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	DEVELOPMENT CONTROL COMMITTEE A
DATE:	WEDNESDAY, 9 NOVEMBER 2022 9.30 AM
VENUE:	KING EDMUND CHAMBER, ENDEAVOUR HOUSE, 8 RUSSELL ROAD, IPSWICH

For consideration at the meeting on Wednesday, 9 NOVEMBER 2022, the following additional or updated papers that were unavailable when the Agenda was printed.

TABLED PAPERS

Page(s)

- a **DC/21/03287 LAND NORTH WEST OF, STOWUPLAND ROAD, 3 - 6
STOWMARKET, SUFFOLK, IP14 5AN**

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Agenda Item 7a

Mid Suffolk DC A Planning Committee – 9th November 2022

Committee item 7a

DC/21/03287 - LAND NORTH WEST OF STOWUPLAND ROAD STOWMARKET

Consultation responses

Members should note that the latest comments of the **Highway Authority** and **Sustainable Travel Officer** are contained in the report. In relation to comments from **Place Services – Landscape** no objection is raised and these may be found on page 126 of the agenda.

Stowmarket Town Council has commented as follows:

'The Town Council re-iterates its strong objections to this application. It believes that the developer has failed repeatedly, to engage with the local community regarding its application. As a result, the proposals remain substantially flawed in respect of site access arrangements, the design quality, character and distinctiveness of the built landscape, the layout of the site and the profile of open spaces within the development. The outcome is a hugely disappointing, a dulled and disjointed set of proposals. The proposed amendments made to the original application, relating to the installation of solar panels and re-orientation of flats facing the Stowupland Road/Mortimer Road roundabout rather than the A14, offer only minor changes to the scheme which fail to address its fundamental weaknesses.'

Environmental Health – Sustainability Officer comments as follows:

'It is my understanding that the proposed scheme has now been amended whereby all dwellings would have solar PV on roofs (where practicable). This proposal is in lieu of the provision of Air Source Heat Pumps in approximately 1/3 of the dwellings, as proposed previously. Additionally, the developer would be providing on plot EV charging provision and, in the case of off-plot spaces, infrastructure for charging points would also be provided. The Future Homes Building standard that comes into effect in 2025 will prohibit the use of gas boilers in new dwellings. We have already seen many developers already future proofing now by installing Air Source Heat Pumps, ASHP, in lieu of gas boilers. I was under the impression that would be the case here as the site plan indicated that all plots were electric and ASHP manufacturer's information sheets had been published. I need to know how the properties are to be heated. If they are all electric and ASHP's are not to be used, but instead there are direct electric heating then that will be more expensive for the occupants to use. PV on the roofs is admirable but the likely energy generated will be insufficient to power a heating system in the winter or at night when they heat is required. The other point is that not all dwellings will have PV. The provision of electric vehicle chargers or the infrastructure provision for future charger installation, to all plots, is acceptable.'

Following the query regarding heating being raised with the applicant a response has been received which includes the following information:

'...The strategy for Stowupland Road has been reviewed in light of comments received to see if 100% solar provision could be accommodated. It was then proposed to include solar PV to

all homes (including those to Part L 2013) to ensure all homes benefit. In order to accommodate this, the proposal adopts a gas heating strategy for the homes delivered under Part L 2021. However, this still achieves >30% CO2 reduction and lower running costs for all dwellings. The application still anticipates ASHP will be included for all homes falling under the Future Homes Standard (post 2025) and overall CO2 savings for the site as a whole under the revised approach will equate to circa 32%, significantly higher than the initial proposals (or the Bloor Homes development). In terms of heating, all of the homes follow a fabric-first approach irrespective of proposed heating system used. AES have confirmed in the submitted Strategy that from June 2023 all dwellings need to meet BR Part L 2021 standards, which are significantly better than L1A 2013. This is to reduce energy demand as a first principle. Heating delivered with Gas plus PV will have estimated running costs lower than an ASHP approach, and lower CO2 emissions...'

The further comments of the **Environmental Health – Sustainability** Officer were requested on the submitted material, and Members will be updated accordingly at the Committee meeting.

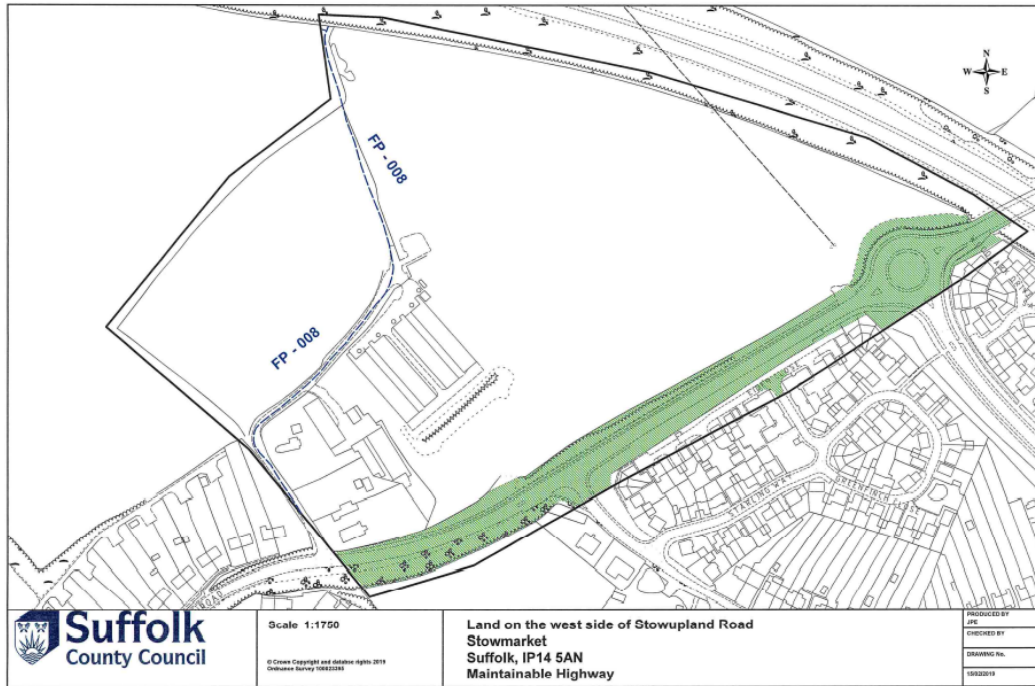
Bearing in mind the proposed use of PV in lieu of Air Source Heat Pumps the further views of the **Environmental Health – Noise Odour etc** Officer were sought and the following comments were received:

'A shift to PV only will negate a requirement for an acoustic assessment providing that the invertors are all within each dwelling and that the developer isn't trying to circumnavigate the requirement for an assessment by installing the ASHP at a later date under PD. As such, I would ask that PD is removed to prevent this. The other conditions I asked for would still remain valid and I have no additional comments to add.'

At the time this update was produced, comments had not been received from **Stowupland Parish Council** or the **Stowmarket Society**. If further representations are received, Members will be updated accordingly at the meeting.

Additional Updates

- Further information has been provided by the applicant in relation to the area of land that is located between the Stowupland Road/Mortimer Road roundabout junction and the application site. This includes a plan showing the extent of the highway maintainable at public expense (shown green) which is included below for Members' information:



- Members are advised that the list of elements within the required s106 agreement (page 66 of the agenda) includes, erroneously, a reference to a £10 K TRO contribution as well as a contribution to Legal Order under Highways Acts to upgrade Footpaths 6 and 8 to bridleway status, set at £10 K. This contribution has been included twice and, to clarify, a single sum of £10 K would be secured for the identified purpose.

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