

Public Document Pack



DEVELOPMENT CONTROL COMMITTEE B

DATE **Wednesday 25 January 2017**

PLACE **Council Chamber, Council
Offices, High Street, Needham
Market**

TIME **9:30 am**

Contact: Committee Services
Direct Line: 01449 724673/81
Fax Number: 01449 724696
E-mail:committees@babberghmidsuffolk.gov.uk

16 January 2017

The Council, members of the public and the press may record/film/photograph or broadcast this meeting when the public and press are not lawfully excluded. Any member of the public who attends a meeting and objects to being filmed should advise the Committee Clerk.

AGENDA

1. Apologies for absence/substitutions
2. To receive any declarations of pecuniary or non-pecuniary interest by Members
3. Declarations of lobbying
4. Declarations of personal site visits
5. Confirmation of the minutes of the meeting held on 21 December 2016

Report SA/01/17 Pages A to D

6. To receive notification of petitions in accordance with the Council's Petition Scheme
7. Questions from the public

The Chairman to answer any questions from the public of which notice has been given no later than midday three clear working days before the day of the meeting in accordance with Committee and Sub-Committee Procedure Rule 7.

8. Questions from Councillors

The Chairman to answer any questions on any matter in relation to which the Council has powers or duties which affects the District and which falls within the terms of reference of the Committee, of which due notice has been given no later than midday three clear working days before the day of the meeting in accordance with Committee and Sub-Committee Procedure Rule 8.

9. Schedule of planning applications

Report SA/02/17

Pages 1 to 48

Note: The Chairman may change the listed order of items to accommodate visiting Ward Members and members of the public.

10. Site Inspection

Note: *Should a site inspection be required for any of the applications this will be held on Wednesday, 1 February 2017 (exact time to be given). The Committee will reconvene after the site inspection at 12:00 noon in the Council Chamber.*

Would Members please retain the relevant papers for use at that meeting.

Notes:

1. The Council has adopted a Charter on Public Speaking at Planning Committee. A link to the Charter is provided below:

<http://www.midsuffolk.gov.uk/assets/UploadsMSDC/Organisation/Democratic-Services/Constitution/Other-Links/Charter-on-Public-Speaking-at-Planning-Committee.pdf>

Those persons wishing to speak on a particular application should arrive in the Council Chamber early and make themselves known to the Officers. They will then be invited by the Chairman to speak when the relevant item is under consideration. This will be done in the following order:

- Parish Clerk or Parish Councillor representing the Council in which the application site is located
- Objectors
- Supporters
- The applicant or professional agent / representative

Public speakers in each capacity will normally be allowed 3 minutes to speak.

2. Ward Members attending meetings of Development Control Committees and Planning Referrals Committee may take the opportunity to exercise their speaking rights but are not entitled to vote on any matter which relates to his/her ward.

Val Last
Governance Support Officer

Members:

Councillor Kathie Guthrie – Chairman – Conservative and Independent Group
Councillor Roy Barker – Vice-Chairman – Conservative and Independent Group

Conservative and Independent Group

Councillors: Julie Flatman
Jessica Fleming
Barry Humphreys MBE
John Levantis
Dave Muller
Jane Storey

Green Group

Councillor: Keith Welham

Liberal Democrat Group

Councillor: Mike Norris

Substitutes

Members can select a substitute from any Member of the Council providing they have undertaken the annual planning training

Ward Members

Ward Members have the right to speak but not to vote on issues within their Wards

Mid Suffolk District Council

Vision

“We will work to ensure that the economy, environment and communities of Mid Suffolk continue to thrive and achieve their full potential.”

Strategic Priorities 2016 – 2020

1. Economy and Environment

Lead and shape the local economy by promoting and helping to deliver sustainable economic growth which is balanced with respect for wildlife, heritage and the natural and built environment

2. Housing

Ensure that there are enough good quality, environmentally efficient and cost effective homes with the appropriate tenures and in the right locations

3. Strong and Healthy Communities

Encourage and support individuals and communities to be self-sufficient, strong, healthy and safe

Strategic Outcomes

Housing Delivery – More of the right type of homes, of the right tenure in the right place

Business growth and increased productivity – Encourage development of employment sites and other business growth, of the right type, in the right place and encourage investment in infrastructure, skills and innovation in order to increase productivity

Community capacity building and engagement – All communities are thriving, growing, healthy, active and self-sufficient

An enabled and efficient organisation – The right people, doing the right things, in the right way, at the right time, for the right reasons

Assets and investment – Improved achievement of strategic priorities and greater income generation through use of new and existing assets ('Profit for Purpose')

Suffolk Local Code of Conduct

1. Pecuniary Interests

Does the item of Council business relate to or affect any of your/your spouse /partner's pecuniary interests?

Yes

No

No interests to declare

Declare you have a pecuniary interest

Leave the room. Do not participate or vote (Unless you have a dispensation)

Breach = criminal offence

2. Non-Pecuniary Interests

Does the item of Council business relate to or affect any of your non-pecuniary interests ?

Yes

No

Declare you have a non-pecuniary interest

Participate fully and vote

Breach = non-compliance with Code

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Agenda Item 5

SA/01/17

MID SUFFOLK DISTRICT COUNCIL

Minutes of the meeting of the **DEVELOPMENT CONTROL COMMITTEE B** held at the Council Offices, Needham Market on Wednesday 21 December 2016 at 09:30 am

PRESENT: Councillor Kathie Guthrie – Chairman – Conservative and Independent Group

Conservative and Independent Group

Councillor: Julie Flatman
Jessica Fleming
Barry Humphreys MBE
John Levantis
Dave Muller
Jane Storey

Green Group

Councillor: Keith Welham

Liberal Democrat Group

Councillor: Mike Norris

Denotes substitute *

In attendance: Senior Development Management Planning Officer (JPG)
Planning Officer (SB/LW/SS)
Interim Deputy Monitoring Officer (PD)
Governance Support Officers (VL/GB)

SA118 APOLOGIES FOR ABSENCE/SUBSTITUTIONS

Apology for absence was received from Councillor Roy Barker.

SA119 DECLARATIONS OF PECUNIARY/NON-PECUNIARY INTEREST

There were no declarations of interest.

SA120 DECLARATIONS OF LOBBYING

There were no declarations of lobbying.

SA121 DECLARATIONS OF PERSONAL SITE VISITS

There were no declarations of personal site visits.

SA122 MINUTES

The Minutes of the meeting held on 23 November 2016 were confirmed and signed as a correct record.

SA123 TO RECEIVE NOTIFICATION OF PETITIONS IN ACCORDANCE WITH THE COUNCIL'S PETITION SCHEME

None received.

SA124 QUESTIONS FROM MEMBERS

None received.

SA125 QUESTIONS FROM COUNCILLORS

None received.

SA126 SCHEDULE OF PLANNING APPLICATIONS

Application Number	Representations from
2194/16	Phil Cobbold (Agent for the Applicant)
4114/16	Phil Cobbold (Agent for the Applicant)
4335/16	Phil Cobbold (Agent for the Applicant)

Item 1

Application	2194/16
Proposal	Erection of two detached dwellings with garages. Extension to graveyard and provision of nature garden for primary school
Site Location	RATTLEDEN – Land on the west side of Rising Sun Hill, IP30 ORL
Applicant	Messrs Clarke and Tasker

Councillor Penny Otton, Ward Member for Rattlesden, commented that the junction was difficult to turn left from and the crossing could be made safer for the school children to cross. Councillor Otton asked Members to consider whether improvements could be achieved via CIL .

In response to the Ward Member's representation Senior Development Management Planning Officer explained that allocation of the CIL money was not for consideration by the Development Control Committee. CIL funds to make improvements to the infrastructure would need to be applied for and the process could be discussed outside the meeting.

Following a discussion on various related matters, a motion to approve the officer recommendation subject to the appropriate conditions outlined in the report was moved by Councillor Barry Humphreys and seconded by Jessica Fleming.

By a unanimous vote

Decision – That Full Planning Permission be granted subject to the following conditions:

- Standard time limit
- To be in accordance with submitted documents
- Highway conditions
- Landscaping/boundary details and details of changes in ground levels
- Details of materials
- Details of joinery – windows and doors, eaves and verges
- Archaeology investigation and assessment
- Removal of permitted development rights for garden structures

Item 2

Application	4114/16
Proposal	Erection of detached dwelling
Site Location	WETHERDEN – Little London Farm, Elmswell Road, IP14 3LQ
Applicant	Mr and Mrs Potter

Phil Cobbold, speaking on behalf of the Applicant, commented that the proposed development had been sympathetically designed in keeping with its setting and would cause no harm to the designated heritage asset. He noted that the proposal site was in a sustainable location, close to Elmswell and Wetherden and their amenities. In accordance with the Council's Charter on Public Speaking at Planning Committee, Mr Cobbold responded to questions put to him by Members on related matters, including in relation to the site egress and the right of way.

Councillor Rachel Eburne, Ward Member for Haughley and Wetherden, informed that the Parish Council had considered the Application at their recent meeting and had not commented on it either way. Councillor Eburne observed that the proposed design appeared sympathetic in relation to its setting and no adverse comments had been received from the local residents. The site's sustainability could be further improved if an informal footpath could be adopted in the future.

During the debate Members considered various related matters, including the location of the proposal site in relation to the built-up boundaries, its distance away from the designated heritage asset and neighbour representations. Councillor Jane Storey considered that the proposed development would not result in harm to the setting of the designated heritage asset and that the location was sustainable. Therefore notwithstanding the officer recommendation and Heritage Officer recommendation that planning permission be refused, Councillor Storey proposed that the planning application be approved. The motion was seconded by Councillor Jessica Fleming.

The Senior Development Management Planning Officer and Interim Deputy Monitoring Officer addressed points raised by Members during the debate in relation to sustainability and heritage aspects and clarified application of the relevant planning policies, including CS1, CS2, CS5 and HB1, and the NPPF.

By 8 votes to 1

Decision – That Full Planning Permission be granted

Item 3

Application 4335/16
Proposal Erection of five dwellings with garages
Site Location **RATTLEDEN** – Land to the south east of Buff Rise, Rising Sun Hill, IP30 0RL
Applicant Hartog Hutton Ltd

Members had before them the addendum detailing the additional representation received from Highway Authority. At the start of her presentation on the application, the Case Officer referred to the consultation response from Highways Authority and suggested conditions.

Phil Cobbold, speaking on behalf of the Applicant, commented that the proposed architectural design would be traditional, the site was in a sustainable and well-connected location and the development would contribute to provision of housing in the district.

Councillor Penny Otton, Ward Member for Rattlesden, observed that there were no objections to the proposal in principle. She asked Members to consider soft landscaping measures to mitigate the impact from the development on the wider countryside landscape.

During the debate Members considered relevant matters, including in relation to the boundary treatment to the rear of the proposed development and the lighting scheme and asked that an informative note be included with the conditions should planning permission be granted.

A motion to approve officer recommendation was moved by Councillor Jane Storey and seconded by Councillor Mike Norris.

By a unanimous vote

Decision – That Full Planning Permission be granted subject to the conditions including additional highways conditions as detailed in the consultation response from Highway Authority:

- Time limit for implementation
- Approved documents
- Highways conditions as required
- Landscaping
- Timescale for landscaping
- Archaeology
- Ecology mitigation

Informative note: Careful consideration be given to low intensity lighting and soft landscaping scheme to the rear boundary.

The business of the meeting concluded at 11:10

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Chairman

Agenda Item 9

SA/02/17

MID SUFFOLK DISTRICT COUNCIL

DEVELOPMENT CONTROL COMMITTEE B

25th JANUARY 2017

SCHEDULE OF APPLICATIONS FOR DETERMINATION BY THE COMMITTEE

Item	Ref No.	Location And Proposal	Ward Member	Officer	Page No.
1.	2691/16	<u>Mid Suffolk Light Railway Wetheringsett</u> Re-laying of existing standard gauge track on existing track bed and erection of new 'Wilby Halt'	Councillor G Horn	IW	1-25
2.	3172/16	<u>Four Elms Norwich Road Stonham Parva IP14 5LB</u> Demolition of derelict buildings and erection of detached dwelling.	Councillor Suzie Morley	SB	26-48

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MID SUFFOLK DISTRICT COUNCIL
DEVELOPMENT CONTROL COMMITTEE - B - 25th January 2017

AGENDA ITEM NO	1
APPLICATION NO	2691/16
PROPOSAL	Re-laying of existing standard gauge track on existing track bed and erection of new 'Wilby Halt'
SITE LOCATION	Mid Suffolk Light Railway, Hall Lane, Wetheringsett cum Brockford IP14 5PW
SITE AREA (Ha)	
APPLICANT	Mid Suffolk Light Railway
RECEIVED	June 22, 2016
EXPIRY DATE	January 31, 2017

REASONS FOR REFERENCE TO COMMITTEE

The Head of Economy considers the application to be of a controversial nature having regard to the planning reasoning expressed by the Parish Council, the comments received from third parties and the nature of the application.

PRE-APPLICATION ADVICE

1. Pre-application advice has been given on this proposal. That advice has been followed.

SITE AND SURROUNDINGS

2. The Mid-Suffolk Light Railway is a small museum and preserved railway based on part of the former Haughley to Laxfield branch line just to the south of Wetheringsett village. The museum includes a small station platform and buildings, static displays of locomotives and rolling stock and refreshment and maintenance buildings. Short train journeys are operated on designated days (currently thirty in any one year).

There is limited car parking within the museum site. On some of the event days the museum uses an adjacent field under the '28 day' provisions of the General Permitted Development Order, although this is not used for winter events when visits are pre-booked. This area has additional capacity.

This application concerns a section of the former track bed extending some 435m. from the eastern end on the present operational line, which runs for 330m eastwards from the museum.

Whilst the application site stands in generally open countryside, there are scattered residential properties nearby; approximately 100m. to the north is Wetheringsett Hall and two barns now in residential use, at the eastern end is

the garden of Potash Cottage and some 300m. to the south is Wetheringsett Lodge.

Public footpaths run both adjacent to the northern boundary of the application site and cross it (and if approved, the line as extended) near its western end. As noted in 'Assessment' below, if this application is approved, light railway legislation will require this crossing to be manned at all times when trains are operating.

HISTORY

3. The planning history relevant to the application site is:

0943/15	Re-laying of existing standard gauge track on existing track bed and erection of new 'Wilby Halt'	Withdrawn 11/05/2015
3696/14	Construction of railway track extension and erection of halt.	21/11/2014
1048/14	Re-laying of existing standard gauge track and erection of new 'Wilby Halt'	Withdrawn 23/05/2014
3840/12	New engine restoration shed with exhibition room and volunteer facilities; new sewage treatment plant; thinning of 17no. trees.	Granted 27/03/2013
3955/11	Variation of Conditions 2 & 3 of Planning Permission 732/06 (number of event days and use of steam locomotive) to allow 30 steam events per year and remove requirement to notify details of special event days.	Granted 10/01/2012
3262/10	Variation of conditions 2 and 3 of planning permission 0732/06 (restriction of special event days), to allow up to 30 special event days involving the operation of steam locomotives in substitution for the current 20 day restriction.	Granted 10/12/2010
0732/06	1) Vary existing consent to permit opening all year round and increase special event days to 20 per annum. 2) Vary consent to permit Sunday operation of diesel locomotive & include steam locomotive. 3) New application to establish storage area.	Granted 20/11/2007

PROPOSAL

4. It is proposed to extend the existing track eastwards by some 360m. using the former trackbed.

The new section of track will be a single line and terminate 75m. from the curtilage of Potash Cottage to the east (95m. from the nearest corner of the dwelling) from which it is separated by a short sand drag and a landscaped area.

Close to the end of this extension to the line, on its north side, it is proposed to construct 'Wilby Halt', a small platform where trains will terminate. As it approaches the Wilby Halt platform, the track will be graded down into a shallow cutting 750mm. deep. This will enable the platform itself to be retained at existing ground level whilst allowing a shallow step out from the carriage.

Also proposed with the platform is a timber palisade type fence to its rear and two small timber buildings - a 'workman's hut' and the body of a former goods van described as a 'box car'.

POLICY

5. Planning Policy Guidance

See Appendix below.

CONSULTATIONS

6. **Wetheringsett Parish Council** recommend refusal for the following reasons:-

- Loss of amenity to Potash Cottage through noise, smoke and smut.
- Interference with the public footpath
- Wilby Halt too extensive and no need for it as it does not replace an existing structure

Suffolk Wildlife Trust request that the mitigation measures set out in the submitted biodiversity survey are implemented as a condition of any permission granted

Natural England have no comments

The Environment Agency have no objection but offer advisory comments

The Ramblers Association have not commented

MSDC Environmental Control have been consulted on matters of **noise** and **air quality/emissions**. Their responses form a significant part of this report and are discussed in more detail in 'Assessment' below.

MSDC Tree Officer considers that the trees affected by this proposal are of insufficient quality to be a constraint

MSDC Tourism Officer supports the application

MSDC Planning Enforcement note that there is an open enforcement case concerning the use of the on-site bar facility. This is dealt with in 'Assessment' below along with other matters raised by the objectors with regard to non compliance with conditions.

LOCAL AND THIRD PARTY REPRESENTATIONS

7. Two letters have been received objecting to the proposal. One of these is supported by substantial technical information on noise and emissions prepared by specialist consultants. The points raised are:-

- Adverse impact on amenity/quality of life from noise, emissions, loss of privacy
- Adverse impact on ecology and landscape.
- Museum/railway has a record of not complying with existing conditions

In addition four letters of support have been received. The following points are made:-

- Museum valued tourist attraction - extension will secure future
- Museum does good work restoring stock etc.
- Environmental effects will be minimal

ASSESSMENT

8. ***Introduction and Background:***

The Mid Suffolk Light Railway was established as a static museum with small picnic area by grant of planning permission in 1991 (0709/91). The initial permission was restricted by condition to allow opening for visitors only between Good Friday and 30 September, 1000hrs. to 1700hrs. 'Special attraction/event days' which include rides for visitors, were limited to eight in total.

Subsequent permissions (1515/04, 0732/07, 3262/10 and 3955/11) have amended previously imposed conditions and have enabled the total number of attraction and event days permitted to be increased to thirty.

The current application follows the withdrawal of two previous applications (1048/14 and 0943/15) and formal pre-application advice. During that time the proposed eastern extremity of the line has been moved away from Potash Cottage to the position now proposed.

Outstanding Planning Issues and the Balance to be Struck in Any Decision

As members can see above, many of the specialist consultees have either no comment or consider that any issues can be satisfactorily dealt with by condition.

The Light Railway, or 'Middy' as it is often known, is an established regional tourist attraction with high visitor numbers and which makes a significant

contribution to the local economy. It also accommodates educational visits. As such, its extension would attract support under the National Planning Policy Framework (NPPF), para. 28 of which supports sustainable rural economic growth including tourism, and policies CS2 of the adopted Core Strategy and RT16 of the adopted Local Plan, which are broadly consistent with that aim. However, as with any tourist attraction, careful consideration must be given to foreseeable impacts, including activity, noise and disturbance, which may affect local amenity.

Perhaps the most significant impacts to be considered are the effect on nearby residential amenity of the noise and emissions generated by trains using the proposed extension to the line.

Noise

The applicants have submitted a Noise Assessment Report prepared by Sharps Redmore (SRAC). In response to the application the objectors have submitted a Report prepared by Oakridge Environmental Services Limited (OESL).

The Reports reach different conclusions in respect of the impact of noise on sensitive receptors. **The Council's Environmental Health Officer has looked at both reports and concludes that, subject to certain conditions, the operation of the extended line would not result in a loss of amenity to nearby receptors that would justify a refusal of planning permission** (the full response is included in the committee papers).

At the heart of the disparity in findings is the fact that the SRAC Report and the OESL Report have been prepared using different methodologies.

The SRAC Report was commissioned to be representative of a typical journey, using a single steam locomotive and two carriages and including braking, pulling away and the use of the whistle. Recorded noise levels were extrapolated to the nearest noise sensitive receptors (including Potash Cottage).

In the assessment it is recognised that there are no specific standards for this type of activity. However the Report compares the noise levels against the recommended internal and external standards in BS8233. This document is broadly based on World Health Organisation research and is widely used for assessing transportation noise - albeit usually for existing transport noise on new receptors rather than the other way round. In the absence of any more specific guidance this is considered to be a reasonable approach.

The SRAC Report also advises on background noise levels and, in general, all measurements and calculations for distance attenuation are based on the 'worst case scenario'. In reality, it is considered that when adjusted across the appropriate time period levels would be much lower.

The Report concludes that, having regard to the Standard, there will be no adverse impact on receptors, but highlights that 'brake squeal' will be audible to them. To mitigate against this, it is recommended that an effective acoustic barrier is provided on the south side of Wilby Halt, extending beyond the platform (see conditions).

The OESL Report submitted by the objectors has assessed the noise impacts using the BS4142 Standard. This Standard is normally used for stationary plant and equipment and although there may be some relevance in applying it to a stationary locomotive it is, as stated in the document, not intended for the assessment of railway noise and stationary locomotives.

This Standard also specifies a daytime reference period of one hour, which means that the quiet periods have to be taken into account and any recorded 'peaks' evened out over the hour. The noise levels in the OESL Report are measured over a single minute and have not been corrected. As such they overstate the noise impact for purposes of this assessment. The methodology also applies a penalty system adding decibels for acoustic features (such as tonality, impulsivity and intermittency) more often associated with industrial (static) rather than transportation (line source) noise.

The Standard advises that for low noise environments (as is likely for the one proposed), the BS4142 may not be suitable and may even give a 'worst case' scenario. For the above reasons, the Environmental Health Officer has been unable to attach any significant weight to the conclusions in the OESL Report.

The NPPF at para. 123 states that planning decisions should avoid significant adverse impacts and mitigate effects by condition where appropriate

Overall then, as noted above, the Environmental Health Officer has no objection to the proposal but suggests conditions requiring:-

- Prior to commencement of use details of an acoustic barrier to be submitted to and approved in writing by the local planning authority. (This is likely to be a 1m. high close boarded fence located along the southern edge of the end of the track at the new halt).
- No more than one locomotive and two carriages using the track extension at any one time, with the locomotive at the western (Brockford) end of the train.

***N.B.** The topography is such that the existing section of track generally falls away from 'Brockford Station'. This new section would generally then rise again to the new terminus. This would mean that a locomotive at the western end of carriages would be at the furthest practical distance from Potash Cottage, and would only have to work hard briefly to push the train up the short rise to the new halt. On the return journey it would only need to work hard again on the rise back to Brockford (substantially on the existing section of track).*

Emissions

In considering the effect of emissions, the Council's Environmental Health Officer has used the DEFRA Local Air Quality Technical Guidance (TG16), which is the national statutory guidance on air quality. This specifically assesses the levels at which air quality might start to be compromised by steam trains.

Under this guidance, further assessments are only required where sensitive locations are within 15m. of the point of emissions of trains that are stationary for more than 15 minutes more than 3 times a day.

The Environmental Health Officer does not believe that the proposed operations of the railway will fall within these criteria. **The conclusion therefore is that it is unlikely that the new operations will have an adverse impact on sensitive receptors (the nearby residential properties) and no objection is raised** (the full response is included in the committee papers).

Previous/Ongoing Enforcement Enquiries

There has been a previous enforcement enquiry relating to the use of the whistle. This has not been pursued.

In addition there has been a complaint that the museum calendar included more than the permitted thirty 'event and attraction' days. This has now been amended to comply with the condition.

Until very recently the 'Middy Bar' opened in the evenings providing a social hub for local residents. This is in breach of the condition requiring the museum to close at 1700 hrs. and is understood to have now ceased.

There is a continuing dialogue with the museum on their advertised photo shoots which will be clarified verbally at the committee meeting.

Other Matters

With regard to the public **footpath** which crosses the proposed extended line, it is understood that under the provisions of light railway legislation the operators are required to have the crossing manned at all times while trains are running.

As noted in the 'Consultations' section above, the specialist consultee is content that any effects on **biodiversity** can be satisfactorily dealt with by a condition securing the mitigation measures set out in the applicant's submitted report. In addition the Council's arboricultural officer states the **trees** affected are of insufficient quality to be a constraint.

Inevitably this small increase in human activity will have an effect on the general ambience of the countryside and **landscape**. However the permanent infrastructure is very low-key visually and the activity will only be for a limited number of days per year.

Planning Balance and Conclusion

The Middy is a valued regional tourist facility which is identified as an opportunity for enhancement in the Babergh and Mid Suffolk Visitor Destination Plan Action Plan (2015). This modest extension of the line will enable that enhanced offer.

The proposed extension has been carefully considered with regard to the effect on neighbouring amenity and, from the original submission (1048/14), the eastern end of the line has been moved away from Potash Cottage, the nearest residential property).

The specialist consultees are content that any adverse impacts can be satisfactorily addressed by condition, in particular the Environmental Health

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Officer raises no objection to the proposal in terms of adverse impacts on neighbour amenity from noise or emissions.

Overall it is considered that a permission can be granted with appropriate conditions and a recommendation is made accordingly.

RECOMMENDATION

That Full Planning Permission be Granted subject to the following conditions:-

- 1. Standard time limit.**
- 2. List of approved documents.**
- 3. The additional section of track hereby approved only to be traversed by a locomotive on designated 'event' days and not at any other time.**
- 4. All event traffic using the hereby approved section of track in accordance with condition 3 (above) shall be hauled by a single locomotive and no more than two carriages only, attached to the western (Brockford station) end of the rolling stock, and not in any other configuration**
- 5. Prior to the extended section of track hereby approved being brought onto use details of sound attenuation measures to be installed shall be agreed in writing with the local planning authority. The agreed details shall be fully installed prior to use and thereafter retained as approved.**
- 6. Biodiversity mitigation measures to be implemented as set out in submitted Report.**

Philip Isbell
Professional Lead - Growth & Sustainable Planning

Ian Ward
Senior Planning Officer

APPENDIX A - PLANNING POLICIES

1. Mid Suffolk Core Strategy Development Plan Document and the Core Strategy Focused Review

Cor4 - CS4 Adapting to Climate Change

CSFR-FC1 - PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

CSFR-FC1.1 - MID SUFFOLK APPROACH TO DELIVERING SUSTAINABLE DEVELOPMENT

Cor2 - CS2 Development in the Countryside & Countryside Villages

Cor5 - CS5 Mid Suffolks Environment

2. Mid Suffolk Local Plan

GP1 - DESIGN AND LAYOUT OF DEVELOPMENT

HB13 - PROTECTING ANCIENT MONUMENTS

SC4 - PROTECTION OF GROUNDWATER SUPPLIES

RT12 - FOOTPATHS AND BRIDLEWAYS

CL8 - PROTECTING WILDLIFE HABITATS

RT16 - TOURISM FACILITIES AND VISITOR ATTRACTIONS

9

3. **Planning Policy Statements, Circulars & Other policy**

NPPF - National Planning Policy Framework

APPENDIX B - NEIGHBOUR REPRESENTATIONS

Letters of representation have been received from a total of **6** interested parties.

The following people **objected** to the application

[Redacted]

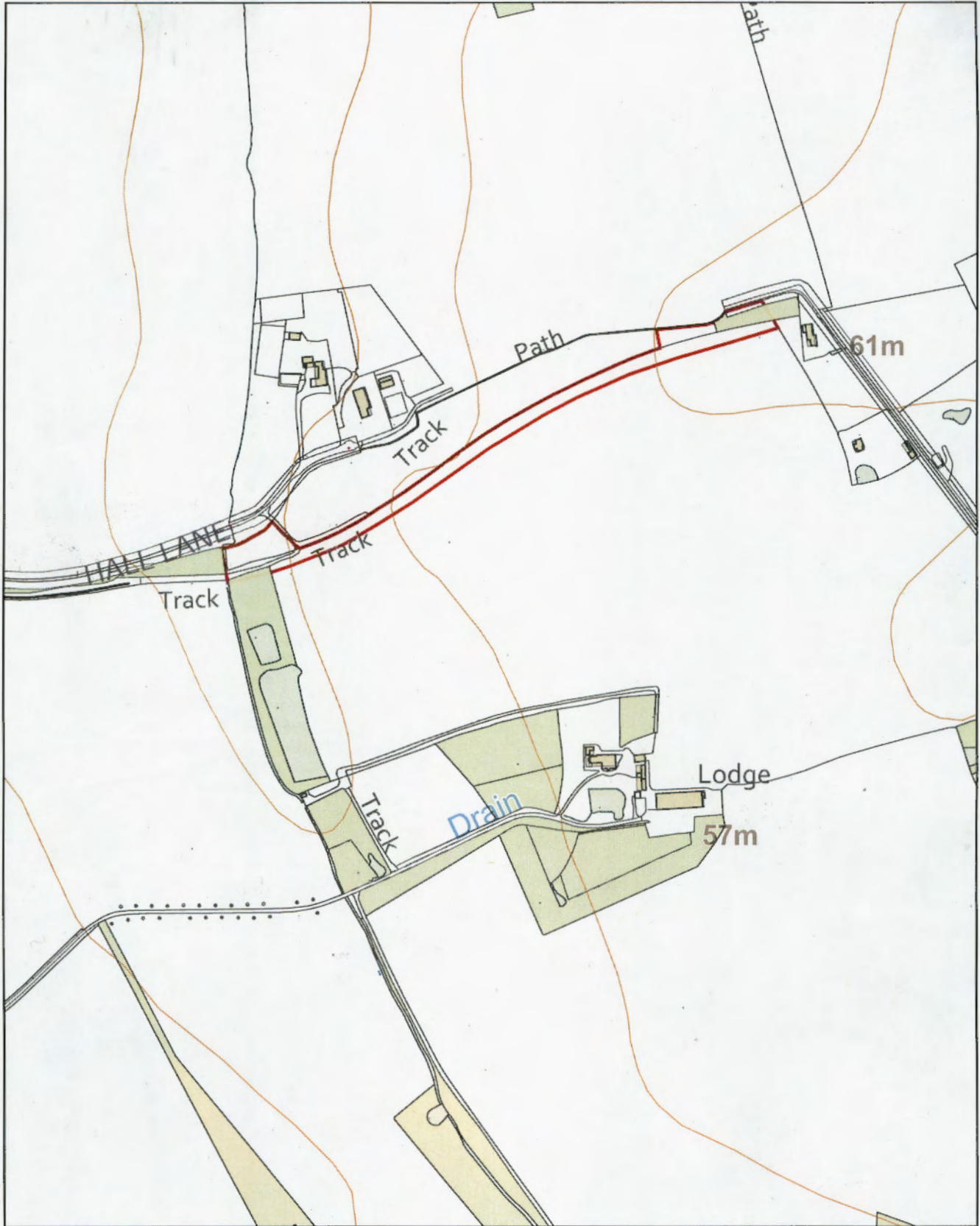
The following people **supported** the application:

[Redacted]
[Redacted]
[Redacted]
[Redacted]

The following people **commented** on the application:

[Redacted]

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Title: Red Site Plan
Reference: 2691/16
Site:



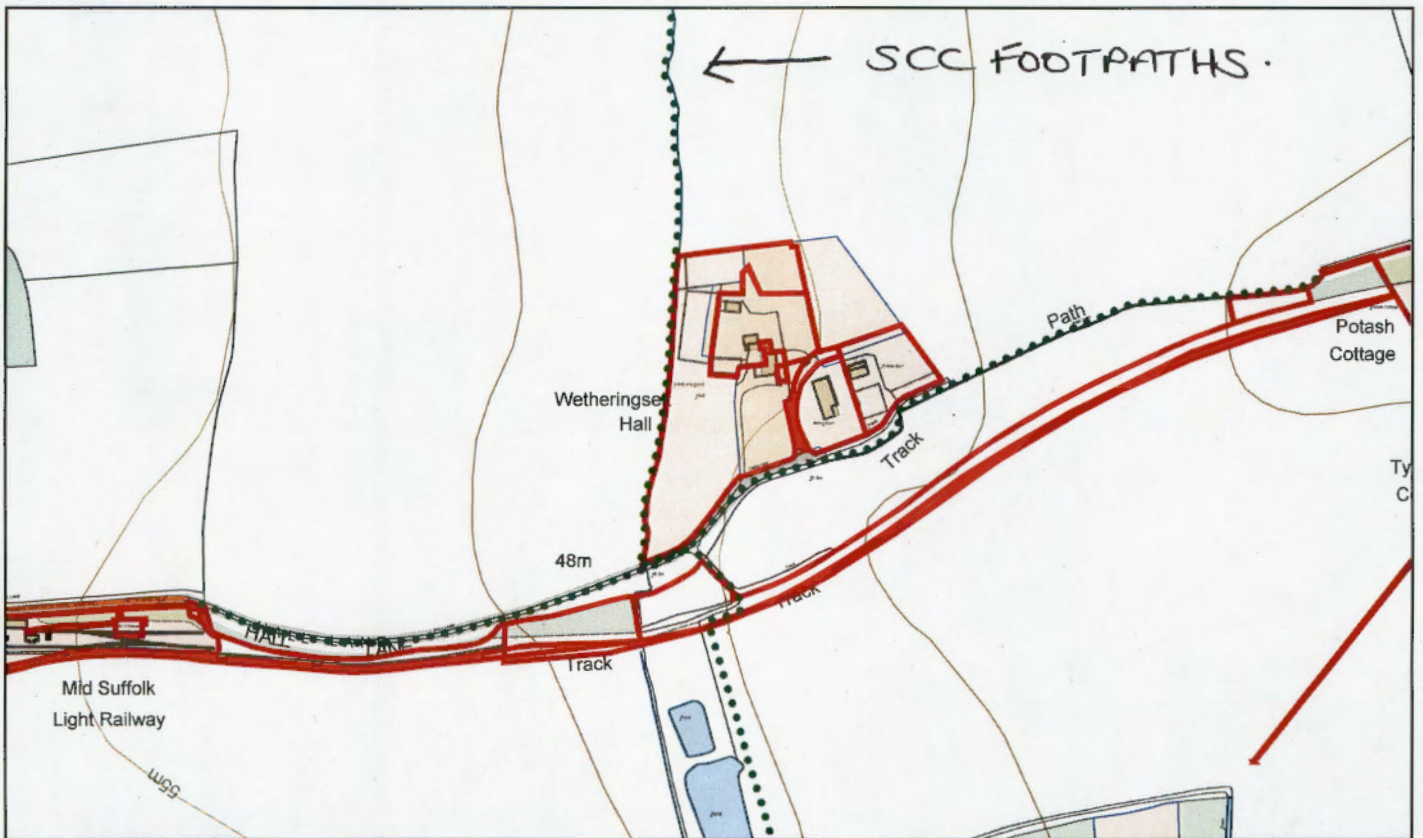
MID SUFFOLK DISTRICT COUNCIL
 131, High Street, Needham Market, IP6 8DL
 Telephone : 01449 724500
 email: customerservice@csduk.com
 www.midsuffolk.gov.uk



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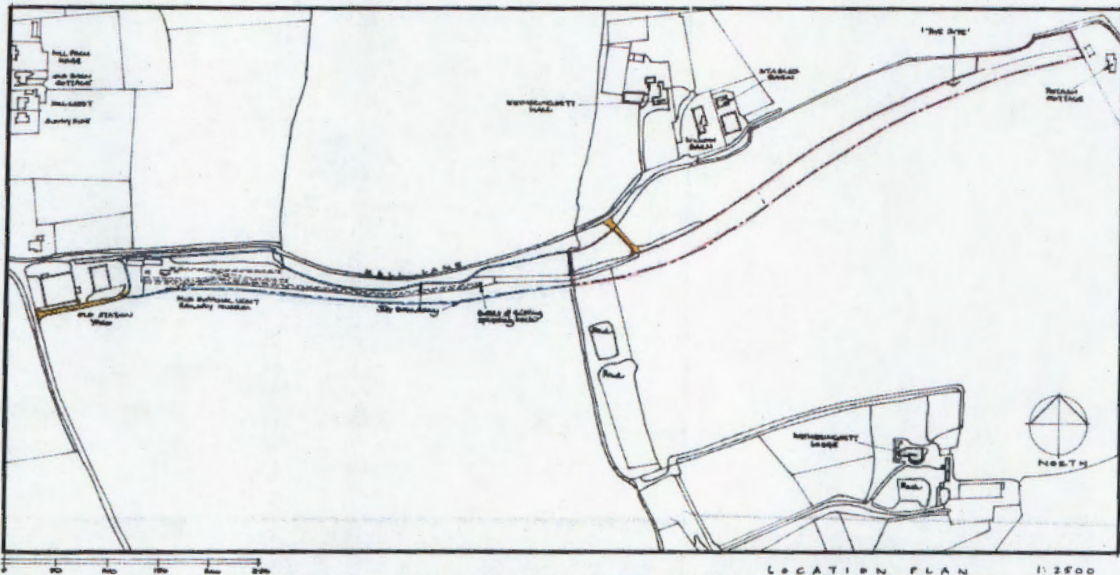
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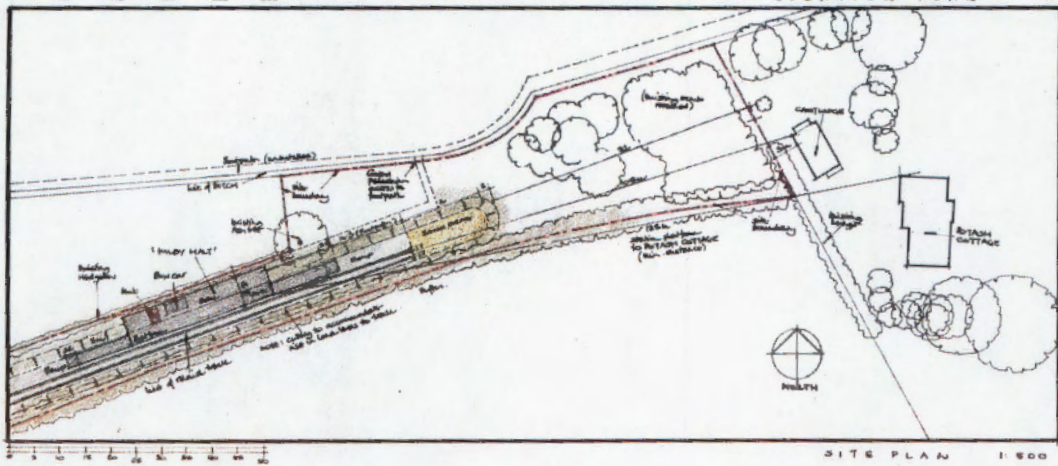
Cons LBs TPOs

Mid Suffolk Light Railway Track upgrade & 'Wilby Halt'

 <p>Working Together</p>	<p>MID SUFFOLK DISTRICT COUNCIL 131, High Street, Needham Market, IP6 8DL Telephone : 01449 724500 email: customerservice@csduk.com www.midsuffolk.gov.uk</p>	<p>SCALE 1:3499</p> <p>Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2016 Ordnance Survey Licence number 100017810 Date Printed : 28/06/2016</p>
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0641110
 2012 BRITISH ELECTRICITY BOARD
 PLANNING CONTROL
 REGISTERED
 22 JUN 2016
 APPROVED
 DATE
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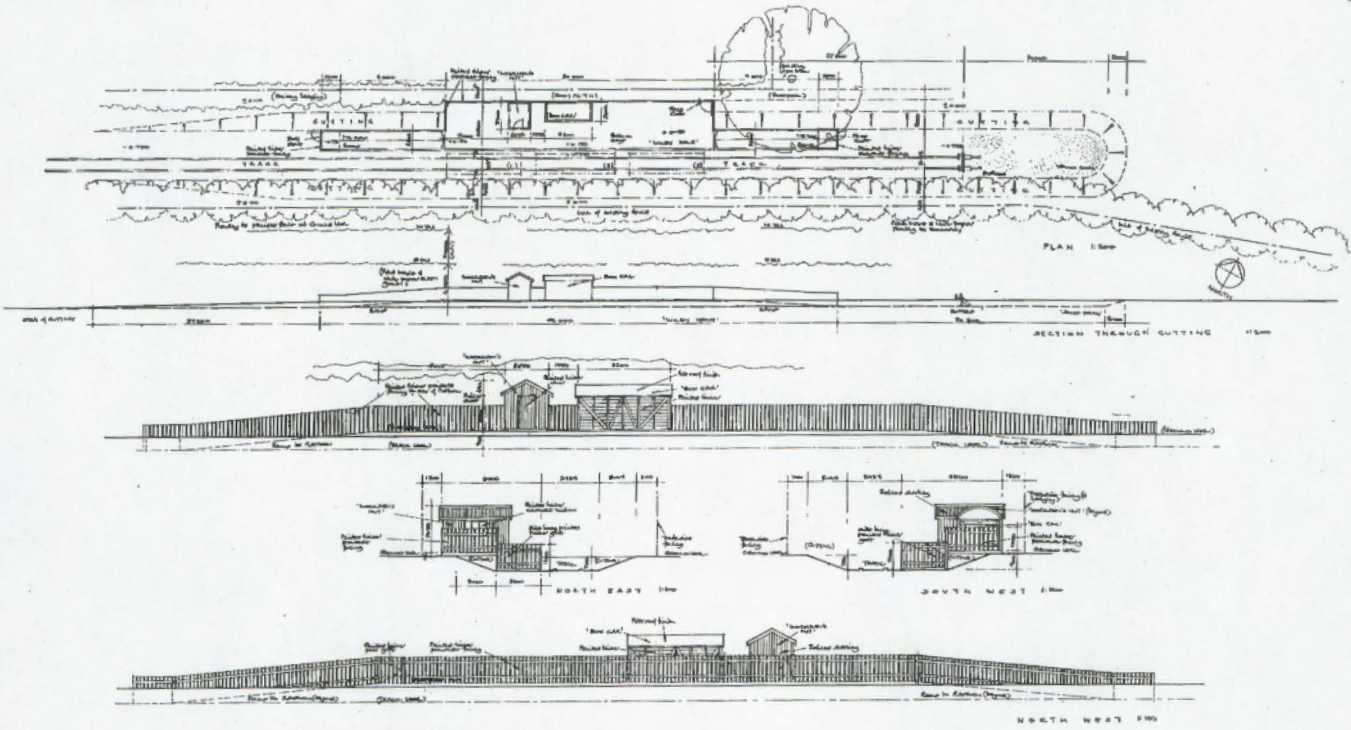


1. Not bound to high of building etc etc
 2. Station to be open to the public. See also
 3. See also the site plan of the station. See also the site plan of the station.

© HUCKLESBY ARCHITECTS	
NO NOT SCALE FROM DRAWINGS. USE FIGURES OPERATIONS ONLY. REPORT ANY DISCREPANCIES IMMEDIATELY TO ARCHITECTS.	
Mid British Light Railway Museum Hill Lane Brackford Suffolk IP14 8QQ	ALTERATIONS AND EXTENSION PROPOSED
Site and Location Plans	
HUCKLESBY ARCHITECTS The Oldhouse, 18 Church Street, Ipswich Suffolk IP2 7BD Tel: 01473 819642 Email: hucklesby.architects@gmail.com	Scale: 1:2500/1:500 Date: 14.03.14 Job No: E0710 Dwg No: 021

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HUCKLEBBY ARCHITECTS 10000 1/4 Mile S.W. of Highway 10, Dallas, Texas 75243 HUCKLEBBY ARCHITECTS 10000 1/4 Mile S.W. of Highway 10, Dallas, Texas 75243	HUCKLEBBY ARCHITECTS 10000 1/4 Mile S.W. of Highway 10, Dallas, Texas 75243	ALTERATIONS AND EXTENSION PROPOSED "Willy Ray" Home and Studio
	DATE: 1968.11.16 DRAWN: 11.16.68	JOB NO: 8575 SHEET NO: 802

14

From: Lynne Cockerton [mailto:lynne.cockerton@btopenworld.com]
Sent: 13 September 2016 09:39
To: Planning Admin
Cc: Ian Ward
Subject: Re: Planning Reference 2691/16 - Mid Suffolk Light Railway Wetheringsett cum Brockford

Dear Planning

Wetheringsett cum Brockford Parish Council has held an Extraordinary Parish Council meeting to consider this application in the light of the additional information and recommends Refusal of the application on the following grounds:

Our members have serious concerns over the loss of amenity to the neighbouring property Potash Cottage, in particular the close proximity of the proposed extended track to the property resulting in engine noise, smoke and smut
interfering with the owners enjoyment of their property (gp1, nppf, hb13, cor2, cor5)

Our members have concerns over the interference of the public footpath and believe this would be potentially dangerous to users of the public footpath (rt12, rt16)

Our members believe the size of the proposed Wilby Halt is too extensive (gp1, nppf, hb13, c18, cor2, cor5)

Our members believe there is no need for the Wilby Halt as the proposed Halt is not replacing a former construction (gp1, nppf, hb13 c18, cor2, cor5)

Please note that this decision supersedes any previous decision submitted by this parish council.

Kind regards
Lynne Cockerton
Clerk

15

From: Btopenworld [mailto:lynne.cockerton@btopenworld.com]
Sent: 18 July 2016 16:46
To: Planning Admin
Subject: Fwd: Consultation on Planning Application 2691/16

Dear Planning

Wetheringsett Parish Councillors have considered the above application and recommends support of the proposal.

Kind regards
Lynne cockerton

16

From: David Pizzey
Sent: 06 July 2016 09:23
To: Ian Ward
Cc: Planning Admin
Subject: 2691/16 Mid Suffolk Light Railway

Ian

The trees potentially affected by this proposal are of insufficient amenity value to warrant being a constraint.

David

David Pizzey
Arboricultural Officer
Hadleigh office: 01473 826662
Needham Market office: 01449 724555
david.pizzey@baberghmidsuffolk.gov.uk
www.babergh.gov.uk and www.midsuffolk.gov.uk
Babergh and Mid Suffolk District Councils - Working Together

17

From: David Harrold
Sent: 07 July 2016 11:18
To: Planning Admin
Cc: Ian Ward
Subject: Plan Ref 2691/16/FUL MSLR Hall Lane, Wetheringsett cum Brockford. EH - Land Contamination Issues

Thank you for consulting me on the above application.

I can confirm in respect of land contamination that I do not have any objection to the proposed development.

I would request that the applicant remains vigilant to land contamination during any ground working throughout the construction phase and that we are contacted in the event of unexpected ground conditions being encountered. Please make the developer aware that the responsibility for the safe development of the site lies with the applicant.

David Harrold MCIEH

Senior Environmental Health Officer
Babergh and Mid Suffolk Council

18

From: Nathan Pittam
Sent: 16 December 2016 11:18
To: Planning Admin
Subject: 2691/16/FUL. EH - Air Quality.

M3 : 180609

2691/16/FUL. EH - Air Quality.

**Mid Suffolk Light Railway, Hall Lane, Wetheringsett cum Brockford,
STOWMARKET, Suffolk, IP14 5PW.**

**Re-laying of existing standard gauge track on existing track bed and erection
of new 'Wilby Halt.**

Many thanks for your request for comments in relation to the Local Air Quality Management implications of the extension to the Mid Suffolk Light Railway. The operation of heritage railways can give rise to issues of emissions of Sulphur dioxide and Nitrogen dioxide in very specific circumstances. I have used the DEFRA Local Air Quality Technical Guidance (TG16) which specifically assesses the levels at which air quality may start to be compromised by steam trains. The criteria for further assessments are where sensitive locations are within 15m of the point of emission of trains that are stationary for 15 minutes for more than 3 times a day. I don't not believe that it is likely the MSLR operates in such a way that trains would be stationary with the required degree of regularity as it primarily operates at weekends only and also the point that the trains will be stationary is far beyond the 15m requirement of TG16. In light of the above I can confirm that it is unlikely that the new operations will cause an adverse impact on sensitive receptors and as such I have no objections to raise with respect to Local Air Quality issues at the site.

My comments do not extend to the potential for odour or noise issues that may result from the operation of the railway.

Regards

Nathan
Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer
Babergh and Mid Suffolk District Councils – Working Together
t: 01449 724715
m: 07769 566988
e: Nathan.pittam@baberghmidsuffolk.gov.uk
w: www.babergh.gov.uk www.midsuffolk.gov.uk

Consultee Comments for application 2691/16

Application Summary

Application Number: 2691/16

Address: Mid Suffolk Light Railway, Hall Lane, Wetheringsett cum Brockford IP14 5PW

Proposal: Re-laying of existing standard gauge track on existing track bed and erection of new 'Wilby Halt'

Case Officer: Ian Ward

Consultee Details

Name: Mr Robert Boardman (Stowmarket Ramblers)

Address: 8 Gardeners Walk, Elmswell, Bury St Edmunds IP30 9ET

Email: bob@gardeners8.plus.com

On Behalf Of: Ramblers Association - Bob Boardman

Comments

I am unable to comment on this application because of a conflict of interests. Namely, I am a founder member of The Mid Suffolk Light Railway. Therefore I have asked other members of The Stowmarket Ramblers Footpath Committee to make their feelings known through the public consultation section of this application.

20

From: RM PROW Planning
Sent: 13 July 2016 11:00
To: Planning Admin
Subject: RE: Consultation on Planning Application 2691/16

Our Ref: W555/46/ROW434/16

For The Attention of: Ian Ward

Public Rights of Way Response

Thank you for your consultation concerning the above application.

Public Footpath 46 is recorded through the proposed development site, Public Footpaths 51 and 54 are adjacent to the proposed development area.

Informative Notes: "Public Rights of Way Planning Application Response - Applicant Responsibility" attached.

Regards




Jennifer Green

Rights of Way and Access

Part Time - Office hours Wednesdays and Thursday

Resource Management, Suffolk County Council

Endeavour House (Floor 5, Block 1), 8 Russell Road, Ipswich, IP1 2BX

 (01473) 264266 |  PROWPlanning@suffolk.gov.uk |
 <http://publicrightsofway.onesuffolk.net/>

21

creating a better place



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

Our ref: AE/2016/120622/01-L01
Your ref: 2691/16
Date: 15 July 2016

Dear Mr Ward

RE-LAYING OF EXISTING STANDARD GAUGE TRACK AND ERECTION OF NEW 'WILBY HALT' MID SUFFOLK LIGHT RAILWAY, HALL LANE, WETHERINGSETT CUM BROCKFORD.

Thank you for your letter in respect of the above planning application which we received on 30 June 2016.

We have reviewed the application and supporting documents, as submitted, and advise the Council that we have no objection to the development proposal. We offer the following advisory comments.

Pollution Prevention and Control

The site is in a Groundwater Source Protection Zone 3 and overlies a Secondary Aquifer. In order to protect the water environment from pollution, preventing the need for future prosecution from the Environment Agency the following good practice is advised.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hard standings susceptible to oil contamination shall be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor. All washdown and disinfectant waters shall be discharged to the foul sewer. Detergents entering oil separators may render them ineffective.

No foul sewage or trade effluent, including cooling water containing chemical additives, or vehicle washing water, including steam-cleaning effluent, shall be discharged to the surface water drainage system.

Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne, NE4 7AR.
Customer services line: 03708 506 506
Email: enquiries@environment-agency.gov.uk
www.environment-agency.gov.uk



All cleaning and washing operations should be carried out in designated areas isolated from the surface water system and draining to the foul sewer (with the approval of the sewerage undertaker). The area should be clearly marked and a kerb surround is recommended.

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer. It is an offence to pollute surface or groundwater under the Water Resources Act 1991.

All drums and small containers used for oil and other chemicals shall be stored in bunded areas which do not drain to any watercourse, surface water sewer or soakaway.

Facilities should be provided to ensure that waste oil is stored and disposed of in a manner that will not lead to pollution.

Additional information is given on the following GOV.UK website pages:

Discharges to surface or groundwater. See link below.
<https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits>

Oil storage regulations for businesses. See link below.
<https://www.gov.uk/guidance/storing-oil-at-a-home-or-business>

Work on or near water. See link below.
<https://www.gov.uk/permission-work-on-river-flood-sea-defence>

In the light of the adjacent water environment, we would suggest that a condition covering a scheme for pollution prevention and control measures to protect the water environment be appended to any planning permission granted.

If you have any questions in respect of the above, please do not hesitate to contact me.

Yours sincerely

Louise Tait
Senior Planning Advisor

Direct dial 02084746523
Direct e-mail louise.tait@environment-agency.gov.uk

Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne, NE4 7AR.
Customer services line: 03708 506 506
Email: enquiries@environment-agency.gov.uk
www.environment-agency.gov.uk



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From: Consultations (NE) [mailto:consultations@naturalengland.org.uk]

Sent: 06 July 2016 15:36

To: Planning Admin

Subject: 189787 2691/16 - Re-laying of existing standard gauge track on existing track bed and erection of new 'Wilby Halt'

Dear Sir / Madam

Application ref: 2691/16

Our Ref: 189787

Natural England has no comments to make on this application.

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.

Yours faithfully

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



24



Ian Ward
Planning Department
Mid Suffolk District Council
131 High Street
Needham Market, IP6 8DL

Suffolk Wildlife Trust
Brooke House
Ashbocking
Ipswich
IP6 9JY

01473 890089
info@suffolkwildlifetrust.org
suffolkwildlifetrust.org

19/08/2016

Dear Ian,

RE: 2691/16 Re-laying of existing standard gauge track on existing track bed and erection of new 'Wilby Halt'. Mid Suffolk Light Railway, Hall Lane, Wetheringsett cum Brockford

Thank you for sending us details of this application, we note that this proposal appears broadly similar to withdrawn application 0943/15 and that the ecological survey and assessment information is the same as that provided with the previous application. We have the following comments on this proposal:

We have read the ecological survey report (Anglian Ecology, Jan 2015) and we note the findings of the consultant. From the information provided the site of the proposed scheme does contain habitats which are of biodiversity value; it appears that the majority of these habitats will be retained and therefore it appears unlikely that there will be any direct adverse impact on them.

The ecological survey report makes reference to the need for further bat surveys of any mature trees which are to be removed. The plans of the proposal available on the council's website do not appear to show the whole length of the proposed track and it is therefore unclear if any such trees are to be removed. We request that, if any such tree removal is proposed, the trees are assessed in accordance with the recommendations of the ecological consultant prior to the determination of this application.

The proposed extension of the existing heritage railway facility will result in an increased level of disturbance above that currently experienced in the area. Although no protected species were identified on the site, it does support more common species and may also, at certain times of year, support some species listed as UK or Suffolk Priority species. In addition to this, for the last two years, barn owls are known to nested within approximately 150m of the site (to the east – record available from Suffolk Biological Information Service), an increase in noise levels could result in an adverse impact on this species (which is a Suffolk Priority species). The application must therefore be considered against the requirements of the National Planning Policy Framework (NPPF) paragraph 118 and Mid Suffolk DC Core Strategy policy CS5 (Mid Suffolk's Environment).

Should the proposed development be considered acceptable we request that the mitigation and enhancement recommendations made within the report are implemented in full, via a condition of planning consent.

If you require any further information, please do not hesitate to contact us.

Yours sincerely

James Meyer
Conservation Planner

A company limited by
guarantee no 695346
Registered charity no 262777

25

From: Tracey Brinkley
Sent: 12 December 2016 15:16
To: Ian Ward
Cc: Clare Free
Subject: RE: 2691/16 Mid Suffolk Light Railway - Extension of Track

Hi Ian – apologies if I missed this but don't seem to have received a consultation in either my mailbox or our generic BMSDC Economic Development one – but will take a look and Clare has kindly offered to help get something to you asap!

We would however wish to support the development and expansion of this attraction.

Many thanks

Tracey Brinkley
Tourism Development Officer
Babergh and Mid Suffolk District Councils - Working Together
Tel: 01449 724637
Email: tracey.brinkley@baberghmidsuffolk.gov.uk
<http://www.babergh.gov.uk/> & <http://www.midsuffolk.gov.uk/>

Tourism Development Webpages: <http://www.babergh.gov.uk/business/economic-development/tourism-development-in-babergh-and-mid-suffolk/>

From: Ian Ward
Sent: 12 December 2016 11:07
To: Tracey Brinkley
Subject: 2691/16 Mid Suffolk Light Railway - Extension of Track

Tracey,

I don't seem to have a consultation response from you on the above. Have I missed it or do you not wish to comment?

Regards,

Ian Ward

MID SUFFOLK DISTRICT COUNCIL
DEVELOPMENT CONTROL COMMITTEE - B - 25th January 2017

AGENDA ITEM NO	2
APPLICATION NO	3172/16
PROPOSAL	<u>Demolition of derelict buildings and erection of detached dwelling.</u>
SITE LOCATION	Barns at Four Elms Farm, Norwich Road, Stonham Parva
SITE AREA (Ha)	0.3
APPLICANT	Mr P Watson
RECEIVED	July 22, 2016
EXPIRY DATE	September 23, 2016

REASONS FOR REFERENCE TO COMMITTEE

The application is referred to committee for the following reason :

The applicant's agent is currently employed by the Local Planning Authority on a consultancy basis.

PRE-APPLICATION ADVICE

1. The agent has advised of pre-application discussions with heritage officers.

SITE AND SURROUNDINGS

2. The site is located in Stonham Parva north of the village, to the east of the A140 with trees to the highway frontage.

The site is in the countryside and contains a range of dilapidated farm buildings. A dwelling which was previously used as a children's home lies to the north whilst there is agricultural land to the east . To the south of the site, an area of meadow land is shown as in the applicant's ownership. A public footpath runs east/west from the A140 and along the southern boundary of this land.

There is a group of residential properties to the west of the A140 with a pavement running south to the main area of the village, where there is a public house and a car wash but no other services.

The barns/granary/stable buildings on the site are in a derelict state and have been in a poor condition for many years.

HISTORY

3. The planning history relevant to the application site is:

3172/16	Demolition of derelict buildings and erection of detached dwelling.	Refused
0101/10	Part demolition of redundant farm buildings. Conversion, alteration and extension of redundant farm buildings to office use (use class B1). Creation of new vehicular access and parking area. Installation of private treatment plant. (Revised scheme to that submitted under reference 0656/09)	Granted 01/04/2010
0656/09	Part demolition of existing farm buildings. Conversion, restoration, alteration and change of use of redundant farm buildings and agricultural land to Use Class B1. Creation of new vehicular access and parking area. Installation of private treatment plant and all ancillary works.	Refused 28/08/2009

PROPOSAL

4. To demolish the existing derelict buildings and erect a detached dwelling with integral double garage set back centrally on the site. The proposed dwelling is a substantial four bedroom property in a 'T' shape with a broad appearance of a barn-like structure. Proposed materials are ebony coloured ship lap boarding, red bricks and red/orange clay pantiles with solar panels on part of the south facing roof slope.

The maximum ridge height is given as 9.45m with lower ridges being 5.8m and 6.1m.

The proposal is served by an existing vehicular access.

POLICY

5. **Planning Policy Guidance**

See Appendix below.

CONSULTATIONS

6. **MSDC Heritage Officer -**

The Heritage Team considers that the proposal would cause no harm to a heritage asset because the asset holds minimal heritage significance and its loss is adequately mitigated by appropriate recording; the proposed house is unlikely to cause harm to the setting of the listed house opposite.

The existing buildings include elements of historic farm buildings over several centuries, with some features of moderate interest, as documented in the thorough heritage statement. However, the buildings have been decaying steadily over a period of some fifteen years or more, and following a recent fire have reached a point where they possess insufficient heritage significance to merit retention. On this basis Heritage officers have in the past advised against conversion. For similar reasons we find no reason to object to removal of the buildings.

The listed house Oak House stands opposite the site. It is two-storey and stands back from the road. The proposed house will also be quite substantial, but being set back from the road behind a well-treed frontage, is not considered likely to impose unduly on the setting of the listed house.

MSDC Arboricultural Officer -

The mature trees to the front of this site form an effective screen and I would advise making them subject to a protective fencing condition to help ensure they are not damaged during demolition and/or construction work.

MSDC Environmental Health (Land Contamination) -

Notes the satisfactory Enviroscreen Report dated 20 July 2016 and completed contaminated land questionnaire.

I can confirm in respect of land contamination that I do not have any adverse comments and no objection to the proposed development.

I would only request that we are contacted in the event of unexpected ground conditions being encountered during construction and that the developer is made aware that the responsibility for the safe development of the site lies with them.

SCC Highways -

Recommends conditions relating to layout and surfacing of access, location of gates and restriction on height of frontage enclosure.

SCC Rights of Way -

No comments or observations to make in respect of this application affecting public footpath 17.

SCC Archaeological Service -

Is satisfied that the submitted Heritage Asset Assessment by Leigh Alston dated June 2015 provides a sufficiently record of the buildings in their current state and that no further archaeological recording condition is required for this application.

Request a condition stipulating that a PDF copy of this report and its CD of photographs be submitted to us at the address below for inclusion in the Suffolk Historic Environment Record.

LOCAL AND THIRD PARTY REPRESENTATIONS

7. This is a summary of the representations received.

None

ASSESSMENT

8. Principle of Development

The site lies within the countryside village of Stonham Parva where development does not normally fall within policy. However as the District does not have a Five Year Housing Supply the proposal falls to be considered against the issue of sustainability, as discussed below.

The application site is located within the countryside outside of any settlement boundary. Policy CS2 of the Core Strategy details that in areas designated as countryside development will be restricted to exceptional circumstances such as meeting affordable housing and community needs. Policy CS2 of the Core Strategy lists the defined categories which development in the countryside is restricted to. This proposal is for a market dwelling which is not listed as one of the defined categories.

As the Local Authority does not have a five year land supply for housing. Paragraph 49 of the National Planning Policy Framework (NPPF) states;

"Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites."

Consequently policies CS1 and CS2 of the Core Strategy should not be considered to be up-to- date. On this basis residential development on the site should be considered on its own merits in relation to sustainability.

The NPPF requires that development be sustainable and that adverse impacts should not outweigh the benefits. The NPPF (paragraph 7) defines three dimensions to sustainable development - the economic role, social role and environmental role. These roles should not be considered in isolation. Paragraph 8 of the NPPF identifies that environmental, social and economic gains should be sought jointly. Therefore the Core Strategy Focussed Review 2012 (post NPPF) policy FC1 and FC1.1 seeks to secure development that improves the economic social and environmental conditions in the area and proposals must conserve and enhance local character.

Paragraph 55 of the NPPF sets out that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example where there are groups of smaller settlements development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances.

In addition, paragraph 17 of the NPPF sets out that planning should support the transition to a low carbon future in a changing climate and to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling. Paragraph 30 and 35 of the NPPF details that authorities should encourage solutions to reduce greenhouse gas emissions and development should be designed and located to give priority to pedestrian and cycle movements and have access to high quality public transport.

The development would only add a single dwelling to the local housing stock and would therefore have limited public benefit which would be outweighed by the harm resulting from the development of a new dwelling in this rural location, with future residents being reliant on motor vehicles. The proposal would also have no economic benefit beyond its initial construction.

In the light of all of the above circumstances and the location and accessibility of the site to services and facilities the proposal is not considered to represent sustainable development with regards to the environmental and economic dimension of sustainable development set out by the NPPF. This view is taken following consideration of all recent appeals.

Consideration of heritage assets.

The buildings on the site are not listed buildings but are of some historic interest and the application is supported by a Heritage Asset Assessment which provides a record and analysis of the complex of farm buildings.

The Heritage Team have advised that the proposal would cause no harm to a heritage asset because the asset holds minimal heritage significance and the loss is adequately mitigated by appropriate recording and the proposed house is unlikely to cause harm to the setting of the listed house, Oak House opposite.

Within such a countryside location Local Plan policies H9 relate to the conversion of rural buildings to dwellings, and HB3 relates to the conversion and alteration to historic buildings whilst Core Strategy policy CS2 permits the re-use and adaption of buildings in the countryside for appropriate purposes. The proposal does not entail the conversion of the buildings which are in a derelict state and not capable of conversion. Heritage officers have in the past advised against conversion and for similar reasons find no reason to object to removal of the buildings.

Design and Layout

The proposal is for a substantial detached dwelling with an appearance of a barn conversion. The overall length of the front elevation is approximately 36m which includes the living accommodation plus an attached double garage.

The proposal is set back on the site when compared to the existing derelict buildings.

Highway Safety (Parking, Access, Layout)

SCC Highways have recommended conditions relating to layout of the access and frontage enclosure.

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Residential Amenity

There is a detached dwelling to the north of the site but due to separation distances and details of design the proposal will not have an impact on residential amenity.

Landscape Impact and Trees

The proposal will entail the lopping of lower branches to frontage trees, but they are set back behind the required visibility splay. Tree protection measures would be required.

The site and dilapidated buildings are fairly prominent when viewed looking north from the A140 and from the adjacent public footpath but do not have a wider landscape impact.

Sustainability

The application proposes a new dwelling in the countryside, without the special circumstances identified in paragraph 55 of the NPPF. The proposal is not considered to be sustainable development (see Principle of development above). Stonham Parva does not have any services and access to services further afield would be likely to be reliant on the use of the private car.

The submitted design identifies the installation of solar panels and the planning statement identifies the likely incorporation of features such as rainwater harvesting and air source heat pumps.

Environmental Issues (Land Contamination, Ecology)

The required information on land contamination has been submitted and no objection has been raised.

The Planning Statement identifies that a previous application on the site was supported by an Ecological Survey which found no signs of bat activity. As the condition of the buildings has worsened since then it is less likely that bats would be found. Mitigation measures are proposed to protect and water voles and breeding birds on the site.

Conclusion

The proposal would result in some element of visual improvement due to the removal of the derelict farm buildings and would add a dwelling to the housing stock. However this is not outweighed by the additional dwelling being in an unsustainable location.

RECOMMENDATION

That Full Planning Permission be refused for the following reasons:

The proposed development would represent an unjustified and unsustainable form of residential development within the countryside where residents would be dependent on the private motor car to access essential services and facilities. As

such it is contrary to development plan policies H7, CS1,CS2, FC1 and FC1.1 and the objectives of the NPPF which seek to secure sustainable development and avoid isolated dwellings in the countryside (para 55).

Philip Isbell
Professional Lead - Growth & Sustainable Planning

Sian Bunbury
Planning Officer

APPENDIX A - PLANNING POLICIES

1. Mid Suffolk Core Strategy Development Plan Document and the Core Strategy Focused Review

CSFR-FC1 - PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

CSFR-FC1.1 - MID SUFFOLK APPROACH TO DELIVERING SUSTAINABLE DEVELOPMENT

Cor1 - CS1 Settlement Hierarchy

Cor2 - CS2 Development in the Countryside & Countryside Villages

Cor5 - CS5 Mid Suffolks Environment

Cor6 - CS6 Services and Infrastructure

Cor3 - CS3 Reduce Contributions to Climate Change

2. Mid Suffolk Local Plan

GP1 - DESIGN AND LAYOUT OF DEVELOPMENT

CL8 - PROTECTING WILDLIFE HABITATS

H7 - RESTRICTING HOUSING DEVELOPMENT

CL6 - TREE PRESERVATION ORDERS

HB1 - PROTECTION OF HISTORIC BUILDINGS

RT12 - FOOTPATHS AND BRIDLEWAYS

HB13 - PROTECTING ANCIENT MONUMENTS

T10 - HIGHWAY CONSIDERATIONS IN DEVELOPMENT

3. Planning Policy Statements, Circulars & Other policy

NPPF - National Planning Policy Framework

APPENDIX B - NEIGHBOUR REPRESENTATIONS

No letters of representation were received.

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Title: Site Location

Reference: 3172/16

Site: Four Elms
Stonham Parva



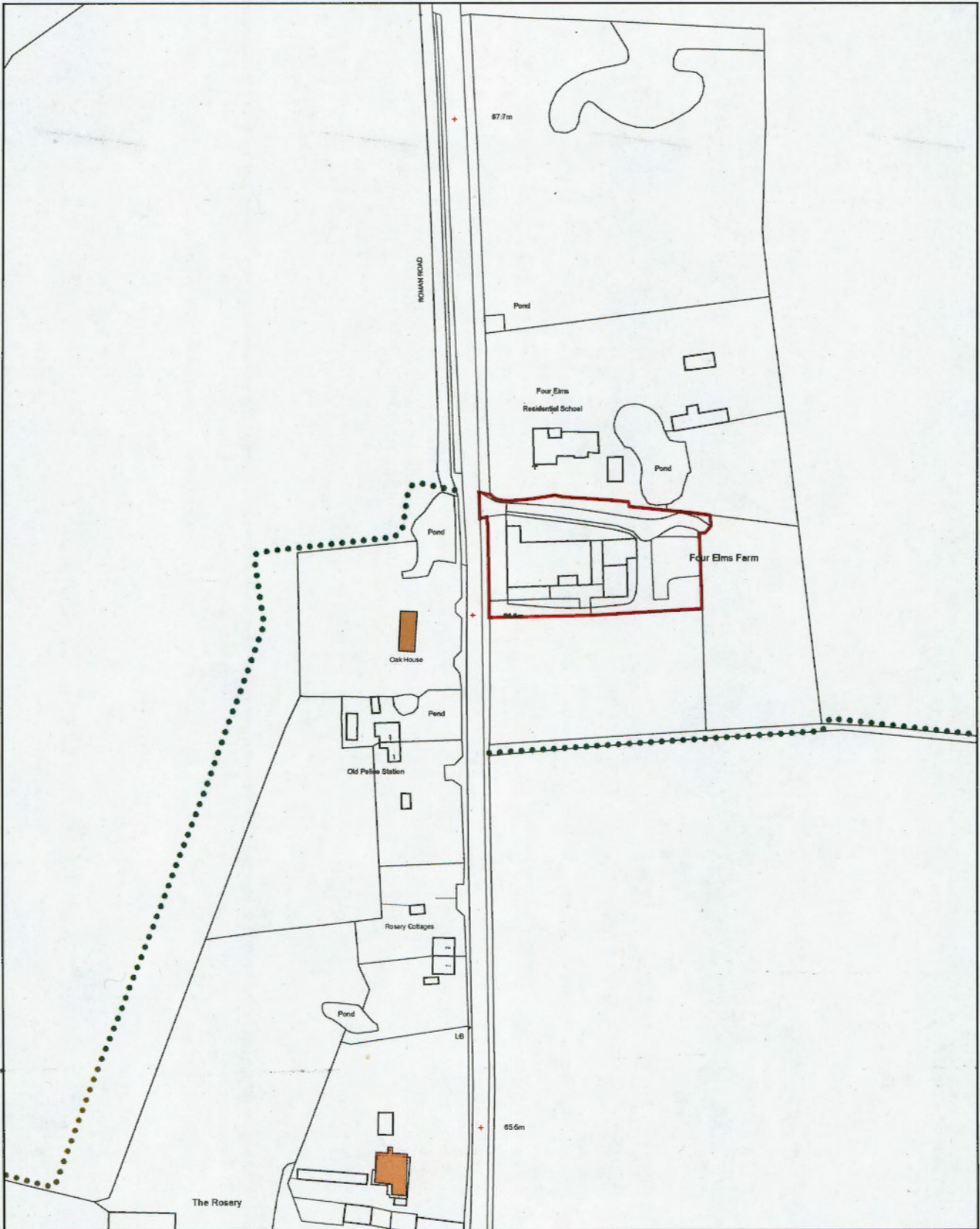
MID SUFFOLK DISTRICT COUNCIL
 131, High Street, Needham Market, IP6 8DL
 Telephone : 01449 724500
 email: customerservice@csduk.com
 www.midsuffolk.gov.uk



SCALE 1:2000

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Title: Constraints

Reference: 3172/16

Site: Four Elms
Stonham Parva



MID SUFFOLK DISTRICT COUNCIL

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

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SCALE 1:2000

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Date Printed : 09/01/2017

35

From: David Harrold
Sent: 10 August 2016 14:39
To: Planning Admin
Cc: Sian Bunbury
Subject: Plan ref 3172/16/FUL Four Elms, Norwich Road, Stonham Parva. EH - Land Contamination.

Thank you for consulting me on the above application.

I note the satisfactory Enviroscreen Report dated 20 July 2016 and completed contaminated land questionnaire.

I can confirm in respect of land contamination that I do not have any adverse comments and no objection to the proposed development.

I would only request that we are contacted in the event of unexpected ground conditions being encountered during construction and that the developer is made aware that the responsibility for the safe development of the site lies with them.

David Harrold MCIEH

Senior Environmental Health Officer
Babergh and Mid Suffolk Council

01449 724718

36

From: Richard Hoggett
Sent: 12 August 2016 14:37
To: Planning Admin
Subject: FAO Sian Bunbury - 3172/16 - Four Elms Farm, Stonham Parva - Archaeology

Dear Sian,

Many thanks for your letter of 8 August consulting us on the above application.

We have considered the above application and are satisfied that the submitted Heritage Asset Assessment by Leigh Alston dated June 2015 provides a sufficiently record of the buildings in their current state and that no further archaeological recording condition is required for this application.

However, we would request a condition stipulating that a PDF copy of this report and its CD of photographs be submitted to us at the address below for inclusion in the Suffolk Historic Environment Record.

Yours,

Richard

Dr Richard Hoggett MCIFA
Senior Archaeological Officer
Suffolk County Council Archaeological Service Conservation Team
Resource Management
Bury Resource Centre, Hollow Road, Bury St Edmunds, IP32 7AY
Tel.: 01284 741226
Mob.: 07540 674977
Website: <http://www.suffolk.gov.uk/HER>

Search the Suffolk HER online at <http://heritage.suffolk.gov.uk>

37

From: David Pizzey
Sent: 16 August 2016 09:17
To: Sian Bunbury
Cc: Planning Admin
Subject: 3172/16 Four Elms Farm, Stonham Parva

Sian

The mature trees to the front of this site form an effective screen and I would advise making them subject to a protective fencing condition to help ensure they are not damaged during demolition and/or construction work.

Regards

David

David Pizzey
Arboricultural Officer
Hadleigh office: 01473 826662
Needham Market office: 01449 724555
david.pizzey@babberghmidsuffolk.gov.uk
www.babergh.gov.uk and www.midsuffolk.gov.uk
Babergh and Mid Suffolk District Councils - Working Together

38

From: RM PROW Planning
Sent: 23 August 2016 14:50
To: Planning Admin
Subject: RE: Consultation on Planning Application 3172/16

For The Attention Of: Sian Bunbury

Rights of Way Response

Thank you for your consultation regarding the above planning application.

Please accept this email as confirmation that we have no comments or observations to make in respect of this application affecting public footpath 17.

Please note, there may also be public rights of way that exist over this land that have not been registered on the Definitive Map. These paths are either historical paths that were never claimed under the National Parks and Access to the Countryside Act 1949, or paths that have been created by public use giving the presumption of dedication by the land owner whether under the Highways Act 1980 or by Common Law. This office is not aware of any such claims.

Regards

Jackie Gillis
Rights of Way Support Officer
Countryside Access Development Team

Rights of Way and Access
Resource Management, Suffolk County Council
Endeavour House (Floor 5, Block 1), 8 Russell Road, Ipswich, IP1 2BX

✉ PROWPlanning@suffolk.gov.uk

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Consultation Response Pro forma

1	Application Number	3172/16 Barns at Four Elms Farm, Stonham Parva	
2	Date of Response	13.9.16	
3	Responding Officer	Name:	Paul Harrison
		Job Title:	Heritage and Design Officer
		Responding on behalf of...	Heritage
4	Summary and Recommendation (please delete those N/A) Note: This section must be completed before the response is sent. The recommendation should be based on the information submitted with the application.	1. The Heritage Team considers that the proposal would cause <ul style="list-style-type: none"> • no harm to a heritage asset because the asset holds minimal heritage significance and its loss is adequately mitigated by appropriate recording; the proposed house is unlikely to cause harm to the setting of the listed house opposite. 	
5	Discussion Please outline the reasons/rationale behind how you have formed the recommendation. Please refer to any guidance, policy or material considerations that have informed your recommendation.	<p>The existing buildings include elements of historic farm buildings over several centuries, with some features of moderate interest, as documented in the thorough heritage statement. However, the buildings have been decaying steadily over a period of some fifteen years or more, and following a recent fire have reached a point where they possess insufficient heritage significance to merit retention. On this basis Heritage officers have in the past advised against conversion. For similar reasons we find no reason to object to removal of the buildings.</p> <p>The listed house Oak House stands opposite the site. It is two-storey and stands back from the road. The proposed house will also be quite substantial, but being set back from the road behind a well-treed frontage, is not considered likely to impose unduly on the setting of the listed house.</p>	
6	Amendments, Clarification or Additional Information Required (if holding objection) If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate		

Please note that this form can be submitted electronically on the Councils website. Comments submitted on the website will not be acknowledged but you can check whether they have been received by reviewing comments on the website under the application reference number. Please note that the completed form will be posted on the Councils website and available to view by the public.

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Your Ref: MS/3172/16
Our Ref: 570\CON\3150\16
Date: 07/10/2016
Highways Enquiries to: kyle.porter@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.
Email: planningadmin@babberghmidsuffolk.gov.uk

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

For the Attention of: Sian Bunbury

Dear Sian

TOWN AND COUNTRY PLANNING ACT 1990 - CONSULTATION RETURN MS/3172/16

PROPOSAL: Demolition of derelict buildings and erection of detached dwelling
LOCATION: Four Elms, Norwich Road, Stonham Parva, Stowmarket, Suffolk, IP14 5LB

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 AL 3

Condition: The new vehicular access shall be laid out and completed in all respects in accordance with Drawing No. DM03; and with an entrance width of 3m and made available for use prior to occupation. Thereafter the access shall be retained in the specified 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 G1

Condition: Gates shall be set back a minimum distance of 5 metres from the edge of the carriageway and shall open only into the site and not over any area of the highway.

Reason: In the interests of road safety.

3 AL 8

Condition: Prior to the dwelling hereby permitted being first occupied, the vehicular access onto the public highway shall be properly surfaced with a bound material for a minimum distance of 5 metres from the edge of the metalled carriageway, in accordance with details previously submitted to and approved in writing by the local planning authority.

Reason: To secure appropriate improvements to the vehicular access in the interests of highway safety.

4 V 6

Condition: Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no means of frontage enclosure shall exceed 0.6 metres in height above the level of the carriageway of the adjacent highway.

Reason: In the interests of highway safety in order to maintain intervisibility between highway users.

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5 NOTE 02

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.

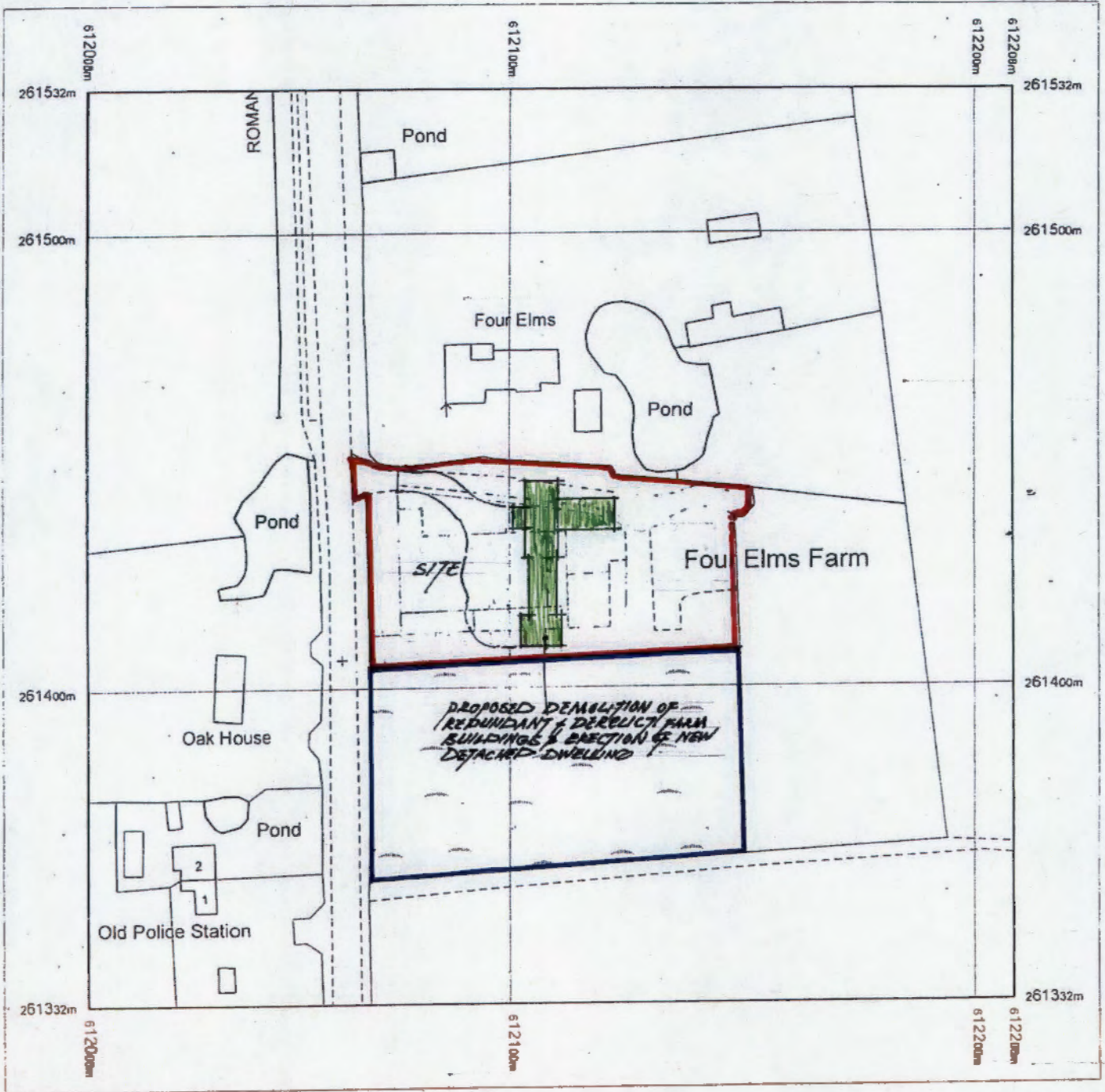
Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.

The County Council's Central Area Manager must be contacted on Telephone: 01473 341414. Further information go to: <https://www.suffolk.gov.uk/roads-and-transport/parking/apply-for-a-dropped-kerb/>

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

Yours sincerely,

Mr Kyle Porter
Development Management Technician
Strategic Development – Resource Management



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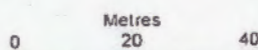
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The representation of a road, track or path is no evidence of a right of way.

The representation of features as lines is no evidence of a property boundary.

Part or all of this OS Sitemap is enlarged from mapping produced at one or more of the following scales: 1:1250, 1:2500, 1:10000.



Scale 1:1250

Supplied by: Hussey and Greaves
Serial number: 00082800
Centre coordinates: 612108.5 261431.5

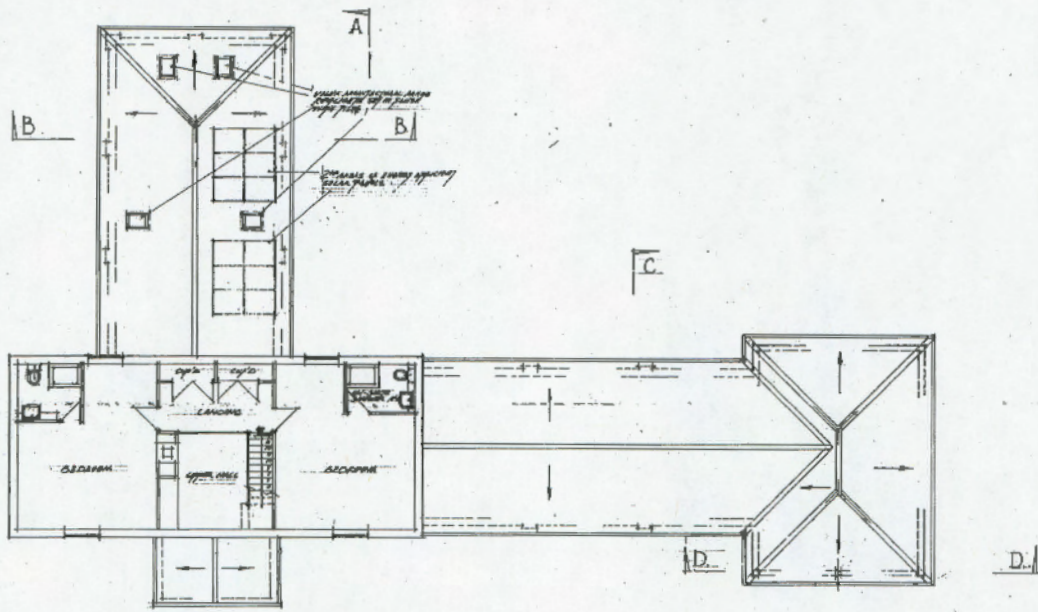
Further information can be found on the OS Sitemap Information leaflet or the Ordnance Survey web site:
www.ordnancesurvey.co.uk

MID SUSSEX DISTRICT COUNCIL
PLANNING CONTROL
RECEIVED
20 JUL 2010
ACKNOWLEDGED
DATE
PAGE 10

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3172/16

NO. 3172/16
PLANS FOR THE
RECONSTRUCTION
28 JUL 1916
APPROVED
DATE
SIGNED



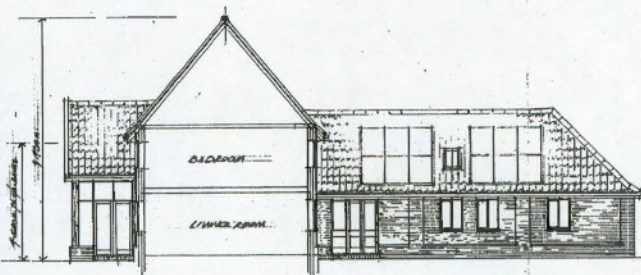
FIRST FLOOR LAYOUT AND ROOF PLANS

V.E. TRICKLE
THE ENGINEER - CONSULTANT TO THE MILITARY ENGINEERS
RECONSTRUCTION
PROPOSED DEMOLITION OF REDUNDANT BUILDING
RECONSTRUCTION & REPAIRS TO BE MADE IN BUILDING
VERTICAL ENTRANCE TO FOUR STOREY TOWER - APPROVED
STAIRCASE - FOR MR. P. WATSON
FIRST FLOOR LAYOUT / ROOF PLANS
Sht. No. 6
Date 1-3
Drawing
Date 1/1/16
Scale 1:100

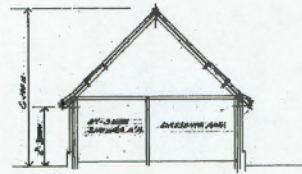
46

3172-116

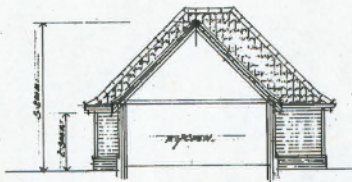
WISCONSIN DEPARTMENT OF PLANNING & ZONING RECEIVED 28 JUN 2015 APPROVED: _____ DATE: _____ PAID TO: _____



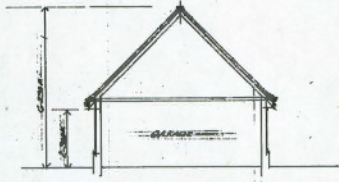
SECTIONAL ELEVATION A-A



SECTION B-B



SECTIONAL ELEVATION C-C



SECTION D-D

V.E.J. TRICKEE
 THE ADDRESS: 3000 WISCONSIN RD. - WISCONSIN - POWER - EQUIP.
 ZONING: RES. DISTRICT - 45701

PROPOSED DEMOLITION OF REDUNDANT & DEFUNCT
 FRAME BUILDINGS IN SECTION OF NEW DESIGN AND
 DEVELOPING TOGETHER WITH DRIVEWAY TURNING AREA
 TO NEW EXISTING UNUSUAL DISTANCE
 AT FOUR BLK. TURN - MAIN ROAD - SPANNA - SUPPORT
 FOR MR. T. WATSON

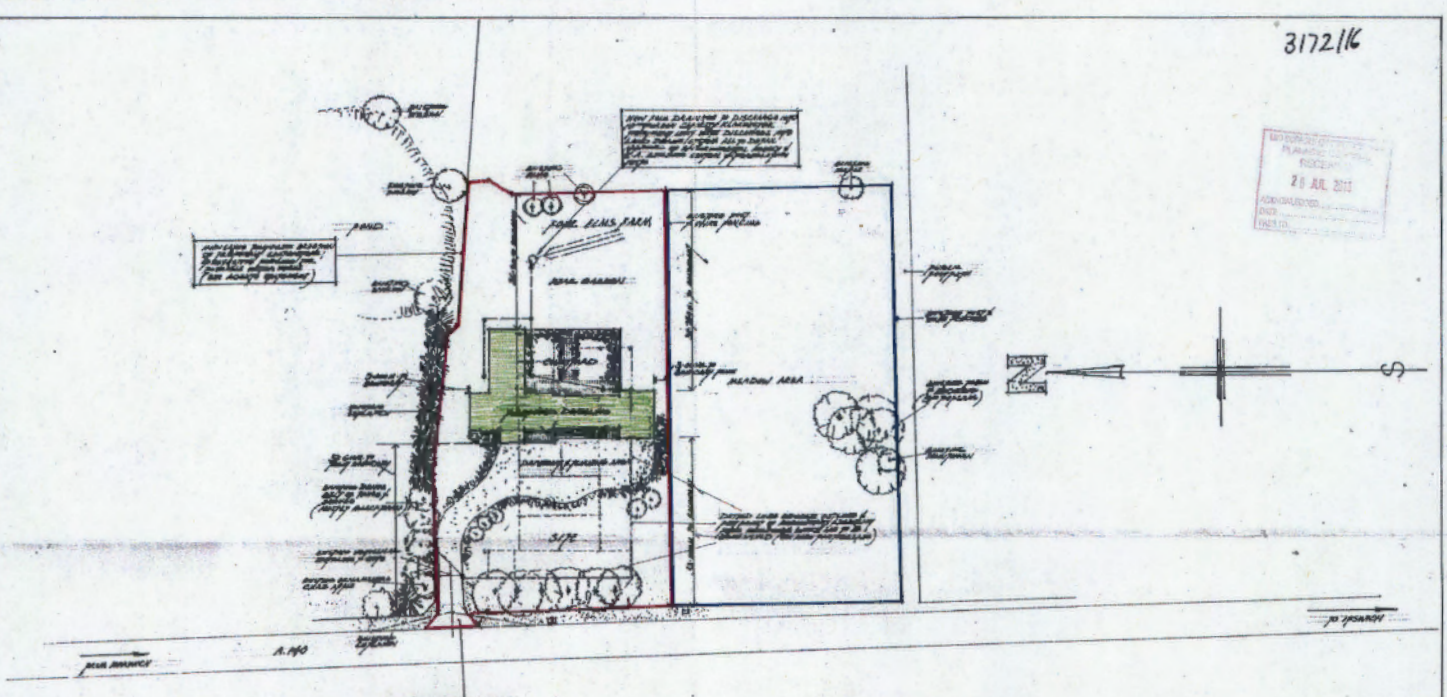
SECTIONS & SECTIONAL ELEVATIONS

Van: G
 Date: G
 Branno: _____

DATE: 6/26/15
 SCALE: 1/80

3172/K

PROPOSED SITE PLAN
 RECEIVED
 26 APR 2011
 APPROVED: _____
 DATE: _____
 OFFICE: _____



SITE LAYOUT PLAN (SCALE: 1:500)

V.E.J. TRICER
 THE ENGINEER
 PROPOSED DEMOLITION OF REDUNDANT & DERELICT FARM BUILDINGS & ERECTION OF NEW DESIGNER DWELLING TOGETHER WITH DRIVEWAY & TURNING AREA USING EXISTING LANDSCAPE ENTRANCE TO TRULL LENS FARM MAIN ROAD - DONHAM - SUPPLY - LOC. NO. 7, HAYDON.
 SITE LAYOUT PLAN
 JOB NO. 6
 DATE: 7
 DRAWN: _____
 SCALE: 1:500

