation aspects of this re-consultation.

I have viewed the relevant new documentation published, namely the Proposed site plan including proposed electric plots.

There is a text box on the drawing that states: " Subject to confirmation of our delivery program and timings, some if not all of these plots will be electric."

Does this refer to the provision of electric vehicle charging points?

The sale of new fossil fuelled cars and vans will be prohibited in the UK from 2030. The number of electric vehicles on the roads in the UK is expanding exponentially and it has been recognised in the Suffolk County Council Climate Action Plan that the number of charging points will need to increase as well.

If the statement does refer to the provision of EV charging points then before commenting I would like to know the precise numbers involved.

There is nothing else in the new information that affects my previous comments dated 14th October 2021, 4th February 2022 and 6th June 2022.

Regards

Peter

Peter Chisnall, CEnv, MIEMA, CEnvH, MCIEH
Babergh and Mid Suffolk Council – Working Together

Tel: 01449 724611

Mob: 07849 353674

Email: peter.chisnall@baberghmidsuffolk.gov.uk

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From: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Sent: 07 Jun 2022 10:53:42

To:

Cc:

Subject: FW: DC/21/03287

Attachments:

From: Peter Chisnall <Peter.Chisnall@baberghmidsuffolk.gov.uk>

Sent: 06 June 2022 17:13

To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>; Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>

Subject: DC/21/03287

Dear Bradly,

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

Proposal: Full Planning Application - Residential Development of 258no. dwellings (91no. affordable) with new public open space, landscaping, access and associated infrastructure.

Location: Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Reason(s) for re-consultation: Revised plans received 12.05.22

I have nothing to add to my previous comments dated 14th October 2021 and 4th February 2022.
Regards,

Peter

Peter Chisnall, CEnv, MIEMA, CEnvH, MCIEH

Environmental Management Officer

Babergh and Mid Suffolk District Council - Working Together

Tel: 01449 724611

Mob.: 07849 353674

Email: peter.chisnall@baberghmidsuffolk.gov.uk

www.babergh.gov.uk www.midsuffolk.gov.uk

From: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>
Sent: 04 Feb 2022 10:24:49
To:
Cc:
Subject: FW: DC/21/03287
Attachments:

From: Peter Chisnall <Peter.Chisnall@baberghmidsuffolk.gov.uk>
Sent: 04 February 2022 10:18
To: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>; Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>
Subject: DC/21/03287

Dear Bradly,

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

Proposal: Full Planning Application - Residential Development of 265no. dwellings (93no. affordable) with new public open space, landscaping, access and associated infrastructure.

Location: Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Reason(s) for re-consultation: Please see documents received by the Local Planning Authority on the 8th December 2021

Many thanks for your request to comment on the Sustainability/Climate Change mitigation aspects of this re-consultation.

There are no additional documents received that affect the previous response that I made on 14th October 2021.

Regards,

Peter

Peter Chisnall, CEnv, MIEMA, CEnvH, MCIEH
Environmental Management Officer
Babergh and Mid Suffolk District Council - Working Together
Tel: 01449 724611
Mob.: 07849 353674
Email: peter.chisnall@baberghmidsuffolk.gov.uk
www.babergh.gov.uk www.midsuffolk.gov.uk

From: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Sent: 15 Oct 2021 08:45:11

To:

Cc:

Subject: FW: DC/21/03287

Attachments:

From: Peter Chisnall <Peter.Chisnall@baberghmidsuffolk.gov.uk>

Sent: 14 October 2021 14:01

To: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>; Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>

Subject: DC/21/03287

Dear Bradly,

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

Proposal: Full Planning Application - Residential Development of 265no. dwellings (93no. affordable) with new public open space, landscaping, access and associated infrastructure.

Location: Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

Reason(s) for re-consultation: Documents submitted 23/09/21.

Many thanks for your request to comment on the Sustainability/Climate Change mitigation related aspects of this re-consultation.

I have read the recently published Applicant's documents, namely the Sustainability and Energy Statement and I note the contents therein.

It is disappointing that only 1.47% of CO2 reduction is due to Target Energy Rate coming from improved fabric efficiency, although this would cover all properties to greater or lesser extents.

The remaining 10.11% CO2 reduction due to the Dwelling Emission Rate comes from PV panels whose performance will deteriorate over time and eventually be below 10.11%. 80% of the dwellings on the site are not shown as having PV panels so those occupiers are automatically at a disadvantage.

To reiterate the comments I made in my initial response.

Babergh and Mid Suffolk Councils declared a Climate Emergency in 2019 and have an aspiration to be Carbon Neutral by 2030, this will include encouraging activities, developments and organisations in the district to adopt a similar policy. This council is keen to encourage consideration of sustainability issues at an early stage so that the most environmentally friendly buildings are constructed and the inclusion of sustainable techniques, materials, technology etc can be incorporated into the scheme without compromising the overall viability, taking into account the requirements to mitigate and adapt to future climate change.

With developments constructed with levels of insulation, fabric measures and low carbon building services just equal or slightly better the current building regulations' Part L requirements it is likely that they will need to be retrofitted within a few years. This is to meet; the National milestones, the Future Homes Standard, meaning dwellings are at least zero-carbon ready, and targets leading up to zero carbon emissions by 2050. The other issue is that the properties will be more expensive to heat in the winter and may overheat in the summer.

As they stand these properties only have a designed CO2 reduction of about 10% whereas the national target is a 100% reduction by 2050. This means that these properties would have to be retrofitted with additional measures, more costly than installing them during the initial build, paid for by the owners of the properties within the next thirty years.

There is also no mention of electric vehicle charging on the development.

In general the other Sustainability issues are covered satisfactorily by the Sustainability and Energy Statement. I would suggest that the applicant review the energy strategy in particular taking into account the above points.

Regards,

Peter

Peter Chisnall, CEnv, MIEMA, CEnvH, MCIEH

Environmental Management Officer

Babergh and Mid Suffolk District Council - Working Together

Tel: 01449 724611

Mob.: 07849 353674

Email: peter.chisnall@baberghmidsuffolk.gov.uk

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From: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Sent: 13 Jul 2021 10:13:15

To:

Cc:

Subject: FW: DC/21/03287. Land Contamination

Attachments:

From: Nathan Pittam <Nathan.Pittam@baberghmidsuffolk.gov.uk>

Sent: 13 July 2021 09:48

To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Cc: Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>

Subject: DC/21/03287. Land Contamination

EP Reference 294321

DC/21/03287. Land Contamination

Land North West Of, Stowupland Road, STOWMARKET, Suffolk, IP14 5AN.

Residential Development of 265No dwellings (70 affordable) with new public open space, landscaping, access and associated infrastructure.

Many thanks for your request for comments in relation to the above application. Having reviewed the has el and II Geoenvironmental Assessment Report by GEMCO dated 29/3/19 I can confirm that the only outstanding risk as the site is owing to the presence of ground gases at levels that require the incorporation of the gas protection measures. I can confirm that I have no objection to the proposed development provided that the condition below is included with any permission that may be granted which allows the applicant to either incorporate gas protection measures without further investigation or allows them to further investigate the site which may remove the need for gas protection measures based on a fuller picture of the site.

Without this condition I would be minded to recommend that the application be refused until such time as the applicant is able to demonstrate that the site can be made suitable for use without need for the condition.

Kind regards

Nathan

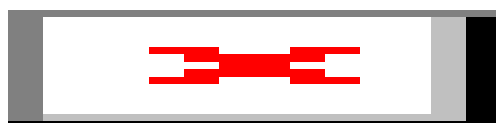
Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer

Babergh and Mid Suffolk District Councils – Working Together

Email: Nathan.pittam@baberghmidsuffolk.gov.uk

Work: 01449 724715

websites: www.babergh.gov.uk www.midsuffolk.gov.uk



Proposed Planning Condition

No development shall take place until:

A strategy for investigating any contamination (including ground gases) present on site has been submitted for approval by the Local Planning Authority.

Following approval of the strategy, an investigation shall be carried out in accordance with the strategy.

A written report shall be submitted detailing the findings of the investigation referred to in (2) above, and an assessment of the risk posed to receptors by the contamination (including ground gases) for approval by the Local Planning Authority. Subject to the risk assessment, the report shall include a Remediation Scheme as required. The Remediation Scheme shall detail any measures necessary to contain, manage and/or monitor any ground gases with the potential to reach the application site.

Any remediation work shall be carried out in accordance with the approved Remediation Scheme.

Following remediation, evidence shall be provided to the Local Planning Authority verifying that remediation has been carried out in accordance with the approved Remediation Scheme.

Or

- (B) *Such other measures as may be agreed with the Local Planning Authority shall be incorporated in the building design to mitigate the risk from ground gases. Where building control measures are agreed in lieu of a site investigation, all buildings and associated services should be designed and constructed with suitable regard for the possible presence of ground gases. You must build to the standards specified in 'BRE/Environment Agency Report BR 414, Protective measures for housing on gas-contaminated land, 2001', 'BRE Report BR 212, Construction of New Buildings on Gas Contaminated Land, 1991', and "The Building Regulations 2000, Approved Document C, Site preparation and resistance to contaminants and moisture'.*

Reason: To identify the extent and mitigate risk to the public, the wider environment and buildings arising from land contamination.

It is important that the following advisory comments are included in any notes accompanying the Decision Notice:

'There is a suspicion that the site may be contaminated or affected by ground gases. You should be aware that the responsibility for the safe development and secure occupancy of the site rests with the developer.

Unless agreed with the Local Planning Authority, you must not carry out any development work (including demolition or site preparation) until the requirements of the condition have been met, or without the prior approval of the Local Planning Authority.

The developer shall ensure that any reports relating to site investigations and subsequent remediation strategies shall be forwarded for comment to the following bodies:

*Local Planning Authority
Environmental Services
Building Inspector
Environment Agency*

From: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Sent: 07 Jul 2021 10:15:43

To:

Cc:

Subject: FW: DC/21/03287 2 Land North West Of, Stowupland Road, Stowmarket

Attachments:

From: David Pizzey <David.Pizzey@baberghmidsuffolk.gov.uk>

Sent: 06 July 2021 15:45

To: Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>

Cc: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Subject: DC/21/03287 2 Land North West Of, Stowupland Road, Stowmarket

Hi Brad

I have no objection in principle to this application subject to it being undertaken in accordance with the protection measures outlined in the accompanying arboricultural report. Although a number of trees are proposed for removal they are generally of limited amenity value and their loss will not have a significant adverse impact upon the character of the local area. However, an appropriate new tree planting programme for the site, including aftercare and maintenance schedule, should be secured in mitigation and subject to agreement.

Please let me know if you require any further input.

Kind regards

David Pizzey FArborA

Arboricultural Officer

Tel: 01449 724555

david.pizzey@baberghmidsuffolk.gov.uk

www.babergh.gov.uk and www.midsuffolk.gov.uk

Babergh and Mid Suffolk District Councils – Working Together

From: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>
Sent: 24 Jan 2022 01:57:38
To:
Cc:
Subject: FW: MSDC Planning Re-consultation Request - DC/21/03287 - FUL
Attachments:

From: BMSDC Public Realm Consultation Mailbox Sent: 24 January 2022 13:48 To: BMSDC Planning Area Team Blue
Subject: RE: MSDC Planning Re-consultation Request - DC/21/03287 - FUL Public Realm Officers remain supportive of the treatment of the open spaces within this development and the more naturalistic approach to play provision. Regards
Dave Hughes Public Realm Officer (Countryside)

Communities Team Response:

APPLICATION FOR PLANNING PERMISSION - [DC/21/03287](#)

Proposal: Full Planning Application - Residential Development of 265no. dwellings (93no. affordable) with new public open space, landscaping, access, and associated infrastructure.

Location: [Land Northwest Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN](#)

Response

The Communities Team is supportive of the principle of development at this site, having been identified in both the Stowmarket Area Action Plan and the emerging Joint Local Plan, however we have reservations on some of the details within the proposal.

Distribution of the affordable housing units

We are concerned that the distribution of the affordable rented properties in large part correlates to the worst conditions for noise, particularly along the northern boundary of the site. These properties have the greatest impact from traffic noise from the A14 as detailed in the Noise Impact Assessment. The mitigations for noise have other impacts on quality of life, the front aspect facing onto the 5m acoustic barrier, the front aspect windows not opening, the residual noise in the first-floor rooms still being higher than in other properties.

Environmental Health Response July

In addition to the 5-metre acoustic fence to the North and West of the site, All bedrooms and living rooms on outer edges of the site as identified in the 'Environmental Noise Impact Assessment for a residential development at Diaper Farm, Stowupland Road, Stowmarket' (Acoustic Principles, Framlingham, report date June 2021') shall be constructed with the relevant glazing ... All dwellings identified as requiring an acoustic glazing scheme (as above) shall have an internal layout as such that openable windows shall open into the acoustic shadow of the A14.

It also appears that the affordable rent and shared ownership units are of almost uniform type and easily distinguishable palette, making them distinct in from the market properties.

The cluster of affordable rented units at the south-west of the site is of particular concern in terms of place shaping and equity. This concentration does not adhere to the principle of pepper-potting. Moreover, the housing is of greater density with smaller plots and more linear/regimented layout than elsewhere on the site. The communal outlook is dominated by linear parking and road-space rather than open space as most other places on the site. Together these elements risk place shaping that is of an appreciably different feel and lower status, and not compatible with good community cohesion as advocated by the BMSDC Communities Strategy Delivery Plan and the [BMS DC Wellbeing Strategy](#).

In addition to the shared space being dominated by cars, the cluster is furthest from the Local Area Play site, which we judge to be of detriment to families in these properties.

The block of single bedroom flats (205-15) in the opposite north-east corner stands to be negatively impacted by traffic noise and outlook being bounded by both the A14, B115 and roundabout to Mortimer Rd. The noise assessment covers ground floor and first floor impacts but does not assess the second floor that is planned here.

Play provision

There is some discrepancy about the location of the Local Area Play site, but it is most often shown to be at the north end of the Public Open Space running North/South. This location places it within a higher level of noise impact (57-60Db), especially during the daytime which would be its normal use. It also places it a greater walking distance for families at the other edges of the scheme (see comments above on affordable rented locations).

We would recommend a more central location within the same Public Open Space.

Access to green spaces

We agree with the Places Heritage response, besides the main open space bounded by the highest value homes, there is limited access to usable natural spaces for other properties. In order to better support the wellbeing of residents we would hope to see a more generous allocation of planting, green space and woodland. This would align with the aims of the [BMS DC Wellbeing Strategy](#)

Places- Heritage response July

The proposed layout could be improved with the provision of more extensive open green spaces and undeveloped areas. Substantial strategic tree planting belts, community access woodlands and open space would be appropriate, with an overall less intensive development of the site. This should be in addition to the retention of existing hedgerows and mature trees.

Sport & leisure

The Stowmarket is already identified in the audit for the BMS DC Leisure, Sport and Physical Activity Strategy – Update 2021 as being undersupplied with swimming places, football, and outdoor sports pitches (see below).

BMS DC Leisure, Sport and Physical Activity Strategy – Update 2021

There is an undersupply of swimming lesson spaces in Mid Suffolk and large developments in Stowmarket, Thurston, Woolpit and surrounding area will likely place significant strain on the already stretched water space at Mid Suffolk Leisure Centre.

Table 12: Implications of housing growth in Babergh on sport and physical activity provision.

Town/Parish	No. new dwellings	Assessment
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Mid Suffolk Leisure Centre is located in Stowmarket, however the sports hall and swimming pool at the Council's core leisure facility are at capacity. The provision of football pitches per 1000 residents in Stowmarket is lower than the average across the District. The housing development in Stowmarket will put greater pressure on facilities which are already at limited capacity and with deteriorating conditions.

The increase in population and resulting increased demand for leisure facilities will not be met on-site. Using the [GLA Population Yield Calculator](#), we estimate an approximate new population of

Yield from Development (persons)

	Market & Intermediate	Social	Total
Ages 0, 1, 2, 3 & 4	39.1	13.5	52.6
Ages 5, 6, 7, 8, 9, 10 & 11	30.1	10.5	40.7
Ages 12, 13, 14 & 15	14.0	5.0	19.0
Ages 16 & 17	7.4	2.7	10.1
18-64	579.3	39.3	618.6
65+	13.8	0.9	14.7
Total Yield	683.8	71.9	755.7

Therefore, using the [Sport England Sports Facility Calculator](#) we recommend the following contributions toward facilities provision in Stowmarket to reflect demand generated by the new population.

Swimming Pools	
Demand adjusted by	0%
Square meters	7.89
Lanes	0.15
Pools	0.04
vpwpp*	48
Cost	£137,845

Sports Halls	
Demand adjusted by	0%
Courts	0.21
Halls	0.05
vpwpp	61
Cost	£125,427

Artificial Grass Pitches	
Demand adjusted by	0%
Pitches	0.02
vpwpp	14
Cost if 3G	£18,175
Cost if Sand	£16,531

Indoor Bowls	
Demand adjusted by	0%
Rinks	0.02
Centres	0.00
vpwpp	2
Cost	£5,661

*vpwpp - visits per week in the peak period

Conclusion

We recommend that if permission is to be granted conditions are attached to address the concerns above

- Equity of place-shaping and quality of life for residents of affordable properties
- Improved access to nature/green spaces
- Contribution to sport and leisure provision

Application quantities for reference.

Market Housing - Proposed

Number of bedrooms	1	2	3	4+	Unknown	Total
Houses	0	18	96	58	0	172
Total	0	18	96	58	0	172

Social, Affordable or Intermediate Rent – Proposed

Number of bedrooms	1	2	3	4+	Unknown	Total
Houses	0	15	8	0	0	23
Total	0	15	8	0	0	23

Affordable Home Ownership - Proposed

Number of bedrooms	1	2	3	4+	Unknown	Total
Flats/Maisonettes	12	0	0	0	0	12
Houses	0	36	20	2	0	58
Total	12	36	20	2	0	70

From: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Sent: 06 Jul 2021 11:28:18

To:

Cc:

Subject: FW: Planning application DC/21/03287

Attachments:

From: Paul Ekpenyong (Cllr) <Paul.Ekpenyong@midsuffolk.gov.uk>

Sent: 05 July 2021 15:22

To: BMSDC Planning Mailbox <planning@baberghmidsuffolk.gov.uk>

Subject: RE: Planning application DC/21/03287

Dear James,

Whilst I am not against this development per se, as it is currently proposed I believe there are a number of significant issues as follows:-

- The density of housing proposed for this piece of land seems excessive
- The allowance for parking is inadequate
- There is insufficient school provision locally especially at primary level
- Is there sufficient GP and dentist services to cope with this population growth – I doubt it
- For a development of this size, only having one entry/exit point is not at all desirable
- The position of the entry/exit point will have issues with visibility – cannot be attached to the roundabout at the junction of Stowupland Road and Mortimer Road
- Given the increased traffic due consideration should be given to mandatory non-idling on the approach to the railway station when vehicles are stationary

These are just a few points from my quick review of the information to hand.

Kind regards

Cllr Paul Ekpenyong

Chair of the Council

Mid Suffolk District Council

Councillor for St Peters Ward (Stowmarket)

Mobile: 07815 805577



This year the Chair's charity is:

From: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Sent: 06 Jul 2021 11:28:33

To:

Cc:

Subject: FW: Planning application DC/21/03287

Attachments:

From: Dave Muller (Cllr) <Dave.Muller@midsuffolk.gov.uk>

Sent: 05 July 2021 15:30

To: BMSDC Planning Mailbox <planning@baberghmidsuffolk.gov.uk>

Subject: RE: Planning application DC/21/03287

Hi James,

Thank you for your e-mail.

I do have a number of concerns about this proposed development and some of my constituents have also raised some concerns. As one of the ward members, I consider it would be more appropriate for me to raise my concerns once the application comes before one of the Development Control Committees, in the near future.

Many thanks

Kind regards

Dave Muller

Cllr Stow Thorney Ward

The Stowmarket Society

Planning Services
Mid Suffolk District Council
Endeavour House
Russell Road
Ipswich
IP1 2BX

4 July 2021

Dear Sirs

Planning application DC/21/03287 Land North West Of, Stowupland Road, Stowmarket, Suffolk IP14 5AN

We wish to submit the following comments on this application.

1. This is a pretty anonymous development with no special or memorable architectural interest or style. The designs are relatively neat and tidy, but do not create any great sense of place. This is an opportunity lost. The architectural approach is not justified in the D&A statement, which suggests it has not been a priority for the developer.
2. The social housing elements in particular (but not exclusively) suffer from excessive forecourt parking. This means that the environment will be dominated by cars, creating an untidy and discordant scene.
3. The elevations of the block of flats are deadly dull. The Design and Access Statement suggests that this building is envisaged as a 'gateway' building but it has absolutely none of the architectural merit that would be required to comply with that description. It is very unfortunate that the developer has chosen to place this utterly undistinguished building at the highest, most prominent part of the site where it will be intrusive in long views from all around Stowmarket. The D&A statement describes it as a focal point to the development and yet it has no strong relationship with circulation routes or groupings of buildings in this bland scheme. It does however highlight the developer's failure to provide the necessary road connection to the B1115 roundabout.
4. The road connection between Stowupland Road and Old Newton Road is provided for but in the wrong place. This should surely connect with the Stowupland Road Roundabout, and this should be a development requirement for this site. When comparing the site plan of this scheme with the latest iteration of the Masterplan for the development of the adjacent Ashes Farm site (Application DC/20/01036) it appears that the two schemes propose different locations for the connection between the two estate roads. Since the connection must be a fundamental requirement for development of this swathe of land it is imperative that it is properly co-

ordinated and that a mechanism is in place to ensure that it is made. It is possible that the connection point shown on this application could impose unmanageable restrictions on the road layout of the adjacent site and consequently further feasibility work must be carried on this aspect of the proposals before a permission can be granted.

The Stowmarket Society, 19 Bond Street, Stowmarket, IP14 1HR