



3519 13

Committee Siteplan (Footpaths dotted line)



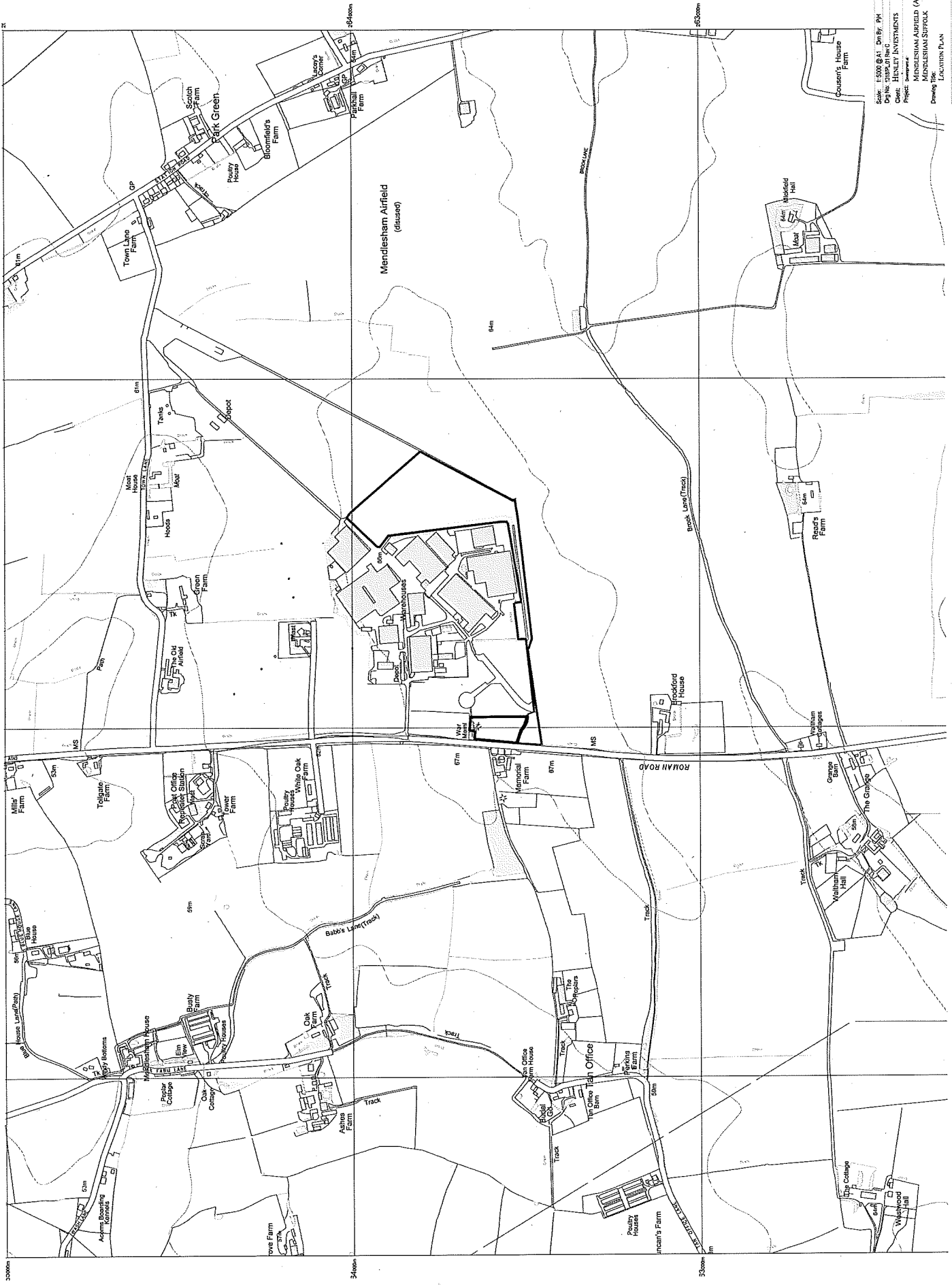
MID SUFFOLK DISTRICT COUNCIL
 131, High Street, Needham Market, IP6 8DL
 Telephone : 01449 724500
 email: customerservice@csduk.com
 www.midsuffolk.gov.uk



SCALE 1:7500

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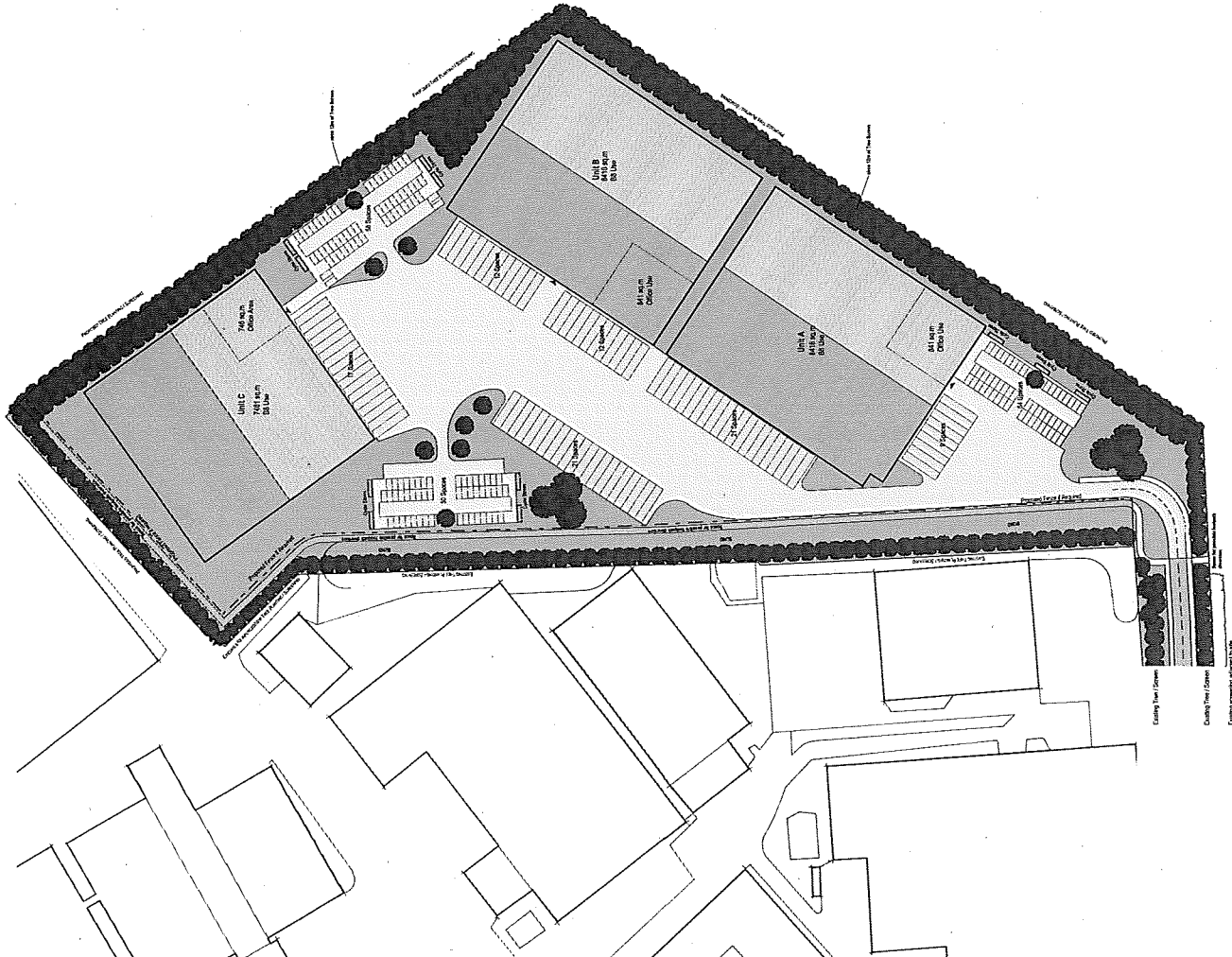
Scale 1:5,000
 Supplied by: Lattice Mapping Ltd.
 Surveyed: 2004/12



Paul Hirst R.I.B.A.
 COUNTY ARCHITECTS
 11, Moor Lane, St. Albans, Herts. AL3 7JF

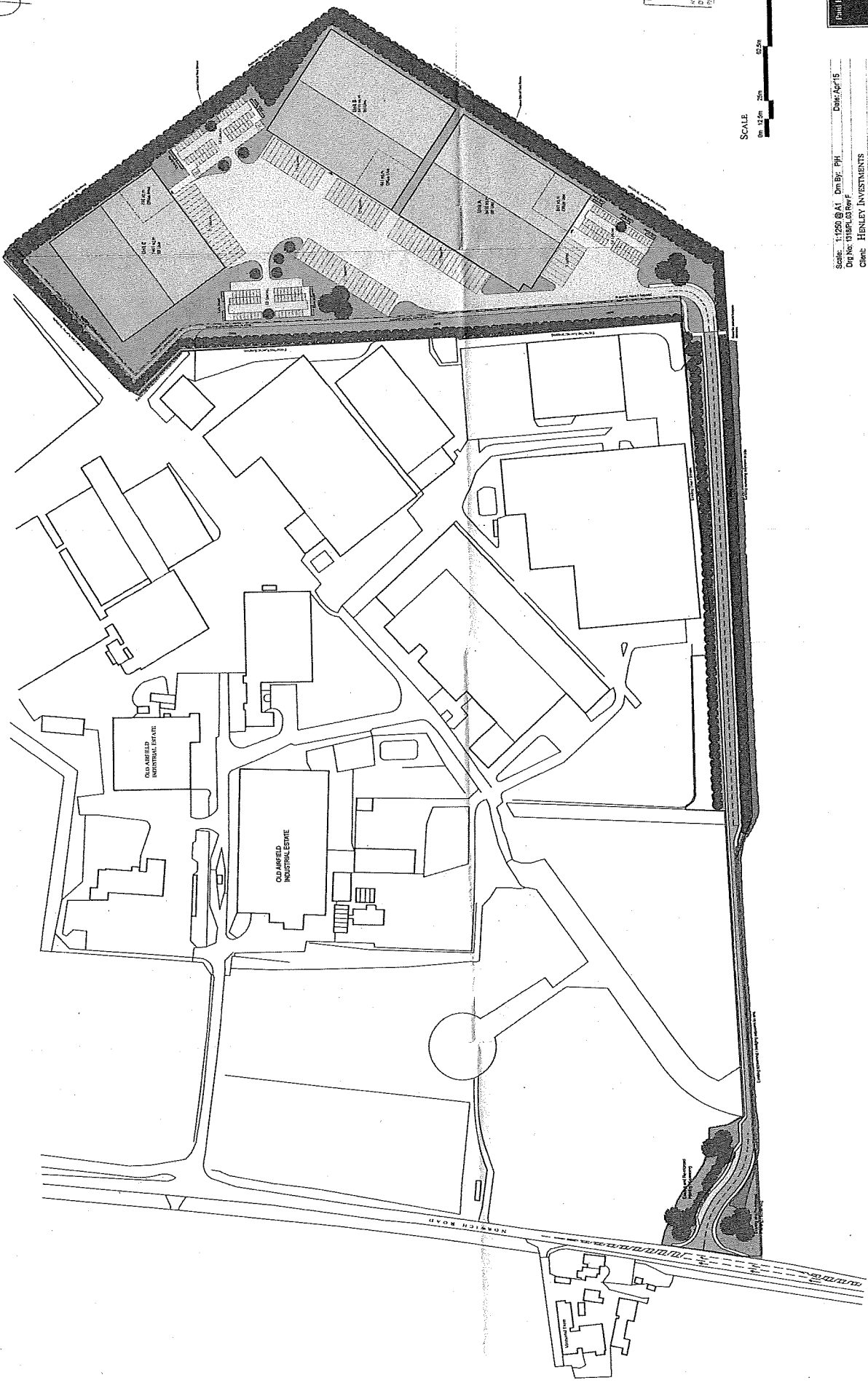
Date: Nov. 12
 Scale: 1:5000 @ A1, Dwg By: PH
 Dwg No: ST/PA/11 Rev C
 Client: HENLEY INVESTMENTS
 Project: Development
 MENDIESHAM AIRFIELD (AIRFIELD B)
 MENDIESHAM AIRFIELD
 LAYOUT PLAN
 Drawing No: 11/11/11

Copyright: Paul Hirst R.I.B.A., Chartered Architect



Scale: 1:1000 @ A1 On Br. P.H. Date: April 15
 Dra No: 1316PL 03 Rev F
 Client: HANLEY INVESTMENTS
 Project: MENDLESHAM AIRFIELD (AIRFIELD B)
 Development: MENDLESHAM AIRFIELD (AIRFIELD B)
 Drawing Title: ILLUSTRATIVE SITE LAYOUT
 Copyright: Paul J. Hewitt, R.I.B.A. Chartered Architect

Paul Hewitt R.I.B.A. Chartered Architect
 11 South Quay, Colchester, Essex, CO1 1JH, UK



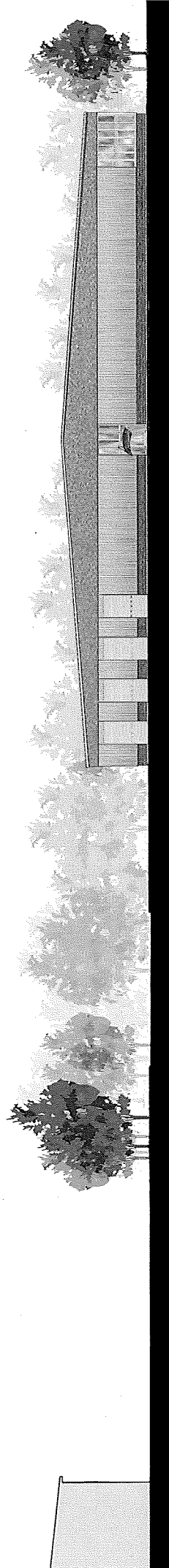
PLANNING CONTROL RECEIVED - 5 JUN 2015



Scale: 1:1250 @ A1. Date: April 15
Dra No: 138P/03 Rev F
Client: HENLEY INVESTMENTS
Project: DEVELOPMENT OF:
MENDLESHAM AIRFIELD (AIRFIELD B)
MENDLESHAM SUFFOLK
Drawing Title:
ILLUSTRATIVE BLOCK PLAN
Copyright Paul J Hewett RIBA, Chartered Architect

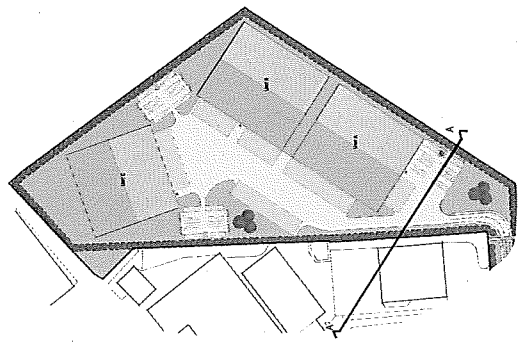


Proposed New Building



Warehouse
12

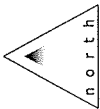
CROSS SECTION A-A THROUGH SITE



Scale: 1:200 @ A1 Dn By: PH Date: July '13
 Dwg No: 010901.P01.A Client: HINLEY INVESTMENTS
 Project: Development of
 MUNDLESHAM AIRFIELD (AIRFIELD 2)
 Drawing: ILLUSTRATIVE STREET SCENE
 Paul Hewett RIBA, Chartered Architect
 CONSULTANT ARCHITECT



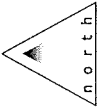
Paul Hewett RIBA, Chartered Architect
 11 South Gate, 2nd Fl, Hove, Brighton, BN1 1AA
 01323 566111
 www.paulhewett.co.uk



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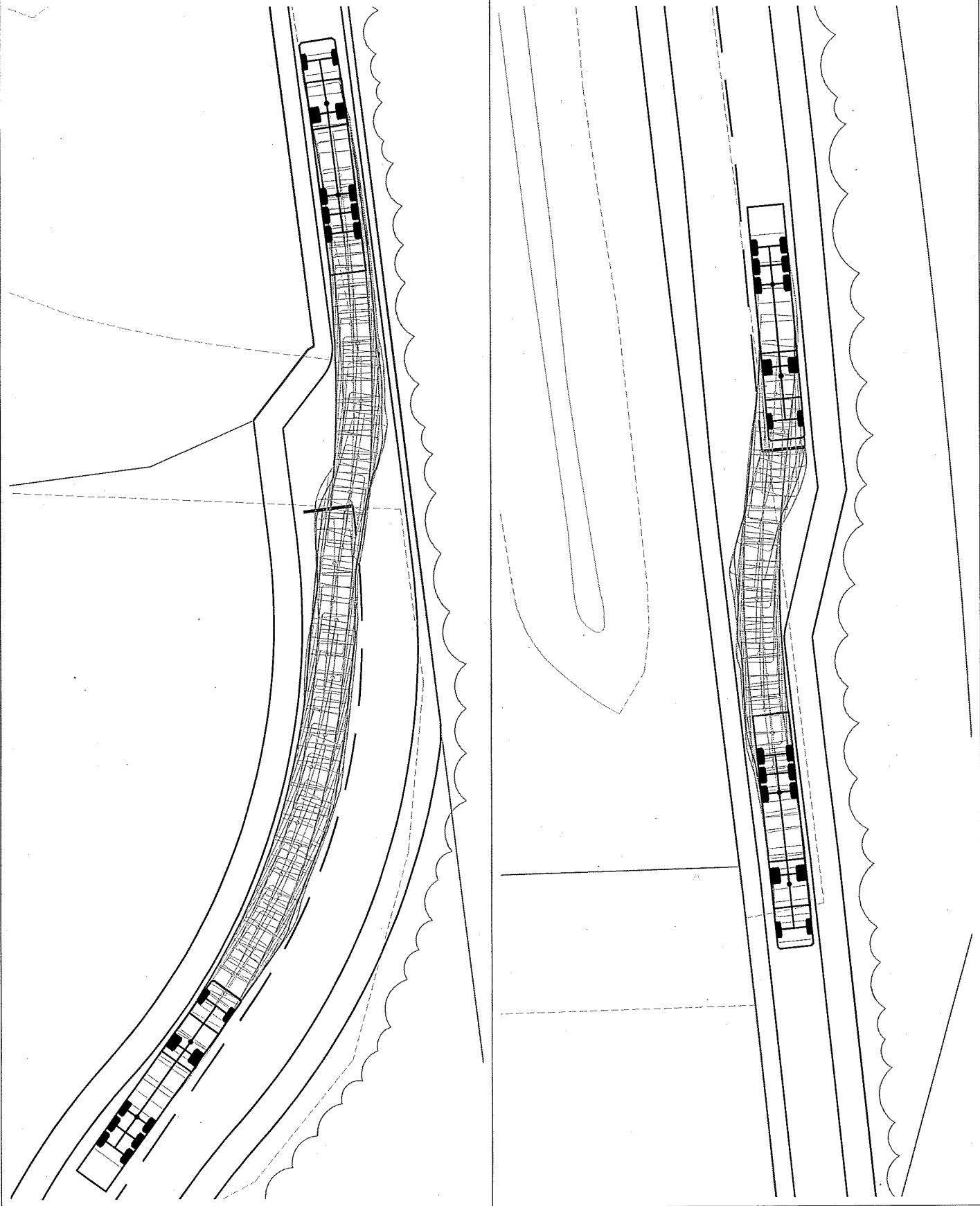
Mendlesham
Forward Visibility Splay
for 30mph Speed Limit
Scale (@A3) 1:500
110523-05

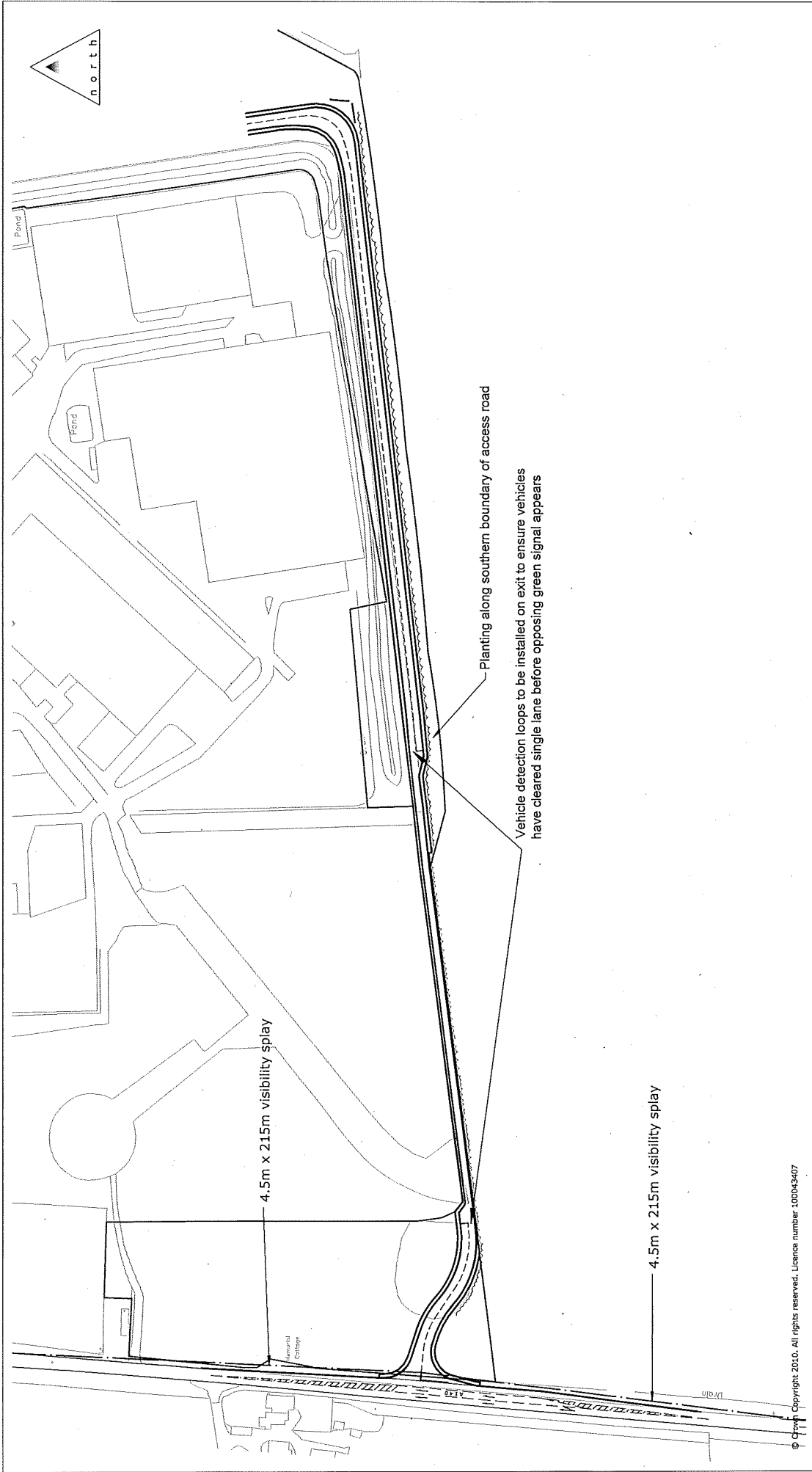




25 Floral Street
Covent Garden
London WC2E 9JF
T: 01463 531 300
www.motion-uk.co.uk

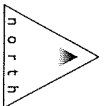
Project:	Mendlesham Airfield
Title:	Swept Path analysis of 16.5m Articulated vehicle at stop lines
Scale:	1:250 (@ A3)
Drawing:	110523-TK04
Revision:	-





Mendlesham
Suggested Access Arrangement
Scale (@A3) 1:2,000
110523-04 Rev C





222 High Street
 Salford
 Greater Manchester
 M6 2PU
 T: 01483 531 300
 www.motion-uk.co.uk

25 Park Street
 Covent Garden
 WC2E 9NS
 T: 020 7311 8141

Project:
 Mendlesham Airfield

Title:
 Swept Path analysis of passing
 16.5m Articulated vehicles

Scale: 1:250 (@ A3)

Drawings:
 110523-TK03

Revisions:
 -

Comments from Mendlesham Parish Council**Planning Officer:** John Pateman-Gee**Application number :** 3519/13**Proposal:** Outline planning application (including access and layout) for the erection of three B8 use storage units with new access arrangements.**Location:** Land rear of CEVA Logistics, Norwich Road, Mendlesham (Part site in the Parish of Wetheringsett).

Further to the consultation request dated 4 June 2015 regarding further information received with this application, Mendlesham Parish Council has reviewed the application documents and still unanimously recommends that this application is accepted.

Concerns still remain as per our previous comments with regard to the A140, including access to and from the site and lorries stacking on the A140. We would also agree with Wetheringsett Parish Council in that it would be better to find the means of using the existing access to the Ceva site rather than having two entrances onto the A140.

We are also still concerned about the impact of surplus water and how it will affect drainage and flooding of the area.

Our earlier comments regarding the War Memorial are no longer valid as the Memorial has now been totally relocated to a site within Mendlesham Village.

Sharon Jones

Parish Clerk for Mendlesham

12 June 2015

Wetheringsett Parish Council has now considered this application and recommends refusal on the grounds the access is not satisfactory. The proposed two accesses onto this short stretch of road would be a hazard, the proposed access should be incorporated into the existing access.

We would be grateful if you would take this recommendation into account when deciding this application.
15/01/2014

Our ref: M122638
Your ref: 3519/13

Mid Suffolk District Council
131 High Street
Needham Market
Ipswich
IP6 8DL

Lorraine O'Gorman
Network Delivery & Development - East
Woodlands
Manton Lane
Bedford MK41 7LW

Direct Line: 01234 796170

January 2014

Dear Sir/Madam

**TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
ORDER 2010**

PLANNING APPLICATION: 3519/13

**PROPOSAL: Outline planning permission (including access and layout) for the
erection of three B8 use storage units with new access arrangements.**

**LOCATION: Land rear of Ceva Logistics, Norwich Road, Mendlesham,
Stowmarket, IP14 5ND**

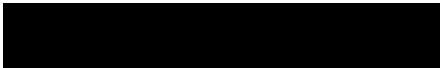
Further to your letter dated 24th December 2013, please attached a TR110 offering No
Objection to the above application.

Having reviewed the Transport Assessment and Travel Plan it is considered that the
development is acceptable as traffic generated can be accommodated within the
existing capacity of Junction 49 of the A14 and is below the DfT Guidance on the
Development of Transport Assessments threshold for more detailed analysis of that
junction. The continued safe operation of the network is therefore not compromised by
the development proposals.

As such we are issuing a TR110 offering No Objection to this application.

Should you wish to discuss the matter further, please do not hesitate to contact me.

Yours faithfully



Lorraine O'Gorman
NDD EAST
Asset Manager
Email: PlanningEE@highways.gsi.gov.uk

**Developments Affecting Trunk Roads and Special Roads
Highways Agency Response to an Application for Planning Permission**

From: Divisional Director, Network Delivery and Development, Eastern Region, Highways Agency.

To: Mid Suffolk District Council

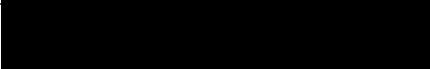
Council's Reference: 3519/13

Referring to the notification of a planning application dated 24 December 2013, your reference 3519/13, in connection with the A14, Outline planning permission (including access and layout) for the erection of three B8 use storage units with new access arrangements. Land rear of Ceva Logistics, Norwich Road, Mendlesham, Stowmarket, IP14 5ND. Notice is hereby given under the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Secretary of State for Transport:-

- a) offers no objection;
- ~~b) advises that planning permission should either be refused, or granted only subject to conditions~~
- ~~c) directs conditions to be attached to any planning permission which may be granted;~~
- ~~d) directs that planning permission is not granted for an indefinite period of time;~~
- ~~e) directs that planning permission not be granted for a specified period (see Annex A).~~

(delete as appropriate)

Signed by authority of the Secretary of State for Transport

Date: December 2013	Signature: 
Name: LORRAINE O'GORMAN	Position: ASSET MANAGER
The Highways Agency: 2 nd Floor, Woodlands, Manton Lane, Bedford, MK41 7LW	

Date: 8 January 2014
Our ref: 108297
Your ref: 3519/13



Mr John Pateman-Gee
Planning Services
Mid Suffolk District Council
131 High Street
Needham Market
Suffolk
IP6 8DL

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

BY EMAIL ONLY

Dear Mr Pateman-Gee

Planning consultation: Outline planning application (including access and layout) for the erection of three B8 use storage units with new access arrangements

Location: Land rear of Ceva Logistics, Norwich Road, Mendlesham (Part site in the Parish of Wetheringsett)

Thank you for your consultation on the above dated and received by Natural England on 24 December 2013.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

**The Wildlife and Countryside Act 1981 (as amended)
The Conservation of Habitats and Species Regulations 2010 (as amended)**

Natural England's comments in relation to this application are provided in the following sections.

Statutory nature conservation sites – no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

Protected species

We have not assessed this application and associated documents for impacts on protected species.

Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us at with details at consultations@naturalengland.org.uk.

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that *'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'*. Section 40(3) of the same Act also states that *'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'*.

Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Yours sincerely

Joanne Widgery
Customer service Consultation Team

From: ALLEN, Sarah J [REDACTED] **On Behalf Of** NATS Safeguarding
Sent: 04 June 2015 11:12
To: Planning Admin
Subject: Your Ref: 3519/13 (Our Ref: SG5568)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Yours faithfully,

Sarah Allen
Technical Administrator
On behalf of NERL Safeguarding Office

If you are not the intended recipient, please notify our Help Desk at Email Information.Solutions@nats.co.uk immediately. You should not copy or use this email or attachment(s) for any purpose nor disclose their contents to any other person.

NATS computer systems may be monitored and communications carried on them recorded, to secure the effective operation of the system.

Please note that neither NATS nor the sender accepts any responsibility for viruses or any losses caused as a result of viruses and it is your responsibility to scan or otherwise check this email and any attachments.

NATS means NATS (En Route) plc (company number: 4129273), NATS (Services) Ltd (company number 4129270), NATSNAV Ltd (company number: 4164590) or NATS Ltd (company number 3155567) or NATS Holdings Ltd (company number 4138218). All companies are registered in England and their registered office is at 4000 Parkway, Whiteley, Fareham, Hampshire, PO15 7FL.

Mid Suffolk District Council
Planning Department
131, Council Offices High Street
Needham Market
Ipswich
IP6 8DL

Our ref: AE/2013/117076/03-L01
Your ref: 3519/13
Date: 09 June 2015

Dear Sir/Madam

**OUTLINE PLANNING APPLICATION (INCLUDING ACCESS AND LAYOUT) FOR
THE ERECTION OF THREE B8 USE STORAGE UNITS WITH NEW ACCESS
ARRANGEMENTS.**

**LAND REAR OF CEVA LOGISTICS, NORWICH ROAD, MENDLESHAM (PART SITE
IN THE PARISH OF WETHERINGSETT)**

We can only identify some minor amendments to the site plan and they do not appear to affect our previous request for conditions.

Yours faithfully

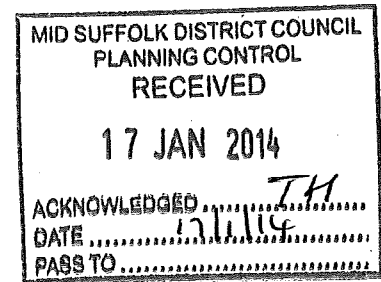
Mr GRAHAM STEEL
Sustainable Places - Planning Advisor

Direct dial 01473 706008
Direct fax 01473 271320
Direct e-mail graham.steel@environment-agency.gov.uk



Date: 16th January 2014
 Enquiries to: Chris Ward
 Tel: 01473 264970
 Email: chris.ward@suffolk.gov.uk

Colin Bird
 Development Control
 Suffolk County Council
 Endeavour House
 8 Russell Road
 Ipswich
 IP1 2BX



Dear Colin

Suffolk County Council response to Mendlesham Airfield

Thank you for providing me the interim Workplace Travel Plan for the development on the Mendlesham Airfield. I have had a chance to review the document and would like to make the following comments.

There must be a strong emphasis on encouraging staff to car share to the site as it is located in a remote location in regards to using sustainable transport, as there is no local walking infrastructure or bus services that serve the site. Staff policies to ensure staff car share when an opportunity is available must be put in place before the first units on the site are occupied. I have suggested a shuttle bus could be used as a measure to collect staff that may wish to commute via Stowmarket railway station, or other areas where quite a few members of staff are clustered.

Also there needs to be more information on how cyclists will be able to travel to the site more safely as the main entrance will involve them crossing busy traffic on the A140.

If you require any clarification on the comments attached to this letter, please contact me to discuss.

I look forward to receiving the updated travel plan.

Yours sincerely

Chris Ward
 Travel Planner
 Economy, Skills and Environment

Paragraph 1.2: Will the development be phased? What is the estimated date of completion or the build-out time to fully construct the site? How many employees will work on the completed site? What will be the operating hours of the completed site?

Paragraph 1.3: Suffolk County Council's Travel Plan guidance is now available:

<http://www.greensuffolk.org/travel/travel-plan-support/developer-support/>

2.0 Site Accessibility:

Include some interim baseline data for the site. Ideally the best baseline data would be from surveying the staff that currently work on the adjacent Ceva site. If this data cannot be obtained the 2001 Census data for the Method of Travel to Work (Daytime Population) data for the Wetheringsett Ward can be used instead.

Paragraph 2.3: Will a staff minibus that will collect staff from rural locations and Stowmarket railway be considered as a measure to help reduce single occupancy car travel?

Table 2.1: What are the times of the first and last trains that serve Stowmarket railway station?

Paragraph 2.1: Will there be any restrictions on staff car parking? Will there be any incentives for car sharers that use the car park (i.e. preferential car parking spaces, free to park their car, etc.)?

Will the cycle parking be secure and covered?

Targets:

An interim travel plan target needs to be included, such as looking to achieve a single occupancy reduction of 15%. This target is based on the DFT Essential Guide to Travel Planning guidance that suggests a good travel plan can reduce commuter car use by 15%.

Paragraph 3.3: The first target listed should be linked to the interim baseline data. An additional target should be included that focuses on encouraging staff to car share, as car sharing is the only realistic way of achieving a reduction in single occupancy vehicle travel to the site due to its remote location.

Measures:

Will there be any facilities on the site that would restrict the need for staff to travel off the site, such as catering and cashback facilities?

Walking:

Remove this section as staff will be unable to walk to the site due to there being no footways leading up to the site.

Cycling:

Will there be a separate access for cyclists away from the A140?

Paragraph 3.9: Will there be a policy set by the site's management to encourage staff to car share?

Paragraph 3.10: Will the motorcycle parking facilities be covered and include anchorage points?

Travel Plan Co-ordinator:

Will the Travel Plan Co-ordinator be a member of senior staff or an external consultant? How many hours will they work each week? Who will they report to?

Will the Travel Plan Co-ordinator liaise with staff that currently work on the existing Ceva site to encourage sustainable travel to the site?

Paragraph 4.4: Include the contact details for the occupier and developer in addition to the Travel Plan Co-ordinator.

Paragraph 4.5: How often will meetings take place between the site Travel Plan Co-ordinator and the Travel Plan Representatives? Include the frequency of the meetings in **Table 6.1** as well.

5.0 Communication & Marketing:

Will email and hard copy newsletters with travel plan information be distributed amongst the employees on the site? If so, how often will they be circulated? Update **Table 6.1** with this information as well.

Table 6.1: On the twelfth column, the travel surveys should be conducted on an annual basis until the fifth anniversary of occupation.

On the thirteenth column, the monitoring reports should be conducted on an annual basis until the fifth anniversary of occupation.

Paragraph 7.2: Will there be an incentive (i.e. prize draw) for staff to complete the travel survey to ensure a greater level of participation?

Appendix A: On 'question 1' reword the question to "Your home postcode".

Appendices:

Include the following in the Appendices:

Finance Plan – That details an estimated breakdown of the cost of implementing and monitoring the travel plan from occupation until fifth anniversary of occupation. Costs should include the budget for the guaranteed ride home, the cost of employing the Travel Plan Co-ordinator, the survey incentive, etc.

Development timetable – that details the timescales of the phasing of the development (if applicable)

Train timetables for Stowmarket railway station

Site layout map

Tracey Hunter

From: Colin Bird
Sent: 17 January 2014 08:05
To: Planning Admin
Cc: John Pateman-Gee
Subject: FW: 3519/13
Attachments: 2014-01-08 Mendlesham Airfield TP Comments.doc



Further to my previous response, please find attached comments from our Travel Planner on this application.

Regards

Colin Bird
 Development Management Engineer
 Economy, Skills and Environment
 Suffolk County Council
 Endeavour House
 Russell Road
 Ipswich IP1 2BX

Tel 01473 260400
 Fax 01473 216864

MID SUFFOLK DISTRICT COUNCIL PLANNING CONTROL RECEIVED	
17 JAN 2014	
ACKNOWLEDGED	JH
DATE	17/1/14
PAGE TO	JPG

From: Colin Bird
Sent: 13 January 2014 11:04
To: 'planningadmin@midsuffolk.gov.uk'
Cc: John Pateman-Gee
Subject: 3519/13

Your Ref: MS/3519/13
 Our Ref: 570\CON\2901\13
 Date: 13 January 2014
 Enquiries to: Colin Bird
 Tel: 01473 260400
 Email: colin.bird@suffolk.gov.uk

The District Planning Officer
 Mid Suffolk District Council
 Council Offices
 131 High Street
 Needham Market
 Ipswich
 Suffolk
 IP6 8DL

For the Attention of: John Pateman-Gee

Dear Sir

Place Directorate
Mid Suffolk District Council
131 High Street
Needham Market
IP6 8DL

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

Your Ref:
Our Ref: FS/F22/1266/AK
Enquiries to: Angela Kempen
Telephone: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Fax: 01473 216847
Web Address: <http://www.suffolk.gov.uk>
Date: 3 February 2014

Dear Sirs

Land rear of Ceva Logistics, Norwich Road, Mendlesham
Planning Application No: 3519/13

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, Sections 11 dwelling houses, and, similarly, Volume 2, Part B5, Section 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 Authority recommends that fire hydrants be installed within this development. 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.

SCANNED
- 5 FEB 2014

MID SUFFOLK DISTRICT COUNCIL
PLANNING CONTROL
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05 FEB 2014
ACKNOWLEDGED /continued
DATE
PASS TO JPC

Suffolk Fire and Rescue Service recommends the installation of a sprinkler system in this instance and requests that you discuss the matter with your local building control office.

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



Mrs A Kempen
Water Officer

Enc: PDL1

Copy: Mr A Stallan, Alliance Planning, Wharf House, Wharf Road, Guildford, Surrey
CU1 4RP

Place Directorate
Mid Suffolk District Council
131 High Street
Needham Market
IP6 8DL

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

Your Ref:
Our Ref: ENG/AK
Enquiries to: Mrs A Kempen
Direct Line: 01473 260486
Fax: 01473 216847
E-mail: Angela.Kempen@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>
Date: 3 February 2014

Planning Ref: 3519/13

Dear Sirs

RE: PROVISION OF WATER FOR FIRE FIGHTING
ADDRESS: Land rear of Ceva Logistics, Norwich Road, Mendlesham
DESCRIPTION: Three B5 storage units
NO: HYDRANTS POSSIBLY REQUIRED: Required

If the Planning Authority is minded to grant approval, the Fire Authority will request that 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, the Fire Authority will request that fire hydrants be installed retrospectively on major developments if it can be proven that the Fire Authority was not consulted at the initial stage of planning.

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.

MID-SUFFOLK DISTRICT COUNCIL	
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05 FEB 2014	
ACKNOWLEDGED	
DATE	
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Should you require any further information or assistance I will be pleased to help.

Yours faithfully



Mrs A Kempen
Water Officer



Your Ref: MS/3519/13
Our Ref: 570\CON\0811\14
Date: 17 April 2014
Enquiries to: Colin Bird
Tel: 01473 260400
Email: colin.bird@suffolk.gov.uk

The District Planning Officer
Mid Suffolk District Council
Council Offices
131 High Street
Ipswich
Suffolk
IP6 8DL

Planning Control Received	
17 APR 2014	
Acknowledged	J1
Date	22/04/14
Pass To	JPG

For the Attention of: John Pateman-Gee

Dear Sir

**TOWN AND COUNTRY PLANNING ACT 1990
CONSULTATION RETURN MS/3519/13**

PROPOSAL: Outline planning application (including access and layout) for the erection of three B8 use storage units with new access arrangements - Further Information

LOCATION: Land to the rear of Ceva Logistics Ltd, Norwich Road, Wetheringsett-cum-brockford, Stowmarket, Suffolk

ROAD CLASS:

Notice is hereby given that the County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below:

1
Condition: No part of the development shall be commenced until details of the proposed access and traffic signals (including signal timings, proposals for priority working in the event of signal failure and a stage 2 safety audit) have been submitted to and approved in writing by the Local Planning Authority. The approved access shall be laid out and constructed in its entirety prior to the occupation of the property.
Thereafter the access shall be retained in its approved form.
Reason: To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

2 D 1
Condition: Prior to the access being constructed the ditch beneath the proposed access shall be piped or bridged in accordance with details which previously shall have been submitted to and approved in writing by the Local Planning Authority and shall be retained thereafter in its approved form. (See Note 6).
Reason: To ensure uninterrupted flow of water and reduce the risk of flooding of the highway.

3 D 2

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. 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.

4 NOTE 02

Note 2: It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense. The County Council's Central Area Manager must be contacted on Telephone: 01473 341414. Further information go to: www.suffolk.gov.uk/environment-and-transport/highways/dropped-kerbs-vehicular-accesses/

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

5 NOTE 06

Note: The proposal will require the piping of a ditch.

As the proposal requires work affecting an ordinary watercourse, including a ditch, whether temporary or permanent, then consent will be required from Suffolk County Councils' Flood and Water Management team. Application forms are available from the SCC website:

<http://www.suffolk.gov.uk/environment-and-transport/planning-and-buildings/land-drainage>.

Applications for consent may take up to 8 weeks to determine and will incur an additional fee.

6 NOTE 15

Note: 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.

7 NOTE 21

Note: In accordance with Suffolk Advisory Parking Standards the spaces should be 2.4m x 4.8m and 5% of the parking should be allocated for persons with disabilities.

5 GTP1

Condition: Before the development hereby permitted is commenced details of the travel arrangements to and from the site for employees and customers in the form of a Travel Plan, including monitoring provisions shall be submitted to and approved in writing by the Local Planning Authority and such approved arrangements shall be implemented before the development is first brought into use and thereafter adhered to.

Reason: In the interests of sustainable development.

8 P 2

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

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

9 V 1

Condition: Before the access is first used visibility splays shall be provided as shown on Drawing No. 110523-04 Rev C and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the drive would have sufficient visibility to enter the public highway safely and vehicles on the public highway would have sufficient warning of a vehicle emerging in order to take avoiding action.

Section 106

The Section 106 Agreement should include an obligation for the landowner to ensure the traffic signal shuttle system is properly maintained in order to avoid any queueing back onto the public highway.

Yours faithfully

Mr Colin Bird
Development Management Engineer
Highway Network Improvement Services
Economy, Skills & Environment

Tracey Hunter

From: Matthew Brudenell
Sent: 08 January 2014 15:57
To: Planning Admin
Subject: Planning application 3519/13: Land rear of Ceva Logistics, Norwich Road, Medlesham - Archaeology FAO Johan Pateman-Gee
Attachments: 2014_01_08 Land rear of Ceva Logistics, Norwich Road, Medlesham 3519_13.pdf

Dear John,

Please find attached my advice on the above application. If you have any queries, please don't hesitate to get in touch.

Best Wishes

Matt Brudenell

Dr Matthew Brudenell
Archaeological Officer
Suffolk County Council Archaeological Service, Conservation Team
J-10 The Churchyard, Shire Hall
Bury St Edmunds
Suffolk IP33 1RX

Telephone: 01284 741227
Email: matthew.brudenell@suffolk.gov.uk
website <http://www.suffolk.gov.uk/libraries-and-culture/culture-and-heritage/archaeology/>
Online HER: <http://www.heritagegateway.org.uk>
Gateway to Suffolk's heritage collections: www.suffolkheritagedirect.org.uk

Suffolk County Council's mission statement:

We will make a positive difference for Suffolk
We are committed to working together, striving to improve and securing the best possible services

MID SUFFOLK DISTRICT COUNCIL	
PLANNING CONTROL	
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ACKNOWLEDGED	7/1
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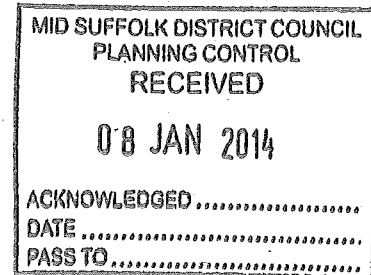
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The Archaeological Service
Conservation Team

Economy, Skills and Environment
9-10 The Churchyard, Shire Hall
Bury St Edmunds
Suffolk
IP33 1RX

Philip Isbell
Corporate Manager - Development Manager
Planning Services
Mid Suffolk District Council
131 High Street
Needham Market
Ipswich IP6 8DL



Enquiries to: Matthew Brudenell
Direct Line: 01284 741227
Email: matthew.brudenell@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: 2013_3519
Date: 8 January 2014

For the Attention of John Pateman-Gee

Dear Mr Isbell

Planning Application 3519/13 – Land rear of Ceva Logistics, Norwich Road, Medlesham (Part site in the Parish of Wetheringsett): Archaeology

This large proposed development (c. 7.7 ha) on the former WWII airfield at Mandlesham affects an area of archaeological potential, as defined by information held by the County Historic Environment Record (HER). The site lies to the east of an area where a number of Prehistoric and medieval finds have been recorded (HER nos. MDS 014-015, MDS 096 and MDS 133). These are indicative of settlement in the vicinity. Although no heritage assets have been recorded on the site itself – other than the airfield (HER no. MDS 149) – the scale of the development is such that there is a high potential for the discovery of hitherto unknown important features and deposits, particularly those relating to the Prehistoric and medieval periods.

Aerial photographs show that the proposed development falls largely beyond the footprint of the former airfield runway, meaning that any earlier features could still be preserved beneath the topsoil. The proposed development would cause significant ground disturbance that has potential to damage any archaeological deposits and below ground heritage assets that exist.

There would be 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 141) we would recommend that 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 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 Condition 1 and the provision made for analysis, publication and dissemination of results and archive deposition.

In this case, a trenched archaeological evaluation would be required to establish the archaeological potential of the site. Decisions on the need for any further investigation (strip, map and excavation before any groundworks commence and/or monitoring during groundworks) would be made on the basis of the results of the evaluation. I would be pleased to offer guidance on the archaeological work required and, in my role as advisor to Mid Suffolk District Council, I will, on request of the applicant, provide a brief for the archaeological investigation so that estimates of costs and time can be obtained from contractors.

Yours sincerely

Matthew Brudenell

Archaeological Officer
Conservation Team

Yours sincerely

Matthew Brudenell

Archaeological Officer
Conservation Team

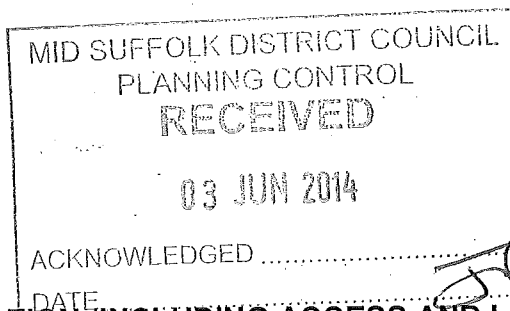


Mid Suffolk District Council
 Planning Department
 131, Council Offices High Street
 Needham Market
 Ipswich
 IP6 8DL

Our ref: AE/2013/117076/02-L01

Your ref: 3519/13

Date: 03 June 2014



Dear Sir/Madam

OUTLINE PLANNING APPLICATION (INCLUDING ACCESS AND LAYOUT) FOR THE ERECTION OF THREE B8 USE STORAGE UNITS WITH NEW ACCESS ARRANGEMENTS. LAND REAR OF CEVA LOGISTICS, NORWICH ROAD, MENDLESHAM (PART SITE IN THE PARISH OF WETHERINGSETT)

Further to our objection, on flood risk grounds, to the above development proposal we have received additional information and offer the following advisory comments

Flood Risk

Environment Agency Position

The proposed development will only meet the requirements of the National Planning Policy Framework if the following measures as detailed in the Flood Risk Assessment (Ambiental Technical Solutions Ltd, reference 1933, dated May 2014) submitted with this application are implemented and secured by way of a planning condition on any planning permission.

Condition

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (Ambiental Technical Solutions Ltd, reference 1933, dated May 2014) and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 1 in 1 year, 1 in 30 year, 1 in 100 year return period rainfall events and critical duration 1 in 100 year return period rainfall event, including allowances for climate change, to the modelled Greenfield runoff rates detailed within Table 2.2 of the FRA.
2. Provision of flood storage including attenuation tank and permeable paving storage areas, sized as per the preliminary calculations provided within the FRA Appendices to

Environment Agency
 Icen House, Cobham Road, Ipswich, Suffolk, IP3 9JD.
 Customer services line: 03708 506 506
www.gov.uk/environment-agency
 Cont/d..

manage the volume of water generated in all rainfall events up to and including the 1 in 100 year return period event including allowances for climate change.

3. The pipe diameters of the drainage network shall be sized to adequately convey the critical duration 1 in 100 year return period rainfall event, including allowances for climate change.

4. Details of the future adoption and maintenance of all aspects of the surface water drainage strategy, with the maintenance schedules, must be provided. In addition, the maintenance requirements for the SUDS element of the proposed surface water drainage system should be formulated as per the recommendations within the CIRIA SUDS Manual (C697). The local planning authority should be satisfied that arrangements are in place for the long term maintenance and management of the surface water management scheme.

5. Plans and drawings must be submitted showing the locations and dimensions of all aspects of the proposed surface water management scheme, including the flow control structure. Plans should demonstrate that the proposed drainage layout will perform as intended based on the topography of the site and the location of the proposed surface water management features. In addition, full design details, including cross sections of any proposed attenuation features must be submitted.

6. Confirmation that the existing drainage ditches, downstream to watercourse, are free from obstruction and able to adequately drain to watercourse without causing nuisance or damage. It is proposed that all surface water runoff generated from the proposed development will be discharged to existing drainage ditches via attenuation SUDS.

7. All surface water management features must be designed in accordance with CIRIA (C697) The SUDS Manual so ecological, water quality and aesthetic benefits can be achieved in addition to the flood risk management benefits.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To prevent flooding on site, or elsewhere, by ensuring the satisfactory storage of and disposal of surface water from the site.

A detailed explanation of the FRA is provided in the Technical Appendix to this letter.

Ordinary Watercourse Consent

Erection of flow control structures or any culverting of an ordinary watercourse requires consent from the Lead Local Flood Authority which in this instance is Suffolk County Council. It is best to discuss proposals for any works with them at an early stage.

Yours faithfully



Andrew Hunter

Cont/d..

Sustainable Places - Planning Advisor

Direct dial 01473 706749

Direct fax 01473 271320

Direct e-mail andrew.hunter@environment-agency.gov.uk

cc Alliance Environment & Planning Ltd

Technical Appendix

Paragraph 2.2 of the FRA states:

'All surface water runoff generated from the proposed development will be discharged to existing drainage ditches via attenuation SUDS in the following manner:-

- *Main site: The car parking areas and all of the hardstanding areas in the proposed business park (with the exception of the loading bays and the lorry parking area) will be surfaced in tanked permeable paving, with discharge to the drainage ditch at the southern end of the site, via a HydroBrake flow control device.*
- *Runoff from the proposed access road will be collected in an attenuation tank and discharged to the drainage ditch at the western end of the site, via a HydroBrake flow control device.*
- *All runoff will be discharged at prevailing greenfield runoff rates for storms up to the 1:100 year event. Runoff from the 1:100 year 30% (climate change allowance) event will be restricted to the 1:100 year greenfield runoff rate. All attenuation facilities will be designed to accommodate and dispose of runoff from storms up to the 1:100 year 30% (climate change) event.'*

Tables 2.1 and 2.2 within the FRA detail the proposed discharge rates.

As it is proposed that all surface water runoff generated from the proposed development will be discharged to existing drainage ditches it will be important to provide confirmation that the existing drainage ditches are free from obstruction (i.e. not 'blind' ditches) and able to adequately drain to watercourse without causing nuisance or damage. You may wish to consult Suffolk County Council regarding this as they may be aware of specific issues regarding the downstream drainage network to watercourse. If there are any issues downstream it will be important to ensure that these are not exacerbated as a result of the development.

End

Tracey Hunter

From: PROW Planning
Sent: 15 January 2014 13:57
To: Planning Admin
Cc: Sharon Berry (MSDC); Alastair McVail
Subject: RE: Consultation on Planning Application 3519/13
Attachments: Mendlesham - 351913 - Land rear of Ceva Logistics, Norwich Rd - Map FP34.pdf; Applicant Responsibility.pdf

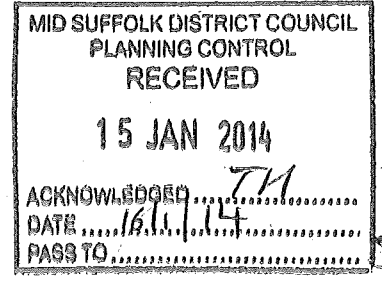
Our Ref: W555/034/ROW459/13

For The Attention of: John Pateman-Gee

Public Rights of Way Response

Thank you for your consultation concerning the above application.

This proposal does affect Public Footpath No. 34 which passes through the site and comment as follows:



1. The current alignment of FP34 (not FP37 as stated in the proposal) is obstructed by fencing and the existing CEVA buildings both inside and outside of the proposed development site.
2. The 'protection' of the 50 metre section at the north west corner of the site is of no benefit if there is no proposal to make the rest of the path available for public use.
3. We would request the applicant makes provision for a potential diversion of FP34 to follow the boundary of the proposed development around units A, B and C. At the north east corner of the proposed development the public footpath should continue on the same alignment to join FP36, thus resolving the obstruction issue.

Attached is a digital plot showing the definitive alignment of the route as near as can be ascertained; which is for information only and is not to be scaled from.

Also attached is "Public Rights of Way Planning Application Response - Applicant Responsibility".

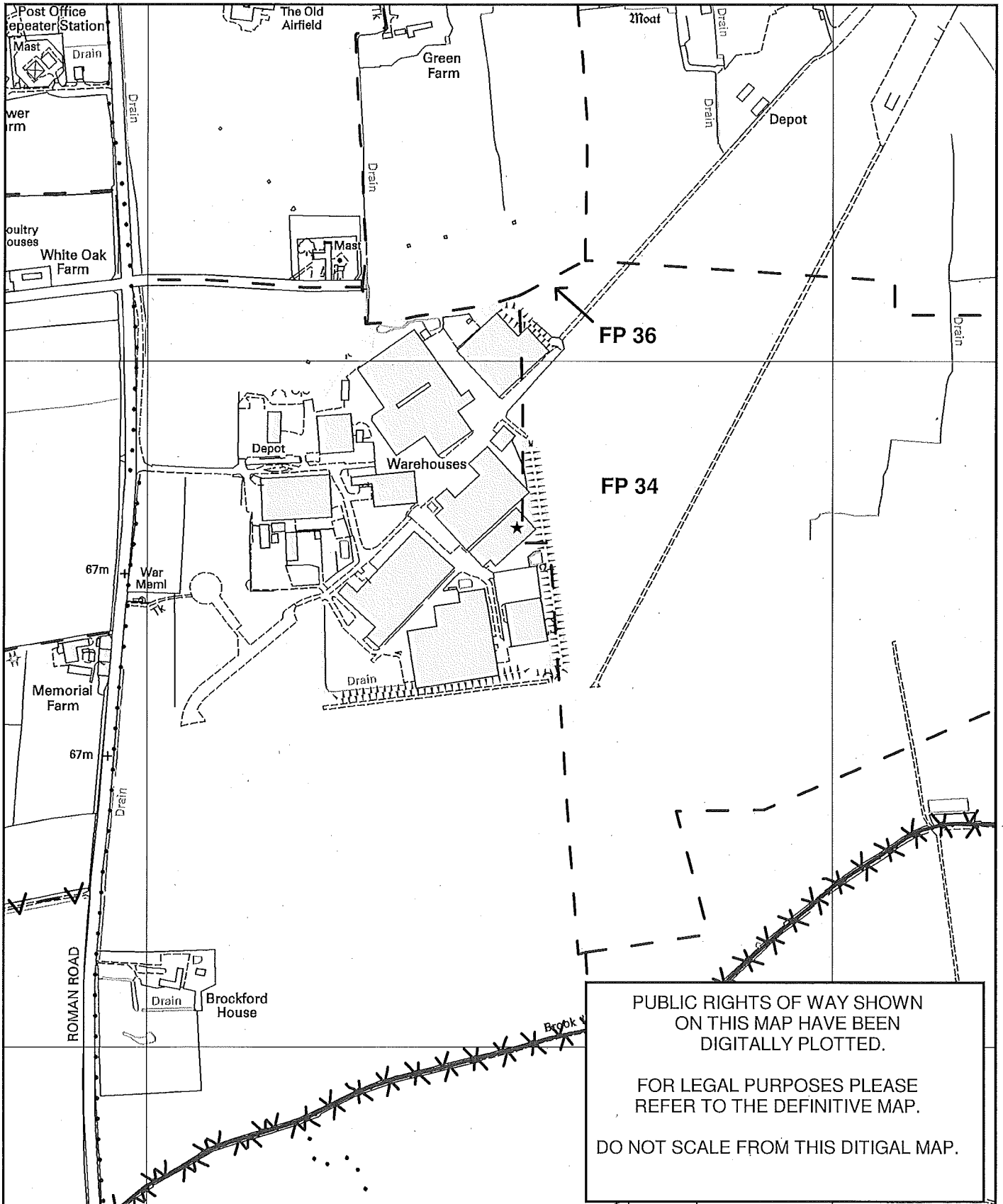
Regards

Jackie Gillis
 Rights of Way and Access Team
 Economy Skills and Environment
 Endeavour House (Floor 5, Block 1)
 8 Russell Road, Ipswich, IP1 2BX

Phone: 01473 260811
 Email: PROWPlanning@suffolk.gov.uk
 Visit: www.suffolk.gov.uk

For great ideas on visiting Suffolk's countryside visit www.discoversuffolk.org.uk

If you have any general queries concerning Public Rights of Way in Suffolk, please do not hesitate to contact Customer Service Direct on 0845 606 6067 or email customerservice@csduk.com. Customer

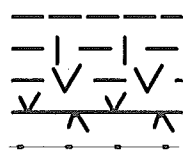


3519/13 Land rear of Ceva Logistics, Norwich Road, Mendlesham
Public Footpath No. 34



Suffolk
County Council

Lucy Robinson,
 Director of Economy, Skills and Environment,
 Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX



Ordnance Survey MasterMap

- Public Footpath
- Bridleway
- Restricted Byway
- Byway
- Definitive Map Parish Boundary

Scale 1:7500



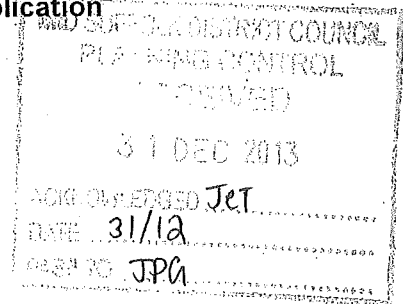
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Date: 15/01/2014

Notification of Consultation on Planning Application

FROM: Professional Lead - Planning
TO: Economic Strategy Officer
OUR REF: 3519 / 13 / OUT
DATE: 24/12/2013

CASE OFFICER: John Pateman-Gee



PROPOSAL: Outline planning application (including access and layout) for the erection of three B8 use storage units with new access arrangements
LOCATION: Land rear of Ceva Logistics, Norwich Road, Mendlesham (Part site in the Parish of Wetheringsett)
 Site Area 7.7 Hectares

Please let me have your observations on the above proposal within 21 days.

John Pateman-Gee

Mendlesham Airfield already has a cluster of B8 logistic based businesses, its position adjacent to the A140 and within easy reach of the A14 means that it is a good location for such businesses to operate from. This site is immediately adjacent to the existing employment area and is a natural extension to it. I support the application as it will provide new job opportunities in a rural area and support growth in one of our key business sectors.

Dawn Easter
 Economic Development Officers

Jess Thurlow

From: David Harrold
Sent: 24 December 2013 11:50
To: Planning Admin
Cc: John Pateman-Gee
Subject: Plan Ref 3519/13/OUT Norwich Road Mendlesham

Categories: Consultee comments

Thank you for consulting me on the above application.

I can confirm that I do not have any objections to the proposed outlined development.

David Harrold MCIEH

Senior Environmental Protection Officer

