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COMMITTEE:	DEVELOPMENT CONTROL COMMITTEE A
DATE:	WEDNESDAY, 14 SEPTEMBER 2022 9.30 AM
VENUE:	KING EDMUND CHAMBER, ENDEAVOUR HOUSE, 8 RUSSELL ROAD, IPSWICH

Councillors	
<u>Conservative and Independent Group</u> Matthew Hicks (Chair) Barry Humphreys MBE (Vice-Chair) Richard Meyer Timothy Passmore	<u>Green and Liberal Democrat Group</u> Rachel Eburne Sarah Mansel John Matthissen John Field

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AGENDA

PART 1

MATTERS TO BE CONSIDERED WITH THE PRESS AND PUBLIC PRESENT

Page(s)

- 1 **APOLOGIES FOR ABSENCE/SUBSTITUTIONS**
- 2 **TO RECEIVE ANY DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS AND OTHER REGISTERABLE OR NON REGISTERABLE INTERESTS BY MEMBERS**
- 3 **DECLARATIONS OF LOBBYING**
- 4 **DECLARATIONS OF PERSONAL SITE VISITS**
- 5 **NA/22/5 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 20 JULY 2022** 7 - 12
- 6 **TO RECEIVE NOTIFICATION OF PETITIONS IN ACCORDANCE WITH THE COUNCIL'S PETITION SCHEME**

7	NA/22/5 SCHEDULE OF PLANNING APPLICATIONS	13 - 14
	<i>Note: The Chairman may change the listed order of items to accommodate visiting Ward Members and members of the public.</i>	
a	DC/20/01036 ASHES FARM, NEWTON ROAD, STOWMARKET, SUFFOLK, IP14 5AD	15 - 164
b	DC/21/03287 LAND NORTH WEST OF, STOWUPLAND ROAD, STOWMARKET, SUFFOLK, IP14 5AN	165 - 330
c	DC/21/06605 LAND TO THE REAR OF CEVA LOGISTICS, NORWICH ROAD, MENDLESHAM (IN THE PARISH OF, WETHERINGSETT CUM BROCKFORD) IP14 5NA	331 - 420
d	DC/22/03006 LAND TO THE SOUTH OF MAIN ROAD, SOMERSHAM, SUFFOLK	421 - 452
8	SITE INSPECTION	

Notes:

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

[Charter on Public Speaking at Planning Committee](#)

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.

Date and Time of next meeting

Please note that the next meeting is scheduled for Wednesday, 12 October 2022 at 9.30 am.

Webcasting/ Live Streaming

The Webcast of the meeting will be available to view on the Councils Youtube page: https://www.youtube.com/channel/UCSWf_0D13zmegAf5Qv_aZSg

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact the Committee Officer, Claire Philpot on: 01473 296376 or Email: Committees@baberghmidsuffolk.gov.uk

Introduction to Public Meetings

Babergh/Mid Suffolk District Councils are committed to Open Government. The proceedings of this meeting are open to the public, apart from any confidential or exempt items which may have to be considered in the absence of the press and public.

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- Toilets are situated opposite the meeting room.
- Cold water is also available outside opposite the room.
- Please switch off all mobile phones or turn them to silent.

Evacuating the building in an emergency: Information for Visitors:

If you hear the alarm:

1. Leave the building immediately via a Fire Exit and make your way to the Assembly Point (Ipswich Town Football Ground).
2. Follow the signs directing you to the Fire Exits at each end of the floor.
3. Do not enter the Atrium (Ground Floor area and walkways). If you are in the Atrium at the time of the Alarm, follow the signs to the nearest Fire Exit.
4. Use the stairs, not the lifts.
5. Do not re-enter the building until told it is safe to do so.

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

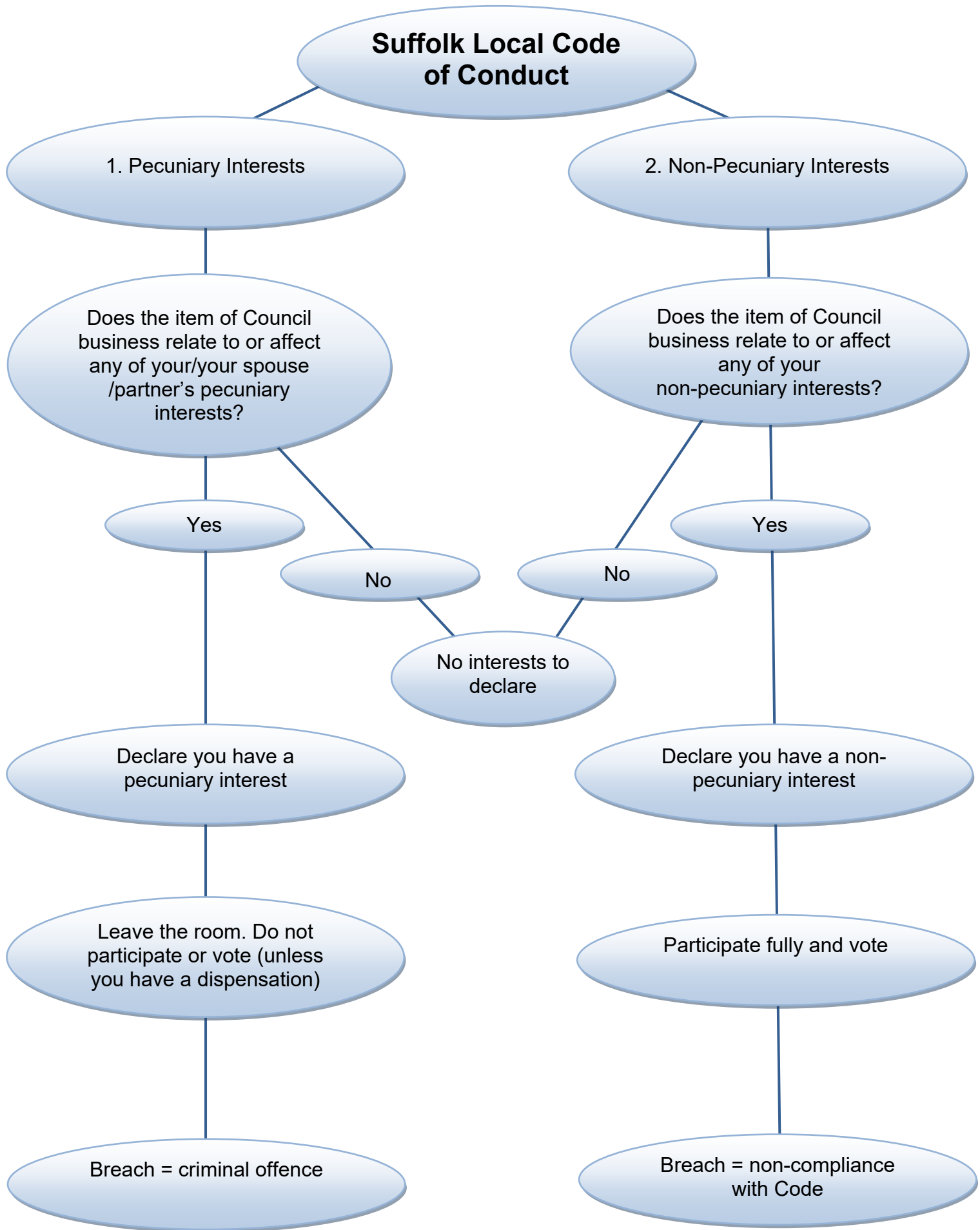
Housing Delivery – More of the right type of homes, of the right tenure in the right place

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')



Agenda Item 5

MID SUFFOLK DISTRICT COUNCIL

Minutes of the meeting of the **DEVELOPMENT CONTROL COMMITTEE A** held in the King Edmund Chamber, Endeavour House, 8 Russell Road, Ipswich on Wednesday, 20 July 2022 at 09:30am.

PRESENT:

Councillor: Matthew Hicks (Chair)
Barry Humphreys MBE (Vice-Chair)

Councillors: Rachel Eburne John Field
Sarah Mansel John Matthissen
Richard Meyer Timothy Passmore

Ward Member(s):

Councillors: Dave Muller

In attendance:

Officers: Chief Planning Officer (PI)
Planning Lawyer (IDP)
Housing Enabling Officer (ST)
Case Officers (BH/ET)
Governance Officer (CP)

12 APOLOGIES FOR ABSENCE/SUBSTITUTIONS

12.1 There were no apologies for absence.

13 TO RECEIVE ANY DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS AND OTHER REGISTERABLE OR NON-REGISTERABLE INTERESTS BY MEMBERS

13.1 Councillor Humphreys MBE declared an other registerable interest in respect of application number DC/20/01036 as a Member of Stowmarket Town Council.

14 DECLARATIONS OF LOBBYING

14.1 All Members declared that they had been lobbied in respect of application number DC/20/01036.

15 DECLARATIONS OF PERSONAL SITE VISITS

15.1 None declared.

16 NA/22/3 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 22

JUNE 2022

By a vote of 5 votes for and 3 abstentions.

It was RESOLVED:

That the minutes of the meeting held on 22 June 2022 were confirmed and signed as a true record.

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

17.1 None received.

18 NA/22/4 SCHEDULE OF PLANNING APPLICATIONS

18.1 In accordance with the Councils procedures for public speaking on planning applications, representations were made as follows:

Application Number	Representations From
DC/20/01036	Angela Brooks (Agent) Councillor Terence Carter (Ward Member) Councillor Dave Muller (Ward Member)
DC/21/06871	Phil Cobbold (Agent) Councillor Andrew Stringer (Ward Member)

19 DC/20/01036 ASHES FARM, NEWTON ROAD, STOWMARKET, SUFFOLK, IP14 5AD

19.1 Item 7A

Application Proposal	DC/20/01036 Application for Outline Planning Permission (Access to be considered) – Erection of up to 300 No dwellings, new vehicular access, landscaping, open space and drainage infrastructure.
Site Location	STOWMARKET – Ashes Farm, Newton Road, Stowmarket, Suffolk, IP14 5AD
Applicant	St Phillips Land Limited

19.2 The Case Officer presented the application to the Committee outlining the proposal before Members including: the location and layout of the site, the adjacent unconnected site known as Diapers Farm for which there is an outstanding planning application, the Councils Development Brief for the overall site and the area of this brief under consideration as part of this application, the location of the existing public right of way, the proposed

access to the site and through to the adjacent development site, the proposed highway improvements and the Memorandum of Understanding in place between the developers of this site and the two adjacent sites to make improvements to the junction at Stowupland, the housing mix, and the updated recommendation of approval contained in the tabled papers.

- 19.3 The Case Officer and the Chief Planning Officer responded to questions from Member on issues including: the proposed affordable housing allocation at the site, the timescales for the applications included in the development brief, access to the site, whether there would be any new allotments on site, whether there had been consideration given to increase the open space provision, the memorandum of understating relating to the junction at the roundabout, the housing numbers detailed in the development brief, the Joint Local Plan and the Stowmarket Area Action Plan, permeability of driveways, proposed plans for cycleways and footpaths including access to Stowupland Road, the proposed junction improvements, the market housing mix, the viability assessment of the highways improvements, the response received from Strategic Housing, and mitigation for potential traffic congestion.
- 19.4 Members considered the representation from Angela Brooks who spoke as the Agent.
- 19.5 The Agent responded to questions from Members on issues including: the single point of access to the site, emergency access to the site, and whether consideration could be given to the provision of a cycleway.
- 19.6 The Chair read out a statement from the Ward Member Councillor Carter, who was unable to attend the meeting.
- 19.7 Members considered the representation from Councillor Muller who spoke as the Ward Member.
- 19.8 The Ward Member responded to questions from Members on issues including: the capacity of the healthcare provision in the area.
- 19.9 The Case Officer responded to questions regarding the S106 contribution relating to local education provisions, the public transport service and whether there was any CIL payment relating to the site.
- 19.10 Members debated the application on issues including: the Stowmarket Area Action Plan, the lack of public transport services, highways safety issues, the potential for traffic congestion, open space provision, the proposed housing mix, and pedestrian and cycle access to the site.
- 19.11 Councillor Passmore proposed that the application be deferred to enable Officers to obtain further information.
- 19.12 Councillor Humphreys MBE seconded the proposal.
- 19.13 Members continued to debate the application on issues including: access to the site including safety issues, the public transport service, and the benefits

of the Diapers Farm application being reported to Committee concurrently.

19.14 Councillor Passmore and Councillor Humphreys MBE accepted the reasons for deferral as read out by the Chief Planning Officer.

By a unanimous vote

It was RESOLVED:

That the application be deferred to enable Officers to review and report to Committee on the following issues:

- (1) Appropriateness of cycling Active Travel arrangements from, within and through the site**
- (2) To ensure that the highway works and junction improvements, single access point and emergency vehicular access and their delivery can be secured and managed for the whole SAAP allocation 6.13 and development brief in a programmed way so as to ensure that there is no cumulative residual highways impact on highways within the town**
- (3) Appropriateness of open space provision and measures in relation to the site and separation between Stowupland and Stowmarket**
- (4) To report on the market housing mix and that Members wish to see the Diapers Farm application concurrently with the reporting back of these matters**

20 DC/21/06871 LAND ADJOINING THE PRINCIPALS HOUSE, STOKE ROAD, THORNDON, SUFFOLK, IP23 7JG

20.1 Item 7b

Application Proposal	DC/21/06871 Application for approval of Reserved Matters following grant of Outline Planning Permission DC/19/01310 dated: 11/12/2019 – Appearance, Landscaping, Layout and Scale for Erection of 20no. dwellings and access (following demolition of existing buildings)
Site Location	THORNDON – Land Adjoining The Principals House, Stoke Road, Thorndon, Suffolk, IP23 7JG
Applicant	Burgess Homes Ltd

20.2 A break was taken from 11:45am until 11:55am, after application number DC/20/01036 and before the commencement of application number DC/21/06871.

- 20.3 The Case Officer presented the application to the committee outlining the proposal before members including: the concurrent application detailed in the tabled papers, the location and layout of the site, the proposed landscaping plan, the design of the dwellings, and the officer recommendation of approval as detailed in the report.
- 20.4 The Case Officer responded to questions from Members on issues including: the types of heating, whether the dwellings meet the National Space Standards, if there is any difference in the build process between the affordable and market dwellings, access to the play area, and flood and drainage issues.
- 20.5 Members considered the representation from Phil Cobbold who spoke as the Agent.
- 20.6 The Agent responded to questions from Members on issues including: the proposed parking plans, the permeability of the surfaces, the design for the affordable housing units, whether any consultation has taken place with the Parish Council, the proposed heating sources, and whether the comments from the Parish Council could be addressed.
- 20.7 The Chair read out a statement from Ward Member Councillor Stringer who was unable to attend the meeting.
- 20.8 Members debated the application on issues including: the design of the properties, the inclusion of chimneys, the need for the affordable and market housing to be of the same design standard, and whether the accessibility of dwellings would meet Building Regulation M4(2).
- 20.9 Councillor Eburne proposed that the application be approved as detailed in the officer recommendation.
- 20.10 Councillor Passmore seconded the proposal.
By a unanimous vote

It was RESOLVED:

That authority be delegated to the Chief Planning Officer to seek amendments to the ecological mitigations and enhancements as recommended by Place Services and such amendments as the Chief Planning Officer considers appropriate to the SuDS basin details and that subject thereto that authority be delegate d to the Chief Planning Officer to GRANT reserved matters approval subject to conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:

- **Approved drawings**
- **Materials**

21.1 None received.

The business of the meeting was concluded at 12.26 pm.

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Chair

Agenda Item 7

MID SUFFOLK DISTRICT COUNCIL

DEVELOPMENT CONTROL COMMITTEE A

14 SEPTEMBER 2022

INDEX TO SCHEDULED ITEMS

<u>ITEM</u>	<u>REF. NO</u>	<u>SITE LOCATION</u>	<u>MEMBER/WARD</u>	<u>PRESENTING OFFICER</u>	<u>PAGE NO</u>
7A	DC/20/01036	Ashes Farm, Newton Road, Stowmarket, Suffolk, IP14 5AD	Councillor Carter and Councillor Muller/Stow Thorney	Bradly Heffer	15-164
7B	DC/21/03287	Land North West of, Stowupland Road, Stowmarket, Suffolk, IP14 5AN	Councillor Carter and Councillor Muller/Stow Thorney	Bradly Heffer	165-330
7C	DC/21/06605	Land to the Rear of, Ceva Logistics, Norwich Road, Mendlesham (in the Parish of Wetheringsett Cum Brockford)	Councillor Stringer/Mendlesham	Alex Scott	331-420
7D	DC/22/03006	Land to the South of Main Road, Somersham	Councillor Field/Blakenham	Alex Breadman	421-452

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Agenda Item 7a

Committee Report

Item No: 7A

Reference: DC/20/01036

Case Officer: Bradly Heffer

Ward: Stow Thorney.

Ward Member/s: Cllr Terence Carter Cllr Dave Muller.

RECOMMENDATION – GRANT OUTLINE PLANNING PERMISSION WITH CONDITIONS

Description of Development

Application for Outline Planning Permission (Access to be considered) - Erection of up to 300 No dwellings, new vehicular access, landscaping, open space and drainage infrastructure.

Location

Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD

Expiry Date: 31/05/2021

Application Type: OUT - Outline Planning Application

Development Type: Major Large Scale - Dwellings

Applicant: St Phillips Land Limited

Agent: Fisher German LLP

Parish: Stowmarket

Site Area: 13.25 hectares

Density of Development:

Gross Density (Total Site): Approximately 22.6 dwellings per hectare.

Nett Density (based on a developed area of 9.3 hectares): 32 dwellings per hectare.

Details of Previous Committee / Resolutions and any member site visit: None

Has a Committee Call In request been received from a Council Member (Appendix 1): No

Has the application been subject to Pre-Application Advice: Yes – DC/19/01996

PART ONE – REASON FOR REFERENCE TO COMMITTEE – UPDATE REPORT

The application is referred to committee for the following reason/s:

The proposal is a major development proposal and therefore it is necessary for it to be considered by Planning Committee.

Members will recall that this application was reported to Committee on 20th July. At that time Committee resolved:

“That application number DC/20/01036 be deferred to enable Officers to review and report to Committee on the issues read out by the Chief Planning Officer and it is noted that Members wish to see the Diapers Farm application concurrently with their reporting back of these matters.”

This report updates on that as set out below and the detailed issues are included below within the Assessment.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

NPPF - National Planning Policy Framework

Adopted Core Strategy – Focused Review (2012)

FC1 - Presumption In Favour Of Sustainable Development
FC1_1 - Mid Suffolk Approach To Delivering Sustainable Development
FC2 - Provision And Distribution Of Housing

Adopted Core Strategy (2008)

CS1 - Settlement Hierarchy
CS2 - Development in the Countryside & Countryside Villages
CS4 - Adapting to Climate Change
CS5 - Mid Suffolk's Environment
CS6 - Services and Infrastructure
CS9 - Density and Mix

Adopted Local Plan (1998)

SB2 - Development appropriate to its setting
GP1 - Design and layout of development
HB1 - Protection of historic buildings
H2 - Housing development in towns
H4- Proportion of Affordable Housing
H7 – Restricting housing development unrelated to the needs of the countryside
H13 - Design and layout of housing development
H14 - A range of house types to meet different accommodation needs
H15 - Development to reflect local characteristics
H16 - Protecting existing residential amenity
T4 - Planning Obligations and highway infrastructure
T5 - Financial contributions to B1115 Relief road
T9 - Parking Standards
RT4 - Amenity open space and play areas within residential development
RT12 - Footpaths and Bridleways

Stowmarket Area Action Plan

6.13 – Allocation
6.14 – Development Briefs
6.15 – Landscape setting and views
6.16 – Transport – buses/cycle/walking

- 6.17 – Allotments
- 6.18 – Other site issues
- 6.19 – Infrastructure Delivery Programme

Ashes Farm Development Brief and Delivery Framework (2016)

Neighbourhood Plan Status

This application site is not within a Neighbourhood Plan Area.

Consultations and Representations

During the course of the application Consultation and Representations from third parties have been received. These are summarised below.

A: Summary of Consultations

Town/Parish Council (Appendix 3)

Stowmarket Town Council has commented as follows:

The Town Council re-iterates the comments that it submitted previously on this application and opposes the grant of planning consent principally on highways and transport grounds. The Town Council acknowledges that that this site has been allocated for residential development. However, the Town Council also recognises the concerns that exist within the local community about the proposals. The proposed access from Newton Road to the site is felt to be wholly unsatisfactory because of its detrimental effect upon the amenity of local residents, implications for road safety along the B1115, the capacity of this minor road in being unable to cope with increasing traffic movements and its ability to provide appropriate access to a significant number of the proposed 300 new homes. In addition, doubts exist about the adequacy of drainage and sewerage services to cope with existing demand, irrespective of the new proposal to erect an additional 300 properties.

National Consultee (Appendix 4)

Highways England has no objection.

Historic England has no comment on the proposals.

The **Environment Agency** has confirmed no objection to the proposals and provides advisory comments for the applicant.

The **NHS Clinical Commissioning Group** has advised that mitigation of the anticipated impact of the proposal on local healthcare provision would be sought through a contribution secured through s106 agreement.

Natural England has no objection to the proposals.

Anglian Water has identified its assets are within or close to the development boundary which may affect the layout of the site. In addition, AW is obligated to accept the foul flows from approved development and would ensure there is sufficient treatment capacity. It is confirmed that the

sewerage system at present has available capacity. Lastly it is advised that the preferred method of surface water disposal would be via a SuDS.

County Council Responses (Appendix 5)

SCC Highway Authority recommends the inclusion of conditions on a grant of planning permission.

SCC Rights of Way has no objection to the proposals and identifies a number of points that the applicant must take into account.

SCC Travel Plan officer has identified a contribution, in order for Suffolk County Council to take on the implementation of the Travel Plan on behalf of the developer.

SCC Development Contributions has identified a series of contributions necessary to mitigate the impact of the development. Further details may be obtained in the relevant section of this report.

SCC Lead Local Flood Authority recommends approval of the application and propose a condition be added to a grant of approval.

SCC Archaeological Service would require the imposition of conditions on a grant of outline planning permission.

SCC Fire and Rescue has advised fire hydrants would be necessary for this development.

Suffolk Constabulary has provided a series of comments in relation to the development of the site. In the view of officers these would be a consideration at reserved matters stage when detailed layout proposals are formulated.

Internal Consultee Responses (Appendix 6)

The **Spatial Policy** team has confirmed it supports the determination of this application.

The **Strategic Housing Team** has confirmed that the proposed affordable housing provision for the site is acceptable.

Place Services (Ecology) has no objections and recommends conditions to be attached to a grant of planning permission.

Place Services (Landscape) having viewed the proposals has comments that Officers consider may be addressed at the stage of reserved matters – bearing in mind the outline application status of this current proposal.

The **Arboricultural Officer** has confirmed no objection to the proposals.

Environmental Health (Noise) officer recommends the inclusion of conditions on a grant of permission.

Environmental Health (Sustainability) officer did note the original submission did not include information with regard to this aspect of the development, and a recommendation of refusal was

made. However, following liaison with the officer agreement has been reached whereby a condition would be imposed, bearing in mind that this current proposal is an outline application. The condition would inform the development of detailed proposals.

Environmental Health (Land Contamination) officer recommends the inclusion of a condition and advisory comments on a grant of permission.

Environmental Health (Air Quality) officer has no objection to the proposal.

Suffolk Wildlife Trust requests that a Landscape and Ecological Management Plan is provided as a condition of planning permission. In addition, adequate off-site skylark territories should be provided.

The **Heritage Team** advises that the proposal would cause a low to medium level of less than substantial harm to the setting of the listed farmhouse adjacent to the site. Harm should be considered in the light of the statutory duty and national policy and weighed against public benefits of the scheme.

Waste Services has no objections to the proposals subject to the imposition of conditions.

East Suffolk Inland Drainage Board has no comment to make on the proposals.

B: Representations

The **Stowmarket Society** has commented as follows:

- A link has to be provided between Newton Road and Stowupland Road
- Footpath and cycle links need to be properly planned
- The environment of Newton Road and the allotments should be upgraded
- There is a limited scope of traffic analysis and that available is over-optimistic

At the time of writing this report at least 14 letters/emails/online comments have been received. It is the officer opinion that this represents 9 objections, 0 support and 5 general comments. A verbal update shall be provided, as necessary.

Views are summarised below: -

- Existing infrastructure in the town cannot accommodate this proposal e.g., roads, schools and doctors' surgeries.
- Traffic generated by the development will cause additional problems.
- Drainage and sewerage are already inadequate. This proposal will increase flood risk.
- Unacceptable disruption will be caused during the construction phase.
- Unacceptable loss of trees and hedging.
- The proposal will adversely affect privacy caused by overlooking.
- The land is unsuitable for development.
- The two areas closest to the river are not suitable for building as they are flood plain. The land is also a wildlife benefit.
- Cycling and pedestrian access to the site is wholly inadequate.
- The development will create an unacceptable visual impact.
- There is insufficient affordable housing provision.

(Note: All individual representations are counted and considered. Repeated and/or additional communication from a single individual will be counted as one representation.)

PLANNING HISTORY

REF: DC/20/01036 Application for Outline Planning Permission **DECISION:** PCO
(Access to be considered) - Erection of up to
300 No dwellings, new vehicular access,
landscaping, open space and drainage
infrastructure.

REF: DC/21/03287 Full Planning Application - Residential Development **DECISION:** PCO
of 258no. dwellings (91no. affordable) with new
public open space, landscaping, access and
associated infrastructure.

Members are advised that the application reference DC/21/03287 is a live full application for development on the remainder of the allocated site, which is still under consideration. This particular site is known as Diapers Farm.

PART THREE – ASSESSMENT OF APPLICATION

Introduction

Members will recall that this outline planning application was presented to Committee at the meeting held on 20th July 2022. At that meeting, Members resolved to defer determination of the application for the following reasons:

- 1. The appropriateness of cycling Active Travel arrangements from, within and through the site**
- 2. To ensure that the highway works and junction improvements, single access point and emergency vehicular access and their delivery can be secured and managed for the whole SAAP allocation 6.13 and development brief in a programmed way so as to ensure that there is no cumulative residual highways impact on highways within the town**
- 3. Appropriateness of open space provision and measures in relation to the site and separation between Stowupland and Stowmarket**
- 4. To report on the market housing mix**

Members also wished to see the Diapers Farm application concurrently with the reporting back of these matters.

The original report to Members is included below, and following on a further report section (see Section 14.0) has been added which includes responses to the issues identified above. In addition, the Committee report for the full application on the adjacent site (known as Diapers Farm) is also included on this agenda in accordance with Committee's request.

1. The Site and Surroundings

- 1.1. The identified site for this proposal comprises three irregularly shaped areas of land located to the north of the town of Stowmarket. In combination the overall given area is approximately 13.25 hectares. The largest of the two areas are bounded to the north by the A14 trunk road, and a local distributor road, known as Newton Road, subdivides on an approximate north/south axis. The smallest area of land is located directly south of the junction of Newton Road and Spring Row. To the south of the overall site is established residential development. To the west the overall site is bounded by the railway line that links London with Norwich. To the east is a similarly sized area of farmland, associated with a group of agricultural livestock buildings identified as Diapers Farm.
- 1.2. The majority of the identified land (the larger parcel) has been used for agricultural purposes, whereas the two smaller parcels are grassed and contain established tree planting. Topographically the larger area of land has a distinctive fall from northeast to southwest. Notable features include a significant amount of established hedging and trees that serve to define boundaries – presumably reflecting established field patterns. The largest section of the overall site also directly abuts, and surrounds, the wider curtilage of Ashes farmhouse (which is a Grade II listed building) and its associated buildings. In addition, it abuts a number of allotments at its southernmost end.

2. The Proposal

- 2.1 The application submission seeks outline planning permission for the erection of up to 300no. dwellings on the identified site, and therefore appearance, landscaping, layout and scale would be issues to be determined through the submission of reserved matters application(s). However, Members are advised that full planning permission for the means of access to the site is being sought at this stage.
- 2.2 In this regard, the application submission includes a Transport Assessment that inter alia contains a plan showing detail of the access. This includes the provision of a bell-mouth access to the site, leading to a 7.3-metre-wide carriageway within the site. The plans also show the access being served by 2.4m x 90 m visibility splays. The new junction construction would also include the provision of a 2m wide footpath to link to the existing footpath along Newton Road, together with a pedestrian crossing.
- 2.3 The application submission is accompanied by supporting information that includes an illustrative masterplan showing a proposed organisation of development on the site. The plan shows the point of access location on Newton Road, serving a main spine road through the larger site, off which would be smaller looped roads and culs de sac. The routes of existing footpaths on and within the vicinity of this part of the site are shown and links to these features are also indicated. This plan also includes areas of higher and lower density residential development, areas of open space (including indicative locations for SuDS attenuation features) etc. The plan also shows the provision of a bund feature and acoustic fence where this part of the site abuts the southern boundary of the A14 trunk road. The remaining site areas on the western side of Newton Road are shown as being utilised for informal open space and (in the case of the larger of the two sites) accommodating a further SuDS attenuation feature.
- 2.4 The application submission also includes a landscape strategy drawing which identifies that the existing vegetation along Newton Road is '*...largely retained with the exception of the new road entrance (which passes through a section of coniferous plantation woodland) and some removals*

due to the creation of the attenuation ponds... Elsewhere the proposal seeks to retain as much vegetation as possible.

- 2.5 The drawing also indicates areas of new planting within the overall development, including avenue planting along the spine road. The following comment is made in this regard '*...Subject to exact positions being confirmed as part of the detailed design process, there will be tree planting proposed throughout the development along secondary roads, 'on-plot' tree planting (Including within rear gardens where it is deemed necessary to soften the street scene, tree planting to break up car parking spaces and tree planting within areas of incidental open space...*'
- 2.6 For further context, the following comments are included within the Planning Statement submitted as part of the application:

'...The site forms part of the 'Ashes Farm' residential allocation in the adopted Stowmarket Area Action Plan 2013. The Ashes Farm Development Brief & Delivery Framework, 2016, commissioned by Mid Suffolk District Council, confirmed the Zone 1 site, to which this application relates, has the capacity for approximately 300 dwellings, with the remainder of the allocation able to deliver a further 270 dwellings. The emerging Babergh and Mid Suffolk Joint Local Plan, which will supersede the Area Action Plan, seeks to re-allocate Ashes Farm for residential development and confirms the overall capacity of 570 as per the Delivery Framework. The proposed development will deliver a highly sustainable residential development which will have positive social, economic and environmental benefits, whilst also assisting the Council in delivering its adopted development plan aims, and assist in boosting significantly the supply of housing...'

3. The Principle Of Development

- 3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that '*If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.*' In this regard, the relevant development plan consists of the Core Strategy (2008), Core Strategy Focused Review (2012) and the Local Plan (1998) and the Stowmarket Area Action Plan (2013).
- 3.2 As Members are aware the NPPF, at paragraph 11, describes the application of the presumption in favour of sustainable development. To summarise, in the case of decision making this means approving applications in accordance with an up-to-date development plan without delay. In the circumstances of this application and the most important policies for its determination, bearing in mind the status of the site falling within an extant land allocation, and relating to housing development for a settlement at the top of the hierarchy, the development plan is considered to be up to date.
- 3.3 The relevant development plan document regarding the principle of development is the Stowmarket Area Action Plan (SAAP) (adopted 21st February 2013). This planning policy document sets out relevant planning policies to guide future development in Stowmarket and its immediate surrounding villages. It also allocates specific sites to ensure that there is sufficient land for future growth in employment, housing, retail and recreation. As part of the allocations, the site for this current application forms part of a larger area which is identified as being suitable for residential development. This overall site is known as 'The Ashes', having an estimated capacity, at the time the SAAP was adopted, for 400 units. The SAAP notes that the site has been identified as a 'broad location' for a housing allocation within the Council's adopted Core Strategy document (September 2008).

- 3.4 Members will observe an apparent tension between the supporting text to the allocation policy which estimates a yield of up to 400 homes, and the present application which, taken together with the Diapers Farm proposal that forms the other “half” of the ‘The Ashes’ whole allocation, would equate to a significantly greater number of dwellings: 558 no. in total. However, officers consider that it is conceptually possible to read this application – and the proposal for development on the Diapers Farm part of the allocation – in such a way so as to fully comply with the allocation policy.

This is because the actual allocation policy 6.13 is drafted as follows:

“The site shown in Maps 6.5 and 6.6 is allocated for residential and open space.”

- 3.5 There is no minimum or maximum yield of dwellings within the allocation itself and the application(s) sit squarely within the designated area on the allocation maps. Furthermore, SAAP policy 6.14 required the production of a development brief before an application for planning permission is submitted. Such a development brief was required to follow the principles set out in paragraph 4.4 - 4.8 of the SAAP and take into account the Stowmarket Masterplan (where it is pertinent), the objectives and policies of the SAAP and other policies of the development plan.
- 3.6 Members will be aware that subsequent to the adoption of the SAAP, the necessary development brief was prepared in conjunction with officers and approved by the Council to form a guidance document known as the ‘Ashes Farm Development Brief and Delivery Framework’ (November 2016). The Development Brief followed the requirements of SAAP policy 6.14 and in respect of the master planning for the site reached a conclusion that potentially 572 homes could be delivered across the allocation. The current application(s) follow the principles laid out within that previously approved framework.
- 3.7 Officers therefore consider that the application is capable of being accepted in principle subject to working through those other policies that apply to the allocation, and assessment against the wider policies of the development plan.

The relevant policies of the SAAP will now be taken in turn.

- 3.8 Within the SAAP various policies are applicable to ‘The Ashes’ allocation; policies 6.13 – 6.19 relate specifically to the site. As noted, policy 6.13 identifies that the site is allocated for residential and open space. As this proposal includes residential and open space elements, it is considered to accord with the requirements of this policy. Policy 6.14 identifies that a development brief is produced in advance of an application for planning permission being submitted. In this regard, the Council did commission a development brief dated November 2016 and produced by Ingleton Wood, subsequently being endorsed by the Council to guide future development. Policy 6.15 identifies 10 criteria that are relevant to the site. It should be borne in mind that the criteria are relevant to the *entire* Ashes site (i.e., including Diapers Farm as well). For Members’ information these are listed below, together with an officer comment on each element:

1. important visual nature of the area and retain distant views to and from the site.

Officer comment: it is considered that the submitted illustrative masterplan reflects the Council’s own development brief in this regard.

2. need for appropriate structural landscaping and screening across the site.

Officer comment: landscaping and screening elements may be considered in detail at reserved matters stage, but the principles of feature retention may be established at this stage. Again, the illustrative masterplan is considered to be reflective of the development brief in this regard.

3. need to protect, or as a minimum soften, the impact of development on the skyline.

Officer comment: the parts of the development that are on the higher points of the identified site can be organised in order that the impact on the skyline can be considered. This may be achieved through the reserved matters stage.

4. provision of open space to the top of the site.

Officer comment: the location/provision of open space can reflect this requirement, as a consequence of development taking place.

5. land to the far west of the site, bounded by Newton Road, Spring Row and the A14, which is designated for open space uses.

Officer comment: the land would be reserved for open space purposes, as confirmed in the submitted application material.

6. retention of existing hedgerows and mature trees.

Officer comment: as advised elsewhere, some tree/vegetation removal would be required to construct an access into the site. The details of this specific impact may be considered at this stage as full planning permission is being sought for this particular element. Elsewhere on site the creation of a layout can be cognisant of this requirement.

7. 'gateway' to Stowmarket on the Stowupland Road.

Officer comment: this specific comment is judged to relate to the development of the Diapers Farm site, bearing in mind its proximity to Stowupland Road.

8. part of the site within Flood Zone 3b.

Officer comment: this particular criterion is noted as being reflective of the land that is located nearest to the river valley – and is to be retained as open space. That part of the site proposed for residential development falls within flood zone 1.

9. areas affected by flood risk must be of a use compatible with the NPPF Technical Guidance (page 6).

Officer comment: the above comment applies to this criterion as well. There is no proposal to introduce a vulnerable use such as residential development on to the identified land.

10. presence of Biodiversity Action Plan (BAP) habitats and species.

Officer comment: the outline application includes ecological survey information and conditions would be attached to a grant of outline planning permission that would ensure that the Council could meet its statutory duties in this regard.

3.9 Policy 6.16 of the SAAP relates to transportation issues and these will be considered within the relevant section of this report. Policy 6.17 identifies that existing allotment provision in the locality (adjacent to the Newton Road/Stowupland Road junction) shall be protected for development. In relation to this issue, the proposals do not include the allotment land. Policy 6.18 states that any future development must consider noise attenuation from the A14 trunk road, possible diversion or undergrounding of existing overhead electricity cables and healthcare infrastructure funding. Lastly, policy 6.19 identifies that development will be expected to contribute to the specific on-site and/or general requirements of the Council's Infrastructure Delivery Programme.

3.10 Returning briefly to the issue of the Development Brief, background information is included on the Council's website as follows:

'The Stowmarket Area Action Plan (2013) allocated 'The Ashes' for a mix of residential development and open space. In April 2016, following on from meetings with the landowners and their agents, the Council commissioned a team of consultants to facilitate discussions and prepare a delivery framework to identify and assess the constraints and develop viable solutions. The framework has provided options that will overcome the site constraints, increase the potential capacity and tested viability.'

3.11 Members will note that, inter alia, the exercise to create a Development Brief was in order to increase the potential capacity of the site above that advised in the SAAP. In this regard the following remarks are included in section 4.5 – Viability Appraisal Executive Summary:

*'...Ashes Farm is one of the key potential Greenfield residential development sites in Stowmarket proposed in the Core Strategy document and MSDC are focused on driving the deliverability of the site. Initial studies have shown that the site could potentially provide **572 dwellings** [officer emphasis] over several zones...'*

3.12 Members will be aware that progress on the consideration of the draft Joint Local Plan has been delayed, following initial examination that took place last year. However, following a meeting with the Inspectors appointed to undertake the examination, it is proposed, subject to consultation, to progress the current JLP as a 'Part 1' local plan. This will be followed by the preparation and adoption of a 'Part 2' local plan as soon as possible. Therefore, the policies in the current draft JLP have limited weight in the determination of planning applications. Nevertheless, by way of context, the JLP does identify (LA035) that the *overall* site identified in the SAAP as The Ashes is considered capable of accommodating approximately 575 no. dwellings. This figure is an increase from the estimated capacity of 400 no. in the SAAP, but is reflective of the figure advised in the subsequent Development Brief (which was itself prepared in accordance with the development plan allocation policy), as identified above.

3.13 The allocation does also list a number of criteria with which development would be expected to comply. As noted, the weight attached to the policies in the JLP can be afforded limited weight at this point. However, the reference is included in the report for useful background in the consideration of the current scheme. Bearing the above in mind, the comments of the Spatial Policy team were sought in relation to the application, and these are available to view on the Council's website. Within these, the following concluding remarks were made:

*‘...This is a long running allocation where the principle of development on the site is supported. It is acknowledged that the number of homes proposed in the SAAP is less, however through work undertaken by the Council in 2016 it was agreed that a higher level of development would be required to enable site delivery. This has subsequently been taken forward in the submitted JLP allocation LA035 and the application is consistent with the proposed level of development.
Stowmarket is a considered sustainable location and the application site would be capable of contributing to meeting housing need...’*

- 3.14 In summary, the application site forms part of a larger site that is identified as suitable for significant residential development in the adopted development plan; the second element of that overall proposal is a live application for the development area known as Diapers Farm. This area of Stowmarket was mooted for expansion in the Core Strategy, and this was, subsequently, confirmed in the SAAP which forms part of the adopted plan. The SAAP does give an estimated capacity figure for the overall site at 400 no. units. However, subsequent consideration by and on behalf of the Council has revised the estimated overall unit numbers that may be achieved on the site to approximately 572 no. (575 no. in the emerging JLP).

4. Nearby Services and Connections Assessment Of Proposal

- 4.1. Paragraph 73 of the NPPF identifies that the provision of large numbers of new dwellings *‘...can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes)...’*
- 4.2 The status of Stowmarket as a town means that within the adopted development plan it is a main focus for development in the district. The location of the application site, being on the periphery of the town, would mean that the extensive range of services offered in the town are reasonably convenient – importantly, being accessible by bus services and on foot. Existing bus stops are located in Stowupland Road, which bounds the site on its eastern boundary. In addition, Members will note that it is an intention of the proposed development that it may be accessed by either a new or extended bus service; an obligation to contribute towards a service would be included within the s106 agreement accompanying an outline planning permission. The location of mainline rail services within Stowmarket would also enable residents to access the wider regional and national geographical area utilising public transport. It is also noted that the local road infrastructure would enable access to the trunk road network, via Stowupland to the northeast.

5. Site Access, Parking And Highway Safety Considerations

- 5.1 The NPPF identifies at paragraph 110 that in assessing specific applications for development it should be ensured that, inter alia, significant impacts on the transport network and highway safety can be cost effectively mitigated to an acceptable degree. Paragraph 111 recognises that development *‘...should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe...’*
- 5.2 At the adopted development plan level the requirement for safe access is reflected in policy CS6, which identifies the need for new development to provide or support the delivery of appropriate infrastructure, and policy T10 which lists criteria that will be considered in regard of new development proposals. In addition, policy 6.16 of the SAAP, which forms part of the development plan, is also relevant to the consideration of the proposals. The policy, which relates to the entire Ashes Farm allocation states that development inter alia includes improved transport links,

access from Newton Road, and cycle and footpath improvements both on site and linked to existing networks.

5.3 With regard to the means of vehicular access to the site, Members are reminded that full planning permission is being sought for this aspect of the proposals at this stage. The application submission includes a Transport Assessment (TA), and this document contains details of the access being taken off Newton Road. This is described as being located approximately 110 metres north of the B1113 Newton Road/ Spring Row junction. The works would consist of a 7.3 metre width carriageway and 10 metre kerb radii. A 2 metre wide footway would be provided on the southern side of the carriageway, with a 2 metre verge on the northern side. The TA advises that the required visibility splays for the junction (being 2.4m x 90m) can be achieved within the adoptable highway boundary. It is also noted that the visibility splay distances are based on a 30 mph speed limit being in place. Therefore, it would be necessary to extend the current 30 mph speed limit zone from the current enforcement position at the B1113/Spring Row junction to a position north of the A14 overbridge on Newton Road, and this has been agreed in principle with the Highway Authority. In addition, the proposed works would include a narrowing of the carriageway just south of the relocated speed limit, in order to encourage a reduction in vehicle speed.

5.4 In addition to the provision of the new junction as described above, the submitted TA gives details of other proposed works. These would include:

- Provision of a pedestrian/cycle link from the site to connect with the public right of way that connects the southern boundary of the site to Stowupland Road.
- Formalisation of the parking spaces to the front of the allotments at the southern end of Newton Road to provide 18 parking spaces, together with an informal pedestrian crossing facility.
- Provision of a new 2 m wide footway on Newton Road, and informal crossing points, to link the site access with the existing footway provision on the western side of this road.
- Improvement to the pedestrian infrastructure by widening and resurfacing the existing footway to the north of the Newton Road / Stowupland Road mini roundabout.

Notwithstanding, the outline nature of the application submission the TA includes an assessment of the adopted parking standards (contained within the Suffolk Guidance for Parking), and it is advised that *'...Parking will be determined at the reserved matters stage and provided in line with these standards...'*

5.5 Also pertinent to the consideration of this application is the traffic generation arising from this development, and the impact this would have on the road infrastructure. In this regard, it is also key to reiterate that this current application site forms part of a larger overall residential allocation and therefore cumulative impacts of traffic generation that would result from the development of the site, as a whole, are an important consideration.

5.6 In relation to this current proposal, the TA does identify two junctions where works would be required in order to mitigate the impacts arising from the development. These junctions are:

- Station Road / A1308 signalised junction
- B1115 / A1120 priority junction

5.7 In relation to the Station Road / A1308 junction the TA states that *'...it is proposed to ban the right turn movement from A1308 north towards Station Road west. Survey data shows that this movement is underutilised (maximum of 12 movements per hour in 2024 future year). There is*

also an alternative route that drivers can take, instead travelling west via Bury Street. By banning this movement, space can be freed up to allow for two ahead lanes from A1308 south...'

- 5.8 In regard to the B1115 / A1120 junction the TA advises that '*...In its current form, the junction is shown to operating above capacity in a future year scenario of 2024, including committed development. Going forwards, a detailed mitigation strategy for the junction will be formulated through discussions between SCC and the developers of both sites within the Ashes Farm allocation...*'
- 5.9 While the TA accompanying this current application does examine impacts arising from this particular development (together with development already committed), the combination of impacts arising from both developments needs to be considered in the interests of proper planning. Subsequent to the submission of this application, and also the submission of a full planning application on the adjoining land for the Diapers Farm development, Members are advised that discussions have taken place with each applicant's representatives regarding the specific issues raised by the impact of development on the B1115 / A1120 junction. In summary, a Memorandum of Understanding (MoU) has been established between the applicants for both sites comprising the overall Ashes allocation (together with a promoter of a currently unallocated site in Stowupland). This MoU confirms that an agreement is established between the parties whereby :
- A design to mitigate the impact on the junction arising from the developments is submitted for approval to the Council prior to 1st Occupation (across all sites)
 - Undertake and complete the approved scheme (under a s278 agreement under the Highways Act) prior to the 75th occupation (across all sites)
- 5.10 The MoU also identifies that the design and construction costs of the required junction improvement scheme will be shared by the parties under a formal agreement. Members are advised that the MoU is an agreement between the developer parties themselves, and neither the District Council nor the County Council would be a party to it. Nevertheless, the MoU would be referenced in a s106 agreement that would accompany permissions that may be granted on the various sites – not least to ensure enforceability. In summary, the MoU clearly identifies the responsibility of the promoters of this current site, and that on the adjoining land to design, and construct, agreed improvements to the B1115 / A1120 junction within a timetable that meets the requirements of the Highway Authority. Members can be sure that regardless of which development comes forward (which may not be all three), the approved highway works will be delivered at a point before the impact on the highway network becomes severe. The application is therefore acceptable in this regard.

6. Design And Layout

- 6.1 As Members are fully aware, good design is a key aspect of sustainable development, as made clear in the NPPF. This requirement is reflected in adopted development plan policies CS5 and GP1, both of which identify that development will be of high-quality design that respects the local distinctiveness and built heritage of Mid Suffolk. The application submission, being in outline (with the exception of the access proposals), does not include details of the design of individual buildings and this issue would be considered as part of a reserved matters submission. That said, the application does include a Design and Access Statement (DAS) that advises of the design principles that have been applied, following a study of the application site and its context.
- 6.2 In this regard, the DAS does identify that the outline application covers a total area of approximately 13.25 hectares. Of this, it is proposed that the residential development would be

located on the larger site which has given area of 9.29 hectares with a broad mix of dwellings being provided – from 1- to 4-bed units. In addition, open space would be provided on that part of the site to the west of Newton Road, which has an overall given area of 3.96 hectares.

The DAS also advises that three character areas would be created across the site as follows:

- Main Street – a tree lined spine route providing a transition from rural to residential context. It is advised that housing fronting the main street would consist of ‘...*formal elevations with brick and render...*’
- Avenue/Core – forming an overlap between the Main Street and the Green Frontage. ‘...*Elevations will not be as formal as those on the Main Street, these dwellings will have simple elevational styles with brick and some render to key node points...*’
- Green Frontage – reflecting the character of the surrounding landscape. ‘...*Mature existing trees will be retained where possible with housing fronting onto the public open space. Boundary treatments of metal railings and or low brick walls will separate the public and private realms...*’

6.3 The DAS also advises that the range of dwellings that would be provided on the site would include one to four bed houses of predominantly two storey height. It is also advised that some three storey apartment buildings would also be built. Massing information indicates that the areas containing a mix of 2 and 3 storey units would be located towards the Main Street (central spine road) area. A hierarchy of movement through the site is illustrated, whereby the main spine road provides a core route through the site, transitioning to a looped system of secondary routes and associated private drives. The provision of a footpath route through the site, from Newton Road to the route of the public right of way that is located to the west of the site is also illustrated.

6.4 In relation to the formulation of development proposals for this site, due regard to the Council’s Development Brief document is necessary. Within this document, the site for this proposal is located within an area identified as Zone 1. The Development Brief does identify that access to this site should be possible off Newton Road, leading to a loop road system. The Development Brief document also shows the location of residential development on the site, together with the provision of open space. Bearing the above in mind, the submitted illustrative masterplan is considered to reflect the arrangement of the site as outlined in the Brief – showing a similar organisation of various spaces across the site. It is also noted that the Brief does identify inter alia that ‘...*Considering the areas identified for the higher and lower density on this zone, approx. 225 units in the higher density area and approx. 75 units in the lower should be possible...*’ In regard Members will note that this proposal is for up to 300no. units to be erected on the site, which accords with the Brief’s identified capacity.

6.5 In consideration of the above points it is borne in mind that the proposals are included in the submission are illustrative; the details would be considered at reserved matters stage. That said, as a planning judgement it is considered that the proposals as described in the supporting information would, in your officers’ view, represent a reasoned and responsive approach to a volume residential development taking place on the identified site. Therefore, it is recommended that a condition be attached to a grant of outline planning permission whereby the detailed submission(s) are substantially in accordance with the Design and Access statement, layout plan etc. This would also ensure that when reserved matters proposals are submitted, there is a ‘framework’ in place that can be used to inform the details of the submission.

6.6 In relation to the important issues of securing sustainable development within the site, Members will note the comments made by the Environmental Health Sustainability Officer in this regard. Nevertheless, it is pertinent to note that the application is submitted in outline, with all matters reserved apart from the means of access. Therefore, the consideration of sustainable construction elements, heating, energy generation etc. are not possible at this stage. That said, the Officer has also recommended a condition be included on a grant of outline planning permission that would require the submission of a Sustainability and Energy Strategy. Officers support the inclusion of this type of condition on a grant of outline planning permission.

7. Landscape Impact, Trees, Ecology, Biodiversity And Protected Species

7.1 Conservation and the enhancement of the natural environment is a fundamental theme of the NPPF and one which is reflected in development plan policies CS4, CS5, CL1 and CL8. The overall site identified for the development contains natural features such as hedging and trees, and these elements add significantly to the overall contribution that the site makes to visual amenity to the north of Stowmarket. In addition, the sloped topography of the part of the site that would contain the proposed residential development is a notable feature. In this regard the development of the site for residential purposes has to be cognisant of this and respond to the constraints and opportunities that the site presents in this regard.

7.2 Members are advised that the application submission includes a suite of documents to quantify various impacts that would arise from the proposed development; these include a Landscape and Visual Impact Assessment (LVIA) (including a series of viewpoints around the periphery of the site, Arboricultural Impact Assessment, various ecological assessments etc.) The information contained within these documents has been considered by relevant consultees and no objections have been received in relation to the submitted development proposals.

7.3 In relation to landscape impacts, again it needs to be borne in mind that the application submission is an outline proposal, and therefore there is insufficient detail available at this stage to fully consider the impacts on the landscape that would arise from the proposals. That said, the submitted LVIA and viewpoint information has enabled a significant degree of consideration to take place. It is noted that the comments received from the Council's landscape consultees in this regard relate to issues of detail, which could be properly addressed at the reserved matters submission stage, as opposed to matters of principle that would need to be addressed now. There are a series of comments that would feed into the formulation of detailed proposals, and the applicant is aware of these.

7.4 In relation to impacts on hedging and trees on the site, the submitted Arboricultural Impact Assessment (AIA) advises that some tree removal would be necessary; including 7no. Category C trees and some Category U trees. The AIA further advises that '*...the remainder of the trees are to be retained and will be afforded protection by implementing a Construction Exclusion Zone using tree protection fencing (e.g., Heras). By following guidance set out within this report all retained trees should be fully protected during the works...*' It is inevitable that the development of the land would require the removal of some existing vegetation, particularly when considering that a means of safe vehicular access to the site has to be obtained and the boundary of this part of the overall site is defined in part by established hedging and some trees. Nevertheless, the AIA identifies that the loss of category A and category B trees is avoided. In addition, the formulation of reserved matters proposals can be undertaken with full regard to the constraint presented by existing vegetation. Members will note that the Council's Arboricultural Officer has no objections to the proposals, subject to works being undertaken in accordance with the protection measures outlined in the accompanying arboricultural report and this would be secured by condition.

- 7.5 In relation to ecological impacts, the supporting information included a Preliminary Ecological Appraisal. It is noted that the site is not located within, or does not contain, a statutorily designated site for nature conservation value. However, the woodlands, hedgerows and drainage ditch on site are of local conservation importance. The Appraisal notes that *'...Habitats on site are suitable for use by amphibians, reptiles, bats, badgers, and breeding birds...Habitats on site are also suitable for Water Vole and Otter. Further surveys for these species [Water Vole and Otter] are not considered necessary based on the current proposals...'*
- 7.6 In accordance with the recommendations of the Appraisal, further surveys were undertaken to establish the presence or otherwise of protected species on the site. In summary, the Council's Ecological consultants have considered the findings of the various submissions (including the findings of additional survey work that was requested by them) and have confirmed that no objection is raised to the proposals on the grounds of deleterious impacts on ecology. Members will note that a series of conditions are recommended for inclusion on a grant of planning permission and officers support this approach.

8. Land Contamination, Flood Risk, Drainage and Waste

- 8.1 The consideration of development proposals in relation to the issue of land contamination is highlighted within the NPPF. Paragraph 183 inter alia states *'Planning...decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination...adequate site investigation information, prepared by a competent person, is available to inform these assessments...'* In addition, paragraph 184 identifies that where a site is affected by contamination, responsibility for securing a safe development rests with the developer and/or landowner. Within the adopted development plan policy SC4 identifies that the Council will resist significant damage to water aquifers and seek to minimise the risk of contamination of underground water resources. In this case Members are advised that the application documentation includes a Phase 1 Site Appraisal which included assessment of land contamination issues and found that the land could be made suitable for residential development. The findings have been considered by the Council's Land Contamination Officer and no objection has been raised. The Officer does recommend that a condition be imposed on a grant of planning permission (together with an advisory note) and its inclusion is supported by officers.
- 8.2 In relation to flood risk and drainage the NPPF identifies at paragraph 159 that *'...Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk...'* Leading from this, development policy CS4 identifies that *'...the Council will support development proposals that avoid areas of current and future flood risk...'* In this regard parts of the application site are located within fluvial flood zones 2 and 3. These are the two areas of land that are located to the west of Newton Road (to the north and south of Spring Row) and being closer to the river Gipping. In this regard, neither site is proposed for residential development. The largest site to the east of Newton Road (proposed to be utilised for the proposed residential development) is located within flood zone 1 i.e., an area having a less than 1 in 1000 annual probability of river or sea flooding (<0.1%). Similarly, with pluvial flood prediction, while the sites to the west of Newton Road include pluvial flood areas, the remaining site is not impacted; the available mapping showing the nearest affected land is located within the curtilage of 'The Ashes'.
- 8.3 As part of the supporting documentation comprising the application submission, a Flood Risk Assessment was included, which has been considered by both the Environment Agency and Suffolk County Council as Lead Local Flood Authority; neither raising an objection to the proposals. The LLFA has recommended the imposition of a condition that would require the submission of a surface water drainage scheme concurrent with the submission of the first

reserved matters application. Notwithstanding that the application is submitted in outline, it is advised that the development would utilise a SuDS as a means of surface water drainage, in accordance with current best practice.

- 8.4 In relation to waste, Members will note that the relevant service has no objection to the proposal. Various conditional requirements are recommended which are supported – the details would be included as part of a reserved matters submission(s).

9. Heritage Issues

- 9.1 The protection of heritage assets from inappropriate forms of development is an established tenet of planning control. Section 66 (1) of the Planning (LCBA) Act 1990 requires local authorities to give special attention to the desirability of preserving or enhancing the character or appearance of listed buildings, including setting. The NPPF at paragraphs 194 – 198 describes how development proposals affecting heritage assets should be considered. In addition, paragraph 199 makes clear that *‘...When considering the impact of a proposed development on the significance of a designated heritage asset great weight should be given to the asset’s conservation...’* The NPPF also identifies at paragraph 202 *‘...Where a development proposal will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of a proposal...’*
- 9.2 Leading on from this, Core Strategy policy CS5, inter alia, identifies the Council’s aim *‘...to protect, conserve and where possible enhance the natural and built environment...’* in addition, policy HB1 deals with the protection of listed buildings, and specifically states that *‘...particular attention will be paid to protecting historic buildings.’*
- 9.3 The application submission is accompanied by a built Heritage Statement. In the case of this proposal the Statement determined that two heritage assets *‘... could potentially experience some effect to their settings from the future development of the site...’* namely ‘The Ashes’ a grade II building which is located immediately adjacent to the largest area of land comprising the overall development site and , in the wider area, the Grade I church of St Peter and St Mary, located in the centre of the town. Other listed buildings were scoped out of further analysis on the basis that *‘...their settings and significance are not reliant upon the Site, they have no known association with it, or they remain well removed and/or are heavily screened from it, so that it is not possible to appreciate their significance...’*
- 9.4 In relation to the asset known as ‘The Ashes’ this building is historically associated with the site as it is farmhouse originally dating from the early 17th century. The building is set in landscaped grounds and is accompanied by a number of late 19th century barns and newer agricultural/glasshouse buildings. In the wider area its setting includes the farmland that comprises the majority of the current application site. The Statement found that, overall, the impact of the proposed development on the setting of this building would be neutral. In relation to the church, its location is such that its immediate setting would not be impacted. In regard to wider setting issues, the site is determined to make a neutral contribution to the setting. It is considered that *‘...No mitigation is assessed as required in respect of the Church...barring that the Proposed Development is well designed and landscaped in order to provide an attractive expansion of Stowmarket, of which the church forms the centrepiece...’*
- 9.5 Members will note that in regard to heritage impacts, Historic England has advised that it does not wish to comment, suggesting that the views of the Council’s own advisers are sought. In this regard the Heritage Team has identified that the proposal would cause less than substantial harm to the setting of ‘The Ashes’ and its associated outbuildings and the perceived harm would be in

the range of low to medium. It is noted that the following comments are also included in the consultation response

'...There seems to be scope for separating the farmhouse and barns from built development by adjusting the line of roads and the open space, and for reducing impact through density of development...Built development should be kept back from the immediate setting of the farmhouse and farm buildings by amendments to layout and with a view to minimising impact on the setting of the historic buildings.'

- 9.6 In consideration of the points raised above it is pertinent to note that the current submission is in outline. The only detail that is being considered at this stage is the means of vehicular access to the site. Therefore, the final location and position of buildings, internal routes etc. would be matters for consideration at the reserved matters stage(s). The points raised in the consultation response from the Heritage team could of course inform the formation of detailed development proposals. In addition, that Team would be consulted on a reserved matters submission, so would be able to consider the actual location of individual elements of the development in order to assess their likely impact on the setting of the identified heritage asset.
- 9.7 In such circumstance, where 'less than substantial' harm has been identified, the NPPF requires that harm, to which great importance be attached (para 199), to be weighed against the benefits of the proposal (para 202). Officers have undertaken that balance understanding that in accordance with statutory duty this is a matter of considerable importance and weight. The benefits that would flow from allowing development to proceed are of significance and principally relate to the provision of up to 300 dwellings on a site that is identified as being available and suitable for residential development, and which is considered to be in a sustainable location. Even where considerable importance is attached to the heritage harms within that balance, the benefits of the development outweigh them. The application is therefore acceptable in respect of its likely impact upon the historic environment albeit acknowledging that the harm identified must be weighed again in the overall planning balance.

10. Impact on Residential Amenity

- 10.1 Impacts on residential amenity arising from development proposals is a key planning consideration. The Council's adopted development plan policies SB2 and H3 make clear that development proposals would be considered inter alia in respect of the likely impacts that would arise in relation to residential amenity.
- 10.2 Bearing in mind that the application is submitted in outline, with all details reserved except for access, it is not possible at this stage to assess properly the likely residential amenity impacts that could result from the provision of built form on the identified site. However, given the size of the site and the indicative material submitted as part of the application, it is anticipated that it would be possible to locate new development on the land without unacceptable impacts being experienced by reason of overshadowing or overlooking.
- 10.3 Apart from the impacts that may result from physical development, other environmental impacts such as noise, fumes etc. need to be assessed. As part of the application submission, the supporting material included an Acoustic Design Statement and an Air Quality Assessment. These have both been considered by officers in the Council's Environmental Health team.

- 10.4 In so far as noise impacts are concerned, clearly the existing residential development within the vicinity of the site experiences the site at present as in agricultural use and, of itself, the site is not likely to give rise to disturbances at this time. The site and surroundings are however impacted by noise generated by the trunk road to the north. In this regard it is necessary to establish whether the site may be occupied by residential development, without the amenity of the occupiers of those dwellings being unacceptably impaired by this noise source.
- 10.5 In this regard, unsurprisingly it is concluded that new dwellings should be located away from this noise source, bearing in mind that reduction of the disturbance at source would not be possible. In addition dwellings should be oriented '*...such that facades of habitable rooms (living rooms, dining rooms and bedrooms) do not directly facing (sic) the A14 and that external amenity areas are not located directly adjacent with the A14...*' Members are advised that mitigation of noise impacts also includes the provision of a 2 metre high bund with a 2 metre high fence positioned along the northern boundary of the site with the trunk road. Again, the final details of this element would be secured by way of condition attached to the outline planning permission. Further elements that would be incorporated would include attenuation by glazing and/or ventilation. However, the report acknowledges that the final approach would be determined at the detailed application stage. Nevertheless, the report concludes that with appropriate mitigation in place, the site may be used for residential purposes without unacceptable harm being created in this regard.
- 10.6 Leading on from this, for *existing* residents the construction phase of a development clearly can also give rise to disturbances and this aspect also needs appropriate control. Members will be familiar with the imposition of a conditional requirement in relation to the agreement of a Construction Management Plan and the Environmental Health officer proposes this approach, which is supported by officers.
- 10.7 In regard to impacts on air quality, an Air Quality Assessment (AQA) was submitted as part of this outline application proposal. This assessment identifies that during the construction phase of development the most important consideration in relation to air quality is dust, whereas in the 'operational' phase i.e., when occupation of residential development takes place, the traffic generated by the development would be the key consideration. In regard to the first of these, mitigation of dust may be properly controlled through appropriate controls contained in a Construction Management Plan. As regards the impacts of additional traffic generated by the development on air quality the AIA comments as follows:
- '...Pollutant concentrations are predicted to be well within the relevant health-based air quality objectives at the facades of both existing and proposed receptors. Therefore, air quality is acceptable at the development site, making it suitable for its proposed uses. The operational impact of the Proposed Development on existing receptors is predicted to be 'negligible' taking into account the changes in pollutant concentrations and absolute levels...'*
- 10.8 Members will note that in relation to the considerations of noise, and air quality, the relevant Environmental Health officers have not raised an objection to the proposals – recommending in the case of noise impacts, the inclusion of conditions on a grant of outline planning permission. Subsequent liaison has taken place between officers and the applicant's agent regarding the proposed conditions and the wording is now agreed. Your officers support the inclusion of these conditions.

11. Planning Obligations / CIL

- 11.1 Members are advised that ongoing liaison has taken place with the applicant's agent with regard to obligations that would need to be secured as part of this development proposal, and drafting is

underway. In order to mitigate the impacts arising from the development (based on a 300no. unit scheme), it would be necessary for the applicant to enter into a s106 agreement with the District and County Councils which would secure the following:

- Primary education contribution - £1 538 100
- Secondary education contribution - £1 283 850
- Sixth Form expansion - £285 300
- Early Years Land (0.1 hectare) - £1
- Early Years new build - £553 716
- Libraries improvement and books etc - £64 800
- Waste Improvements - £33 900
- Travel Plan contribution - £128 150
- Traffic Regulation Order - £10 000
- NHS contribution - £172 800

- 11.2 Members will note that as part of the range of mitigation, a site (with an area of 0.1 hectares) for an early years setting would be required to be provided on the site. Details of the location of this element are not available at present, bearing in mind that the application is an outline proposal. However, control over the location is achievable through consideration of a subsequent reserved matters submission, the commitment to its provision being secured in the agreement.
- 11.3 The County Council as Highway Authority has also identified that the development of this site, and the adjacent Diapers Farm site, would give rise to the need to secure contributions towards a bus service (to serve the combined site). The contribution identified by the Highway Authority, across the two sites, totals £500 000 and this would be proportioned on a pro-rata basis. This would mean that a contribution of £268 817 would be sought from a development of 300no. units as is proposed under this application.
- 11.4 In addition to the above, the identified improvement of the A1120/B1115 road junction at Stowupland would have to be referenced within the agreement. As advised elsewhere in this report, the improvement of this junction will be necessary to accept the traffic generated by this development and that generated by the development of the adjacent Diapers Farm site. The Highway Authority has confirmed that it would wish to control the necessary works through a s278 agreement, as opposed to receiving funds and undertaking the work itself. The cost of this junction improvement is currently estimated to be £767 000.
- 11.5 Subsequently officers have secured a Memorandum of Understanding (MoU) which may be viewed on the Council's website. This has been signed by the developers of this site and the Diapers Farm site, as well as developers with an interest in land in Stowupland which, if development came forward in the future, would also impact on the capacity of this junction. The MoU recognises that:
- Provide the design for a scheme that mitigates the impact of all three sites on the identified junction to the Council in consultation with the Highway Authority prior to 1st occupation (across all three sites).
 - To complete the approved scheme (under a s278 agreement) prior to the 75th occupation (across all three sites).
 - A planning condition will be imposed on an approved application for each site to ensure enforceability of the design and completion of the junction improvement scheme.
- 11.6 The terms of the MoU are intended to recognise a commitment by the developers of the various identified schemes that necessary improvements to the identified junction are undertaken in a

form and timing that meets the requirements of the Highway Authority. The s106 agreement would include reference to the MoU and also, as noted, a specific condition would be imposed.

- 11.7 In addition to the above, Members are advised that this application submission included the applicant's assessment of the proposal's viability, which concluded that the provision of affordable housing was not achievable on the site, in addition to the provision of other mitigation elements. This assessment was reviewed on the Council's behalf; including periodical updates to capture all necessary mitigation elements (including the identified junction improvement). The findings of the final review of assessment have identified that the percent amount of affordable housing that is achievable on the site, taking into account all mitigation (including proportionate costs to the developer arising from the junction improvement) is 22%. The applicant's agent has confirmed agreement with the final assessment of viability.
- 11.8 Bearing in mind that at the time of initial submission, no affordable housing provision was proposed, it is considered that significant positive progress has been made on this particular issue. Members are advised that the provision of a 22% affordable housing figure is predicated on the units comprising a particular mix. Were this mix to be varied, this could impact on the overall assessment of viability, and hence the amount of affordable housing. The Strategic Housing team's comments in this regard were not available at the time this report was written and Members will be updated accordingly.
- 11.9 As regards the payment of CIL, the overall Ashes Farm site is one on a small list of Strategic sites where currently no CIL would be payable due to the high infrastructure costs for development of those particular sites. However, this position will be reviewed when the Council adopts a new charging schedule.

12. Town Council's Comments

- 12.1 The comments received from Stowmarket Town Council are fully acknowledged and appreciated. The scale of development proposed will clearly have a number of local impacts which need to be considered as part of the determination of this planning application. In regard to the specific issues raised, Members will note that the proposals do not give rise to an objection from either the Highway Authority or National Highways (in relation to impacts on the highway) or the Lead Local Flood Authority, Environment Agency or Anglian Water (as regards impacts on drainage and sewerage services).

PART FOUR – CONCLUSION

13. Planning Balance and Conclusion

- 13.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. It is the case that the identified site is not included within the established settlement boundary for Stowmarket as defined in the Local Plan published in 1998. However, within the Stowmarket Area Action Plan (SAAP), adopted by the Council in 2013 and forming part of the current development plan, the application site forms part of an overall site, Ashes Farm, which *is* allocated for residential development and associated open space. Therefore, in principle it is considered that the use of the identified land for residential purposes accords with the development plan and therefore the requirements of the identified Act are met.

- 13.2 Leading on from this the Council has, in accordance with the requirements of the SAAP, undertaken the publication (in November 2016) of a Development Brief for the site – the Ashes Farm Development Brief and Delivery Framework. This document was intended to ‘...*identify and assess the constraints and develop viable solutions...*’ The document was subsequently adopted as future guidance on 16th December 2013. This document, although not forming part of Mid Suffolk’s development plan, but given effect by policy 6.14 of the SAAP, is capable of being used as a material consideration determining planning applications.
- 13.3 On this issue of principle, officers find no conflict with the adopted plan in relation to the principle of the proposed development taking place. The submitted scheme proposes the erection of a residential development of up to 300no. units on the identified site and the proposal is accompanied by an illustrative plan that is considered to reflect the key elements in the adopted SPD document.
- 13.4 In consideration of the proposals, the comments received by the Town Council are fully acknowledged and appreciated. However, it is considered that the impacts that are judged to arise from the development would be capable of appropriate mitigation, as is demonstrated by the consultation responses received.
- 13.5 On this basis it is your officers’ view that this proposal can be supported, and positive recommendation is therefore made to Members. The application accords with the development plan as a whole, and there are no material considerations which indicate that a decision should be taken contrary to that direction. The heritage harm that has been identified, alongside any other adverse impact (which are in practice capable of mitigation) is decisively outweighed by the benefits of the significant delivery of plan-led housing.
- 14.0 UPDATE REPORT FOLLOWING CONSIDERATION OF THE APPLICATION AT THE COMMITTEE MEETING HELD ON 20TH JULY.**
- 14.1 This report’s introduction identifies the reasons for deferral that were agreed by Members at the Committee meeting. Each reason will be listed below, with a response. Members are advised that discussion and negotiation has taken place by officers with the applicant’s agent following the deferral of the application and, at the request of your officers, it is understood that liaison has also taken place between the parties promoting both this site and that at Diapers Farm. Officers consider that this is appropriate to provide confidence that the SAAP allocation as a whole will emerge to co-ordinated delivery. As a consequence of this liaison the following joint statement has been received:

‘Joint Statement from Crest Nicholson Plc and St. Philips with regards to their respective planning applications DC/21/03287 & DC/20/01036

This Statement has been prepared jointly by Crest Nicholson Plc and St. Philips, from hereon ‘the Applicants’, to provide assurance and comfort that the Stowmarket Area Action Plan (SAAP) allocation at ‘The Ashes’ has been approached in a co-operative and managed way, to ensure that the respective planning application proposals are aligned with regards to their infrastructure delivery and contribution towards the growth and vitality of the town. The Applicants have maintained a positive dialogue throughout the planning process, meeting on numerous occasions to discuss the approach taken to the requirements of SAAP, and how their sites can contribute towards the delivery of its objectives. Highway considerations, including access arrangements, public transport links, cycle routes, and pedestrian connectivity, have been a particular focus of the combined

approach. Notably, the two sites are collectively contributing towards the provision of a new or enhanced bus service; on-site and off-site cycle infrastructure, with links between the two sites; improvements to the capacity of the B1115/A1120 junction; and a new bus stop and bus shelter on Stowupland Road.

A central spine road through the overall SAAP allocation is also provided for under the two planning applications, with the detail shown in relation to the Diaper Farm site, subject to a full planning permission, and an aligned highway connection shown up to the site boundary on Ashes Farm, subject to an outline application. The Applicants have engaged positively and proactively with Officers at Babergh and Mid Suffolk District Council (BMSDC) to define an appropriately worded S.106 obligation to deliver the spine road along with a number of obligations relating to the payment of significant contributions towards, amongst other matters, local community infrastructure, including healthcare, education, sports facilities, and libraries.

Moreover, whilst it has not been formally adopted, the proposals in relation to both applications have been prepared to reflect the overarching design principles outlined within the Development Brief (2016) for the SAAP allocation. A quantum of housing sympathetic to the features and constraints of the allocation is proposed across both sites with a variety of house types and tenures to reflect local demand and need in general accordance with the Strategic Housing Market Area Assessment. In addition, there has been an extensive period of engagement and collaboration with Officers at BMSDC, local stakeholders, and statutory and non-statutory consultees, with engagement having taken place prior to the submission of the applications and during the course of their consideration and assessment.

To summarise, the Applicants have worked positively together in order to facilitate the delivery of the SAAP allocation in a coordinated and managed way, so that the proposed growth to Stowmarket will mitigate against its impacts and provide for community gain.'

14.2 Issue 1: The appropriateness of cycling Active Travel arrangements from, within and through the site.

- 14.3 Members will be aware that the Council, in collaboration with Babergh District, has produced a Local Cycling and Walking Infrastructure Plan (LCWIP). The Plan seeks to improve pedestrian and cycling connectivity throughout the districts, not least to encourage modal shift and realise the potential health and environmental benefits of doing so. The Plan is intended to be a dynamic strategic document, meaning that changes and amendments can be made as and when necessary. At the time of the consideration of the proposals on this site and the adjacent Diapers Farm site, specific on site improvements are not identified, and the nearest off site improvement is identified within Victoria Road to the south, comprising a dropped kerb. Nevertheless, the issue of linkages within and without the site are important material considerations.
- 14.4 Following on from the Committee meeting officers have reviewed appropriate steps which might be taken with your Sustainable Travel Officer and SCC Highways Officers. They subsequently met separately with the Applicant, and also representatives of the applicants for the full application on the adjacent site Diapers Farm (ref. DC/21/03287). As a consequence, a Connectivity Plan has been received that shows the provision of cycle and pedestrian connectivity across both sites, bearing in mind the **outline** nature of this scheme and the fact that **full** planning permission is being sought for the development on the adjacent site.
- 14.5 In relation to the Ashes Farm site, the plan provided now includes a continuation of the **pedestrian/cycle path adjacent to the spine route**, as shown on the full plans for Diapers

Farm, through the Ashes Farm site. In addition, where this path emerges on to Newton Road (via the proposed new access) the plan shows the provision of a **new shared route** leaving the site and travelling south towards the town centre, ending at Spring Row. This would create an opportunity for cyclists (and pedestrians) to continue southwards to the town centre, using Spring Row and Cardinalls Road thereby avoiding the narrower southern section of Newton Road and the well-used roundabout junction at its southern end where it meets the B1113. To the southern end of the site the Plan shows the scheme's intention to provide **a link to the PROW** that is adjacent to the site and leads to Stowupland Road, thereby providing a connection to the existing cycle route along this road. Lastly the plan shows routes of the PROW that are contained within this site and beyond, within the adjacent Diapers Farm site. In this regard, Members will note the intention as part of the full application for Diapers Farm that these would be **upgraded to public bridleway status**, thereby enabling use as a cycle route.

14.6 Also, subsequent to the meeting, and by way of clarification, the land that comprises the application site for this development **does not** include the access road off Newton Road, immediately to the south of the allotment site. The applicant has confirmed that it is not within their ownership. Therefore this access road, which appears to serve the rear of properties located immediately to the south, is not available as an alternative access for vehicles, cycles, pedestrians etc. as part of this application submission.

14.7 In regard to the issue of cycle arrangements, Members are advised that the following further comment has been received from the Highway Authority:

'In isolation, the proposed cycle links within the Ashes Farm site appear to be limited (along with other links/ permeability) but this reinforces the need for the sites to be seen as a single allocation in this respect, that provide a link road and cycle connections between Newton Road and Stowupland Road for the benefit of potential and existing residents. It is also noted that links to bridleway FP8 can be provided. Outside of the site, the Diapers Farm site will directly link to existing cycle infrastructure within Stowmarket (along Stowupland Rd and Mortimer Rd) but it is more challenging to the west of the allocation around Newton Road because there appears to be little scope to provide cycle infrastructure on these roads (such as Cardinalls Rd), due to a lack of highway width. I have reviewed our LCWIP priority cycle schemes, however nothing that would directly link these sites from Newton Road to the town centre is shown. However, we would welcome and support any suitable proposals by the applicant in this respect.'

14.8 The inclusion of the main spine route and the associated shared cycle/footway through the site, and the provision of a new shared route from the site access to Spring Row are considered to be a positive response by the applicant, following on from the earlier consideration of the development proposals by Members, which will promote Active Travel by future residents and the community.

14.9 **Issue 2: To ensure that the highway works and junction improvements, single access point and emergency vehicular access and their delivery can be secured and managed for the whole SAAP allocation 6.13 and development brief in a programmed way so as to ensure that there is no cumulative residual highways impact on highways within the town**

14.10 Following the deferral of the application the following further comments have been received from the Highway Authority in relation to the above:

'Fully agree with the need for this and would welcome any conditions or other legal reassurances that the key infrastructure such as the spine road within both sites is delivered in a timely manner and as a whole to provide connectivity throughout the

allocation and beyond. The Transport Assessments for both sites provided a robust assessment of the cumulative impacts of the sites on the local highway network. The need for improvement to the A1120/ B1115 junction in Stowupland was required from the allocation and after a significant amount of work by the LPA, HA and the applicants of this allocation (and a potential development in Stowupland) a MoU was signed to jointly fund a significant highway improvement scheme at this junction (in addition to other conditioned work being delivered by the applicants including footway, cycle and crossing facilities close to the allocation site).'

- 14.11 In relation to the above, this application does seek full planning permission for the vehicular access entering into the site and therefore development of this aspect of the proposals would have to commence within three years of the date of planning permission. The remainder of the internal access and highway estate layout within the site would, however, be Reserved Matters for subsequent design and detailing. As regards, the provision of other off-site works in the highway necessary to mitigate impacts, the Highway Authority has requested various conditions that would require their provision prior to occupation of the development. In relation to the provision of the single vehicular access point, and emergency vehicle access, as part of its consultation response the Highway Authority previously advised as follows:

'...There is a single point of access for vehicles. Although we prefer 2 points of entry on a site this size, we will accept an improved wider access point and designed to distributor road standard; minimum width 7.0m. This allows an emergency vehicle to pass any obstruction...'

- 14.12 As advised elsewhere in this report, the proposed access on to Newton Road consists of a 7.3 metre width carriageway, which accords with the Highway Authority's requirements. It is understood that this form of access arrangement has been accepted elsewhere in the County by the Highway Authority. It is also relevant to note that the development of the adjacent Diapers Farm site would, if undertaken, provide a second access to the site via the spine road that would run through both sites and it would be appropriate to seek that the Reserved Matters for this site achieve this internal spine road linkage.

- 14.13 In relation to the impacts of the development on the **wider highway network**, the Applicant's consultant has provided a further Junction Modelling Summary that is available to view on the Council's Planning website. The Summary identifies the junctions that were tested as part of the submitted Transport Assessment document as agreed with the Highway Authority, and identifies that with this proposal and the proposals on the adjoining land the junction that would operate over capacity would be the B1115/A1120 junction in Stowupland. Members will be aware that mitigation would be secured to address this issue. Members will also note the comments above from the Highway Authority where they determined that the submitted information provided a *'...robust assessment...'*

- 14.14 Bearing in mind the Outline nature of this application and the fact that the application on the adjoining site is a Full application, a key point to be addressed is the completion of the road link between the sites. The Connectivity Plan produced subsequent to Committee's deferral clearly shows the link between the two sites and the joint statement produced by the applicants for both sites specifically comments on this issue as follows:

'...A central spine road through the overall SAAP allocation is also provided for under the two planning applications, with the detail shown in relation to the Diaper Farm site, subject to a full planning permission, and an aligned highway connection shown up to the site boundary on Ashes Farm, subject to an outline application. The Applicants have engaged

positively and proactively with Officers at Babergh and Mid Suffolk District Council (BMSDC) to define an appropriately worded S.106 obligation to deliver the spine road...'

14.15 On the basis of the above, it is considered that there is sufficient clarity regarding the connection between the two sites and, as noted, appropriate control can be ensured through the s106 agreement that would be attached to a grant of planning permission for this site, and the adjacent site.

14.16 Issue 3: Appropriateness of open space provision and measures in relation to the site and separation between Stowupland and Stowmarket

14.17 Policy RT4 of the adopted Local Plan is concerned with amenity and open space and play areas within residential development. This policy inter alia requires that *'...public open space should be provided in the form of play areas, formal recreation areas or amenity areas...children's play spaces should be sited where they can be used safely, conveniently and without causing excessive noise and other disturbance to adjoining residents...'*

14.18 The SAAP identified that an estimated capacity of 400no. units was achievable on the overall site. Explanatory comments in the SAAP (2013) regarding the overall Ashes Farm allocation inter alia state *'...a 55m contour line has been identified through Stowmarket Masterplan Phase 2 - Concept Statement Ashes Farm (MSDC, 2009), and this will be taken as the general starting point for future discussions about how far development should extend up the site... The top part of the site will be designated for 'open space', which will include either formal or informal recreation space. This will help to retain separation between Stowmarket and Stowupland...'*

14.19 As noted in the previous report to Members, the Ashes Farm Development Brief (2016) produced on behalf of the Council followed the requirements of the SAAP and in relation to master planning reached a conclusion that potentially 572 homes could be delivered across the allocation. Given this uplift, it is inevitable that the amount of land that is utilised for built form development would be enlarged, and this would be reflected in the open space provision across the site.

14.20 As noted previously the application site is identified as Zone 1 in the Development Brief, and the organisation of land uses within this zone has been accepted by officers as being broadly reflective of that shown in the Development Brief. This includes an area of open space to be provided at the northern end of the site, in the same approximate position as that shown in the Brief. In this regard the following further explanation of this detail has been included in further comments provided by the applicant's agent as follows:

'...The preparation of the Illustrative Masterplan submitted in support of the outline planning application at Ashes Farm, followed the principles and concept layouts prepared in the SAAP and the Development Brief.

In terms of the proposed open space, the Illustrative Masterplan mirrors that of the more recent Development Brief layout and incorporates an area of open space at the north east corner of the Zone 1 site above the 55m contour line, which is the highest part of the site. This seeks to reduce the potential visual effect of dwellings on higher ground as well as helping to retain separation between Stowmarket and Stowupland. The earlier SAAP illustrative layout did not indicate any open space at that part of the Zone 1 site. Furthermore, the Massing Plan in the Design and Access Statement illustrates the scale of the proposed built form, with two-storey development proposed adjacent to the north eastern open space area and the higher density/2-3 storey development illustrated more centrally within the site where any visual impact is lessened.

Further open space is proposed within the Zone 1 site alongside the allotments leading north to the Ashes Farmhouse, and within the parcel of land west of Newton Road – in accordance with the Development Brief layout. Additional open space is provided on the parcel of land outside of the allocation, on land to the west of Newton Road, east of Spring Row.'

14.21 Notwithstanding the fact that the route of the trunk road to the north of the site does create a strong physical boundary to the north of this application site, the inclusion of a main open space area in the position illustrated on the submitted plan, would ensure that the encroachment of built form into that part of the site nearest to Stowupland was avoided. The nearest built form, set behind the open space area, is shown as being of lower density. Both these elements are considered by officers as being satisfactorily reflective of the Development Brief in this regard.

14.22 Returning briefly to the requirements of adopted policy RT4, as part of the Planning Statement submitted with the application it was advised that the area of open space to the north of the site would incorporate an equipped children's play area. By way of further clarification the applicant's agent has commented as follows:

*'Please disregard the comments made in respect of equipped play areas and location within the Planning Statement as the Reserved Matters application may come forward with a different scheme/location. **Open space and children's play facilities will be provided in accordance with the Local Authority's adopted standards.** (officer emphasis). The overall POS requirements for a scheme of 300 dwellings/1124 population amounts to a total of 2.9ha, including 0.225ha of play space. Full details of the POS provision, including typology breakdowns and locations, will be provided at Reserved Matters stage.'*

14.23 Bearing in mind that the application is submitted in outline, it is accepted that the final location of the play facilities can be properly addressed through the Reserved Matters stage. The statement confirms that the provision shall be in accordance with the Council's adopted standards, and this can be secured as part of the s106 agreement.

14.24 Issue 4 (part): Market housing mix

14.25 The original report to Committee did include a condition requiring the agreement of the mix of market housing that is to be provided on the site. Members are advised that, subsequently, discussions have taken place with the Strategic Housing team in this regard and as a result the wording of the following condition has been shared with the applicant's agent:

Prior to, or concurrent with the submission of the first reserved matters application, the market housing mix shall be submitted to and agreed in writing with the Local Planning Authority. This shall include a schedule of the mix of housing types and sizes to be provided within the reserved matters and shall be adhered to in subsequent reserved matters applications submitted. The mix shall be generally in accordance with the needs identified in the most recent published SHMA for the District.

Reason: To ensure new housing development provides a mix of house types, sizes and affordability to cater for different accommodation needs, in accordance with policy CS9 of the Mid Suffolk Core Strategy (2008) and the SAAP (2013).

14.26 Members will note the requirement in the condition to reference the proposed mix with the relevant version of the SMHA that is published by the Council at the time of submission of details. The Strategic Housing Team supports this approach.

RECOMMENDATION

(1) Subject to the prior agreement of a Section 106 Planning Obligation on appropriate terms to the satisfaction of the Chief Planning Officer as summarised below and those as may be deemed necessary by the Chief Planning Officer to secure:

- Affordable housing
22% provision of units on site (66no. units) comprising a mix of 50% affordable rented units, 25% shared ownership units and 25% discount market units.
 - Properties shall be built to current Housing Standards Technical requirements. All ground floor 1 bed flats to be fitted with level access showers, not baths.
 - The council is granted 100% nomination rights to all the affordable units on initial lets and 75% on subsequent lets
 - All affordable units to be transferred freehold to one of the Council's preferred Registered providers.
 - Adequate parking provision is made for the affordable housing units including cycle storage for all units.
 - Commuted sum option available to be paid instead of on-site provision should the LPA agree to such request.

- Commitment to a connection to the spine road as shown on the submitted plans for application DC/21/03287, within an agreed timeframe, to ensure that this element of the development is secured in accordance with the requirements of the adopted Development Plan
- Provision of children's play facilities in accordance with adopted standards
- Pro rata contribution towards bus service
- Primary education contribution - £1 538 100
- Secondary education contribution - £1 283 850
- Sixth Form expansion - £285 300
- Early Years Land (0.1 hectare) - £1
- Early Years new build - £553 716
- Libraries improvement and books etc - £64 800
- Waste Improvements - £33 900
- Travel Plan contribution - £128 150
- Traffic Regulation Order - £10 000
- NHS contribution - £172 800

(2) That the Chief Planning Officer be authorised to GRANT Outline Planning Permission upon completion of the above mentioned legal agreement subject to conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:

- Standard time limit (Outline/Full for means of access)
- Approved Plans (Plans submitted that form this application)

- Submission of reserved matters to be substantially in accordance with the submitted Master Plan. Internal accessways for vehicles, cyclists and pedestrians to be substantially in accordance with the connectivity plan.
- Phasing Condition
- Details of the access and associated works to be submitted and approved
- Provision of visibility splays
- Provision of highway improvements prior to occupation
- Details of the mitigation measures at A1120/B1113 junction to be submitted and approved prior to commencement of development
- Travel Plan and provision of Travel Packs
- Details of estate roads and footpaths
- No occupation of dwellings until carriageways and footways serving that dwelling have been provided
- Details of parking including EV charging points and secure cycle storage prior to commencement of development
- Details of storage/presentation of refuse/recycling bins prior to the commencement of development
- Agreement of Construction Management Plan
- Submission of surface water drainage scheme concurrent with the first reserved matters submission in accordance with the Flood Risk Assessment
- Details of all Sustainable Urban Drainage system components submitted within 28 days of completion of the last dwelling
- Archaeology conditions
- Provision of fire hydrants
- Ecological mitigation and enhancement measures in accordance with Preliminary Ecological Appraisal.
- Agreement of a Construction Environmental Management Plan
- Skylark Mitigation Strategy prior to commencement
- Biodiversity Enhancement Strategy concurrent with reserved matters
- Landscape and Ecological Management Plan concurrent with reserved matters
- Wildlife Sensitive Lighting scheme concurrent with reserved matters
- Time limit on development before further Ecological surveys are required
- Submission of landscaping details
- Development undertaken in accordance with the submitted arboricultural report
- Market housing mix prior to or concurrent with reserved matters to be agreed
- Sustainability & Energy Strategy scheme to be agreed prior to or concurrent with reserved matters
- Submission of a Land Contamination strategy prior to commencement of development
- Construction Plan to be agreed.
- Agreement of details for acoustic glazing and ventilation of dwellings
- Details of external noise levels and proposed mitigation.
- Agreement of the specification for the noise barrier, as a 2m solid earth bund topped with a 2m high noise barrier. The barrier should be installed prior to the occupation of any dwellings on the development.
- Conditions recommended by Waste Services

(3) And the following informative notes as summarised and those as may be deemed necessary:

- Proactive working statement
- SCC Highways and Rights of Way notes
- Support for sustainable development principles
- Informatives from the LLFA and Environment Agency

(4) That in the event of the Planning obligations or requirements referred to in Resolution (1) above not being secured and/or not secured within 6 months that the Chief Planning Officer be authorised to refuse the application on appropriate ground

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Application No: DC/20/01036

Location: Ashes Farm Newton Road Stowmarket

Page No

Appendix 1: Call In Request	<i>Not applicable</i>	
Appendix 2: Details of Previous Decision	<i>Application deferred at 20th July MSDC A Committee</i>	
Appendix 3: Town/Parish Council/s	<i>Stowmarket Town Council</i>	
Appendix 4: National Consultee Responses	<i>Highways England Historic England Environment Agency NHS Clinical Commissioning Group Natural England Anglian Water</i>	
Appendix 5: County Council Responses	<i>Highway Authority Rights of Way Travel Plan Development Contributions Lead Local Flood Authority Archaeological Service Fire and Rescue Suffolk Constabulary</i>	
Appendix 6: Internal Consultee Responses	<i>Spatial Policy Strategic Housing Place Services – Ecology Place Service – Landscape Arboricultural Officer Environmental Health (Noise)</i>	



Babergh and Mid Suffolk District Councils



	<i>Environmental Health (Sustainability)</i> <i>Environmental Health (Land Contamination)</i> <i>Environmental Health (Air Quality)</i> <i>Suffolk Wildlife Trust</i> <i>Heritage Team</i> <i>Waste Services</i> <i>East Suffolk Inland Drainage Board</i>	
Appendix 7: Any other consultee responses	<i>Stowmarket Society</i>	
Appendix 8: Application Site Location Plan	<i>Yes</i>	
Appendix 9: Application Plans and Docs	<i>Illustrative layout plan</i> <i>Connectivity Plan</i>	
Appendix 10: Further information	<i>Not applicable</i>	

The attached appendices have been checked by the case officer as correct and agreed to be presented to the Committee.




Ref. No.	Details	Site and Applicant	Representations to the Planning Authority by the Town Clerk on behalf of the Town Council
DC/20/01036	<p>Application for Outline Planning Permission (Access to be considered)</p> <p>- Erection of up to 300 No dwellings, new vehicular access, landscaping, open space and drainage infrastructure</p> <p>Reason(s) for re-consultation: Resending re consultation to allow for extra time due to Covid 19.</p>	Ashes Farm, Newton Road for St Philips Land Limited	<p>The Town Council reiterates the comments that it submitted previously on this application and opposes the grant of planning consent principally on highways and transport grounds.</p> <p>The Town Council acknowledges that that this site has been allocated for residential development. However, the Town Council also recognises the concerns that exist within the local community about the proposals. The proposed access from Newton Road to the site is felt to be wholly unsatisfactory because of its detrimental effect upon the amenity of local residents, implications for road safety along the B1115, the capacity of this minor road in being unable to cope with increasing traffic movements and its ability to provide appropriate access to a significant number of the proposed 300 new homes.</p> <p>In addition, doubts exist about the adequacy of drainage and sewerage services to cope with existing demand, irrespective of the new proposal to erect an additional 300 properties.</p>

Ref. No.	Details	Site and Applicant	Resolution
DC/20/01036	Erection of up to 300No. dwellings, new vehicular access, landscaping, open space and drainage infrastructure	Ashes Farm, Newton Road for St Philips Land Limited	In view of the fact that proper consideration of the application is not possible at a public meeting under the current circumstances, the Town Council requests that a reasonable and extended timescale for consultation is permitted for this planning application. The Town Council recognises that that this site has been allocated for residential development. However, the Town Council also recognises and wishes to consider further, the concerns that exist within the local community about the access from Newton Road to the proposed site in terms of the detrimental effect upon the amenity of local residents, implications for road safety along the B1115, the capacity of this minor road to cope with increasing traffic movements and its ability to provide appropriate access to a significant number of the proposed 300 new homes.

From: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>
Sent: 11 Jun 2021 01:13:07
To:
Cc:
Subject: FW: DC/20/01036 Consultation Response
Attachments:

From: Planning EE <PlanningEE@highwaysengland.co.uk>
Sent: 11 June 2021 09:06
To: BMSDC Planning Mailbox <planning@babberghmidsuffolk.gov.uk>
Cc: Spatial Planning <SpatialPlanning@highwaysengland.co.uk>; Hoque, Shamsul <Shamsul.Hoque@highwaysengland.co.uk>
Subject: DC/20/01036 Consultation Response

 **EXTERNAL EMAIL: Don't click any links or open attachments unless you trust the sender and know the content is safe. Click [here](#) for more information or help from Suffolk IT**

Dear Sir/Madam,

Thank you for your consultation on the above planning application.

This current application (dated 28 May 2021) with amended master plan, we have reviewed the details and information provided. The amendments proposed to this planning application are unlikely to have an adverse effect upon the Strategic Road Network. There would be no change from our previous response dated 8 September 2020.

Consequently our previous recommendation of **No Objection** remains unchanged.

Regards

Shamsul Hoque (Dr), Assistant Spatial Planner
Spatial Planning Team
Operations (East) | Highways England
Woodlands | Manton Lane | Bedford | MK41 7LW
Contact phone: 0300 470 0743; mobile: 07850 907600
Web: www.highwaysengland.co.uk

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Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Martin Fellows
Operations (East)
planningee@highwaysengland.co.uk

To: Mid Suffolk District Council

CC: growthandplanning@highwaysengland.co.uk

Council's Reference: DC/20/01036

Referring to the planning application referenced above, dated 1 September 2020, Application for Outline Planning Permission (Access to be considered) - Erection of up to 300No dwellings, new vehicular access, landscaping, open space and drainage infrastructure. Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD. Notice is hereby given that Highways England's formal recommendation is that we:

- a) offer no objection;
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

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

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

Date: 8 September 2020	
Signature:	
Name: Mark Norman ppSimon Willison	Position: Spatial Planning Manager
Highways England: Woodlands, Manton Lane Bedford MK41 7LW	
Mark.norman@highwaysengland.co.uk On Behalf of Simon Willison	

Annex A

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

This response represents our formal recommendations with regard DC/20/01036 and has been prepared by Simon Willison.

Consultants PJA have prepared a technical note dated 25th August 2020 in response to our previous set of comments. Our comments focused on a selection of topics, which are discussed in relation to PJA's technical note, as follows.

Traffic Counts

PJA has clarified that base traffic counts were recorded during school term time. We are therefore satisfied that these flows are suitable for use in the TA. No further action or comment is therefore required.

Assessment Year

PJA has presented growth factors for a 2036 forecast year which we requested in line with DfT Circular 02/2013. TEMPro has been used to calculate 2024-2036 AM and PM peak growth factors which have then been applied to the 2023 forecast flows

presented in the Transport Assessment, which in turn had been estimated from TEMPro. Whilst we have not been able to exactly replicate the 2024-2036 growth factors, we consider them to be broadly reasonable for use in the assessment. No further action or comment is therefore required.

Updated ARCADY models have been presented for the 2036 scenario which confirms that A14 Junction 50 will not be adversely impacted by the proposed development. No further action or comment is therefore required.

Lane Simulation

We had recommended that the entry lane simulation feature be used in ARCADY to account for any potential unequal lane usage at the junction. The results indicate that the junction is estimated to operate within capacity with the proposed development. No further action or comment is therefore required.

Committed Development

PJA has clarified that estimated traffic flow information for some of the committed developments was not presented in the TA because they did not cover the entire study area relevant to Ashes Farm. We are therefore satisfied that no further action or comment is required.

Mitigation

On the basis of PJA's additional assessment work and clarifications, we agree with the conclusion that no transport mitigation is required on or adjacent to the Strategic Road Network.

Based on the additional information supplied by PJA, we are now in a position to offer no objection to the planning application.



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

Direct Dial: 01223 582740

Our ref: **W:** P01185891

10 March 2020

Dear Mr Heffer

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**ASHES FARM, NEWTON ROAD, STOWMARKE, T SUFFOLK, IP14 5AD
Application No. DC/20/01036**

Thank you for your letter of 10 March 2020 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

Yours sincerely

Sophie Cattier
Assistant Business Manager
E-mail: sophie.cattier@HistoricEngland.org.uk



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk





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

Our ref: AE/2020/125144/01-L01
Your ref: DC/20/01036
Date: 15 May 2020

Dear Mr Heffer

APPLICATION FOR OUTLINE PLANNING PERMISSION (ACCESS TO BE CONSIDERED) - ERECTION OF UP TO 300 NO DWELLINGS, NEW VEHICULAR ACCESS, LANDSCAPING, OPEN SPACE AND DRAINAGE INFRASTRUCTURE.

ASHES FARM NEWTON ROAD STOWMARKET SUFFOLK IP14 5AD

Thank you for your consultation dated 10 March 2020. We have reviewed the application as submitted and have no objection to the proposal. We have included advice to the applicant relating to Environmental Permitting in our response below.

Environmental permit - advice to applicant

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

The Stonham Watercourse is designated a statutory main river. For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

We trust this advice is useful.

Yours sincerely

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

Cont/d..

Mr Mark Macdonald
Planning Advisor

Direct dial 02084749980

Direct e-mail Mark.Macdonald@environment-agency.gov.uk

End

Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

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

Your Ref: DC/20/01306
Our Ref: IESCCG/010422/STO

By Email Only:

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

22/04/2022

Dear Sir / Madam

Proposal: Application for Outline Planning Permission (Access to be considered) - Erection of up to 300 No dwellings, new vehicular access, landscaping, open space and drainage infrastructure.

Location: Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD

1.0 Introduction

1.1 Thank you for consulting Ipswich and East Suffolk Clinical Commissioning Group on the above planning application.

1.2 I refer to the above planning application and advise that, further to a review of the applicants' submission the following comments are with regard to the health and social care system provision on behalf of Suffolk and North East Essex Integrated Care System.

2.0 Existing Healthcare Position Proximate to the Planning Application Site

2.1 The proposed development is likely to have an impact on the services of two GP practices. These GP practices do not have capacity for the additional growth resulting from this development.

2.2 In addition to a primary healthcare response, the proposed development is likely to have an impact on other health and social care system providers that have been consulted as part of this healthcare impact assessment. This incorporates responses from:

- East Suffolk & North East Essex Foundation Trust
- Norfolk & Suffolk Foundation Trust (Mental Health)
- East of England Ambulance Service NHS Trust

2.2 The proposed development will be likely to have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health

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

3.0 Review of Planning Application

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

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

4.0 Assessment of Development Impact on Existing Healthcare Provision

4.1 The existing GP practices do not have capacity to accommodate the additional growth resulting from the proposed development. The development could generate approximately 690 residents and subsequently increase demand upon existing constrained services.

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

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

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

Notes:

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

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

5.0 Healthcare Needs Arising From the Proposed Development

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

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

5.3 **Health & Wellbeing Statement**

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

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

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

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

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

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

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

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

Premises	Additional Population Growth (300 dwellings) ⁵	Additional floorspace required to meet growth (m ²) ⁶	Spare Capacity (NIA) ⁷	Capital required to create additional floor space (£) ⁸
Stowhealth	345	23.65	180	£86,400.00
Combs Ford Surgery	345	23.65	-142	£86,400.00
Total	690	47.31	38	£172,800.00

Notes:

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

5.6 A developer contribution will be required to mitigate the impacts of this proposal. Ipswich and East Suffolk CCG calculates the level of contribution required, in this instance to be **£172,800.00** Payment should be made before the development commences.

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

6.0 Conclusions

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

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

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

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

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

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

Yours faithfully

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



**Ipswich and East Suffolk
Clinical Commissioning Group**

Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

Email address: planning.apps@suffolk.nhs.uk
Telephone Number – 01473 770000

Your Ref: DC/20/01036

Our Ref: IESCCG/000320/STO

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

25/03/2020

Dear Sirs,

Proposal: Application for Outline Planning Permission (Access to be considered) - Erection of up to 300 No dwellings, new vehicular access, landscaping, open space and drainage infrastructure.

Location: Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD

1. I refer to your consultation letter on the above planning application and advise that, following a review of the applicants' submission the following comments are with regard to the primary healthcare provision on behalf of Ipswich & East Suffolk Clinical Commissioning Group (CCG).

Background

2. The proposal comprises a development of up to 300 residential dwellings, which is likely to have an impact of the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. The CCG would therefore expect these impacts to be fully assessed and mitigated by way of a developer contribution secured through the Community Infrastructure Levy (CIL).

In addition to a primary healthcare response, the proposed development is likely to have an impact on other health and social care system providers that have been consulted as part of this healthcare impact assessment. Due to the **COVID-19** epidemic responses from these Trusts will not be available immediately but it is requested that these responses are presumed in place until the time when an actual response can be made. This incorporates responses from:

- East Suffolk & North East Essex Foundation Trust
- Norfolk & Suffolk Foundation Trust (Mental Health)
- East of England Ambulance Service NHS Trust

Review of Planning Application

3. There is one GP practices within a 2km radius of the proposed development, This practice does not have sufficient capacity for the additional growth resulting from this development and cumulative development growth in the area. Special consideration is requested as the NIA provided is not a true reflection of the space utilised and is in fact misleading as to the actual space the surgery has available to them. Therefore a developer contribution, via CIL processes, towards the capital funding to increase capacity within the GP Catchment Area would be sought to mitigate the impact.

Healthcare Needs Arising From the Proposed Development

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

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

Health & Wellbeing Statement

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

Suffolk and North East Essex Integrated Care System, recognises and supports the role of planning to create healthy, inclusive communities and reduce health inequalities whilst supporting local strategies to improve health, social and cultural wellbeing for all aligned to the guidance in the NPPF section 91. The way health and care is being delivered is evolving, partly due to advances in digital technology and workforce challenges. Infrastructure changes and funds received as a result of this development may incorporate not only extensions, refurbishments, reconfigurations or new buildings but will also look to address workforce issues, allow for future digital innovations and support initiatives that prevent poor health or improve health and wellbeing.

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

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

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

Table 1: Summary of capacity position for healthcare services closest to the proposed development.

Premises	Weighted List Size ¹	NIA (m ²) ²	Capacity ³	Spare Capacity (NIA m ²) ⁴
Stowhealth	18,532	1487.70	21,696	217
Total	18,532	1487.70	21,696	217

Notes:

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

5. This development is not of a size and nature that would attract a specific Section 106 planning obligation. Therefore, a proportion of the required funding for the provision of increased capacity by way of extension, refurbishment or reconfiguration at Stowhealth, servicing the residents of this development, would be sought from the CIL contributions collected by the District Council.
6. Although, due to the unknown quantities associated with CIL, it is difficult to identify an exact allocation of funding, it is anticipated that any funds received as a result of this development will be utilised to extend the above mentioned surgery. Should the level of growth in this area prove this to be unviable, the relocation of services would be considered and funds would contribute towards the cost of new premises, thereby increasing the capacity and service provisions for the local community.

Developer Contribution required to meet the Cost of Additional Capital Funding for Health Service Provision Arising

7. In line with the Government's presumption for the planning system to deliver sustainable development and specific advice within the National Planning Policy Framework and the CIL Regulations, which provide for development contributions to be secured to mitigate a development's impact, a financial contribution is sought.
8. Assuming the above is considered in conjunction with the current application process, Ipswich and East Suffolk CCG would not wish to raise an objection to the proposed development.
10. Ipswich and East Suffolk CCG is satisfied that the basis of a request for CIL contributions is consistent with the Regulation 123 list produced by East Suffolk Council

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

Yours faithfully

Jane Taylor

Senior Estates Development Manager

Ipswich and East Suffolk Clinical Commissioning Group

Date: 16 March 2020
Our ref: 311762
Your ref: DC/20/01036



Mr Bradly Heffer
Mid Suffolk District Council
planningblue@babberghmidsuffolk.gov.uk

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

T 0300 060 3900

BY EMAIL ONLY

Dear Mr Heffer

Planning consultation: Outline application for the erection of up to 300 dwellings with associated infrastructure.

Location: Ashes Farm, Newton Road, Stowmarket, Suffolk, IP14 5AD

Thank you for your consultation on the above dated 10 March 2020 which was received by Natural England on 10 March 2020

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.

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Natural England's generic advice on other natural environment issues is set out at Annex A.

Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

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.

Yours sincerely

Heather Ivinson
Consultations Team

Annex - Generic advice on natural environment impacts and opportunities

Sites of Special Scientific Interest (SSSIs)

Local authorities have responsibilities for the conservation of SSSIs under s28G of the Wildlife & Countryside Act 1981 (as amended). The National Planning Policy Framework (paragraph 175c) states that development likely to have an adverse effect on SSSIs should not normally be permitted. Natural England's SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the Natural England Open Data Geoportal. Our initial screening indicates that one or more Impact Risk Zones have been triggered by the proposed development, indicating that impacts to SSSIs are possible and further assessment is required. You should request sufficient information from the developer to assess the impacts likely to arise and consider any mitigation measures that may be necessary.

Biodiversity duty

Your authority has a duty to have regard to conserving biodiversity as part of your decision making. Conserving biodiversity can also include restoration or enhancement to a population or habitat. Further information is available here.

Protected Species

Natural England has produced standing advice¹ to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a SSSI or in exceptional circumstances.

Local sites and priority habitats and species

You should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraphs 171 and 174 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geoconservation groups or recording societies.

Priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. The list of priority habitats and species can be found here². Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found here.

Ancient woodland, ancient and veteran trees

You should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 175 of the NPPF. Natural England maintains the Ancient Woodland Inventory which can help identify ancient woodland. Natural England and the Forestry Commission have produced standing advice for planning authorities in relation to ancient woodland and ancient and veteran trees. It should be taken into account by planning authorities when determining relevant planning applications. Natural England will only provide bespoke advice on ancient woodland, ancient and veteran trees where they form part of a SSSI or in exceptional circumstances.

¹ <https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

² <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

Protected landscapes

For developments within or within the setting of a National Park or Area of Outstanding Natural Beauty (AONB), we advise you to apply national and local policies, together with local landscape expertise and information to determine the proposal. The National Planning Policy Framework (NPPF) (paragraph 172) provides the highest status of protection for the landscape and scenic beauty of National Parks and AONBs. It also sets out a 'major developments test' to determine whether major developments should be exceptionally be permitted within the designated landscape. We advise you to consult the relevant AONB Partnership or Conservation Board or relevant National Park landscape or other advisor who will have local knowledge and information to assist in the determination of the proposal. The statutory management plan and any local landscape character assessments may also provide valuable information.

Public bodies have a duty to have regard to the statutory purposes of designation in carrying out their functions (under (section 11 A(2) of the National Parks and Access to the Countryside Act 1949 (as amended) for National Parks and S85 of the Countryside and Rights of Way Act, 2000 for AONBs). The Planning Practice Guidance confirms that this duty also applies to proposals outside the designated area but impacting on its natural beauty.

Heritage Coasts are protected under paragraph 173 of the NPPF. Development should be consistent the special character of Heritage Coasts and the importance of its conservation.

Landscape

Paragraph 170 of the NPPF highlights the need to protect and enhance valued landscapes through the planning system. This application may present opportunities to protect and enhance locally valued landscapes, including any local landscape designations. You may want to consider whether any local landscape features or characteristics (such as ponds, woodland or dry stone walls) could be incorporated into the development in order to respect and enhance local landscape character and distinctiveness, in line with any local landscape character assessments. Where the impacts of development are likely to be significant, a Landscape & Visual Impact Assessment should be provided with the proposal to inform decision making. We refer you to the [Landscape Institute](#) Guidelines for Landscape and Visual Impact Assessment for further guidance.

Best and most versatile agricultural land and soils

Local planning authorities are responsible for ensuring that they have sufficient detailed agricultural land classification (ALC) information to apply NPPF policies (Paragraphs 170 and 171). This is the case regardless of whether the proposed development is sufficiently large to consult Natural England. Further information is contained in [GOV.UK guidance](#). Agricultural Land Classification information is available on the [Magic](#) website on the [Data.Gov.uk](#) website. If you consider the proposal has significant implications for further loss of 'best and most versatile' agricultural land, we would be pleased to discuss the matter further.

Guidance on soil protection is available in the Defra [*Construction Code of Practice for the Sustainable Use of Soils on Construction Sites*](#), and we recommend its use in the design and construction of development, including any planning conditions. Should the development proceed, we advise that the developer uses an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of soils on site.

Access and Recreation

Natural England encourages any proposal to incorporate measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways should be considered. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be delivered

where appropriate.

Rights of Way, Access land, Coastal access and National Trails

Paragraphs 98 and 170 of the NPPF highlights the important of public rights of way and access. Development should consider potential impacts on access land, common land, rights of way, coastal access routes and coastal margin in the vicinity of the development and the scope to mitigate any adverse impacts. Consideration should also be given to the potential impacts on any nearby National Trails, including the England Coast Path. The National Trails website www.nationaltrail.co.uk provides information including contact details for the National Trail Officer.

Environmental enhancement

Development provides opportunities to secure net gains for biodiversity and wider environmental gains, as outlined in the NPPF (paragraphs 8, 72, 102, 118, 170, 171, 174 and 175). We advise you to follow the mitigation hierarchy as set out in paragraph 175 of the NPPF and firstly consider what existing environmental features on and around the site can be retained or enhanced or what new features could be incorporated into the development proposal. Where onsite measures are not possible, you should consider off site measures. Opportunities for enhancement might include:

- Providing a new footpath through the new development to link into existing rights of way.
- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.
- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Designing lighting to encourage wildlife.
- Adding a green roof to new buildings.

You could also consider how the proposed development can contribute to the wider environment and help implement elements of any Landscape, Green Infrastructure or Biodiversity Strategy in place in your area. For example:

- Links to existing greenspace and/or opportunities to enhance and improve access.
 - Identifying opportunities for new greenspace and managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips)
 - Planting additional street trees.
 - Identifying any improvements to the existing public right of way network or using the opportunity of new development to extend the network to create missing links.
- Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition or clearing away an eyesore).



Planning Applications – Suggested Informative Statements and Conditions Report

If you would like to discuss any of the points in this document please contact us on 03456 066087, Option 1 or email planningliaison@anglianwater.co.uk

AW Site Reference: 157049/1/0080282

Local Planning Authority: Mid Suffolk District

Site: Ashes Farm Newton Road Stowmarket
Suffolk IP14 5AD

Proposal: Application for Outline Planning Permission (Access to be considered) - Erection of up to 300No dwellings, new vehicular access, landscaping, open space and drainage infrastructure

Planning application: DC/20/01036

Prepared by: Pre-Development Team

Date: 17 March 2020

ASSETS

Section 1 - Assets Affected

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

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

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Stowmarket Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

Section 3 - Used Water Network

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

Section 4 - Surface Water Disposal

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

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

Your Ref:DC/20/01036
Our Ref: SCC/CON/2749/20
Date: 22 July 2020
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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

Email: planning@babberghmidsuffolk.gov.uk

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

For the attention of: Bradly Heffer

Dear Bradly,

TOWN AND COUNTRY PLANNING ACT 1990

CONSULTATION RETURN: DC/20/01036

PROPOSAL: Application for Outline Planning Permission (Access to be considered) - Erection of up to 300 No dwellings, new vehicular access, landscaping, open space and drainage infrastructure.

Reason(s) for re-consultation: Agent response to consultee comment received by the Local Planning Authority on the 26th June 2020.

LOCATION: Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD

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:

COMMENTS

We have reviewed the technical note recently supplied with this application, the summary of our findings are as follows:

- The modelling results indicate in future year scenarios that Station Road / A1308 signalised junction is approaching capacity and A1120/Stowupland Road junction is exceeding capacity. The proposal is to introduce a roundabout at the A1120/Stowupland Road junction which mitigates the impact from this proposal. The Station Road/A1308 signalised junction mitigation proposal is not acceptable at present, but there are measures that can be considered such as timing and phasing changes that may improve the capacity here.
- The proposed visibility splays for the accesses are sufficient for the 85th%ile speeds.
- There is a single point of access for vehicles. Although we prefer 2 points of entry on a site this size, we will accept an improved wider access point and designed to distributor road standard; minimum width 7.0m. This allows an emergency vehicle to pass any obstruction.
- There is a proposal to extend the 30mph speed limit north to improve compliance with the limit for safety reasons associated with the development as more pedestrian activity is expected.

- The plans show new footways from the site access and improvements to some of the existing footways on Newton Road. There is insufficient highway land to improve the footway on B1115 north and south of Stowupland Road/Newton Road roundabout but there is safe route, although on a narrow footway, for the vulnerable user to gain access to the existing wider footway network.
- Other proposed mitigation is to construct formal parking laybys on Newton Road adjacent to the allotments.
- The catchment Primary School for pupils living in Newton Road is Chilton Community Primary School On Violet Hill Road which is approximately 1km from the centre of the site. This is considered to be within walking distance.
- The nearest bus stops to the site are located on Stowupland Road approximately 400m and the rail station is approximately 800m from the site's southern boundary which are considered within walking distance to catch public transport.
- There are records of 4 injury accidents on Stowupland Road, 2 on Newton Road, 4 at Station Road signals and one at A1120 junction with B1113. There is no pattern to suggest that highway layout or design were a contributory factor.
- The layout affects a number of Public Right of Way Footpaths and at present, these footpaths have not been indicated correctly. The footpath routes must either be accommodated and unobstructed through the development, or legally diverted. As this is an outline application, we recommend the applicant contacts the Definitive Maps team at SCC for more information regarding the legal alignment of FP01. Note, there is a fee for this service.

With the proposed mitigation and contributions for highway improvements, we consider the proposal would not have an adverse impact on the public highway with regard to congestion, safety or parking. Therefore, the County Council as Highways Authority, does not wish to restrict the grant of permission.

Taking all the above into account, it is our opinion that this development would not have a severe impact (NPPF para 109) therefore we do not object to the proposal.

CONDITIONS

Should the Planning Authority be minded to grant planning approval the Highway Authority in Suffolk would recommend they include the following conditions and obligations:

Access Condition: Before the development is commenced, details of the access and associated works, (including layout, levels, gradients, surfacing and means of surface water drainage) as outlined in Drawing No 3830-A-0101 P1, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

Visibility Condition: Before the access into the site is first used, visibility splays shall be provided as shown on Drawing No. 3830-A-0101 P1 with an X dimension of 2.4 and a Y dimension of 90m 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.

Highway Condition: Before occupation, the developer shall construct highway improvements including layby, a new footway and and improve the existing footway network as outlined on Drawing No. 383-A-0104 P1. Design and Construction details shall first be submitted to and approved by the Local Planning Authority.

Reason: To ensure that suitable footways are provided to access the application site and to connect the sites with adjacent footways and bus stops.

Highway Condition: Prior to commencement detailed design of the mitigation measures at A1120/B1113 junction are to be submitted and approved by the highway authority as detailed on Drawing No 3830-P-106. The approved scheme shall be laid out, constructed and made functionally available for use prior to occupation and thereafter retained in the approved form for the lifetime of the development.

Reason: To ensure that suitable highway improvements and mitigation measures are provided.

Travel Plan Condition: Prior to the occupation of any dwelling details of the travel arrangements to and from the site for residents of the dwellings, in the form of a Travel Plan in accordance with the mitigation measures identified in the submitted Framework Travel Plan shall be submitted for the approval in writing by the local planning authority in consultation with the highway authority. Reason: In the interest of sustainable development as set out in the NPPF

Travel Pack Condition: Within one month of the first occupation of any dwelling, the occupiers of each of the dwellings shall be provided with a Residents Travel Pack (RTP). Not less than 3 months prior to the first occupation of any dwelling, the contents of the RTP shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Reason: In the interest of sustainable development as set out in the NPPF

Estate Road Condition: Prior to commencement of any works, (save for site clearance and technical investigations) details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

Estate Road Construction Condition: No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority in consultation with Local Highway Authority.

Reason: To ensure that satisfactory access is provided for the safety of residents and the public.

Parking Condition: Before the development is commenced details of the areas to be provided for the manoeuvring and parking of vehicles including electric vehicle charging units and 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 enable vehicles to enter and exit the public highway in forward gear in the interests of highway safety.

Bin Condition: Before the development is commenced details of the areas to be provided for storage and presentation of Refuse/Recycling bins 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 for no other purpose.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

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

- haul routes for construction traffic on the highway network and monitoring and review mechanisms.
- provision of boundary hoarding and lighting
- details of proposed means of dust suppression
- details of measures to prevent mud from vehicles leaving the site during construction
- details of deliveries times to the site during construction phase
- details of provision to ensure pedestrian and cycle safety
- programme of works (including measures for traffic management and operating hours)
- parking and turning for vehicles of site personnel, operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials
- maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

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

NOTES

The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW. It DOES NOT give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. For further information go to <http://www.suffolkpublicrightsofway.org.uk> and www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk.

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. These works will need to be applied for and agreed with Suffolk County Council as the Local Highway Authority. Application form for minor works licence under Section 278 of the Highways Act 1980 can be found at the following webpage: www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/.

The Local Planning Authority recommends that developers of housing estates should enter into formal agreement with the Highway Authority under Section 38 of the Highways Act 1980 relating to the construction and subsequent adoption of Estate Roads.

S106 CONTRIBUTIONS

The intension will be for the developer to enter into unilateral undertaking with SCC to create the Traffic Regulation Order (TRO) to extend the 30mph speed limit on Newton Road. The contribution required to carry the required works will be £10,000.

To ensure the Travel Plan is implemented, a contribution of £128,150 (£427.17 per dwelling) for Suffolk County Council to take on the implementation of the Travel Plan on behalf of the developer. This Travel Plan would be implemented in accordance with the Suffolk Travel Plan Guidance, that can be found at <https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/>.

Yours sincerely,

Samantha Harvey
Senior Development Management Engineer
Growth, Highways and Infrastructure

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

Sent: 28 Jun 2021 09:44:32

To:

Cc:

Subject: FW: MSDC Planning Re-consultation Request - DC/20/01036

Attachments:

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

Sent: 25 June 2021 10:49

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

Cc: David Falk <david.falk@suffolk.gov.uk>; Kevin Verlander <Kevin.Verlander@suffolk.gov.uk>; Sam Trayton <Sam.Trayton@suffolk.gov.uk>; Sharon Berry (MSDC) <Sharon.Berry@baberghmidsuffolk.gov.uk>; Ben Chester <Ben.Chester@suffolk.gov.uk>

Subject: RE: MSDC Planning Re-consultation Request - DC/20/01036

PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE

REF: Ashes Farm, Newton Road, Stowmarket – DC/20/01036

Thank you for your re-consultation concerning the above application.

As the Applicant has previously been notified, the proposed site does contain public rights of way (PROW): Footpath 6 and Footpath 8 Stowmarket. The Definitive Map for Stowmarket can be seen at <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-rights-of-way/Stowmarket-1-of-2.pdf>. A more detailed plot of public rights of way can be provided and we would strongly advise the Applicant to contact DefinitiveMaps@suffolk.gov.uk for more information. Note, there is a fee for this service.

We are pleased to see that the Applicant has now clearly depicted FP6 and FP8 on their masterplan dated 16 June 2021, and we are therefore content to withdraw our objection. However the Applicant MUST still take the following into account:

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

All currently recorded PROW are shown on the Definitive Map and described in the Definitive Statement (together forming the legal record of all currently recorded PROW). There may be other PROW that exist which have not been registered on the Definitive Map. These paths are either historical paths that were not claimed under the National Parks and Access to the Countryside Act 1949 or since, or paths that have been created by years of public use. To check for any unrecorded rights or anomalies, please contact DefinitiveMaps@suffolk.gov.uk.

2. **PROW MUST remain open, unobstructed and safe for the public to use at all times**, including throughout any construction period. If it is necessary to temporarily close or divert a PROW, the appropriate process must be followed as per point 4 below.
3. The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PROW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. Any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy. We do not keep records of private rights and suggest that a solicitor is contacted.
4. **The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW. It DOES NOT** give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:
 - To apply for permission to carry out work on a PROW, or seek a temporary closure –<https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/> or telephone 0345 606 6071. **PLEASE NOTE** that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not

responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.

- To discuss applying for permission for structures such as gates to be constructed on a PROW – contact the relevant Area Rights of Way Team <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.

5. **To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible** to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> **PLEASE NOTE** that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.
6. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.
7. Any hedges adjacent to PROW must be planted a minimum of 1 metre from the edge of the path in order to allow for annual growth and cutting, and should not be allowed to obstruct the PROW. Some hedge types may need more space, and this should be taken into account by the applicant. In addition, any fencing should be positioned a minimum of 0.5 metres from the edge of the path in order to allow for cutting and maintenance of the path, and should not be allowed to obstruct the PROW.

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

Thank you for taking the time to consider this response.

Public Rights of Way Team

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

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

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

Sent: 16 June 2021 16:56

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

Subject: MSDC Planning Re-consultation Request - DC/20/01036 *through

Please find attached planning re-consultation request letter relating to planning application - DC/20/01036 - Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD

Kind Regards

Planning Support Team

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

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From: Chris Ward <Chris.Ward@suffolk.gov.uk>
Sent: 19 March 2020 09:53
To: Bradly Heffer <Bradly.Heffer@babberghmidsuffolk.gov.uk>
Cc: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>; Sam Harvey <Sam.Harvey@suffolk.gov.uk>
Subject: RE: MSDC Planning Consultation Request - DC/20/01036

Dear Bradly,

Thank you for consulting me about the proposed residential development off Newton Road in Stowmarket. I will be providing a response for the Travel Plan submitted and the other sustainable transport measures, however it will form part of the formal Suffolk County Council Highways response that Sam Harvey is leading on to comply with internal protocol.

Kind regards

Chris Ward
Travel Plan Officer
Transport Strategy
Strategic Development - Growth, Highways and Infrastructure
Suffolk County Council

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

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

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

From: planningblue@babberghmidsuffolk.gov.uk <planningblue@babberghmidsuffolk.gov.uk>
Sent: 10 March 2020 16:49
To: Chris Ward
Subject: MSDC Planning Consultation Request - DC/20/01036

Please find attached planning consultation request letter relating to planning application - DC/20/01036 - Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD

Kind Regards

Planning Support Team

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

Babergh District Council and Mid Suffolk District Council (BMSDC) will be Data Controllers of the information you are providing. As required by the Data Protection Act 2018 the information will be kept safe, secure, processed and only shared for those purposes or where it is allowed by law. In some circumstances however we may need to disclose your personal details to a third party so that

they can provide a service you have requested, or fulfil a request for information. Any information about you that we pass to a third party will be held securely by that party, in accordance with the Data Protection Act 2018 and used only to provide the services or information you have requested. For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.

Your ref: DC/20/01036/OUT
 Our ref: Stowmarket – Ashes Farm, Newton
 Road 60026
 Date: 05 May 2022
 Enquiries: Neil McManus
 Tel: 07973 640625
 Email: neil.mcmanus@suffolk.gov.uk

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

Dear Bradly,

Stowmarket: Ashes Farm, Newton Road – developer contributions

I refer to the proposal: application for outline planning permission (access to be considered) – erection of up to 300no. dwellings, new vehicular access, landscaping, open space, and drainage infrastructure.

An updated consultation response with revised infrastructure contributions was previously submitted to the local planning authority by way of letter dated 01 December 2021, which was time-limited to six months. Unless circumstances change, the response dated 01 December 2021 is still applicable for a further period to 30 November 2022.

Summary of infrastructure requirements based on 300no. dwellings:

S106	Education	
	- Primary school new build @ £20,508 per pupil place	£1,538,100
	- Secondary school expansion @ £23,775 per pupil place	£1,283,850
	- Sixth form expansion @ £23,775 per pupil place	£285,300
S106	Early years	
	- New build contribution @ £20,508 per pupil place	£553,716
	- Fully serviced land – freehold	£1
S106	Libraries improvements @ £216 per dwelling	£64,800
S106	Household waste @ £113 per dwelling	£33,900
S106	Monitoring fee per obligation trigger point	£412
S106	Highways	tbc

This application is part of the strategic allocation known as ‘Stowmarket North – The Ashes’. As previously confirmed by the county council, there is a requirement to identify and secure fully serviced land of a minimum area of 0.1 hectares for a new early years

setting. The strategic allocation must be planned and delivered in a comprehensive manner – this is covered in the Stowmarket Area Action Plan (SAAP) [adopted 2013]. SAAP Policy 6.14 Development Briefs says,

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

This development proposal requires the securing of a land reservation for the new early years setting.

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

Yours sincerely,

Neil McManus BSc (Hons) MRICS
Development Contributions Manager
Growth, Highways & Infrastructure Directorate

cc Luke Barber/Ben Chester, SCC (highways)
Kelly Smith, SCC (early years)
Jason Skilton, SCC (LLFA)
Vincent Pearce, BMSDC (planning)

Your ref: DC/20/01036/OUT
Our ref: 60026
Date: 1 December 2021
Enquiries to: Isabel Elder
Email: isabel.elder@suffolk.gov.uk

By e-mail only:

planninggreen@baberghmidsuffolk.gov.uk

FAO Bradley Heffer

Dear Bradley,

Re: Stowmarket: Ashes Farm, Newton Road – developer contributions

I refer to the proposal: Application for outline planning permission (access to be considered) – erection of up to 300 no. dwellings, new vehicular access, landscaping, open space and drainage infrastructure.

Further to my letter dated 9 June 2021, which was time limited to 6 months, I can confirm that the County Council has no amendments to make at this stage to our request.

SCC have previously set out requirements in a letter dated 14 September 2020 which was time-limited to six months and subsequent updated letter of 4 March 2021 with revised figures.

The figures below are valid for a further 6 months from the date of this letter.

This site is identified as a strategic site and therefore infrastructure contributions fall to S106 as it is currently zero rated in CIL terms:

S106		Total contribution	Per Dwelling
S106	Primary school new build @ £20,508 per place 75 pupils arising	£1,538,100.00	£5,127.00
S106	Secondary school expansion @ £23,775 per place 54 pupils arising	£1,283,850.00	£4,279.50
S106	Sixth form expansion @ £23,775 per place 12 pupils arising	£285,300.00	£951.00
S106	Early years land 0.1 ha	£1	
S106	Early years new build @ £20,508 per place 27 places arising	£553,716.00	£1,845.72
S106	Libraries improvements & books etc	£64,800.00	£216.00
S106	Waste Improvements	£33,900.00	£113.00
S106	Highways	tbc	

S106	Monitoring fee for each planning obligation trigger	£412	
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Yours sincerely,

Isabel

Isabel Elder
Developer Contributions
Growth, Highways & Infrastructure Directorate

cc SCC, Carol Barber
BMSDC Infrastructure Team

Your ref: DC/20/01036
 Our ref: 60026
 Date: 03 March 2021
 Enquiries to: Peter Freer
 Tel: 01473 264801
 Email: peter.freer@suffolk.gov.uk

By e-mail only:
planninggreen@babberghmidsuffolk.gov.uk

FAO Bradly Heffer

Dear Bradly,

Re: Stowmarket: Ashes Farm, Newton Road – developer contributions

I refer to the proposal: application for outline planning permission (access to be considered) – erection of up to 300 no. dwellings, new vehicular access, landscaping, open space and drainage infrastructure.

This letter provides an update in respect of infrastructure requirements set out in SCC’s previous letter dated 14 September 2020 which was time-limited to six months.

Updated summary of infrastructure requirements – This site is identified as a strategic site and therefore infrastructure contributions fall to CIL as it is currently zero rated in terms:

S106		Total contribution	Per Dwelling
S106	Primary school new build @ £20,508 per place 75 pupils arising	£1,538,100.00	£5,127.00
S106	Secondary school expansion @ £23,775 per place 54 pupils arising	£1,283,850.00	£4,279.50
S106	Sixth form expansion @ £23,775 per place 12 pupils arising	£285,300.00	£951.00
S106	Early years land 0.1 ha	£1	
S106	Early years new build @ £20,508 per place 27 places arising	£553,716.00	£1,845.72
S106	Libraries improvements & books etc	£64,800.00	£216.00
S106	Waste Improvements	£33,900.00	£113.00
S106	Highways	tbc	
S106	Monitoring fee for each planning obligation trigger	£412	

1. Education

The most recent scorecard is 2019 and the national average school new build cost per pupil for primary schools is £20,508 (March 2020). The regional weighting for the East of England based on BCIS indices, which includes Suffolk, is 1. When applied to the national new build cost (£20,508/1.00) produces a total of £20,508 per pupil for new build of primary schools.

The most recent scorecard is 2019 and the national average school expansion build cost per pupil for secondary schools is £23,775 (March 2020). The regional weighting for the East of England based on BCIS indices, which includes Suffolk, is 1. When applied to the national expansion build cost (£23,775/1.00) produces a total of £23,775 per pupil for permanent expansion of secondary schools. The DfE guidance in paragraph 16 says, "further education places provided within secondary school sixth forms will cost broadly the same as a secondary school place".

Contribution to new primary school at either Chilton Leys or Stowupland.

2. Pre-school provision

In paragraph 16 of the DfE guidance it says, "Developer contributions for early years provision will usually be used to fund places at existing or new school sites, incorporated within primary or all-through schools. Therefore, we recommend that the per pupil cost of early years provision is assumed to be the same as for a primary school".

A new Early Years setting is required on this site with a site area of 0.1ha and secured for £1.

3. The above information is time-limited for 6 months only from the date of this letter.

Yours sincerely,

PJ Freer

Peter Freer MSc MRTPI
Senior Planning and Infrastructure Officer
Growth, Highways & Infrastructure Directorate

cc SCC, Carol Barber
BMSDC Infrastructure Team

Your ref: DC/20/01036
 Our ref: Stowmarket – Ashes Farm, Newton
 Road 60026
 Date: 11 September 2020
 Enquiries: Neil McManus
 Tel: 07973 640625
 Email: neil.mcmanus@suffolk.gov.uk

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

Dear Bradly,

Stowmarket: Ashes Farm, Newton Road – developer contributions

I refer to the proposal: application for outline planning permission (access to be considered) – erection of up to 300no. dwellings, new vehicular access, landscaping, open space and drainage infrastructure.

This letter provides an update in respect of infrastructure requirements set out in my letter dated 12 March 2020 which was time-limited to six months.

Updated summary of infrastructure requirements:

S106	Education	
	- Primary school new build @ £20,508 per place	£1,538,100
	- Secondary school expansion @ £23,775 per place	£1,283,850
	- Sixth form expansion @ £23,775 per place	£285,300
S106	Early years land	£1
S106	Early years new build @ £20,508 per place	£553,716
S106	Libraries improvements & books etc.	£69,600
S106	Waste improvements	£33,000
S106	Highways	tbc
S106	Monitoring fee for each planning obligation trigger	£412

1. Education.

The most recent scorecard is 2019 and the national average school new build cost per pupil for primary schools is £20,508 (March 2020). The regional weighting for the East of England based on BCIS indices, which includes Suffolk, is 1. When applied to the national new build cost (£20,508/1.00) produces a total of £20,508 per pupil for new build of primary schools.

The most recent scorecard is 2019 and the national average school expansion build cost per pupil for secondary schools is £23,775 (March 2020). The regional weighting for the East of England based on BCIS indices, which includes Suffolk, is 1. When applied to the national expansion build cost (£23,775/1.00) produces a total of £23,775 per pupil for permanent expansion of secondary schools. The DfE guidance in paragraph 16 says, *“further education places provided within secondary school sixth forms will cost broadly the same as a secondary school place”*.

2. Pre-school provision.

In paragraph 16 of the DfE guidance it says, *“Developer contributions for early years provision will usually be used to fund places at existing or new school sites, incorporated within primary or all-through schools. Therefore, we recommend that the per pupil cost of early years provision is assumed to be the same as for a primary school”*.

3. The above information is time-limited for 6 months only from the date of this letter.

Yours sincerely,

Neil McManus BSc (Hons) MRICS
Development Contributions Manager
Growth, Highways & Infrastructure

cc Carol Barber, SCC (education)

Your ref: DC/20/01036
 Our ref: Stowmarket – Ashes Farm, Newton
 Road 60026
 Date: 12 March 2020
 Enquiries: Neil McManus
 Tel: 07973 640625
 Email: neil.mcmanus@suffolk.gov.uk

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

Dear Bradly,

Stowmarket: Ashes Farm, Newton Road – developer contributions

I refer to the proposal: application for outline planning permission (access to be considered) – erection of up to 300no. dwellings, new vehicular access, landscaping, open space and drainage infrastructure.

Summary of infrastructure requirements:

S106	Education	
	- Primary school new build	£1,470,825
	- Secondary school expansion	£1,227,852
	- Sixth form expansion	£272,856
S106	Early years land	£1
S106	Early years new build	£529,497
S106	Libraries improvements & books etc.	£69,600
S106	Waste improvements	£33,000
S106	Highways	tbc

Previous advice for the strategic allocation has been submitted to the local planning authority via letters sent December 2013, March 2016, April 2016, April 2017 and August 2018. However, it is disappointing that no pre-application advice has been sought in respect of this separate planning application. The NPPF in paragraphs 39 – 45 strongly encourages pre-application engagement and front-loading. Paragraph 41 says, *“The more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits.....”*.

This proposed development must be considered and planned comprehensively with the adjacent part of the strategic site allocation which is being separately promoted in order to secure a better plan-led outcome for the locality.

I set out below Suffolk County Council's infrastructure requirements associated with this development proposal which will need to be considered by the local planning authority. The county council will need to be a party to any sealed Section 106 legal agreement if it includes obligations which are its responsibility as service provider. Without the following contributions being agreed between the applicant and the local authority, the development cannot be considered to accord with relevant policies.

The development falls within the Stowmarket Area Action Plan (SAAP) which was adopted in February 2013 and it therefore needs to be considered in relation to SAAP Policy 11.1 and Core Strategy Policy CS6 which requires all development to provide for the supporting infrastructure they necessitate. The site is identified as part of the allocation under SAAP Policy 6.13. Under SAAP Policy 6.14 Development Briefs it says, "*A development brief will be produced before an application for planning permission is submitted. This development brief should follow the principles set out in paragraph 4.4 – 4.8 and take into account the Stowmarket Masterplan (where it is pertinent), the objectives and policies of the SAAP and other policies of the development plan*". Ashes Farm Development Brief and Delivery Framework (November 2016) – The SAAP (2013) allocated 'The Ashes' for a mix of residential development and open space. In April 2016, following on from meetings with the landowners and their agents, the Council commissioned a team of consultants to facilitate discussions and prepare a delivery framework to identify and assess the constraints and develop viable solutions. The framework has provided options that will overcome the site constraints, increase the potential capacity and tested viability.

This proposal must take into account the cumulative impacts on infrastructure for the 'whole' strategic allocation of 'The Ashes' and be planned, designed & delivered in a comprehensive manner so as to achieve a well-designed place as set out in Chapter 12 of the NPPF, the Core Strategy, the SAAP, and the Ashes Farm Development Brief and Delivery Framework.

It is considered that the requirements of Suffolk County Council meet the legal tests set out in paragraph 56 of the National Planning Policy Framework and Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended). The National Planning Policy Framework (NPPF) paragraph 56 sets out the requirements of planning obligations, which are that they must be:

- a) *Necessary to make the development acceptable in planning terms;*
- b) *Directly related to the development; and,*
- c) *Fairly and reasonably related in scale and kind to the development.*

The County and District Councils have a shared approach to calculating infrastructure needs, in the adopted Section 106 Developers Guide to Infrastructure Contributions in Suffolk.

Community Infrastructure Levy

Mid Suffolk District Council adopted a CIL Charging Schedule on 21 January 2016 and charges CIL on planning permissions granted after 11 April 2016.

However, this strategic site in Stowmarket will provide all the necessary infrastructure through planning obligations (and not the Community Infrastructure Levy) relating specifically to the development.

New CIL Regulations were laid before Parliament on 4 June 2019. These Regulations (Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019) came into force on 1 September 2019 (“the commencement date”). Regulation 11 removes regulation 123 (pooling restriction and the CIL 123 List in respect of ‘relevant infrastructure’).

1. Education. Paragraph 94 of the NPPF states: *‘It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:*

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*
- b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.’*

Furthermore, the NPPF at paragraph 104 states: *‘Planning policies should:*

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;’*

The Department for Education (DfE) publications *‘Education provision in garden communities’* [April 2019] and *‘Securing developer contributions for education’* [November 2019], which should be read in conjunction with the Planning Practice Guidance (PPG) advice on planning obligations [revised September 2019]. Paragraph 19 of the DfE guidance about securing developer contributions states, *“We advise local authorities with education responsibilities to work jointly with relevant local planning authorities as plans are prepared and planning applications determined, to ensure that all education needs are properly addressed, including both temporary and permanent education needs where relevant, such as school transport costs and temporary school provision before a permanent new school opens within a development site”.*

In paragraph 15 of the DfE guidance it says, *“We advise that you base the assumed cost of mainstream school places on national average costs published annually in the DfE school place scorecards. This allows you to differentiate between the average per pupil costs of a new school, permanent expansion or temporary expansion, ensuring developer contributions are fairly and reasonably related in scale and kind to the development. You should adjust the national average to reflect the costs in your region, using BCIS location factors”.*

The most recent scorecard is 2018 and the national average new build cost per pupil for primary schools is £19,611. The most recent (March 2019) BCIS location factor for the

East of England, which includes Suffolk, is 100. When applied to the national new build cost (£19,611 x 1.00) produces a total of £19,611 per pupil for new build primary schools.

The most recent scorecard is 2018 and the national average expansion build cost per pupil for secondary schools is £22,738. The most recent (March 2019) BCIS location factor for the East of England, which includes Suffolk, is 100. When applied to the national expansion build cost (£22,738 x 1.00) produces a total of £22,738 per pupil for permanent expansion of secondary schools. The DfE guidance in paragraph 16 says, *“further education places provided within secondary school sixth forms will cost broadly the same as a secondary school place”*.

Pupil yields

SCC would anticipate the following **minimum** pupil yields from a development of 300 dwellings, namely:

- a) Primary school age range, 5-11: 75 pupils. Cost per place is £19,611 (2019/20 costs). A financial contribution towards the delivery of new primary school provision at either the Chilton Leys strategic allocation or in Stowupland.
- b) Secondary school age range, 11-16: 54 pupils. Cost per place is £22,738 (2019/20 costs). A financial contribution towards the expansion, improvement and enhancement of secondary schools serving the development.
- c) Secondary school age range, 16+: 12 pupils. Costs per place is £22,738 (2019/20 costs). A financial contribution towards the expansion, improvement and enhancement of sixth form provision serving the development.

Primary education build costs

- £19,611 per pupil for new build primary schools.
- It is anticipated that 75 primary age-pupils will arise. Total contribution sought is 75 pupils x £19,611 per pupil place = £1,470,825 (2019/20 costs).
- Building Bulletin 103 published by the Department for Education and the Education Funding Agency in June 2014 – this document aims to assist architects, sponsors and those involved in creating a design brief for new school buildings.
- All contributions increased in line with the BCIS index.
- Contributions held for a minimum period of 10 years from the date of first occupation of the final dwelling.
- Payment trigger points: 5% prior to commencement, 20% prior to the 1st dwelling occupation, 35% prior to the 100th dwelling occupation & 40% prior to the 200th dwelling occupation.

School transport costs

- An assessment of safe walking and cycling routes must be carried out by the applicant. The presumption is that all pupils arising from this proposed development will be able to access schools within safe walking distance which will minimise the length and number of journeys.

- Transport cost per pupil per annum is currently estimated at £960.

Secondary education and sixth form build costs

- £22,738 per pupil for permanent expansion of secondary schools.
- It is anticipated that 54 secondary age-pupils and 12 sixth form pupils will arise. Total contribution sought is 66 pupils x £22,738 per pupil place = £1,500,708 (2019/20 costs).
- Building Bulletin 103 published by the Department for Education and the Education Funding Agency in June 2014 – this document aims to assist architects, sponsors and those involved in creating a design brief for new school buildings.
- All contributions increased in line with the BCIS index.
- Contributions held for a minimum period of 15 years from the date of first occupation of the final dwelling.
- Payment trigger points: 5% prior to commencement, 20% prior to the 1st dwelling occupation, 35% prior to the 100th dwelling occupation & 40% prior to the 200th dwelling occupation.

2. Pre-school provision. Education for early years should be considered as part of addressing the requirements of the NPPF Section 8: *'Promoting healthy and safe communities'*

The Childcare Act 2006 places a range of duties on local authorities regarding the provision of sufficient, sustainable and flexible childcare that is responsive to parents' needs. Local authorities are required to take a lead role in facilitating the childcare market within the broader framework of shaping children's services in partnership with the private, voluntary and independent sector. Section 7 of the Act sets out a duty to secure funded early years provision of the equivalent of 15 hours funded education per week for 38 weeks of the year for children from the term after their third birthday until they are of compulsory school age. The Education Act 2011 places a statutory duty on local authorities to ensure the provision of early education for every disadvantaged 2-year-old the equivalent of 15 hours funded education per week for 38 weeks. The Childcare Act 2016 places a duty on local authorities to secure the equivalent of 30 hours funded childcare for 38 weeks of the year for qualifying children from September 2017 – this entitlement only applies to 3 and 4 years old of working parents.

From these development proposals SCC would anticipate up to 45 pre-school children arising, which is equivalent to 27 FTE pre-school children (one FTE is based on a place used for 30 hours per week).

In respect of early years requirements, the county council refers to the DfE publication *'Statutory framework for the early years foundation stage: Setting the standards for learning, development and care for children from birth to five'* (3 March 2017). This framework is mandatory for all early years providers in England (from 3 April 2017): maintained schools; non-maintained schools; independent schools; all providers on the Early Years Register; and all providers registered with an early years childminder agency.

In paragraph 16 of the DfE guidance it says, “*Developer contributions for early years provision will usually be used to fund places at existing or new school sites, incorporated within primary or all-through schools. Therefore, we recommend that the per pupil cost of early years provision is assumed to be the same as for a primary school*”.

The strategy for early years’ provision would be to provide a new on-site setting.

Early years land requirements

- A fully serviced site – minimum site area of 0.1 hectares. Suitable location to be identified and agreed at the reserved matters stage.
- Land transfer trigger point – option to transfer to SCC prior to the 50th dwelling occupation. Unencumbered freehold for £1.

Early years settings build costs

- £19,611 per child for new build early years setting.
- It is anticipated that 27 early years children will arise. Total contribution sought is 27 pupils x £19,611 per pupil place = £529,497 (2019/20 costs).
- All contributions increased in line with the BCIS index.
- Contributions held for a minimum period of 10 years from the date of first occupation of the final dwelling.
- Payment trigger points: 5% prior to commencement, 20% prior to the 1st dwelling occupation, 35% prior to the 100th dwelling occupation & 40% prior to the 200th dwelling occupation.

3. Play space provision. This should be considered as part of addressing the requirements of the NPPF Section 8: ‘*Promoting healthy and safe communities.*’ A key document is the ‘*Quality in Play*’ document fifth edition published in 2016 by Play England.

4. Transport issues. Refer to the NPPF Section 9 ‘*Promoting sustainable transport*’.

An assessment of highways and transport issues will be required as part of the planning application. This will include travel plan, pedestrian & cycle provision, public transport, rights of way, air quality and highway provision (both on-site and off-site). Requirements will be dealt with via planning conditions and Section 106 as appropriate, and infrastructure delivered to adoptable standards via Section 38 and Section 278. This is being coordinated by Suffolk County Council FAO Luke Barber and Samantha Harvey, and a separate consultation response will be sent.

Suffolk County Council, in its role as local Highway Authority, has worked with the local planning authorities to develop county-wide technical guidance on parking which replaces the preceding Suffolk Advisory Parking Standards (2002) in light of new national policy and local research. It has been subject to public consultation and was adopted by Suffolk County Council in November 2014 (updated 2019).

5. Libraries. Refer to the NPPF Chapter 8 ‘*Promoting healthy and safe communities*’.

The libraries and archive infrastructure provision topic paper sets out the detailed approach to how contributions are calculated. A contribution of £216 per dwelling is sought i.e. £64,800. A minimum standard of 30 square metres of new library space per 1,000 populations is required. Construction and initial fit out cost of £3,000 per square metre for libraries (based on RICS Building Cost Information Service data but excluding land costs). This gives a cost of $(30 \times £3,000) = £90,000$ per 1,000 people or £90 per person for library space. Assumes average of 2.4 persons per dwelling.

There is a project identified to improve the Stowmarket Library. This development will place additional demands on the library service, so a contribution of up to £216 per dwelling is sought to help fund this project.

In addition, each house is expected to generate the need for 2.8 library items per annum (Suffolk standard level of stock per 1000 population is 1,174, CIPFA Library Survey 2015). The average cost of library stock in Suffolk is £5.66 per item. This includes books and physical non-book items, like spoken word and music CDs, and DVDs, as well as daily newspapers and periodicals. This gives a cost per dwelling of $2.8 \text{ items} \times £5.66 = £16$ per dwelling. This scheme would therefore support a contribution of $300 \text{ dwellings} \times £16 \text{ per dwelling} = £4,800$.

- 6. Waste.** All local planning authorities should have regard to both the Waste Management Plan for England and the National Planning Policy for Waste when discharging their responsibilities to the extent that they are appropriate to waste management. The Waste Management Plan for England sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management.

Paragraph 8 of the National Planning Policy for Waste states that when determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that:

- *New, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service.*

The Developers Guide sets out the approach to securing developer contributions for waste. The County Council, as Waste Disposal Authority, is pursuing a strategy of reducing reliance on landfill and moving towards alternative methods of disposal, but with the emphasis on waste minimisation and recycling. In terms of the disposal of municipal residual waste the county council has Energy from Waste (EfW) facility serving Suffolk. To meet targets for reducing the land filling of biodegradable municipal waste under Article 5(2) of the EC Landfill Directive, the EfW facility is the main means of disposal. However, an important part of this overall strategy is encouraging residents to minimise and recycle waste arisings to reduce the need for collection and disposal.

Household Waste and Recycling Centre – Old Bury Road, Stowmarket IP14 1JQ: Already at capacity and significantly challenged. Current issues are:

- Footprint (m²) is small for number of visitors and tonnages received
 - Restricted parking space for visitors to utilise and access all recyclables containers
 - Restricted number of containers on site
 - No available space to add material streams to recycle or add reuse facility
- Traffic queuing at busy times due to challenging access arrangements
 - Access off the highway is from one way only
- Complaints regarding queues and noise
- No available land around current site to expand
- Site closes for safety reasons when containers are exchanged

SCC has a project underway to identify a new HWRC site for the Stowmarket catchment area. Likely cost of a new HWRC is between £3m and £5m. This is a priority site in the Waste Infrastructure Strategy and it is hoped that budget will be identified for this purpose. However, the Waste Service would expect a s106 contribution of £110 per household from any significant development in this area. In this case a sum in the region of £33,000 would be applicable.

SCC requests that waste bins and garden composting bins should be provided before occupation of each dwelling and this will be secured by way of a planning condition. SCC would also encourage the installation of water butts connected to gutter down-pipes to harvest rainwater for use by occupants in their gardens.

- 7. Supported Housing.** Section 5 of the NPPF seeks to deliver a wide choice of high-quality homes. Supported Housing provision, including Extra Care/Very Sheltered Housing providing accommodation for those in need of care, including the elderly and people with learning disabilities, needs to be considered in accordance with paragraphs 61 to 64 of the NPPF.

Following the replacement of the Lifetime Homes standard, designing homes to Building Regulations Part M 'Category M4(2)' standard offers a useful way of meeting this requirement, with a proportion of dwellings being built to 'Category M4(3)' standard. In addition, we would expect a proportion of the housing and/or land use to be allocated for housing with care for older people e.g. Care Home and/or specialised housing needs, based on further discussion with the LPAs housing team to identify local housing needs.

- 8. Sustainable Drainage Systems.** Section 14 of the NPPF seeks to meet the challenges of climate change, flooding and coastal change. Paragraphs 155 – 165 refer to planning and flood risk and paragraph 165 states: *'Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:*

- a) *take account of advice from the lead local flood authority;*
- b) *have appropriate proposed minimum operational standards;*

- c) *have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and*
- d) *where possible, provide multifunctional benefits.'*

In accordance with the NPPF, when considering a major development (of 10 dwellings or more), sustainable drainage systems should be provided unless demonstrated to be inappropriate

Suffolk County Council FAO Jason Skilton will coordinate a consultation response.

- 9. Fire Service.** Any fire hydrant issues will need to be covered by appropriate planning conditions. SCC would strongly recommend the installation of automatic fire sprinklers. The Suffolk Fire and Rescue Service requests that early consideration is given during the design stage of the development for both access for fire vehicles and the provisions of water for firefighting which will allow SCC to make final consultations at the planning stage.
- 10. Archaeology.** This will be coordinated by Dr Abby Antrobus, of the Suffolk Archaeological Service.
- 11. Ecology, landscape & heritage.** These are matters for the Council to consider and address. In terms of good design, it is suggested that consideration should be given to incorporating suitable roosting and nesting boxes within dwellings for birds and bats, as well as providing suitable biodiversity features including native plants to attract & support insects, reptiles, birds & mammals. Refer to the MHCLG guidance on the Natural environment [updated 21 July 2019].
- 12. Health impact assessment.** An assessment of the likely impact of the development proposals on local health infrastructure, facilities and funding will need to be undertaken, in conjunction with a methodology to be agreed with NHS England.
- 13. Superfast broadband.** This should be considered as part of the requirements of the NPPF Section 10 '*Supporting high quality communication*'. SCC would recommend that all development is equipped with high speed broadband (fibre optic). This facilitates home working which has associated benefits for the transport network and contributes to social inclusion; it also impacts educational attainment and social wellbeing, as well as improving property prices and saleability.

As a minimum, access line speeds should be greater than 30Mbps, using a fibre based broadband solution, rather than exchange-based ADSL, ADSL2+ or exchange only connections. The strong recommendation from SCC is that a full fibre provision should be made, bringing fibre cables to each premise within the development (FTTP/FTTH). This will provide a network infrastructure which is fit for the future and will enable faster broadband.
- 14. Legal costs.** SCC will require an undertaking for the reimbursement of its own legal costs associated with work on a S106A, whether or not the matter proceeds to completion.

15. Monitoring fee. The new CIL Regs allow for the charging of monitoring fees. In this respect the county council charges £412 for each trigger point in a planning obligation, payable upon commencement.

16. The above information is time-limited for 6 months only from the date of this letter.

Yours sincerely,

Neil McManus BSc (Hons) MRICS
Development Contributions Manager
Growth, Highways & Infrastructure – Strategic Development

cc Carol Barber, Suffolk County Council
Luke Barber/Samantha Harvey, Suffolk County Council
Floods Planning, Suffolk County Council
Suffolk Archaeological Service

From: GHI Floods Planning <floods.planning@suffolk.gov.uk>
Sent: 15 July 2020 07:44
To: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>
Cc: Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>
Subject: 2020-07-15 JS Reply Ashes Farm, Newton Road, Stowmarket, IP14 5AD Ref DC/20/01036

Dear Bradley Heffer,

Subject: Ashes Farm, Newton Road, Stowmarket, IP14 5AD Ref DC/20/01036

Suffolk County Council, Flood and Water Management have reviewed application ref DC/20/01036

We have reviewed the following submitted documents and we recommend **approval of this application subject to conditions:**

- Flood Risk Assessment and Drainage Strategy Ref AAC5491 Rev 6
- Masterplan Ref AAC5491A-rps-xx-xx-dr-a-0001
- Consultants Reply to LLFA Holding Objection Ref AAC5491 dated 29th June 2020
- Land Title Deeds

We propose the following condition in relation to surface water drainage for this application.

1. Concurrent with the first reserved matters application(s) a surface water drainage scheme shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be in accordance with the approved FRA and include:
 - a. Dimensioned plans and drawings of the surface water drainage scheme;
 - b. Further infiltration testing on the site in accordance with BRE 365 and the use of infiltration as the means of drainage if the infiltration rates and groundwater levels show it to be possible;
 - c. If the use of infiltration is not possible then modelling shall be submitted to demonstrate that the surface water runoff will be restricted to Q_{bar} or 2l/s/ha for all events up to the critical 1 in 100 year rainfall events including climate change as specified in the FRA;
 - d. Modelling of the surface water drainage scheme to show that the attenuation/infiltration features will contain the 1 in 100 year rainfall event including climate change;
 - e. Modelling of the surface water conveyance network in the 1 in 30 year rainfall event to show no above ground flooding, and modelling of the volumes of any above ground flooding from the pipe network in a 1 in 100 year climate change rainfall event, along with topographic plans showing where the water will flow and be stored to ensure no flooding of buildings or offsite flows;
 - f. Topographical plans depicting all exceedance flow paths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system;
 - g. Details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site;
 - h. Details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction

(including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include:

- i. Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include :-
 1. Temporary drainage systems
 2. Measures for managing pollution / water quality and protecting controlled waters and watercourses
 3. Measures for managing any on or offsite flood risk associated with construction
- i. Details of the maintenance and management of the surface water drainage scheme shall be submitted to and approved in writing by the local planning authority.

The scheme shall be fully implemented as approved.

Reasons: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development. To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater. To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/guidance-on-development-and-flood-risk/construction-surface-water-management-plan/>

2. Within 28 days of completion of the last dwelling, details of all Sustainable Urban Drainage System components and piped networks have been submitted, in an approved form, to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure that the Sustainable Drainage System has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as per s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-risk-asset-register/>

Informatives

- Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991
- Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017
- Any discharge of surface water to a watercourse that drains into an Internal Drainage Board district catchment may be subject to payment of a surface water developer contribution
- Any works to lay new surface water drainage pipes underneath the public highway will need a section 50 license under the New Roads and Street Works Act 1991
- Any works to a main river may require an environmental permit

Kind Regards

Jason Skilton
Flood & Water Engineer
Suffolk County Council
Growth, Highway & Infrastructure
Endeavour House, 8 Russell Rd, Ipswich , Suffolk IP1 2BX

****Note I am remote working for the time being****

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

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

Sent: 13 July 2020 14:46

To: GHI Floods Planning <floods.planning@suffolk.gov.uk>

Subject: MSDC Planning Re-consultation Request - DC/20/01036

Please find attached planning re-consultation request letter relating to planning application - DC/20/01036 - Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD

Kind Regards

Planning Support Team

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

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

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

Philip Isbell
Corporate Manager - Development Manager
Planning Services
Babergh and Mid Suffolk District Councils
Endeavour House
8 Russell Road
Ipswich IP1 2BX

Enquiries to: Kate Batt
Direct Line: 01284 741227
Email: kate.batt@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: 2020_01036
Date: 12/03/20

For the Attention of Bradley Heffer

Dear Mr Isbell

Planning Application DC/20/01036/OUT – Ashes Farm Newton Road Stowmarket Suffolk IP14 5AD: Archaeology

This site lies in an area of archaeological potential recorded on the County Historic Environment Record. Substantial evidence, particularly for archaeology of Iron Age and Roman date is recorded from archaeological investigations undertaken in association with previous phases of development in a similar topographic position to the south east of the proposed development. This potential is discussed in the Archaeological Desk-Based Assessment, submitted with the application.

There is high potential for the discovery of below-ground heritage assets with archaeological interest within this area, and groundworks associated with the development have the potential to damage or destroy any archaeological remains which exist.

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

In this case the following three conditions would be appropriate:

1. Prior to the commencement of development within any Phase of the area indicated [the Whole Site], a programme of archaeological evaluation will be completed for that Phase, in accordance with a Written Scheme of Investigation for Archaeological Evaluation, which has been submitted to and approved in writing by the Local Planning Authority.

2. No development shall take place in any Phase of the area indicated [the Whole Site] until a programme of archaeological work, informed by the results of the approved programme of archaeological evaluation for that Phase, has been implemented in that Phase, in accordance with a Written Scheme of Investigation for Archaeological Mitigation approved in writing by the Local Planning Authority.

Each 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.

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

REASON:

To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2012).

INFORMATIVE:

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

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

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

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

Yours sincerely,

Kate Batt BSc (hons)

Senior Archaeological Officer
Conservation Team

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

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

Your Ref:
Our Ref: FS/F221482
Enquiries to: Water Officer
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 27/03/2020

Dear Sirs

Ashes Farm, Newton Road, Stowmarket IP14 5AD
Planning Application No: DC/20/01036/OUT
Hydrants are required for this development
(see our required conditions)

I refer to the above application.

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

Access and Fire Fighting Facilities

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

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

Water Supplies

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

Sprinklers Advised

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

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

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

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Enc: Hydrant requirement letter

Copy: angela.smedley@fishergerman.co.uk

Enc: Sprinkler information

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

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

Your Ref:
Our Ref: ENG/AK
Enquiries to: Mrs A Kempen
Direct Line: 01473 260486
E-mail: Angela.Kempen@suffolk.gov.uk
Web Address: www.suffolk.gov.uk

Date: 27 March 2020

Planning Ref: DC/20/01036/OUT

Dear Sirs

**RE: PROVISION OF WATER FOR FIRE FIGHTING
ADDRESS: Ashes Farm, Newton Road, Stowmarket IP14 5AD
DESCRIPTION: 300 dwellings
HYDRANTS REQUIRED**

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

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

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

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

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

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

Continued/

OFFICIAL

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

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service



SUFFOLK CONSTABULARY

Secured by Design



Jackie Norton
Design Out Crime Officer
Bury St Edmunds Police Station
Suffolk Constabulary
Raingate Street, Bury St Edmunds
Suffolk
Tel: 01284 774141
www.suffolk.police.uk

PLANNING APPLICATION: DC/20/01036 - Application for Outline Planning Permission (Access to be considered) - Erection of up to 300 No dwellings, new vehicular access, landscaping, open space and drainage infrastructure

LOCATION: Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD

APPLICANT: St Phillips Land Ltd

PLANNING OFFICER: Mr Bradley Heffer

The crime prevention advice is given without the intention of creating a contract. Neither the Home Office nor Police Service accepts any legal responsibility for the advice given. Fire Prevention advice, Fire Safety certificate conditions, Health & Safety Regulations and safe working practices will always take precedence over any crime prevention issue. Recommendations included in this document have been provided specifically for this site and take account of the information available to the Police or supplied by you. Where recommendations have been made for additional security, it is assumed that products are compliant with the appropriate standard and competent installers will carry out the installation as per manufacturer guidelines.

Suppliers of suitably accepted products can be obtained by visiting www.securedbydesign.com.

Dear Mr Heffer

Thank you for allowing me to provide an input for the above Planning Application which is to be built on formerly agricultural land I note that there is already a public footpath which is incorporated in the site near the northern boundary. I am aware that this application will relate to Zone 1 with 300 dwellings but that the total amount of dwellings will be 570 with a further 270 dwellings being developed later.

It is strongly recommended that the applicant applies for ADQ and Secure by Design accreditation for Homes. **Building to the physical security of Secured by Design, which is the police approved minimum security standard, will reduce the potential for burglary by 50% to 75% and achieve ADQ.**

SECURE BY DESIGN (SBD)

Experience shows that incorporating security measures during a new build or a refurbishment project reduces crime, fear of crime and disorder.

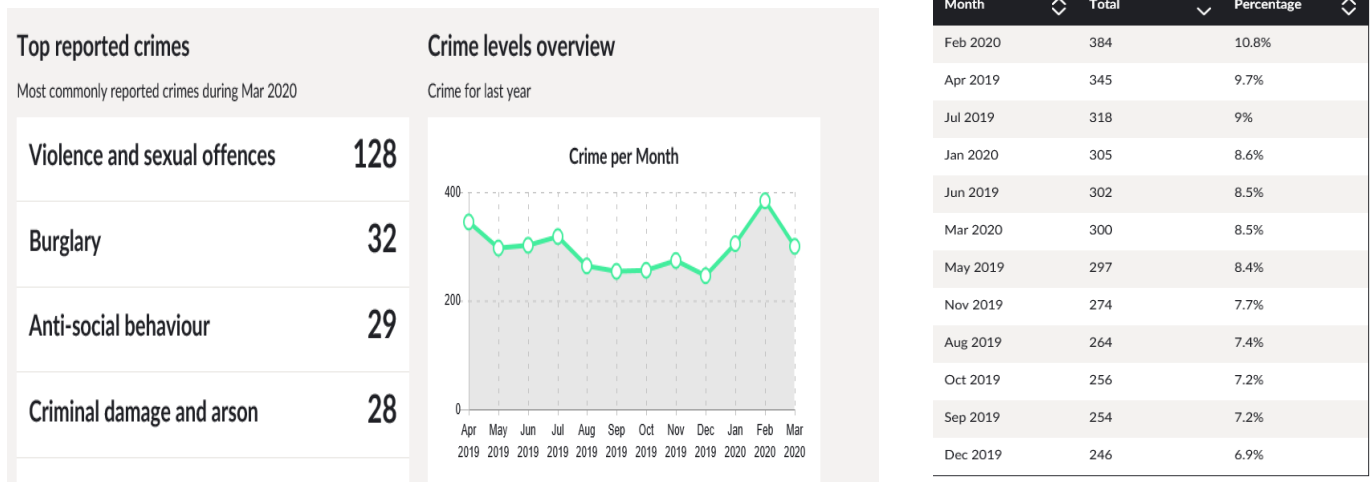
Working with the developer and planners at an early stage is crucial in ensuring that developments are designed to ensure security and safety for residents and to reduce crime levels through implementing Crime Prevention Through Environmental design and Secured by Design Principles.

The role of a Design Out Crime Officer within Suffolk Police is to assist in the design process in order to achieve this without creating a 'fortress environment'.

Secured by Design also offers a National Building Approval scheme **which may be of benefit to the developer.** Further details can be found in the following link: <http://www.securedbydesign.com/sbd-national-building-approval/>

NOT PROTECTIVELY MARKED
RESTRICTED/CONFIDENTIAL

CRIME STATS:



At this stage I do not have the level of detail required to make specific comments in relation to ‘designing out crime’ for this application. However, from the available plans viewed, Suffolk Police would like to register the following comments with regards to Section 17 of the Crime and Disorder Act and Crime Prevention Through Environmental Design and Secured by Design Principles.

However, from reviewing the DAS it is pleasing to see in 1.2 Objectives (page 4) that the developer aims to “*to deliver a high-quality development which is sustainable, **safe** and attractive. The Masterplan and DAS provide a high quality built and landscaped design which incorporates Best Practice principles.*” Also, on page 18 Section 2.12 Planning Policy highlights the National Planning Policy Framework and states that their aim is to “*create **safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion,***” and also “*The development will demonstrate principles of good urban design to ensure that the site is **secure and safe.***”

These are all good key points to ensure Crime Prevention through Environmental Design (CPTED) in order to create a safer place for residents to live and to also reduce the demand on police.

From the documents viewed, Suffolk Police would like to provide CPTED guidance now so that these can be addressed before the next planning stage.

Primarily the concerns are around permeability and access to other residential areas, parking facilities/areas and the security of the current allotment site (Those are detailed below along with further general guidance):

GENERAL COMMENTS:

1. Long rear access paths: Where public open spaces have been designated there should be a number of properties that overlook these areas, it is also hoped that in order to maximise surveillance these properties will have active rooms looking onto these areas.

2. Permeability:

There is reference on page 20 2:13 Key Design Objectives around ease of access in that “***the proposals will link together the existing community facilities. Footpath links will be provided to connect existing footpath/cycleways to the proposed housing development, and the existing Public Right of Way will be retained within the development linking all areas of the development into the existing network.***”

Suffolk Police recognise that the balance between permeability and accessibility is always a delicate one. We (policing) want less permeability as it creates entry and escape routes for

those who may want to commit a crime. For planners it is about the green agenda, being able to get people from A to B, preferably not in their cars.

Where we cannot demand reductions in permeability without having evidence that this is the only option, we ask that the design of walkways, lighting, surveillance and the security of surrounding properties ensures that any permeability is as safe as it can be. It should ensure that the offender will stand out in a well-designed community.

It is therefore recommended that paths and cycle routes are kept to the minimum and where they are located they allow for some measure of slowing down a potential offender. Where a suggested footpath is unavoidable, such as a right of way, designers should consider making the footpath a focus of the development and ensure that they are straight as possible, preferably at least 3m across to allow people to pass one another without infringing on personal space and accommodate passing wheelchairs, cyclists and mobility vehicles with low growing and regularly maintained vegetation on either side or staggered railings could be incorporated in link paths to slow down any potential offenders.

If would assist that the area also be well lit, (SBD H2019 Sections 8.1-8.22 refers).

2.1 Footpaths should be designed to ensure that they are visually open, direct, well used and should not undermine defensible space areas, so that residents will feel safe to use them and enhance their feeling of safety to continue to use them.

Footpaths should not run to the rear of, and provide access to rear gardens, or dwellings as they are proven generators of crime. (SBDH 2019, Section 8.8-8.12 refers).

3. Allotments: From the point of view of reducing crime and allowing the allotment area to be more secure it is requested there is only one way in and out of the area. The area is to be securely gated and that the perimeter of the allotment area is enclosed, either with 1.5 m close board with 300 mm trellis topping or 1.8m fencing, which could be used with some form of thick defensive vegetation on the outside of the fencing area (chain link fencing is not recommended). (SBDH 2019, section 10.5 refers). It is also recommended that a secure building should be set aside for users to keep their tools and equipment in, such as an ISO shipping container. All allotment holders should be advised to mark tools and secure them after use; tools left lying around are often used by opportunist offenders, to commit further crime which could be in neighbouring residential areas.

4. Parking: The DAS Page 31, 4.4 Access and Accessibility states "*Parking has been considered within the proposals and arrangements have been explored to ensure that parked cars do not dominate the layout. Parking could be provided through a variety of solutions including small parking courts and within curtilage at the side or to the frontage of the dwelling and benefit from good surveillance.*"

It is acknowledged that further more in-depth details on parking will follow at the next Reserved Matters stage, however, it is recommended that all properties have garages and that they are not set back considerably, so allow extra parking. There should be NO REAR PARKING as this type of parking does not allow for surveillance to vehicles and can encourage ASB, criminal damage and graffiti and is not recommended within SBDH 2019 guidance.

Garages setback at the side of the property can allow an offender easier access to the rear of the property without been seen due to lack of surveillance to the area. Most burglaries are committed at the rear of the property. **(SBDH 2019, Section 16.1- 16.2 and 16.5-16.6 refers).**

5. Public open space: areas should be fenced/railed off, or comprise wooden posts, this will assist in reducing antisocial behaviour from either parked vehicles, or any off-road motor biking. See SBDH 2019 Section 9.2- 9.3.2.

6. All dwellings should have doors and windows to PAS 24:2012 or 2016 standards, and dusk to dawn lighting, lockable gates and fencing to be 1.8 m high close board or 1.5 m with 300 mm trellis topping. (See SBDH 2019 Sections 10, 21, 22, and 25). Cycle storage should conform to Section 56 of SBDH 2019).

REFERRALS:

Babergh and Mid Suffolk Core Strategy Development Plan Document of 2008 (updated in 2012)
Section 1, para 1.19.

Information: National legislation that directly relates to this application are:

Section 17 of the 'Crime and Disorder Act 1998' places a duty on each local authority: 'to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area to include anti-social behaviour, substance misuse and behaviour which adversely affects the environment'.

Despite other legislative considerations within the planning process, there is no exemption from the requirement of Section 17 as above. Reasonable in this context should be seen as a requirement to listen to advice from the Police Service (as experts) in respect of criminal activity. They constantly deal with crime, disorder, anti-social acts and see on a daily basis, the potential for 'designing out crime'.

This rationale is further endorsed by the content of PINS 953.

National Planning Policy Framework.

Paragraph 91(b).

Planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas.

Paragraph 127(f).

Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience

I would be pleased to work with the agent and/or the developer to ensure the proposed development incorporates the required elements. This is the most efficient way to proceed with residential developments and is a partnership approach to reduce the opportunity for crime and the fear of crime.

If you wish to discuss anything further or need assistance with the SBD application, please contact me on 01284 774141.

Yours sincerely

Jackie Norton
Western Designing Out Crime Officer
Suffolk Constabulary
Raingate Street, Bury St Edmunds,
Suffolk, IP33 2AP

DATED: 11/05/2020

Planning Application – Strategic Planning Policy & Infrastructure Consultation Response

Planning Application Reference:	DC/20/01036
Site:	Ashes Farm, Newton Road, Stowmarket, Suffolk. IP14 5AD.
Proposal:	Application for Outline Planning Permission (Access to be considered) - Erection of up to 300 No dwellings, new vehicular access, landscaping, open space and drainage infrastructure
Prepared by:	
Date:	28/04/22

1. Background and Policy Context

This response updates the consultation response submitted by Infrastructure and Strategic Planning – Policy on 03/07/21 (Holding Objection)

The application site is part of long running land allocation dating back to the Core Strategy (2008). The policy context for the site comprises:

- NPPF
- Mid Suffolk’s Core Strategy (2008) (saved policies)
- Mid Suffolk’s Core Strategy Focused Review (2012) (saved policies)
- Mid Suffolk Local Plan (1998) (saved policies)
- Stowmarket Area Action Plan (2013) (saved policies)
- The Babergh and Mid Suffolk Joint Local Plan (November 2020) submitted for Examination in March 2021.

The application site is allocated within the Stowmarket Area Action Plan (SAAP) (6.13). In 2016, Mid Suffolk District Council commissioned the Ashes Farm Statement Development Brief and Delivery Framework:

<https://www.midsuffolk.gov.uk/assets/Planning-Policy/Ashes-Farm-Development-Brief-Delivery-Framework-02-11-16-reduced.pdf>. The Council commissioned this framework in 2015 to provide a collaborative process, working with the site owners (at that time) and their agents as well as the relevant infrastructure providers (including Suffolk County Council).

The Council instigated the site review and commissioned the framework as it was recognised that this is a key site, for which there were aspirations for delivery in one of the District’s main towns.

The allocated site had not come forward for a number of reasons. The main reasons however were down to the viability of the development of the site (as allocated in its entirety @400 dwellings in the Core Strategy (2008) and subsequently in the SAAP (2013)) and problems with resolving the technical issues of access and drainage over the two separate land ownerships.

The constraints were reviewed within the Delivery Framework (2016) to provide a realistic basis which would enable the site to come forward either as a combined or separate planning application(s). A key outcome of the review was recognition of the need to increase site capacity from 400 dwellings (SAAP, 2013, Policy 6.13) to c. 575 dwellings.

The Babergh and Mid Suffolk Joint Local Plan (BMS JLP) (Nov 2020), Policy LA035 allocates the site for 575 dwellings (with associated infrastructure). The policy criteria set out in LA035 include (I) that the development shall be expected to comply with the relevant policies of the Plan and the general development principles set out in the Ashes Farm Development Brief and Delivery Framework (November 2016). The other policy criteria relate site constraints (including [II] rights of way, [III] noise, [IV] ecology, [V] watercourse discharge, [VI] flood risk, [VII] mineral prior extraction rights) and infrastructure provision requirements (including [VIII – XI] highway matters, [XII – XIII] education, [XIV] healthcare and [XV] waste.

The proposal for 300 dwellings on the application area is consistent with the findings of the delivery framework and the JLP LA035, as the other part of the site has been assessed as having capacity to accommodate a further 275 dwellings (575 in total).

Application DC/20/01036 is for outline permission with access to be considered. Accordingly, the policy response shall be based on considering the principle of the proposal against the relevant policy framework.

It is noted other consultees have responded to the specific matters as set out in LA035 including (amongst other matters) rights of way, noise, ecology, heritage and landscape, flooding, water management and drainage as well as infrastructure contribution requirements.

2. Policy Considerations

The application site is allocated in both Adopted Development Plans and the submitted BMS JLP. In accordance with the NPPF para 48, it is considered that the Local Planning Authority may give limited weight to the BMS JLP (Nov 2020) and to the supporting evidence in the determination of this application. This includes, where relevant, Part 1 strategic policies, Part 2 delivery policies and Part 3 Place and Allocation Policies (specifically LA035) and have regard to the JLP evidence base as appropriate in the determination of the above application:

<https://www.midsuffolk.gov.uk/assets/Strategic-Planning/JLPExamination/CoreDocLibrary/JLP-Core-Document-Library-live.pdf>.

Draft JLP policy (LA035) for the site sets eleven site specific criteria related to: relevant policy, contributions to pre-school, primary and secondary education, design, layout, landscaping and settings. Public rights of way, watercourse and relevant mitigation measures, flood risk. Contributions to healthcare and waste recycling, transport assessment and impacts. Traffic calming and new footways.

The SAAP (2013) also allocates the site for growth known as 'The Ashes', which the case officer will need to assess as part of the application. Although the Development Brief and Delivery Framework, prepared by Ingleton Wood in November 2016 was

not formally adopted by the Council, a degree of weight can be applied to this document which has also helped inform the direction of the emerging JLP (in respect of this site).

The policy and infrastructure response as submitted on 22/05/2020 sets out a holding objection which recommended that at that time permission for the application be refused unless the points already put forward by the infrastructure providers are satisfactorily addressed, with particular emphasis for:

- A way forward to provide a new Early Years setting, to be secured within this proposed development site, or within the eastern section of the allocation site (LA035). This provision is essential and must be secured.
- Highways requirements are satisfied.
- All other infrastructure requirements are satisfactorily met and addressed through a satisfactory s106.

The above-mentioned mitigation was considered essential in ensuring that this proposed development enables sustainable growth, as without these, the infrastructure required would not be mitigated.

This position has been updated, and the holding objection is removed, following consideration of the consultation responses by SCC on Development Contributions dated 01/12/2020 and also SCC on Highways dated 29/07/2020.

Further the Policy and Infrastructure Response (22/05/2020) set out that the Local Planning Authority needs confidence that the remaining area of the site is sustainably deliverable in its entirety. It also needs confidence that if this site were to be delivered through this planning application that the proper connectivity and permeability of both parts of the site are planned for and delivered. The Design and Access Statement which is submitted as part of the application illustrates connectivity through the Avenue which would meet this concern.

Summary

This is a long running allocation where the principle of development on the site is supported. It is acknowledged that the number of homes proposed for the site in the SAAP policy is less, however through work undertaken by the Council in 2016 it was agreed that a higher level of development would be required to enable site delivery. This has subsequently been taken forward in the submitted JLP allocation LA035 and the application is consistent with the proposed level of development.

Stowmarket is a considered sustainable location and the application site would be capable of contributing to meeting housing need.

Consequently, the Strategic Planning and Infrastructure Team, remove the previously submitted holding objection (22/05/2020) and support the determination of this application.

Consultation Response Pro forma

Mid Suffolk – ASHES FARM

1	Application Number	DC/22/01036- Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD Planning Officer: Bradley Heffer	
2	Date of Response	23.08.2022	
3	Responding Officer	Name:	Sacha Tiller
		Job Title:	Housing Enabling
		Responding on behalf of...	Housing Strategy
4	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.	<p>Strategic Housing are proposing that the developer offers us 22% affordable housing (as they proposed in their email of 16.08.22 – A.Brooks – Fisher German)</p> <p>Therefore 22% equates to 66 Affordable Housing broken down by type, tenure and size as follows:</p> <p>Total number of Units = 66 33 Homes for Affordable Rent 17 Homes for Shared Ownership 16 Discounted Market Sale</p> <p><u>Affordable rented = 33</u></p> <ul style="list-style-type: none"> • 4 x 1 bed 2-person flats @ 50 sqm • 6 x 1 bed 2-person houses @ 58 sqm • 4 x 2 bed 4-person flats @ 70 sqm • 4 x 2 bed 4-person bungalows @ 70 sqm • 9 x 2 bed 4-person houses @ 79 sqm • 4 x 3 bed 5-person houses @ 93 sqm • 2 x 3 bed 6-person houses @ 102 sqm <p><u>Shared Ownership = 17</u></p> <ul style="list-style-type: none"> • 10 x 2 bed 4-person houses @ 79 sqm • 7 x 3 bed 5-person houses @ 93 sqm <p><u>Discounted market sale = 16</u></p> <ul style="list-style-type: none"> • 4 x 1 bed 3 person houses @ 50sqm • 5 x 2 bed 4 person houses @ 79sqm • 5 x 3 bed 5 person houses @ 93sqm • 2 x 4 bed 6 person houses @ 106 sqm 	

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.

5	<p>Discussion</p> <p>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>	<p>The following mix has been proposed as a result of the findings of:</p> <ul style="list-style-type: none"> • The 197 applicants on the Gateway to Homechoice Register for Stowmarket, Mid Suffolk as of July 2022. <p>“Based on this viability study strategic Housing will accept the developer providing 22% affordable housing.”</p> <p>Should the developer not offer the 22% affordable housing based on the prescribed tenure type, mix and importantly NDSS space standards then we reserve the right to be re-consulted on the application.</p>
6	<p>Amendments, Clarification or Additional Information Required (if holding objection)</p> <p>If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate</p>	<p>If you require clarification, please contact the strategic housing team at: strategic.housing@babberghmidsuffolk.gov.uk</p>
7	<p>Recommended conditions</p>	<p>If there are any changes with reference to the above, then planning permission should be re-sought.</p>

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.



15 June 2020

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

By email only

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

Application: DC/20/01036
Location: Ashes Farm Newton Road Stowmarket Suffolk IP14 5AD
Proposal: Application for Outline Planning Permission (Access to be considered) - Erection of up to 300 No dwellings, new vehicular access, landscaping, open space and drainage infrastructure.

Dear Bradly,

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

No objection subject to ecological mitigation measures and enhancement measures

Summary

We have reviewed the Preliminary Ecological Appraisal, Bat Emergence Survey Report, Bat Activity Survey Report, GCN eDNA survey, Reptile Report, Breeding Bird Survey (December 2019), as well as the Ecology Note (May 2020) and the Bat Emergence Survey of Tree Group 8 Report (June 2020) provided by RPS Group Ltd on behalf of the applicant, relating to the likely impacts of development on Designated Sites, Protected and Priority Species & Habitats.

We note that further bat emergence surveys were carried out on the trees with moderate bat roost potential in 'group 8'. These further surveys indicated that the roosting features do not currently support roosting bats. As a result, we are satisfied that there is sufficient ecological information available for determination.

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



The measures identified in the Preliminary Ecological Appraisal, Bat Emergence Survey Report, Bat Activity Survey Report, GCN eDNA survey, Reptile Report, Breeding Bird Survey (December 2019) and the Bat Emergence Survey of Tree Group 8 Report (June 2020) should be secured and implemented. However, we recommend that a Construction Environmental Management Plan (CEMP: Biodiversity) should be implemented for this application, to ensure measures are outlined and implemented to avoid any potential impacts to Protected and Priority Species during the construction phase.

We also have the following comments regarding the proposed development:

Protected Species – Bats:

A wildlife friendly lighting scheme will need to be provided for this application as recommended by Ecological Impact Assessment (CSA Environmental Ltd, September 2019). This will need to be secured as a condition of any consent to avoid impacts to foraging and commuting bat species. The lighting scheme must follow [Guidance Note 8 Bats and artificial lighting](#) (The Institute of Lighting Professionals & Bat Conservation Trust, 2018). Therefore, the professional ecologist must be consulted to advise on the reserved matters landscape scheme and inform the lighting strategy for this scheme. As a result, the following measures should be demonstrated to avoid impacts to bats for this application:

- Light levels should be as low as possible as required to fulfil the lighting need.
- Environmentally Sensitive Zones should be established within the development, where lighting could potentially impact important foraging and commuting routes for bats.
- Warm White lights should be used near Environmentally Sensitive Zones, preferably at <3000k. This is necessary as lighting which emit an ultraviolet component or that have a blue spectral content have a high attraction effects on insects. This may lead in a reduction in prey availability for some light sensitive bat species.
- Light columns should be as short as possible, as light at a low level reduces the ecological impact. However, if taller columns (>8m) are required, the use of cowls, hoods, reflector skirts or shields should be used to prevent horizontal spill.
- Lux levels should be directed away from boundary edges and Environmentally Sensitive Zones. This should preferably demonstrate that the boundary features and Environmentally Sensitive Zones are not exposed to lighting levels of approximately 1 lux. This is necessary to ensure that light sensitive bat species, will not be affected by the development.

Priority Species - Skylarks:

We have reviewed the Ecology Note and the response by the applicant's ecologist in regard to the proposed Skylark Mitigation Strategy for this application and note that the applicant's ecologist agrees that there is insufficient available space to provide habitat to support Skylarks in the longer term on site and that a minor impact may be caused by the proposed development. However, they have argued that the potential additional benefits of the development outweigh the small-scale impact on Skylarks and therefore, based on the planning balance, no further measures should be required for this development.

We disagree with this approach as the LPA has a biodiversity duty under s.40 of the NERC Act to conserve this Priority Species. Therefore, as a minor impact is likely to be caused by the development, appropriate mitigation and compensation measures must be delivered off-site for this application.



As it is unlikely that suitable nearby agricultural land is available in the applicant's control, we recommend that the [Whirledge & Nott](#) and/or [Suffolk Wildlife Trust](#) are contacted to arrange the provision of the proportionate off-site compensation with landowners in Suffolk. The provision of the Skylark Plots will be secured via the provision of a legal agreement for a period of 10 years. This should be accompanied by a Skylark Mitigation Strategy, which indicates that four Skylark plots will be implemented following the methodology for the Agri-Environment Scheme option: '[AB4 Skylark Plots](#)'.

Biodiversity Enhancements:

We support the proposed reasonable biodiversity enhancements measures, which have been recommended to secure measurable net gains for biodiversity, as outlined under Paragraph 170d of the National Planning Policy Framework 2019. The reasonable biodiversity enhancement measures should be outlined within a Biodiversity Enhancement Strategy and should be secured as a condition of any consent.

Recommended conditions

The following conditions will enable the LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006.

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

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

1. ACTION REQUIRED IN ACCORDANCE WITH ECOLOGICAL APPRAISAL RECOMMENDATIONS

"All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal, Bat Emergence Survey Report, Bat Activity Survey Report, GCN eDNA survey, Reptile Report, Breeding Bird Survey (December 2019) and the Bat Emergence Survey of Tree Group 8 Report (June 2020), as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW,) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details."

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

2. PRIOR TO COMMENCEMENT: CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

"A construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority.



The CEMP (Biodiversity) shall include the following.

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

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

Reason: To conserve Protected and Priority species and allow the LPA to discharge its duties under the UK Habitats Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended), the Badger Protection Act 1992 and s40 of the NERC Act 2006 (Priority habitats & species).

3. PRIOR TO COMMENCEMENT: SKYLARK MITIGATION STRATEGY

"A Skylark Mitigation Strategy shall be submitted to and approved by the local planning authority to compensate the loss of any Skylark territories. This shall include provision of the evidenced number of Skylark nest plots, to be secured by legal agreement or a condition of any consent, in nearby agricultural land, prior to commencement.

The content of the Skylark Mitigation Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed Skylark nest plots;*
- b) detailed methodology for the Skylark nest plots following Agri-Environment Scheme option: 'AB4 Skylark Plots';*
- c) locations of the Skylark plots by appropriate maps and/or plans;*
- d) persons responsible for implementing the compensation measure.*

The Skylark Mitigation Strategy shall be implemented in accordance with the approved details and all features shall be retained for a minimum period of 10 years."

Reason: To allow the LPA to discharge its duties under the NERC Act 2006 (Priority habitats & species)



4. CONCURRENT WITH RESERVED MATTERS: BIODIVERSITY ENHANCEMENT STRATEGY

"A Biodiversity Enhancement Strategy for Protected and Priority species shall be submitted to and approved in writing by the local planning authority.

The content of the Biodiversity Enhancement Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed enhancement measures;*
- b) detailed designs to achieve stated objectives;*
- c) locations of proposed enhancement measures by appropriate maps and plans;*
- d) persons responsible for implementing the enhancement measures;*
- e) details of initial aftercare and long-term maintenance (where relevant).*

The works shall be implemented in accordance with the approved details and shall be retained in that manner thereafter."

Reason: To enhance Protected and Priority Species/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).

5. CONCURRENT WITH RESERVED MATTERS: LANDSCAPE AND ECOLOGICAL MANAGEMENT PLAN

"A Landscape and Ecological Management Plan (LEMP) shall be submitted to and be approved in writing by the local planning authority.

The content of the LEMP shall include the following:

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

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

Reason: To enhance Protected and Priority Species/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).



6. CONCURRENT WITH RESERVED MATTERS: WILDLIFE SENSITIVE LIGHTING DESIGN SCHEME

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

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

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

7. TIME LIMIT ON DEVELOPMENT BEFORE FURTHER SURVEYS ARE REQUIRED

If the development hereby approved does not commence within 18 months from the date of the planning consent, the approved ecological mitigation measures secured through condition shall be reviewed and, where necessary, amended and updated.

The review shall be informed by further ecological surveys commissioned to:

- i. establish if there have been any changes in the presence and/or abundance of Protected Species and*
- ii. identify any likely new ecological impacts that might arise from any changes.*

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement of the development.

Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.

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



Please contact us with any queries.

Yours sincerely,

Hamish Jackson ACIEEM BSc (Hons)
Ecological Consultant
placeservicesecology@essex.gov.uk

Place Services provide ecological advice on behalf of Mid Suffolk District Council

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



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

13/07/2020

For the attention of: Bradly Heffer

Ref: DC/20/01036; Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD

Thank you for re-consulting us on the Outline Planning application for the erection of up to 300No dwellings (Access to be considered), new vehicular access, landscaping, open space and drainage infrastructure.

As determined in the Stowmarket Area Action Plan (SAAP) (2013) and the emerging Joint Local Plan (Allocation LA035) the site has the potential to accommodate development. However, due to its edge of settlement location and sloping topography it is essential that the development has multi-functional green infrastructure and a layout that is sympathetic to its location and the existing community of Stowmarket.

Since our last consultation, a landscape strategy and revised viewpoint visualisations have been submitted. The Landscape and Visual Impact Assessment (LVIA) submitted follows the principles set out in the third edition of "Guidelines for Landscape and Visual Impact Assessment"(GLVIA3) with viewpoints presented as panoramic visualisations. The assessment results have been reviewed, and although we agree with the results for many of the receptors, we have the following recommendations:

- The proposed development has been assessed as having a 'major adverse' effect on Viewpoint 6 (Users of the access road, residents and visitor's receptor), even after 15 years. It states "Character of the access road has changed from one of rural edge to suburban. There is likely to be limited space for landscape boundary planting between the new housing and the existing access road." Although we agree that this is true of the current proposal, the LVIA should act as a tool in assessing impacts, but also the layout and design of the proposed development. The narrative of this viewpoint assessment implies that the layout cannot be amended to reduce the impacts. However, we would insist the south eastern boundary of the development is amended to allow for landscape boundary planting to aid the mitigation of impacts on visual amenity.
- The effect on Viewpoint 9 and 10 (Pedestrians, cyclists and vehicular users) has been assessed as 'moderate adverse' after 15 years. Although additional tree planting on streets and public open space will help break-up the roofscape. We would also advise that consideration is given to roof colours, types and features (such as gables and chimneys) to ensure the roofscape is varied and provides visual interest.
- The assessment suggests that Viewpoint 12 effects will be reduced by introducing bunding, acoustic fencing and landscape screening. However, it is unclear both from the LVIA narrative and the Landscape Strategy (Dwg ref: AAC5491L-RPS-XX-EX-DR-L-9001 Rev. PO4) whether there we will be planting on both the north and south side of the bund/acoustic fencing. A section drawing across this area of the site would be a useful tool in understanding the approach taken

and whether improvements can be made. For instance, the landscape corridor could provide a great opportunity to create an additional recreational route for residents that links open spaces, as well as provide visual amenity and noise mitigation.

In addition to the matters raised above, if minded for approval we would recommend the following layout and design matters are considered:

- We would expect all residential plots to have appropriate private outdoor space and therefore this should be accounted for when designing the layout and plot arrangement:
 - i. Apartments should have private communal garden spaces or private amenity space such as balconies.
 - ii. Private outdoor space should be as far as possible usable rectangular garden shapes.
- Areas of lower density should have a looser grain with front gardens, varied alignment and mixed surface treatment.
- The use of parking courts should be avoided. If proposed they should be designed to provide adequate space for parking and access to properties whilst also providing suitable soft and hard landscaping that ensures the space is of high quality and in turn remains active.
- Proposed terrace arrangements normally lead to refuse/garden access being via long, convoluted routes. In these instances, it would be considered appropriate to provide refuse storage at the front of units in hidden or secluded arrangements such as projected porches on properties or access to the rear of properties via internal passageways (ginnels).
- SuDs should be incorporated within the built envelope. The inclusion of bioretention areas/rain gardens and/or swales on streets would be welcomed, as this would reduce the reliance on 'pipe to pond' and engineered solutions. Where attenuation areas are proposed, they should include soft-engineered outlets and inlets, as well as no fencing to ensure they are sympathetic to the local landscape character.
- Play spaces 'doorstep play' should be distributed across the site. Preferably all play spaces should be informal; utilising the landscape and natural play features, with little to no fencing requirements.

Please let me know if you have any queries.

Yours sincerely,

Ryan Mills BSc (Hons) MSc CMLI
Senior Landscape Consultant
Telephone: 03330320591
Email: ryan.mills@essex.gov.uk

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

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



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

30/03/2020

For the attention of: Bradly Heffer

Ref: DC/20/01036; Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD

Thank you for consulting us on the Outline Planning application for the erection of up to 300No dwellings (Access to be considered), new vehicular access, landscaping, open space and drainage infrastructure.

This letter sets out our initial consultation response focusing on the landscape impact of the proposal and how it relates and responds to the setting and context of the site. As part of the review, the Landscape and Visual Impact Assessment (LVIA) (Document ref AAC5491L): , Design and Access Statement (DAS) (Document ref: AAC5491A), Masterplan (Dwg ref: AAC5491A-RPS-xx-xx-DR-A-0001), Arboricultural Impact Assessment (Document ref: JKK10274) and Tree Removal and Protection Plans (Dwg ref: JKK10274_506_TP – 511_TP).

Recommendations

As determined in the Stowmarket Area Action Plan (SAAP) (2013) and the emerging Joint Local Plan (Allocation LA035) the site has the potential to accommodate a development of the density and nature proposed. However, due to its edge of settlement location and sloping topography it is essential that the development has multi-functional green infrastructure and a layout that is sympathetic to its location and the existing community of Stowmarket.

Policy 6.15 of the SAAP states that: *“Any future development on this site must address the:*

- 1. important visual nature of the area, and retain distant views to and from the site;*
- 2. need for appropriate structural landscaping and screening across the site;*
- 3. need to protect, or as a minimum soften, the impact of development on the skyline;*
- 4. provision of open space to the top of the site;*
- 5. land to the far west of the site, bounded by Newton Road, Spring Row and the A14, which is designated for open space uses;*
- 6. retention of existing hedgerows and mature trees;*
- 7. 'gateway' to Stowmarket on the Stowupland Road;*
- 8. part of the site within Flood Zone 3b;*
- 9. areas affected by flood risk must be of a use compatible with the NPPF Technical Guidance (page 6); and*
- 10. presence of Biodiversity Action Plan (BAP) habitats and species.”*

At present, based the information submitted, we are not satisfied that the Policy requirements have all been met, and therefore would place a **holding objection** on this application until the following information/documents have been provided:

- Due to the prominence of the site and its steep sloping nature, landscape treatment will play an important role in the development's layout and design. At present, the DAS gives minimal

landscape detail and is weak in other areas too. For instance, the 'character areas' are defined by the highway/street typologies and not the house types and treatment (i.e irregular/regular building lines). From a landscape perspective we would also expect trees on both sides of the 'main street' highway and Periodic tree placement on 'avenue/core streets'. To provide us with sufficient information, we would advise a landscape strategy is produced, which demonstrates how the proposal will mitigate visual and landscape impact, link with the surrounding movement network and be sympathetic to the existing Stowmarket settlement. Although many details can be defined at later planning application stages, the landscape principles need to be defined at this outline stage. The strategy should therefore include the following sections:

- a. Landscape masterplan – How will the landscape influence
 - b. Public open space (POS) – It's important to understand how the different POS will be treated and how they will differ in appearance and materiality.
 - c. Connectivity - how will pedestrians and cyclists be prioritised? The current masterplan framework shows some gaps with regards to connectivity. Given the adjacent parcel of land may also be developed, can a circular route be achieved on this site alone?
 - d. Boundary treatments – treatment to boundaries can inform character and setting and therefore principles should be set at the outset. Also, how will existing vegetation boundaries be utilised to inform layout and enhanced to mitigate landscape and visual impact?
 - e. Hard landscaping strategy – the surface treatment to footpaths, private drives and highways should be aligned with the character of the development.
 - f. SuDs strategy - Streets are not just corridors for movement. They are inherent to a settlements sense of place, identity and reflect its communities. Street designs therefore need to reflect this. Where possible, we should be looking to be innovative with our approach to water management and the integration of SuDs within the built envelope through the use of rain gardens and swales. SuDS can improve the quality and, in most cases, aesthetics of the public realm and developments by creating attractive and multi-functional landscape features. In addition to surface water attenuation and / or detention, well-designed SuDS features can provide education and amenity opportunities for local users.
 - g. Planting strategy - High quality planting along access roads, public spaces and in front gardens are key to creating a good first impression. Where possible (and especially outside private gardens) street trees should be proposed. A predominance of one species or variety should also be avoided in order to minimise the risk of widespread ecological disease throughout the area. Preference should be given to native trees and shrubs, but in certain urban and residential situations, better results might be achieved by the use of naturalised trees and shrubs, which would add wildlife value.
- The Landscape and Visual Impact Assessment submitted follows the principles set out in the third edition of "Guidelines for Landscape and Visual Impact Assessment"(GLVIA3). However, as suggested previously we ask that the viewpoint photographs are not spread across two pages to ensure an appropriate analysis of the assessment can be made. Instead, we would advise the images are presented with a single frame on an A3 sheet, providing an enlargement in the range 100-120%. This should then be accompanied by the panoramic imagery as a baseline/context only visualisation. Once these amendments have been undertaken, we will assess the findings of the LVIA.

Once the matters raised above have been addressed, we will be able to provide a detailed assessment of the application.

If you have any queries, please let me know.

Yours sincerely,

Ryan Mills BSc (Hons) MSc CMLI
Senior Landscape Consultant
Telephone: 03330320591
Email: ryan.mills@essex.gov.uk

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

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



From: BMSDC Planning Area Team Pink <PlanningPink@babberghmidsuffolk.gov.uk>
Sent: 13 Jun 2022 03:49:26
To:
Cc:
Subject: FW: DC/20/01036 - Ashes Farm Stowmarket
Attachments:

From: David Pizzey <David.Pizzey@babberghmidsuffolk.gov.uk>
Sent: 13 June 2022 15:04
To: Bradly Heffer <Bradly.Heffer@babberghmidsuffolk.gov.uk>
Subject: DC/20/01036 - Ashes Farm Stowmarket

Hi Brad

I have no objection in principle to this application subject to it being undertaken in accordance with the protection measures outlined in the accompanying arboricultural report, an appropriate condition should be used for this purpose. Although a small number of trees are proposed for removal, they are generally of limited value and/or poor condition, so their loss will have negligible impact within the wider landscape. These removals can be offset with a suitable planting scheme in mitigation.

Please let me know if you require any further input.

Kind regards

David Pizzey FArborA
Arboricultural Officer
Tel: 01449 724555
david.pizzey@babberghmidsuffolk.gov.uk
www.babergh.gov.uk and www.midsuffolk.gov.uk
Babergh and Mid Suffolk District Councils – Working Together

MID SUFFOLK DISTRICT COUNCIL

MEMORANDUM

TO: Bradly Heffer, Development Management

FROM: Joanna Hart, Environmental Protection Team

DATE: 01.04.2020

YOUR REF: DC/20/1036

SUBJECT: Ashes Farm, Newton Road, STOWMARKET, Suffolk, IP14 5AD.
Application for Outline Planning Permission (Access to be considered) -
Erection of up to 300 No dwellings, new vehicular access, landscaping, open
space and drainage infrastructure.

Please find below my comments regarding noise/odour/light/smoke matters only.

Thank you for your consultation on the above application.

The site is close to the A14 and the Acoustic Design Statement (ADS) ('Acoustic Design Statement: Proposed residential development at Ashes Farm, Stowmarket', produced by RPS, dated 11.12.2019 – revision 2) submitted with the application, confirms that traffic noise from the A14 (and to a lesser extent railway noise) dominates the site. The existing noise levels on site are above those given in the World Health Organisation (WHO) Guideline Values for Community Noise and also BS8223:2014 Guidance on Sound Insulation and Noise Reduction in Buildings, meaning that attenuation will be needed to provide adequate internal and external noise levels.

In order to address this, a noise barrier, consisting of a 2m high earth bund, topped with a 2m high acoustic fence, is proposed. This is indicated on the masterplan drawing and also appears to be shown in figures 2 – 5 of the ADS, although I would appreciate if clarification sought as to whether the effect of the barrier has been included within the sound model, as shown on the above mentioned figures. The specification of the bund and barrier used for their calculations should also be provided as I would recommend that any specification should be secured by means of condition.

In terms of internal noise levels, table 4.1 specifies various acoustic glazing and ventilation packages which could be used to attain different levels of attenuation. Figure 5 shows which packages would be needed in each part the site. At this stage, house orientation and layout are not yet known and this will have an impact on the level of attenuation needed. The ADS recommends that '*dwellings are orientated such that facades of habitable rooms (living rooms, dining rooms and bedrooms) do not directly face the A14 and that external amenity areas are not located directly adjacent with the A14*'. In order for internal levels to be met, it is highly likely that residents will have to keep windows shut at all times, save for having the option to open them for purge ventilation. It is a planning decision as to whether this is acceptable.

In terms of external noise levels, the existing noise levels on the site are above the upper limit of 55dB,LAeq (to avoid serious annoyance). However, it is likely that buildings and fencing will provide shielding which will decrease these levels, it is recommended that external amenity areas are orientated s that they are screened from the A14.

Given the size of the site and its proximity to existing dwellings on Stowupland Road, I would suggest that a noise assessment to take into account the construction phase should be undertaken so as to ensure that these properties are properly protected from adverse impacts of noise, particularly if piling is proposed. This could be required either at this stage, or by means of enhancing the construction management plan condition I have suggested below.

The ADS does not consider any potential noise from Ashes Farm – I am unclear of the status of the farm, but I note that on the masterplan, the barns are coloured brown – however this shading does not appear in the key. If this is an operational farm then further detail should be provided at this stage on the type and scale of the operation and whether any mitigation is needed in order not to fetter those operations, nor adversely impact on proposed dwellings.

Notwithstanding the above comments, I would recommend that conditions be attached to any permission to the following effects, in order to protect amenity:

- The construction working hours (to include deliveries to /from site) in respect of any works undertaken for the development shall be limited to 08.00 – 18.00hrs Monday – Friday, 09.00 – 13hrs Saturday and at no time on Sundays.
 - No burning shall take place at any time during the site clearance/construction phases of the development.
 - Prior to any development commencing, a Construction and Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. Details required include:
 - o Details of operating and delivery hours
 - o Means of access
 - o Traffic routes
 - o Vehicle parking and manoeuvring areas (site operatives and visitors)
 - o Wheel washing facilities
 - o Hours of operation and vehicle movements
 - o Lighting,
 - o Location and nature of compounds and storage areas, including maximum heights
 - o Waste removal
 - o Temporary buildings and boundary treatments
 - o Dust management
 - o Noise and Vibration management to include identification of action levels and specific details for monitoring. If piling is proposed, then this should be specifically assessed.
 - o Litter management
 - o Risk assessment of potentially damaging construction activities
 - o Identification of "biodiversity protection zones"
 - o Responsible persons and lines of communication including complaint handling and responses to the Local Planning Authority
 - o Use of protective fences, exclusion barriers and warning signs
- The approved construction plan shall thereafter be implemented in respect of each phase and sub-phase (other than Phase 1) as approved and shall be adhered to during the construction of that phase or sub-phase.

- Prior to commencement of residential development of each phase, a scheme for acoustic glazing and ventilation (to meet the performance standards as outlined in sections 4.11 – 4.17 table 4,1 of the Acoustic Design statement) for each dwelling shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented in respect of each dwelling prior to the first occupation of that dwelling.
- Prior to the commencement of residential development in each phase a scheme for acoustic glazing including a scheme for testing shall be submitted to and approved in writing by the Local Planning Authority for that phase. Such details as may be agreed shall be implemented in respect of each dwelling prior to the first occupation of that dwelling and the testing shall be carried out in accordance with the approved details. Prior to the first occupation of any dwelling, a scheme of independent testing and certification for glazing performance standards so as to demonstrate that the scheme of glazing given in sections 4.11 – 4.17 and table 4.1 of the Acoustic Design Statement correctly installed and that internal design values as given in BS8233:2014 Guidance on sound insulation and noise reduction for buildings, or subsequent revision thereof are being met, shall be submitted to and agreed in writing by the Local Planning Authority. This shall include a phasing scheme to agree occupation of the site as glazing performance testing is undertaken and approved. The scheme shall be implemented as approved.
- Concurrent with the submission of reserved matters application(s) for a phase or subphase of the development within the Outline application site which includes residential development details of the noise levels within external areas (with particular reference to residential garden areas) and any necessary mitigation measures to achieve levels in accordance with BS8233/WHO guidance values shall be submitted to and approved in writing by the Local Planning Authority. All mitigation measures for a phase or sub-phase as may be approved shall be implemented in full in accordance with the agreed timescale and shall thereafter be retained.
- No equipped areas for play shall be installed until such times as a scheme detailing location (to include distance in metres from the nearest dwelling) and precise type of equipment has been submitted for approval by the LPA.
- Prior to commencement of development, a written scheme shall be submitted to and agreed in writing by the local planning authority that specifies the provisions to be made for the level of illumination of the site and to control light pollution. The scheme shall be implemented prior to beneficial use of the approved development and maintained for the lifetime of the approved development and shall not be altered without the prior written approval of the local planning authority. The scheme shall provide that each pole/wall mounted light must be aligned to ensure that the upper limit of the main beam does not exceed 70 degrees from its downward vertical. All pole/wall mounted lighting shall be designed and operated to have horizontal cut-off such that the Upward Waste Light Ratio does not exceed 5%. The submitted scheme shall include an isolux diagram showing, using contour lines if possible, the predicted luminance in the vertical plane (in lux) at critical locations on the boundary of the site and at adjacent sensitive properties (including those within the scheme where appropriate).(note: * = depending on location within the scheme). The applicant's attention is drawn to the Institution of Lighting Professionals Guidance Note for

the reduction of obtrusive light 2011(or later versions). It should be designed so that it is the minimum needed for security and operational processes and be installed to minimise potential pollution caused by glare and spillage).

Regards

Joanna Hart
Senior Environmental Protection Officer

From: Peter Chisnall <Peter.Chisnall@babberghmidsuffolk.gov.uk>
Sent: 31 March 2020 21:08
To: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>
Subject: DC/20/01036

Dear Bradly,

Proposal: Application for Outline Planning Permission (Access to be considered) - Erection of up to 300No dwellings, new vehicular access, landscaping, open space and drainage infrastructure.

Location: Ashes Farm, Newton Road, Stowmarket, Suffolk IP14 5AD

Many thanks for your request to comment on the sustainability aspects of this application.

It is acknowledged that the application is for outline permission but considering the size of the development some consideration of this topic area is expected. This council is keen to encourage consideration of sustainability issues at an early stage so that the most environmentally friendly buildings are constructed and the inclusion of sustainable techniques, materials, technology etc can be incorporated into the scheme without compromising the overall viability.

On that basis my recommendation is refusal. If the planning department decided to set conditions on the application, I would recommend the following.

Prior to the commencement of development a scheme for the provision and implementation of water, energy and resource efficiency measures, during the construction and operational phases of the development shall be submitted to and approved, in writing, by the Local Planning Authority. The scheme shall include a clear timetable for the implementation of the measures in relation to the construction and occupancy of the development. The scheme shall be constructed and the measures provided and made available for use in accordance with such timetable as may be agreed.

The Sustainability & Energy Strategy must be provided detailing how the development will minimise the environmental impact during construction and occupation (as per policy CS3, and NPPF) including details on environmentally friendly materials, construction techniques minimisation of carbon emissions and running costs and reduced use of potable water (suggested maximum of 105ltr per person per day).

Details as to the provision for electric vehicles should also be included please see the Suffolk Guidance for Parking, published on the SCC website on the link below:

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/parking-guidance/>

The document should clearly set out the unqualified commitments the applicant is willing to undertake on the topics of energy and water conservation, CO2 reduction, resource conservation, use of sustainable materials and provision for electric vehicles.

Clear commitments and minimum standards should be declared and phrases such as 'where possible, subject to, where feasible' must not be used.

Evidence should be included where appropriate demonstrating the applicants previous good work and standards achieved in areas such as site waste management, eg what recycling rate has the applicant achieved in recent projects to show that their % recycling rate commitment is likely.

Reason – To enhance the sustainability of the development through better use of water, energy and resources. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, has the potential to include energy and resource efficiency measures that may improve or reduce harm to the environment and result in wider public benefit in accordance with the NPPF.

Guidance can be found at the following locations:

<https://www.midsuffolk.gov.uk/environment/environmental-management/planning-requirements/>

Regards,

Peter

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

BABERGH/MID SUFFOLK DISTRICT COUNCIL

MEMORANDUM

TO: Chief Planning Control Officer For the attention of: DM

FROM: Nathan Pittam, Environmental Protection Team DATE: 19/03/2020

YOUR REF: DC/20/01036. Land Contamination

SUBJECT: Application for Outline Planning Permission (Access to be considered) -
Erection of up to 300No dwellings, new vehicular access, landscaping, open
space and drainage

~~Address: Ashes Farmhouse, Newton Road, STOWMARKET, Suffolk,
IP14 5AD.~~

Please find below my comments regarding contaminated land matters only.

The Environmental Protection Team has no objection to the proposed development, but would recommend that the following Planning Condition be attached to any planning permission:

Proposed Condition: Standard Contaminated Land Condition (CL01)

No development shall take place until:

- 1. A strategy for investigating any contamination present on site (including ground gases, where appropriate) has been submitted for approval by the Local Planning Authority.*
- 2. Following approval of the strategy, an investigation shall be carried out in accordance with the strategy.*
- 3. A written report shall be submitted detailing the findings of the investigation referred to in (2) above, and an assessment of the risk posed to receptors by the contamination (including ground gases, where appropriate) for approval by the Local Planning Authority. Subject to the risk assessment, the report shall include a Remediation Scheme as required.*
- 4. Any remediation work shall be carried out in accordance with the approved Remediation Scheme.*
- 5. Following remediation, evidence shall be provided to the Local Planning Authority verifying that remediation has been carried out in accordance with the approved Remediation Scheme.*

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

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

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

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

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

- *Local Planning Authority*
- *Environmental Services*
- *Building Inspector*
- *Environment Agency*

Any site investigations and remediation strategies in respect of site contamination (including ground gases, where appropriate) shall be carried out in accordance with current approved standards and codes of practice.

The applicant/developer is advised, in connection with the above condition(s) requiring the submission of a strategy to establish the presence of land contaminants and any necessary investigation and remediation measures, to contact the Council's Environmental Protection Team.”

Nathan Pittam
Senior Environmental Management Officer

From: Nathan Pittam <Nathan.Pittam@baberghmidsuffolk.gov.uk>
Sent: 19 March 2020 12:04
To: Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>
Cc: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>
Subject: DC/20/01036. Air Quality

Dear Bradly

EP Reference : 274007
DC/20/01036. Air Quality
Ashes Farmhouse, Newton Road, STOWMARKET, Suffolk, IP14 5AD.
Application for Outline Planning Permission (Access to be considered) -
Erection of up to 300No dwellings, new vehicular access, landscaping, open
space and drainage infrastructure.

Many thanks for your request for comments in relation to the above application from the perspective of local air quality management. I can confirm that I have no objection to the proposed development from the perspective of local air quality management and it is unlikely that the development will significantly adversely impact on the existing good air quality in the vicinity of the development site and will not result in the compromise of an air quality objective.

Kind regards

Nathan

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

Babergh and Mid Suffolk District Councils – Working Together

Email: Nathan.pittam@baberghmidsuffolk.gov.uk
Work: 07769 566988 / 01449 724715
websites: www.babergh.gov.uk www.midsuffolk.gov.uk



Suffolk Wildlife Trust

Brooke House
Ashbocking
Ipswich
IP6 9JY

01473 890089
info@suffolkwildlifetrust.org
suffolkwildlifetrust.org



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

14th July 2020

Dear Bradly,

RE: DC/20/01036 - Erection of up to 300 No dwellings, new vehicular access, landscaping, open space and drainage infrastructure. Ashes Farm, Newton Road, Stowmarket, IP14 5AD

Thank you for sending us details of this application, we have the following comments:

We request that a Landscape and Ecological Management Plan is produced to ensure the habitats onsite are appropriately managed for biodiversity. As this is an outline application, we request that this is a condition of planning consent, should the application be granted. We also request that the green spaces are secured as detailed with the Landscape Masterplan.

We have read the Note on Ecology (RPS Group Ltd, May 2020) in response to the comments by Place Services (March 2020) and we are concerned that the loss of skylark territories is not adequately compensated. We note that it is the applicant does not have sufficient land to provide for these territories however, there is no mention of an offsite mitigation scheme in association with another landowner to help deliver skylark plots. Therefore, we request that this should be delivered so that the loss of territories is compensated for.

Please do not hesitate to contact us should you require anything further.

Yours sincerely

Jacob Devenney
Planning and Biodiversity Adviser

Consultation Response Pro forma

1	Application Number	DC/20/01036 Ashes Farm, Stowmarket	
2	Date of Response	29.4.20	
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.	<ol style="list-style-type: none"> 1. The Heritage Team considers that the proposal would cause <ul style="list-style-type: none"> • less than substantial harm to a designated heritage asset because it would adversely affect the setting and significance of the listed farmhouse and associated farm buildings. 2. The level of harm would be in the range from low towards medium. 3. Harm should be considered in the light of the statutory duty and national policy, and weighed against public benefits of the scheme. 	
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>Pre-app In 2019 I gave pre-application advice on behalf of Heritage Team on the former farm buildings to the rear of Ashes Farmhouse. I advised that these should be retained for conversion in order to better preserve the setting of the listed farmhouse. The present proposal was not part of that enquiry and to the best of my knowledge there has been no request for pre-application advice from Heritage Team.</p> <p>Site / significance The site is a large area of agricultural land on the north west edge of Stowmarket. At the western end the site is drawn around the listed Ashes Farmhouse. At this point the site is bound to the north by the A14 and the south west by Newton Road. Broadly the site rises from the south west to the north east but the farm buildings sit at a lower level than the rest of the site. The Farmhouse faces south west with outbuildings attached to its north west gable. Behind the Farmhouse gardens run back to the north east. Behind the outbuilding a range of farm buildings stands with a long range along the north west side and covered yards on the south east between single storey wings. The south west end of the building finishes with a larger range.</p> <p>The Farmhouse was listed at grade II in 1988. It comprises a main block of the early 1600s of rendered timber frame with brick gables and slate roof. To the</p>	

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.


	<p>rear are an outshut extension and ridged extension of the 1800s. Further features and alterations indicate a significant phase of upgrading in this period.</p> <p>The setting of the farmhouse includes its residential gardens, its farm buildings and surrounding farmland. To the north and east of the farmhouse the land rises before levelling off to the east. The setting of the farmhouse can be defined by this landform. To the north the setting is defined by the A14 road. Although traffic is mainly out of sight, its noise is a near-constant reminder which limits the land's value as countryside. Nonetheless the open spacious character of this part of the site contribute to appreciating the rural history and context of the listed farmhouse and its associated buildings.</p> <p>This setting contributes positively to the significance of the listed farmhouse by its long former association with the farmhouse by ownership and function, which is accentuated by their close visual relationship.</p> <p>Impact As the application is in Outline form with only Access is included, it is not possible to assess fully the impact of the proposal, but I will attempt to indicate the likely range of likely impacts based on the illustrative Masterplan.</p> <p>The proposal will introduce housing with roads, lighting, drainage engineering and other associated infrastructure, changing the character of the land and affecting its contribution to the setting of the listed farmhouse. Around the group of buildings built development is shown at a denser level, closely adjacent at several points to the north east and south east. To the south east buildings would potentially be alongside the listed farmhouse and just beyond the garden wall, on rising ground. From much of Field B the existing buildings are seen against the backdrop of rising land, and development in this area has clear potential for impact. I would also be concerned at the impact of adjacent development on the market viability of the listed farmhouse as a larger house in an ample plot.</p> <p>Harm Built development adjacent to the listed farmhouse and farm buildings would harm their positive relationship with surrounding farmland. The level of impact on the setting of the farmhouse would be medium; the level of</p>
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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.

		<p>harm to the significance of the farmhouse would be in the range from low towards medium.</p> <p>Opportunities to avoid / minimise harm There seems to be scope for separating the farmhouse and barns from built development by adjusting the line of roads and the open space, and for reducing impact through density of development. To the north of the barns it seems there is little scope for built development because of the confines of the site, although this is coloured for denser housing.</p> <p>Process Resulting harm should be weighed in accordance with the statutory duty and national policy, and considered along with potential public benefits of the scheme.</p>
6	<p>Amendments, Clarification or Additional Information Required (if holding objection)</p> <p>If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate</p>	<p>Built development should be kept back from the immediate setting of the farmhouse and farm buildings by amendments to layout with a view to minimising impact on the setting of the historic buildings.</p>
7	<p>Recommended conditions</p>	

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.

Consultation Response Pro forma

1	Application Number	DC/20/01036	
2	Date of Response	12/03/2020	
3	Responding Officer	Name:	Hannah Bridges
		Job Title:	Waste Management Officer
		Responding on behalf of...	Waste Services
4	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.	No objection subject to conditions	
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>Ensure that the development is suitable for a 32 tonne Refuse Collection Vehicle (RCV) to manoeuvre around attached are the vehicle specifications.</p>  <p>OLYMPUS - 8x4MS Wide - Euro 6 - Smo</p> <p>The road surface and construction must be suitable for an RCV to drive on.</p> <p>There are no details to what the road surfaces will be or if there are private drives, all road construction will need to be suitable built.</p> <p>Please provide plans with each of the bin presentations plotted on, these should be at edge of the curtilage.</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.

7	Recommended conditions	Meet the conditions in the discussion.
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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.

From: Planning Department <Planning@wlma.org.uk>
Sent: 13 March 2020 11:36
To: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>
Cc: Giles Bloomfield <Giles.Bloomfield@wlma.org.uk>
Subject: RE: MSDC Planning Consultation Request - DC/20/01036

Our ref: 20_02323_P Your ref: DC/20/01036

Good morning,

Thank you for consulting the East Suffolk IDB on the above proposal. We note that surface water is proposed to discharge directly to a main river, therefore we have no comments to make at this stage. Should any changes be made to the drainage strategy may I request that the Board be consulted further.

Kind regards,

Ellie

Ellie Roberts
Sustainable Development Officer
| e: ellie.roberts@wlma.org.uk | e: planning@wlma.org.uk

Water Management Alliance
Kettlewell House, Austin Fields Industrial Estate, King's Lynn, Norfolk, PE30 1PH, UK
t: +44 (0)1553 819600 | f: +44 (0)1553 819639 | e: info@wlma.org.uk | www.wlma.org.uk

Consisting of:

Broads Drainage Board, East Suffolk Drainage Board, King's Lynn Drainage Board Norfolk Rivers Drainage Board and South Holland Drainage Board in association with Pevensey and Cuckmere Water Level Management Board

Defenders of the Lowland Environment

The information in this e-mail, and any attachments, is confidential and intended solely for the use of the individual or entity to whom it is addressed. The views expressed in this e-mail may not represent those of the Board(s). Nothing in this email message amounts to a contractual or legal commitment unless confirmed by a signed communication. All inbound and outbound emails may be monitored and recorded.

With our commitment to ISO 14001, please consider the environment before printing this e-mail.

The Stowmarket Society



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

10 April 2020

Dear Sirs

Application for Outline Planning Permission (Access to be considered) - Erection of up to 300 No dwellings, new vehicular access, landscaping, open space and drainage infrastructure - Ashes Farm Newton Road Stowmarket Suffolk IP14 5AD - Application. No: DC/20/01036

We wish to make the following comments on this application:-

1. The access strategy needs to be settled. We have always considered that this development should include a commodious road through from Newton Road to the roundabout in Stowupland Road so as not only give full access to the site but to keep some traffic away from the congested area at the junction of the Newton Road and Stowupland Road. It is accepted that this may take place in two stages, when the two land parcels come up separately for development. It looks at present as though the proposal is only to allow traffic to meander through the site from one end to the other, but not to have any through traffic. We think this may be a missed opportunity for this area of town.
2. The new residential area needs properly planned footpath/cycle links into town and neighbouring areas. Thus there should be two footpath/cycle links to Newton Road, one where the drainage corridor is, linking to the station etc, and the other up near Ashes Farmhouse, connecting across to Spring Row/Cardinalls Road.
3. The opportunity should be taken with a bit of public engagement to improve the environment of Newton Road and secure an upgrading of the allotment land which we assume is in the same ownership as the development site. The owner has long seen the land as a possibility for development and so the allotments are not on a particularly secure footing. They are now a strategic facility for the town but they are unfenced and have no water supply - basic requirements these days. The frontage of the allotments to Newton Road is untidy, unsurfaced and used for car parking. Newton Road itself is poorly served with footpaths, the path being on the

west side only and too narrow. If this additional development is to come to the area then these inherent problems need resolving to provide a suitable standard of development for the future. Stowmarket Town Council has stated its desire to increase the provision of allotments within the town and this application could provide an opportunity to help towards reaching this goal. The application boundaries include large areas of low-lying land on the west side of Newton Road which are designated as open-space, parts of which (particularly the roughly triangular patch bounded by Newton Road, Cardinalls Road and Spring Row appear eminently suitable).

4. We are concerned at the limited scope of the traffic analyses which ignore the possible effects of the proposal on Cardinalls Road and Crown Street. With the access road junction placed north of the Spring Row/Newton Road junction, this route is going to be put under pressure by the new housing area, especially as it offers a tempting rat run towards the west-bound A14. Cardinalls Road is already a difficult street to negotiate with on-street car parking limiting the lengths where two vehicles can pass, and with the added problem of the level crossing gates being closed for lengthy periods.

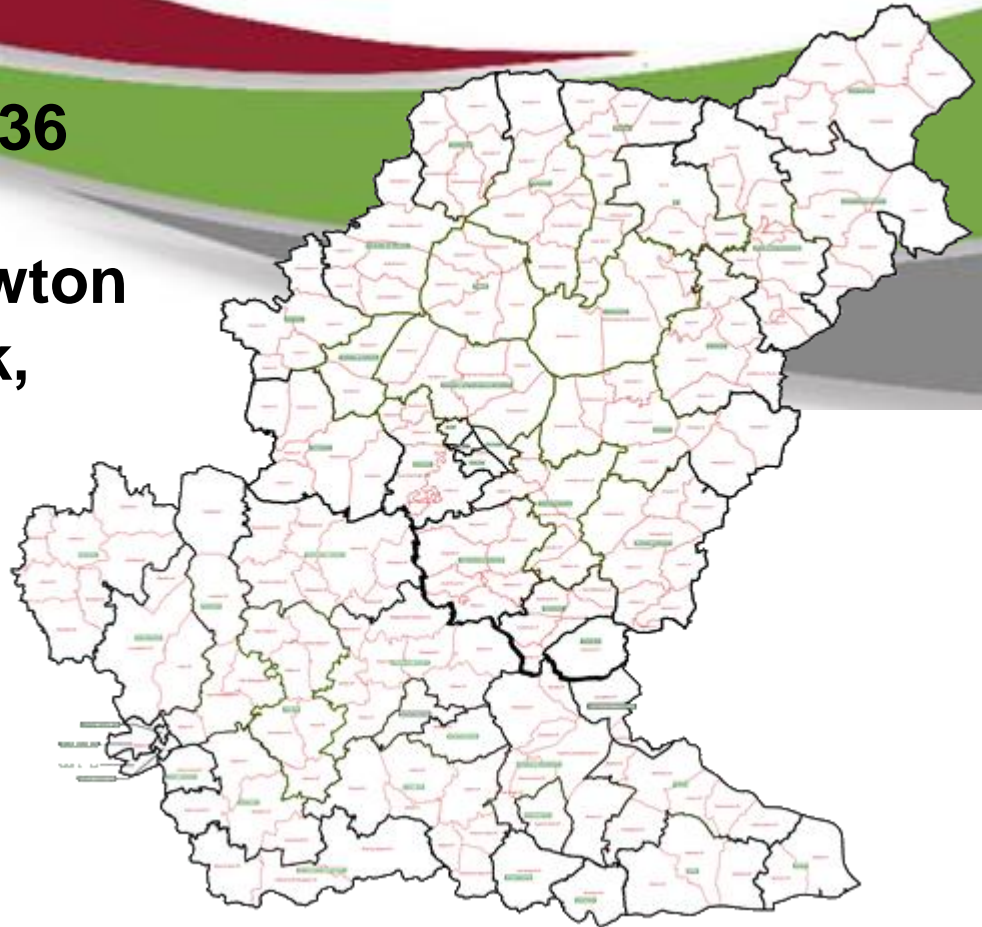
5. The traffic analysis which has been presented does appear over-optimistic in the application of its conjectures. Clearly, the scheme will put additional pressure on Stowupland Road and its level-crossing. The report makes assumptions about the length of time that the gates are closed, but no data on actual periods. These assumptions produce a peak queue of 19 cars southbound, but no discussion of what that looks like on the ground. 19 cars would take the queue well beyond the Newton -Road/Stowupland Road junction particularly as on-street parking on Stowupland Road induces lengthy gaps in queues - and as a result we anticipate significant additional rat-running along Victoria Road by impatient drivers

J Pattle - Secretary
The Stowmarket Society, 19 Bond Street, Stowmarket, IP14 1HR

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Application No: DC/20/01036

**Address: Ashes Farm, Newton
Road, Stowmarket, Suffolk,
IP14 5AD**

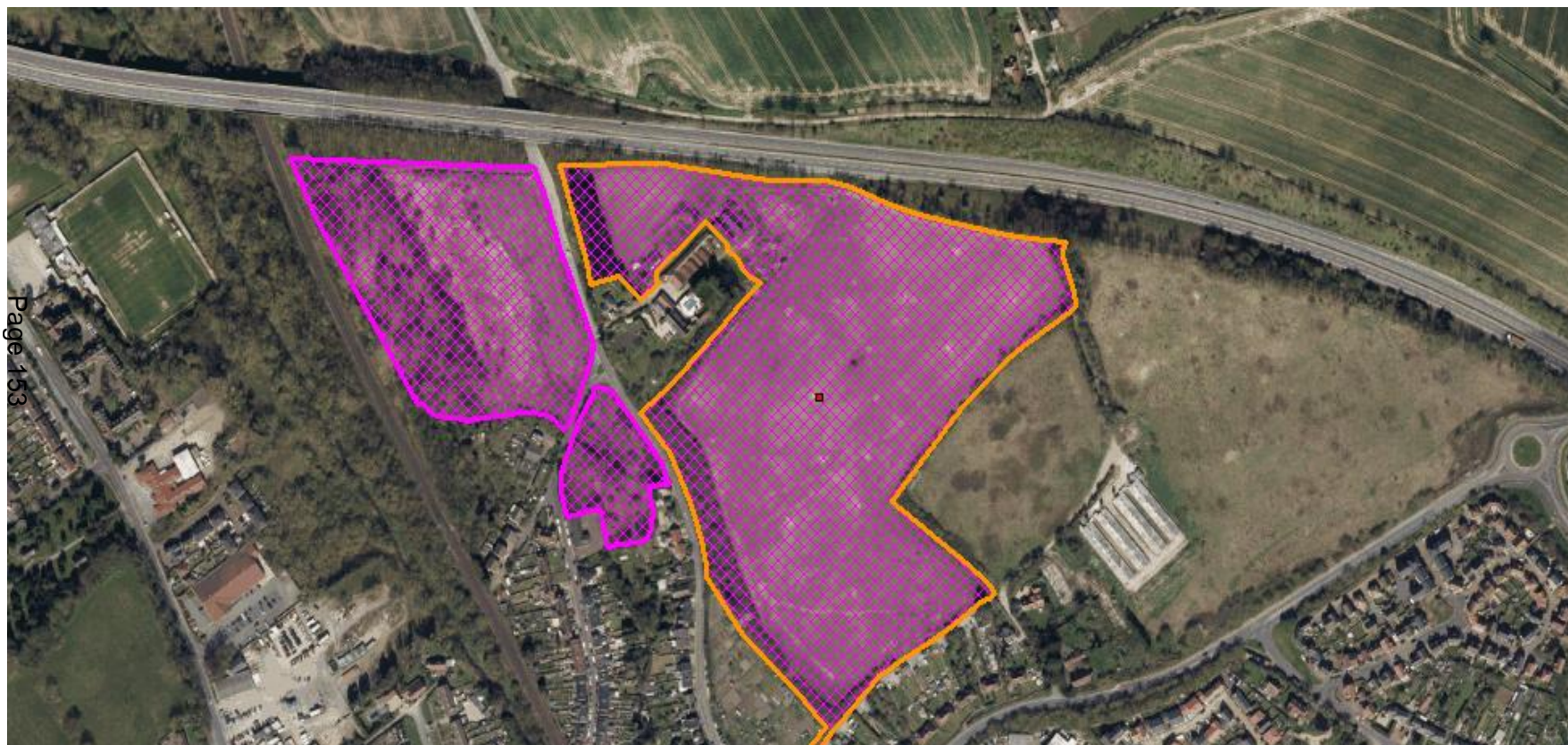


Aerial Map – wider view

Slide 2



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Public Rights of Way

..... Footpath



Flood Zone 2

Flood Zone 3

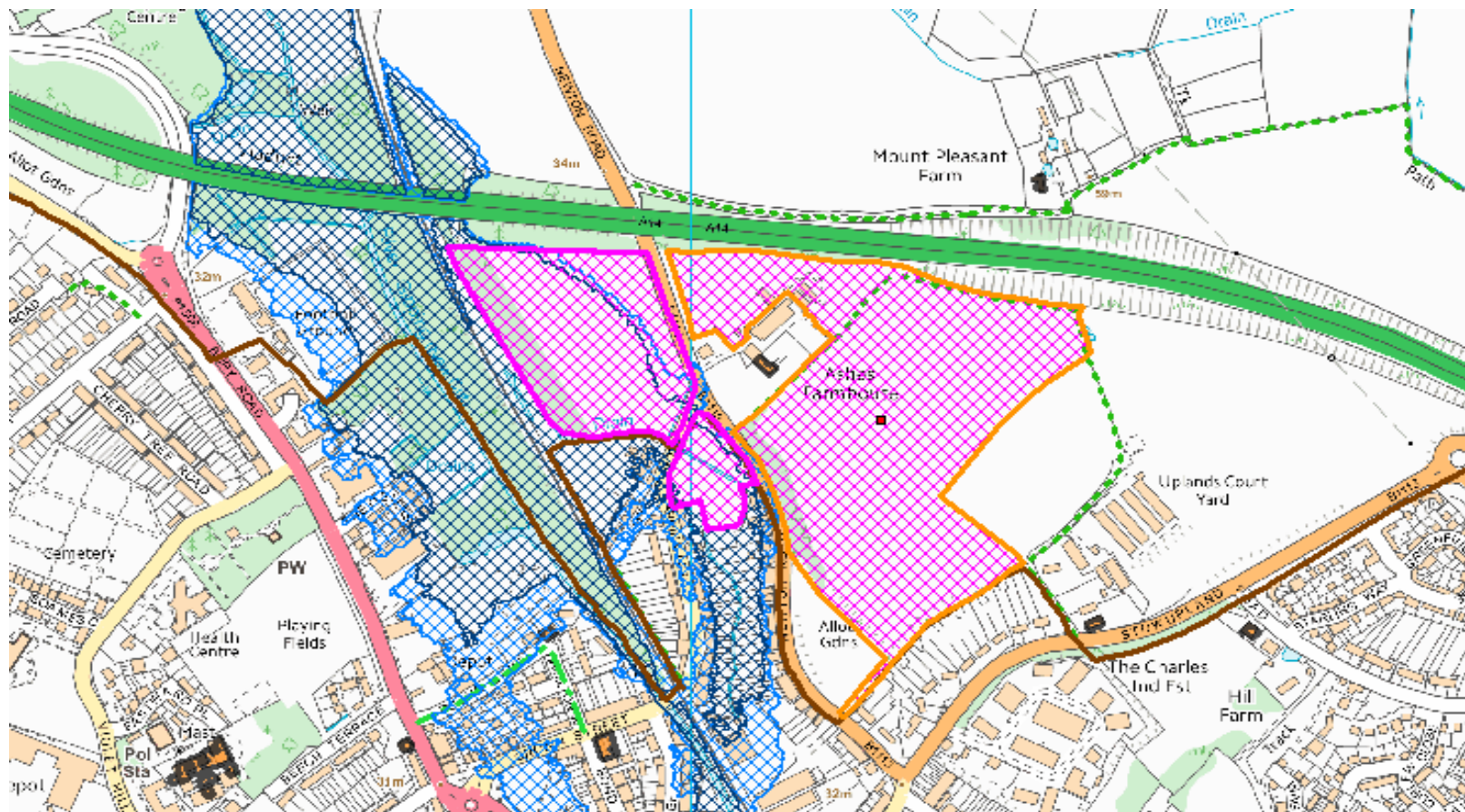


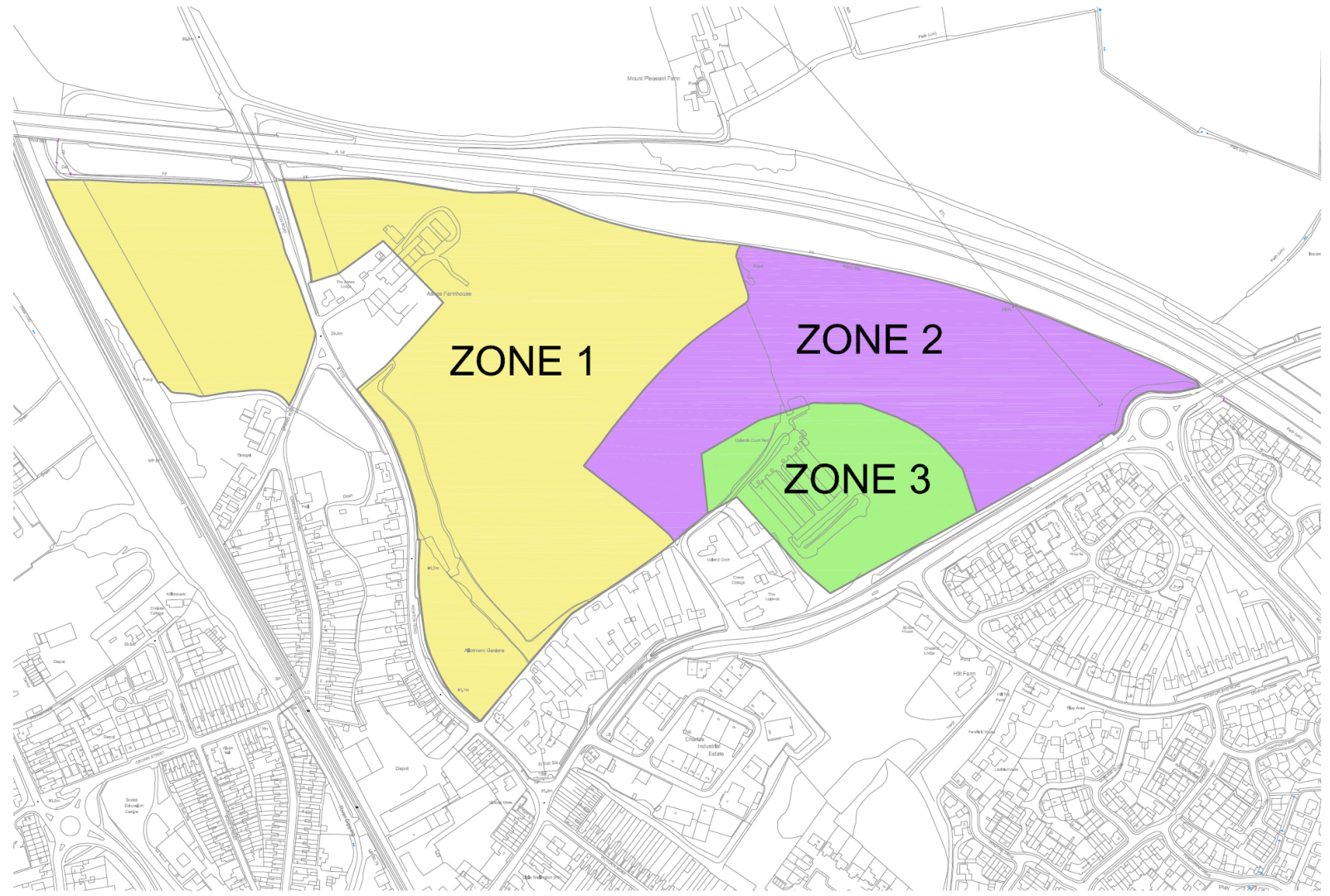
Built Up Area Boundaries

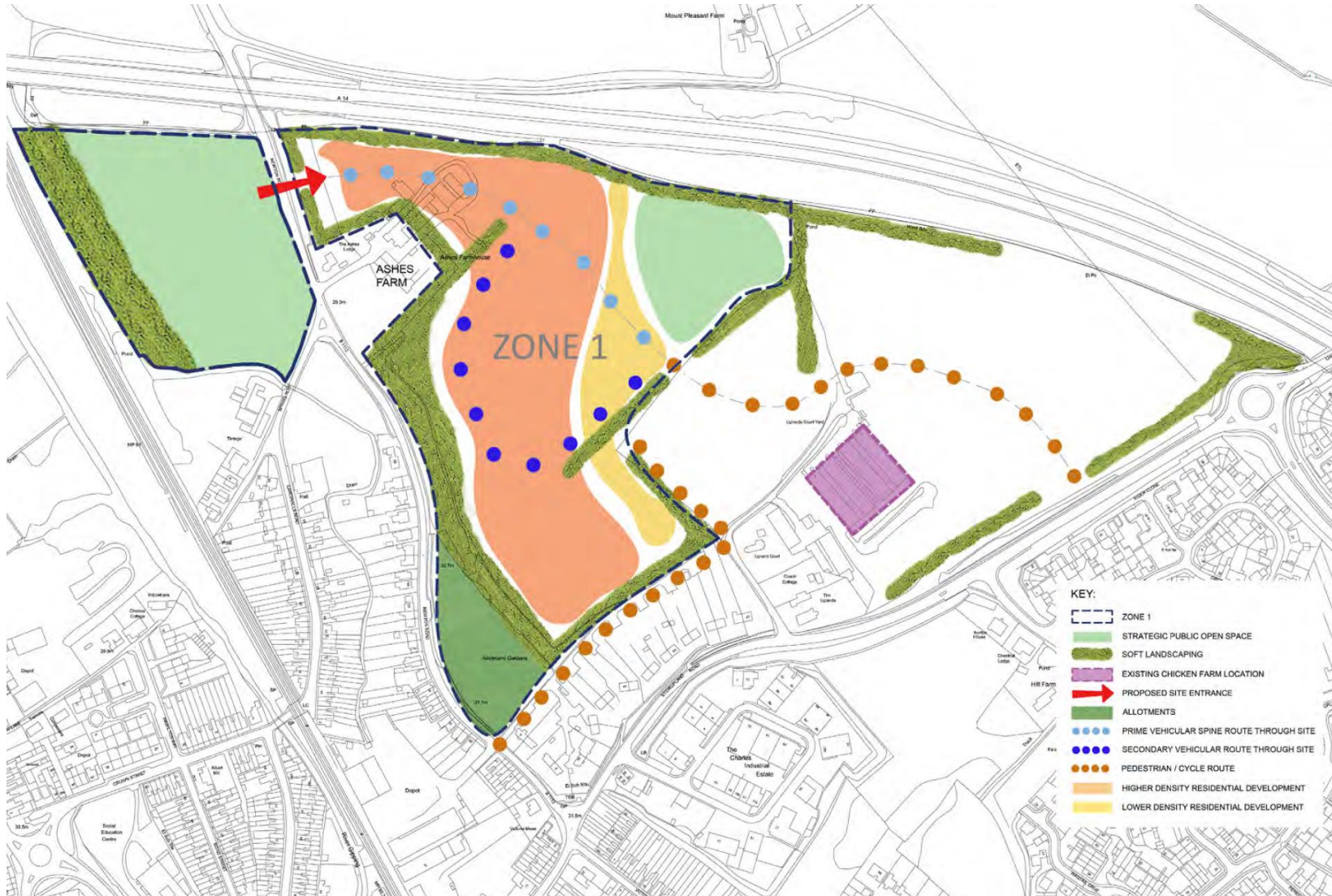
Listed Buildings

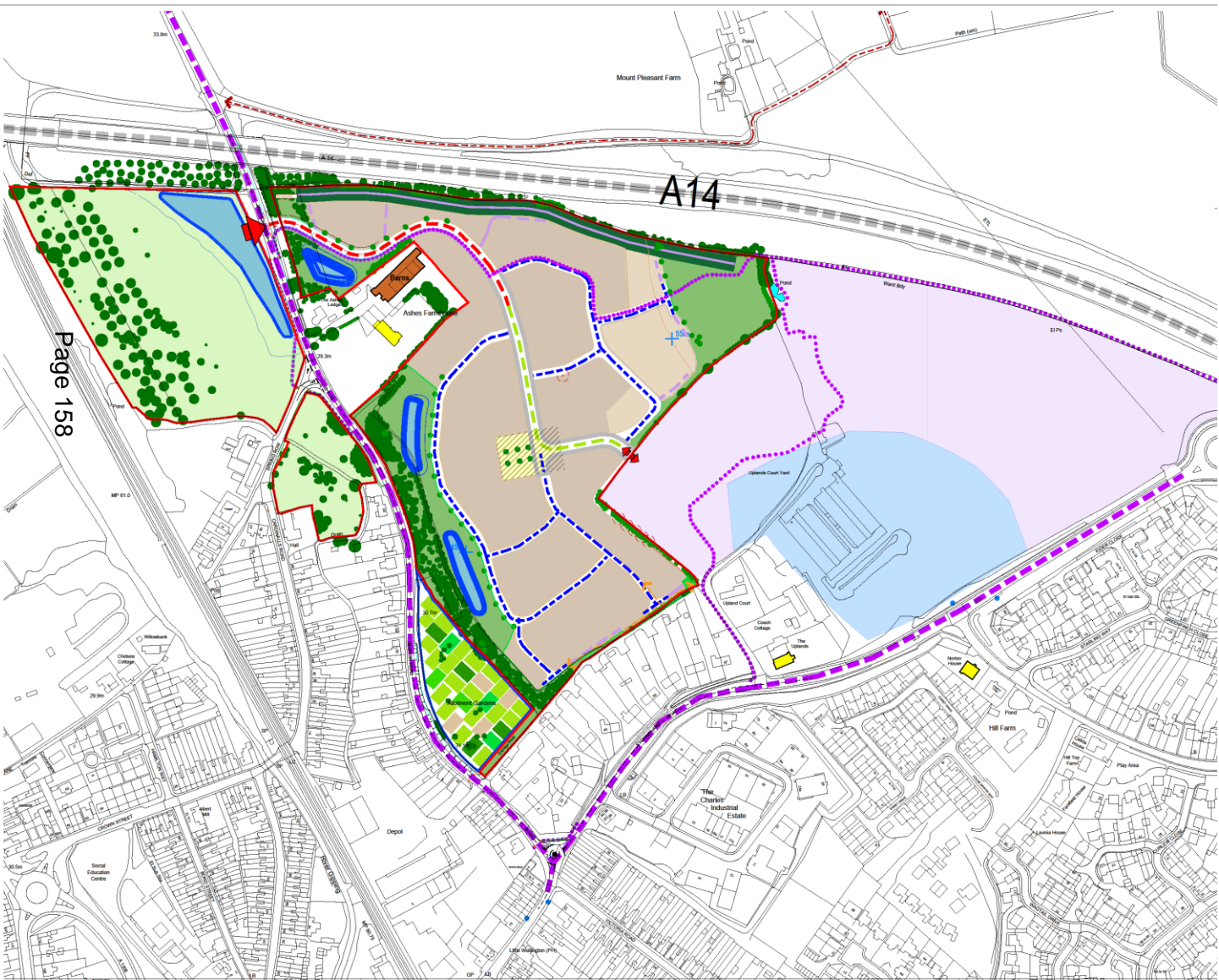


Grade II









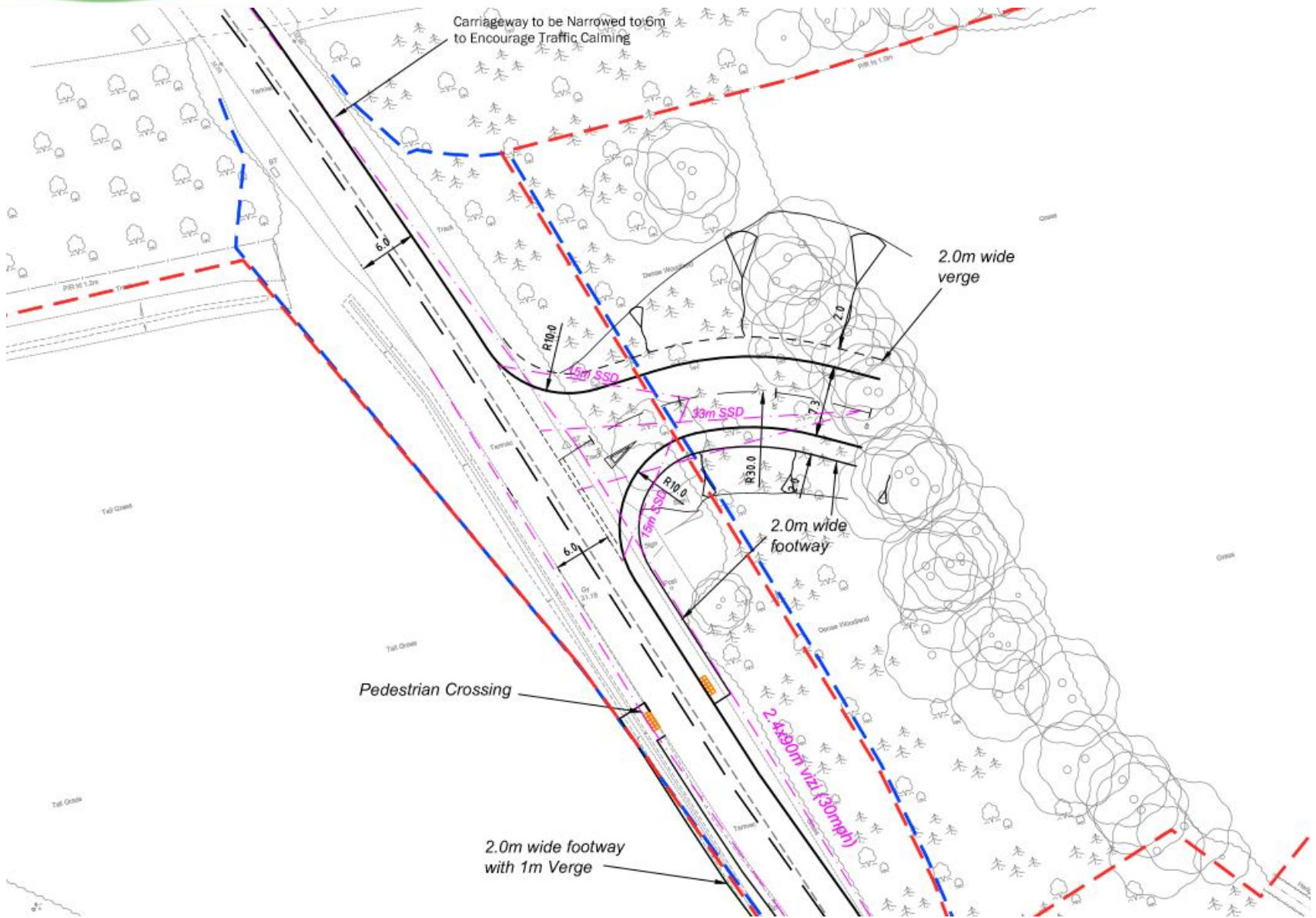
- KEY**
- Application Site Boundary
 - Residential Area - Higher density
 - Residential Area - lower density
 - Vehicular Access Points
 - 2m bund with 2m noise fence
 - Main Vehicle Access
 - Secondary Vehicle Access
 - Main Street
 - Avenue
 - Secondary Street Loop
 - Shared Private Drive
 - Local Squares
 - Pedestrian Route Footpath Connection
 - Pedestrian / Cycle Route Connection
 - Designated Public Open Space
 - Informal Open Space
 - Existing Vegetation
 - Proposed Trees
 - Proposed Hedges
 - Listed Buildings
 - Indicative Attenuation Feature
 - High Point / Low Point
 - Bus Stop
 - Allotments
 - Development Concept Zone 2
 - Development Concept Zone 3

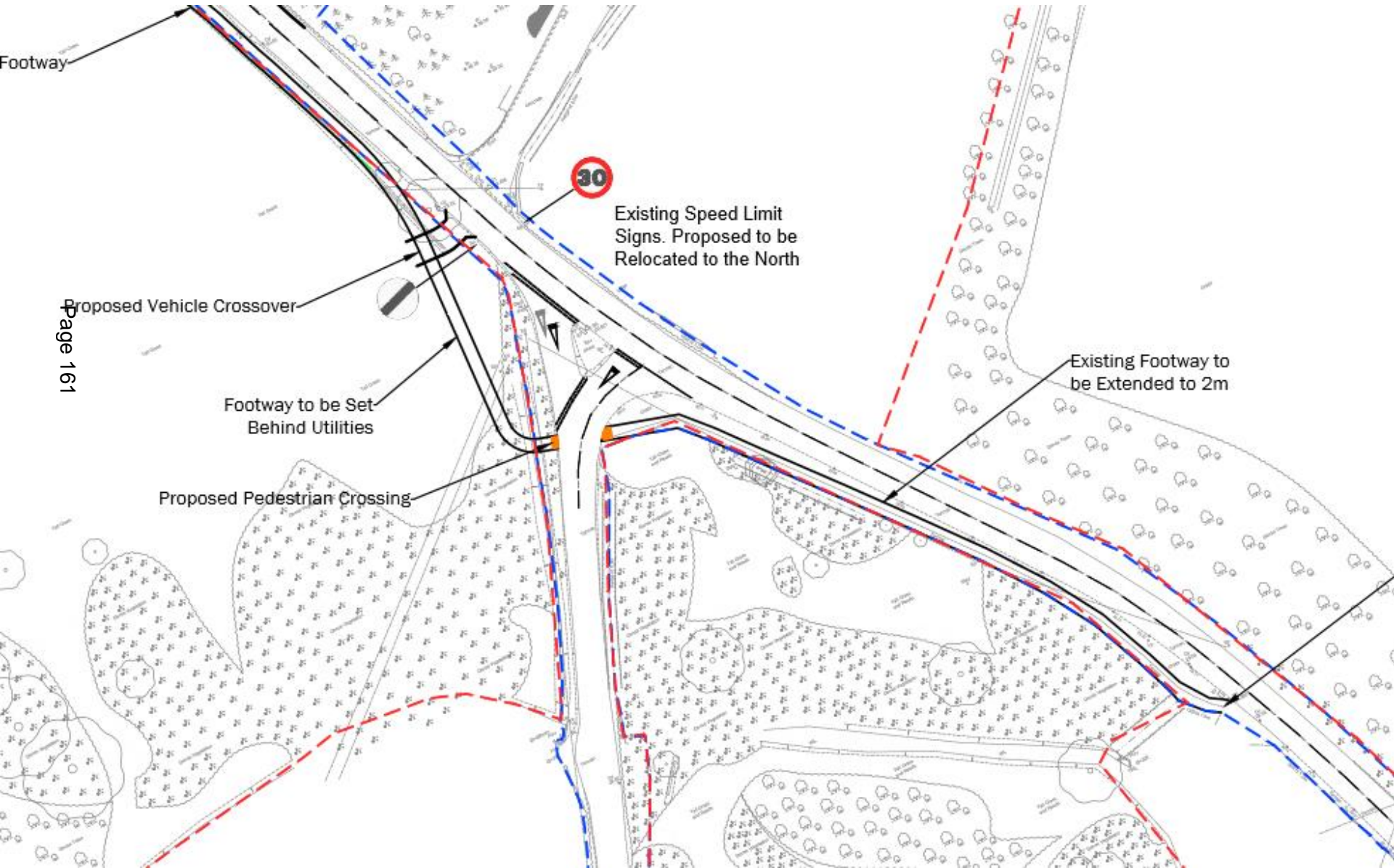
Page 158



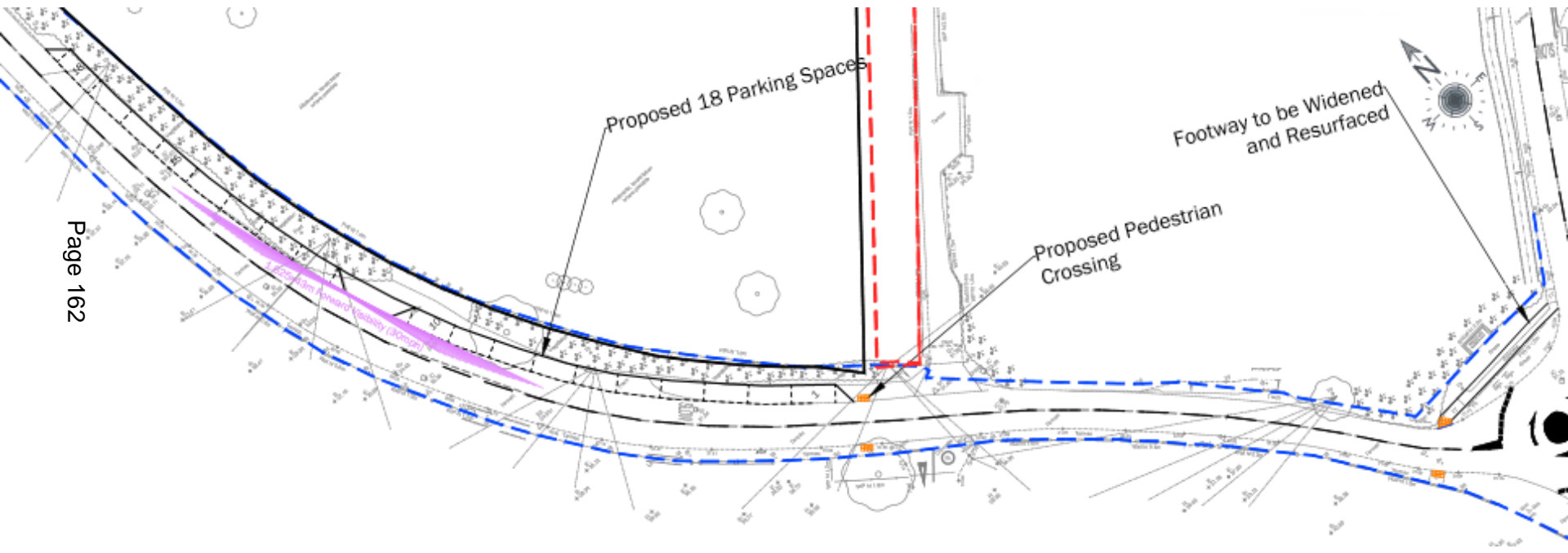
Proposed Site Access

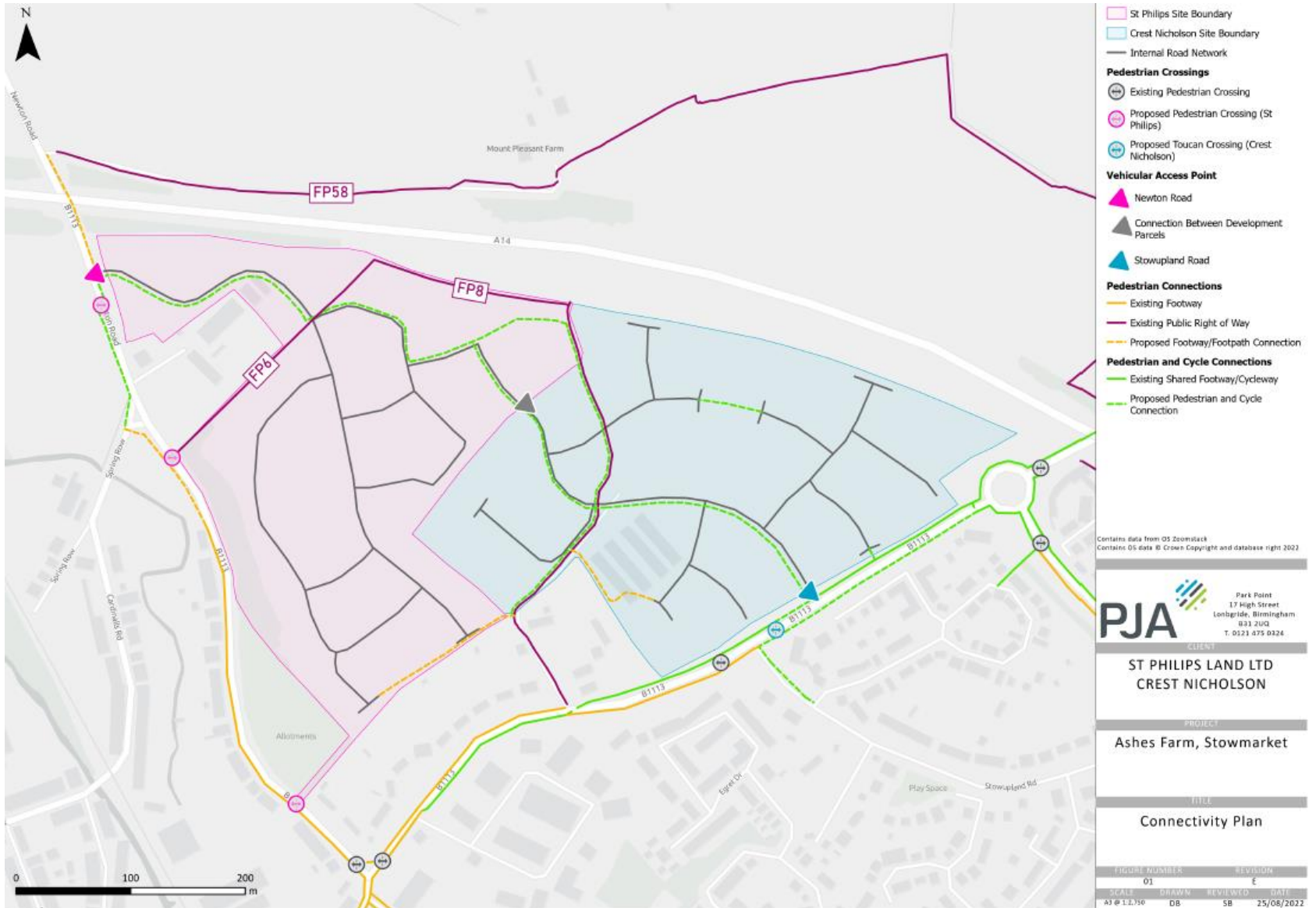
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Proposed Newton Road/Stowupland Road highway works





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Agenda Item 7b

Committee Report

Item No: 7B

Reference: DC/21/03287

Case Officer: Bradly Heffer

Ward: Stow Thorney.

Ward Member/s: Cllr Terence Carter Cllr Dave Muller.

RECOMMENDATION – GRANT FULL PLANNING PERMISSION WITH CONDITIONS

Description of Development

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

Location

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

Expiry Date: 16/09/2022

Application Type: FUL - Full Planning Application

Development Type: Major Large Scale - Dwellings

Applicant: Crest Nicholson Operations Limited & John Henry Diaper an...

Agent: Mr Andrew Martin

Parish: Stowmarket

Site Area: Approximately 9 hectares

Density of Development:

Gross Density (Total Site): 28.66 dwellings per hectare

Net Density (Developed Site, excluding open space and SuDs): 35.7 dwellings per hectare

Details of Previous Committee / Resolutions and any member site visit: None

Has a Committee Call In request been received from a Council Member (Appendix 1): No

Has the application been subject to Pre-Application Advice: Yes

PART ONE – REASON FOR REFERENCE TO COMMITTEE

The application is referred to committee for the following reason/s:

The application constitutes a major development proposal and under the Council's adopted scheme of delegation this category of application has to be presented to Committee for determination.

The reporting of this item follows the request made by DC A on 20th July to consider this application concurrently with the reporting back of DC/20/01036 Ashes Farm.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

NPPF - National Planning Policy Framework

Adopted Core Strategy – Focused Review (2012)

FC1 - Presumption In Favour Of Sustainable Development
FC1_1 - Mid Suffolk Approach To Delivering Sustainable Development
FC2 - Provision And Distribution Of Housing

Adopted Core Strategy (2008)

CS1 - Settlement Hierarchy
CS2 - Development in the Countryside & Countryside Villages
CS4 - Adapting to Climate Change
CS5 - Mid Suffolk's Environment
CS6 - Services and Infrastructure
CS9 - Density and Mix

Adopted Local Plan (1998)

SB2 - Development appropriate to its setting
GP1 - Design and layout of development
HB1 - Protection of historic buildings
H2 - Housing development in towns
H4- Proportion of Affordable Housing
H7 – Restricting housing development unrelated to the needs of the countryside
H13 - Design and layout of housing development
H14 - A range of house types to meet different accommodation needs
H15 - Development to reflect local characteristics
H16 - Protecting existing residential amenity
T4 - Planning Obligations and highway infrastructure
T5 - Financial contributions to B1115 Relief road
T9 - Parking Standards
RT4 - Amenity open space and play areas within residential development
RT12 - Footpaths and Bridleways

Stowmarket Area Action Plan

6.13 – Allocation
6.14 – Development Briefs
6.15 – Landscape setting and views
6.16 – Transport – buses/cycle/walking
6.17 – Allotments

- 6.18 – Other site issues
- 6.19 – Infrastructure Delivery Programme

Ashes Farm Development Brief and Delivery Framework (2016)

Neighbourhood Plan Status

This application site is not within a Neighbourhood Plan Area.

Consultations and Representations

During the course of the application Consultation and Representations from third parties have been received. These are summarised below.

A: Summary of Consultations

Town/Parish Council (Appendix 3)

Stowmarket Town Council commented on the initially submitted proposals as follows:

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

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

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

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

KEY ISSUES

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

1. DESIGN

The Town Council believes that the proposed layout and design are devoid of any sense of place or character. There is no special architectural interest within the development and the use of blocks of flats to provide a gateway building (as referred to in the Design and Access Statement) confers upon them a status that they scarcely deserve. In particular, the response of the Stowmarket Society to the consultation is supported in providing a useful commentary on the shortcomings of the design elements of the scheme.

2. ACCESS AND CONNECTIVITY

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

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

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

3. SITE LAYOUT

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

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

provide little in terms of amenity value and stimulation for children and are rarely used. It is suggested that a larger play area is incorporated within the scheme at a central location on the edge of the current phase of development which can then be extended as an area of substantial open space when the Newton Road development phase comes forward. The housing development will occupy a high profile location in an elevated position such that strong planting around the boundaries has been identified as being a key component of development from the concept stage onwards. The Design and Access statement provides little confidence that planting has formed an integral part of the thinking with regard to the site layout and it is suggested that any planning consent should be conditional upon the submission of a clear plan for tree planting and the promotion of biodiversity.

4. SITE DENSITY

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

5. SUSTAINABILITY AND CLIMATE CHANGE

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

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

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

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

6. LOCAL SERVICES

The comments of Suffolk County Council are noted with regard to the need for developer contributions towards an Early Years new build and support for Library Services. There is

a great deal of concern about the strain that new development will place upon for example, existing GP services, with additional services required particularly in respect of NHS dentistry. In addition, local school places are in short supply in many parts of Stowmarket and Stowupland, and action will be required to extend local schools if a significant proportion of local schooling is not to take place in portacabins. Therefore, there are many issues to be addressed with regard to the provision of local services, infrastructure and amenities before the proposals can be claimed to represent sustainable development.

SUMMARY

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

The following comments were received following re-consultation on amended proposals:

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

Stowupland Parish Council has provided the following comment:

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

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

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

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

National Consultee (Appendix 4)

National Highways (formerly Highways England) has advised that it has no objection to the proposals.

The **National Health Service Clinical Commissioning Group** has identified that the proposed development is likely to have an impact on the services of two GP practices (Stowhealth and Combs Ford surgery). On this basis, a contribution to mitigate the impact of the development on healthcare provision is sought; to be secured through s106 agreement.

Natural England has confirmed that it has no comment to make on the application, and draws the Council's attention to its standing advice in relation to protected species and ancient woodland/veteran trees.

The **Environment Agency** has confirmed that it has no objection to the proposals and has recommended the inclusion of a condition on a grant of planning permission.

Anglian Water has identified that it owns assets, or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. It is requested that an informative be added to the decision notice in the event that planning permission is granted for the development.

The **British Horse Society** has no objection in principle but requests that cycling/walking routes should be usable for horses.

County Council Responses (Appendix 5)

The **Highway Authority** has advised that it has no objection to the proposals, subject to mitigation being secured through s106 agreement and the imposition of conditions on a grant of planning permission.

The **Public Rights of Way** team has, inter alia, identified that Stowmarket Public Footpath 8 and the connecting Stowmarket Footpath 6 require upgrading to bridleway status. In order to do so a legal order (secured as part of the s106 agreement) would require a contribution from the developer. A series of informatives are also included as part of the response.

The **Lead Local Flood Authority** has advised a holding objection at the time this report was written; requiring the submission of additional details. These have been received from the applicant and re-consultation has taken place. Members will be updated accordingly at the Committee meeting.

The **Archaeology Service** has requested the inclusion of two conditions on a grant of planning permission.

SCC Development Contributions has identified a range of mitigation measures that would be secured under a s106 agreement. Further details may be obtained in the relevant section of the report below.

The **SCC Travel Plan** team has requested the imposition of a condition on a grant of planning permission.

The **Fire and Rescue Service** has requested that a condition be added to a grant of planning permission to secure fire hydrants.

Internal Consultee Responses (Appendix 6)

Place Services Landscape has identified detailed points in relation to the positions of trees. It is also advised that conditions be attached in the event that planning permission is granted for the proposal.

Place Services Ecology has confirmed it has no objection to the proposals, subject to the imposition of conditions on a grant of planning permission.

Place Services Heritage has identified a low level of less than substantial harm to local designated heritage assets. It is noted harm has to be weighed against the public benefits arising from the proposal – as stated in the NPPF (para. 202)

The **Strategic Housing Team** has advised that the affordable housing mix is acceptable.

Environmental Health (Noise) officer's final comments were not available at the time the report was written and Members will be updated at the Committee meeting.

Environmental Health (Air Quality) officer has confirmed no objection to the proposed development.

Environmental Health (Sustainability) final comments were not available at the time this report was written, as a revised Sustainability Statement was being considered. Members will be updated accordingly at the Committee meeting.

The **Environmental Health (Land contamination)** officer has considered the submitted assessment report, and advises that there is no objection to the proposal, subject to the imposition of a condition on a grant of planning permission.

The **Arboricultural Officer** has no objection in principle, subject to the development being carried out in accordance with the arboricultural report.

Public Realm has advised that it is supportive of the treatment of open spaces within the development.

Communities has commented on elements of the proposed layout and has also identified necessary mitigation to be secured through s106 agreement.

B: Representations

The following comment has been received from Councillor Ekpenyong:

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

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

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

The following comment has been received from Councillor Muller:

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

The Stowmarket Society's comments are summarised below:

- The scheme does not create a sense of place; the architectural approach is not justified in the Design and Access statement.
- The social housing elements suffer from excessive forecourt parking.
- The flat building has insufficient merit to be a 'gateway' building, bearing in mind its likely prominence in the street scene.
- The road connection to the site should be off the B.1115 Stowupland Road roundabout. The connection between this site and the adjacent Ashes Farm site is an important element to be considered.

At the time of writing this report at least 15 letters/emails/online comments have been received. It is the officer opinion that this represents 14 objections, 0 support and 1 general comment. A verbal update shall be provided, as necessary.

Views are summarised below:

- The development will increase traffic and increase noise and air pollution.
- There are too many dwellings proposed and inadequate parking facilities.
- Additional pressure on existing services in the town.
- The proposal will give rise to drainage and sewerage problems in the wider area.
- The proposed access is close to an existing access serving an existing estate, and will cause problems in the highway. Access should be taken off the roundabout at the top of the site.
- Double yellow lines should be installed along the B1115.
- Unacceptable loss and damage to trees and hedgerows, and impact on wildlife.
- Access to the A14 should be made from the site and current roads upgraded.
- Further ecological surveys are necessary.
- The proposal will impact on privacy and quality of life.
- Social and affordable housing should be scattered throughout the site.
- The proposal will create light pollution.
- The land is currently used for recreational purposes.
- A link should be provided between this site and the adjacent site to the west.
- Junction improvements will be necessary and a mechanism will need to be in place to secure.
- There is a lack of pre-school land provision on the site.

(Note: All individual representations are counted and considered. Repeated and/or additional communication from a single individual will be counted as one representation.)

The full comments may be viewed on the Council's website.

PLANNING HISTORY

REF: DC/21/03287	Full Planning Application - Residential Development of 258no. dwellings (91no. affordable) with new public open space, landscaping, access and associated infrastructure.	DECISION: PCO
REF: DC/20/01036	Application for Outline Planning Permission (Access to be considered) – Erection of up to 300no. dwellings, new vehicular access, landscaping open space and drainage infrastructure.	DECISION: PCO

PART THREE – ASSESSMENT OF APPLICATION

1. The Site and Surroundings

- 1.1. The site for this proposal is an irregularly-shaped area of land that has a given size of approximately 9.1 hectares. The site is bounded to the north by part of the A14 trunk road and its south-eastern boundary abuts Stowupland Road (B1115). Part of the south-western boundary abuts the residential curtilages of dwellings accessed via a private road leading off Stowupland Road, with the remainder of the south-western and north-eastern boundaries abutting open undeveloped land that is currently part of a site known as Ashes Farm. Topographically, the site slopes significantly from north-east to south-west – the application submission advises approximately 13 metres across the site.
- 1.2. The site contains significant tree and hedgerow planting, primarily along its perimeter but with lengths within the site that follow the lines of field boundaries. Another obvious feature is a cluster of disused chicken sheds, and associated hardstanding areas, located to the west of the overall site. Access to these sheds is also obtained via a track leading off Stowupland Road. Overhead power lines are also positioned on the site – providing a supply to the chicken shed development.
- 1.3. In the wider area, a significant housing area known as Cedars Park is located to the south-east of the site, on the opposite side of Stowupland Road, and an established ribbon of residential development follows the line of Stowupland Road to the south, up to where it meets the junction with Newton Road.

2. The Proposal

- 2.1. This planning application seeks full permission for the erection of 258 no. dwellings on the identified site – 91no. of which would be affordable units. The submitted plans show the site being accessed via a new junction on to Stowupland Road, which would serve a main spine road leading through the site, up to its boundary with the adjacent Ashes Farm site to the west. Off the spine route would be a series of culs de sac and private drives that would serve the proposed units. The dwellings themselves would consist of detached, semi-detached and terraced units ranging from 2 to 2 ½ storeys in height. The proposals would also include an apartment building located at the easternmost end of the site. This building would be set at 3 storeys in height. The units would range in accommodation size from 1 – 5 bedrooms. In terms of architecture, the buildings follow a traditional, vernacular approach and they would be constructed mainly in brick (with some use of render) with tiled roofs.
- 2.2. Generally the arrangement of dwellings is in the form of either perimeter blocks or units clustered around private drives. That said, a more formalised arrangement of units is proposed along the main spine road serving the site; this approach underpinned by the proposed use of avenue tree planting.
- 2.3. As well as the residential development proposed for the site, the submitted plans show the provision of public open space areas comprising a main space that is located towards the northern end of the site and an area towards the western boundary. Other open areas

to the south of the site would contain attenuation basins as part of the proposed SuDS for the site. The site also contains a public right of way (PROW) – part of which would be contained within a landscaped corridor - that runs in an approximate north/south line through the site.

- 2.4 With a given site area of 9.1 hectares and 258 no. dwellings being proposed, the gross density of development across the site would be approximately 28.66 dwellings per hectare.
- 2.5 The application submission is accompanied by a suite of supporting documents, including a Design and Access Statement (DAS). The following extract from the DAS is included for Members' information;

'...The proposed scheme will provide a wide range of benefits for the site and surrounding area, including;

- *Delivery of 258no. much needed new homes including 35% affordable housing*
- *A scheme of well-designed homes in a suburban setting with extensive open space and a network of SUDS*
- *The inclusion of a wide range of accommodation types and sizes, including family homes and one-bedroom properties, which will help to create a mixed and balanced community*
- *A biodiversity net gain through the creation of new ponds and introduction of species rich planting and ecological enhancements*
- *Provision of an extensive network of footpaths and cycleways and upgrades to the existing Public Right of Way to promote sustainable travel and enable access to the new and existing community...*

The planning application includes technical assessments and reports that support the proposed scheme, addressing the assessment of the constraints and opportunities, as well as responding to issues raised during the pre-application discussions. In addition, the proposed scheme follows the principles of the Ashes Farm Statement Development Brief and Delivery Framework and Local Plan policies and has been informed by extensive consultation with Mid Suffolk District Council, statutory consultees and local residents.'

- 2.6 In addition to the information included above, Members are advised that a Joint Statement has been prepared by the applicants for this site and the adjacent site known as Ashes Farm (also included on this agenda). This is included below:

'This Statement has been prepared jointly by Crest Nicholson Plc and St. Philips, from hereon 'the Applicants', to provide assurance and comfort that the Stowmarket Area Action Plan (SAAP) allocation at 'The Ashes' has been approached in a co-operative and managed way, to ensure that the respective planning application proposals are aligned with regards to their infrastructure delivery and contribution towards the growth and vitality of the town. The Applicants have maintained a positive dialogue throughout the planning process, meeting on numerous occasions to discuss the approach taken to the

requirements of SAAP, and how their sites can contribute towards the delivery of its objectives. Highway considerations, including access arrangements, public transport links, cycle routes, and pedestrian connectivity, have been a particular focus of the combined approach. Notably, the two sites are collectively contributing towards the provision of a new or enhanced bus service; on-site and off-site cycle infrastructure, with links between the two sites; improvements to the capacity of the B1115/A1120 junction; and a new bus stop and bus shelter on Stowupland Road. A central spine road through the overall SAAP allocation is also provided for under the two planning applications, with the detail shown in relation to the Diaper Farm site, subject to a full planning permission, and an aligned highway connection shown up to the site boundary on Ashes Farm, subject to an outline application. The Applicants have engaged positively and proactively with Officers at Babergh and Mid Suffolk District Council (BMSDC) to define an appropriately worded S.106 obligation to deliver the spine road along with a number of obligations relating to the payment of significant contributions towards, amongst other matters, local community infrastructure, including healthcare, education, sports facilities, and libraries.

Moreover, whilst it has not been formally adopted, the proposals in relation to both applications have been prepared to reflect the overarching design principles outlined within the Development Brief (2016) for the SAAP allocation. A quantum of housing sympathetic to the features and constraints of the allocation is proposed across both sites with a variety of house types and tenures to reflect local demand and need in general accordance with the Strategic Housing Market Area Assessment. In addition, there has been an extensive period of engagement and collaboration with Officers at BMSDC, local stakeholders, and statutory and non-statutory consultees, with engagement having taken place prior to the submission of the applications and during the course of their consideration and assessment. To summarise, the Applicants have worked positively together in order to facilitate the delivery of the SAAP allocation in a coordinated and managed way, so that the proposed growth to Stowmarket will mitigate against its impacts and provide for community gain.'

- 2.7 The full text of the DAS, along with other documents supporting the application submission may be viewed on the Council's website. Members should note that ongoing discussion and negotiation regarding the Affordable Housing content of the application is detailed below and is the subject of the recommendation which anticipates some design revisions of certain of those units. Further detail is given below.

3. The Principle Of Development

- 3.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that '*If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.*' In this regard, the relevant development plan consists of the Core Strategy (2008), Core Strategy Focused Review (2012) and the Local Plan (1998) and the Stowmarket Area Action Plan (2013).
- 3.2 As Members are aware the NPPF, at paragraph 11, describes the application of the presumption in favour of sustainable development. To summarise, in the case of decision

making this means approving applications in accordance with an up-to-date development plan without delay. In the circumstances of this application and the most important policies for its determination, bearing in mind the status of the site falling within an extant land allocation, and relating to housing development for a settlement at the top of the hierarchy, the development plan is considered to be up to date.

- 3.3 The relevant development plan document regarding the principle of development is the Stowmarket Area Action Plan (SAAP) (adopted 21st February 2013). This planning policy document sets out relevant planning policies to guide future development in Stowmarket and its immediate surrounding villages. It also allocates specific sites to ensure that there is sufficient land for future growth in employment, housing, retail and recreation. As part of the allocations, the site for this current application forms part of a larger area which is identified as being suitable for residential development. This overall site is known as 'The Ashes', having an estimated capacity, at the time the SAAP was adopted, for 400 units. The SAAP notes that the site has been identified as a 'broad location' for a housing allocation within the Council's adopted Core Strategy document (September 2008).
- 3.4 Members will observe an apparent tension between the supporting text to the allocation policy which estimates a yield of up to 400 homes, and the present application which, taken together with the Ashes Farm proposal that forms the other "half" of the 'The Ashes' whole allocation, would equate to a significantly greater number of dwellings: 558 no. in total. However, officers consider that it is conceptually possible to read this application – and the proposal for development on the Ashes Farm part of the allocation – in such a way so as to fully comply with the allocation policy.

This is because the actual allocation policy 6.13 is drafted as follows:

"The site shown in Maps 6.5 and 6.6 is allocated for residential and open space."

- 3.5 There is no minimum or maximum yield of dwellings within the allocation itself and the application(s) sit squarely within the designated area on the allocation maps. Furthermore, SAAP policy 6.14 required the production of a development brief before an application for planning permission is submitted. Such a development brief was required to follow the principles set out in paragraph 4.4 - 4.8 of the SAAP and take into account the Stowmarket Masterplan (where it is pertinent), the objectives and policies of the SAAP and other policies of the development plan.
- 3.6 Members will be aware that subsequent to the adoption of the SAAP, the necessary development brief was prepared in conjunction with officers and approved by the Council to form a guidance document known as the 'Ashes Farm Development Brief and Delivery Framework' (November 2016). The Development Brief followed the requirements of SAAP policy 6.14 and in respect of the master planning for the site reached a conclusion that potentially 572 homes could be delivered across the allocation. The current application(s) follow the principles laid out within that previously approved framework.
- 3.7 Officers therefore consider that the application is capable of being accepted in principle subject to working through those other policies that apply to the allocation, and assessment against the wider policies of the development plan. The relevant policies of the SAAP will now be taken in turn.

3.8 Within the SAAP various policies are applicable to 'The Ashes' allocation; policies 6.13 – 6.19 relate specifically to the site. As noted, policy 6.13 identifies that the site is allocated for residential and open space. As this proposal includes residential and open space elements, it is considered to accord with the requirements of this policy. Policy 6.14 identifies that a development brief is produced in advance of an application for planning permission being submitted. In this regard, the Council did commission a development brief dated November 2016 and produced by Ingleton Wood, subsequently being endorsed by the Council to guide future development. Policy 6.15 identifies 10 criteria that are relevant to the site. It should be borne in mind that the criteria are relevant to the *entire* Ashes site (i.e., including Ashes Farm as well). For Members' information these are listed below, together with an officer comment on each element:

1. important visual nature of the area and retain distant views to and from the site.

Officer comment: the proposed layout has been designed in consideration of the Development Brief, including the view across the site. The organisation of open space is considered to reflect this requirement.

2. need for appropriate structural landscaping and screening across the site.

Officer comment: the submitted proposal seeks to retain existing landscaping and screening elements as far as is practicable, accepting that some impacts will be an inevitable consequence of development taking place e.g. the formation of a new vehicular access. Additional tree planting (including avenue planting along the spine road) and landscaping is also proposed.

3. need to protect, or as a minimum soften, the impact of development on the skyline.

Officer comment: the proposed storey heights for the greater majority of the development range between 2 and 2 ½ storeys, which is not considered to be excessive, given the topography of the site, and is reflective of development heights in the vicinity. The single instance of a three storey building is considered to be visually appropriate in its proposed location.

4. provision of open space to the top of the site.

Officer comment: the proposal includes a main area of open space to the top (north of the site) as part of open space provision.

5. land to the far west of the site, bounded by Newton Road, Spring Row and the A14, which is designated for open space uses.

Officer comment: the land would be reserved for open space purposes, as part of proposals submitted for the Ashes Farm development.

6. retention of existing hedgerows and mature trees.

Officer comment: the proposal put forward for Members' consideration retains a significant amount of these features on the site.

7. 'gateway' to Stowmarket on the Stowupland Road.

Officer comment: the location of the development opposite that existing in Cedars Park would create the provision of built form on either side of the road, thereby creating a built form gateway to the town when approached from the northeast, underpinned visually by the proposed apartment block building.

8. part of the site within Flood Zone 3b.

Officer comment: this particular criterion is noted as being reflective of the land that is located nearest to the river valley, forming part of the Ashes Farm application site.

9. areas affected by flood risk must be of a use compatible with the NPPF Technical Guidance (page 6).

Officer comment: the above comment applies to this criterion as well.

10. presence of Biodiversity Action Plan (BAP) habitats and species.

Officer comment: the application includes ecological survey information and conditions would be attached to a grant of planning permission that would ensure that the Council could meet its statutory duties in this regard.

3.9 Policy 6.16 of the SAAP relates to transportation issues and these will be considered within the relevant section of this report. Policy 6.17 identifies that existing allotment provision in the locality (adjacent to the Newton Road/Stowupland Road junction) shall be protected for development. In relation to this issue, the proposals do not include the allotment land. Policy 6.18 states that any future development must consider noise attenuation from the A14 trunk road, possible diversion or undergrounding of existing overhead electricity cables and healthcare infrastructure funding. Lastly, policy 6.19 identifies that development will be expected to contribute to the specific on-site and/or general requirements of the Council's Infrastructure Delivery Programme.

3.10 Returning briefly to the issue of the Development Brief, background information is included on the Council's website as follows:

'The Stowmarket Area Action Plan (2013) allocated 'The Ashes' for a mix of residential development and open space. In April 2016, following on from meetings with the landowners and their agents, the Council commissioned a team of consultants to facilitate discussions and prepare a delivery framework to identify and assess the constraints and develop viable solutions. The framework has

provided options that will overcome the site constraints, increase the potential capacity and tested viability.'

- 3.11 Members will note that, inter alia, the exercise to create a Development Brief was in order to increase the potential capacity of the site above that advised in the SAAP. In this regard the following remarks are included in section 4.5 – Viability Appraisal Executive Summary:

*'...Ashes Farm is one of the key potential Greenfield residential development sites in Stowmarket proposed in the Core Strategy document and MSDC are focused on driving the deliverability of the site. Initial studies have shown that the site could potentially provide **572 dwellings** [officer emphasis] over several zones...'*

- 3.12 Members will be aware that progress on the consideration of the draft Joint Local Plan has been delayed, following initial examination that took place last year. However, following a meeting with the Inspectors appointed to undertake the examination, it is proposed to progress the current JLP as a 'Part 1' local plan. This will be followed by the preparation and adoption of a 'Part 2' local plan as soon as possible. Therefore, the policies in the current draft JLP have limited weight in the determination of planning applications. Nevertheless, by way of context, the JLP does identify (LA035) that the *overall* site identified in the SAAP as The Ashes is considered capable of accommodating approximately 575 no. dwellings. This figure is an increase from the estimated capacity of 400 no. in the SAAP, but is reflective of the figure advised in the subsequent Development Brief (which was itself prepared in accordance with the development plan allocation policy), as identified above.

- 3.13 The allocation does also list a number of criteria with which development would be expected to comply. As noted, the weight attached to the policies in the JLP can be afforded limited weight at this point. However, the reference is included in the report for useful background in the consideration of the current scheme. Bearing the above in mind, the comments of the Spatial Policy team were sought in relation to the adjacent Ashes Farm application, and these are included here for context:

'...This is a long running allocation where the principle of development on the site is supported. It is acknowledged that the number of homes proposed in the SAAP is less, however through work undertaken by the Council in 2016 it was agreed that a higher level of development would be required to enable site delivery. This has subsequently been taken forward in the submitted JLP allocation LA035 and the application is consistent with the proposed level of development. Stowmarket is a considered sustainable location and the application site would be capable of contributing to meeting housing need...'

- 3.14 In summary, the application site forms part of a larger site that is identified as suitable for significant residential development in the adopted development plan; the second element of that overall proposal is a live application for the development area known as Ashes Farm. This area of Stowmarket was mooted for expansion in the Core Strategy, and this was, subsequently, confirmed in the SAAP which forms part of the adopted plan. The SAAP does give an estimated capacity figure for the overall site at 400 no. units. However, subsequent consideration by and on behalf of the Council has revised the

estimated overall unit numbers that may be achieved on the site to approximately 572 no. (575 no. in the emerging JLP).

4. Nearby Services and Connections Assessment Of Proposal

- 4.1. Paragraph 73 of the NPPF identifies that the provision of large numbers of new dwellings *'...can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes)...'*
- 4.2 The status of Stowmarket as a town means that within the adopted development plan it is a main focus for development in the district. The location of the application site, being on the periphery of the town, would mean that the extensive range of services offered in the town are reasonably convenient – being accessible by bus services and on foot. Existing bus stops are located in Stowupland Road near to the site. The DAS submitted with the application advises that the town centre is 800 metres distant by foot whereas the station is approximately 400 metres distant. The location of mainline rail services within Stowmarket would also enable residents to access the wider regional and national geographical area utilising public transport. It is also noted that the local road infrastructure would enable convenient access to the trunk road network, via Stowupland to the north east.

5. Site Access, Parking And Highway Safety Considerations

- 5.1 The NPPF identifies at paragraph 110 that in assessing specific applications for development it should be ensured that, inter alia, significant impacts on the transport network and highway safety can be cost effectively mitigated to an acceptable degree. Paragraph 111 recognises that development *'...should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe...'*
- 5.2 At the adopted development plan level the requirement for safe access is reflected in policy CS6, which identifies the need for new development to provide or support the delivery of appropriate infrastructure, and policy T10 which lists criteria that will be considered in regard of new development proposals. In addition, policy 6.16 of the SAAP, which forms part of the development plan, is also relevant to the consideration of the proposals. The policy, which relates to the entire site allocation i.e. including Ashes Farm states that development must include improved transport links, access from Stowupland Road and Newton Road, provision of new bus services and cycle and footpath improvements both on site and linked to existing networks. The policy also advises that contributions will be sought for improvements along Stowupland Road and Newton Road.
- 5.3 As part of the application submission, a transport assessment was provided. This has been considered by both National Highways (formerly Highways England) as well as Suffolk County Council as local highway authority. In this regard the following comment has been received from the Highway Authority:

'...The Transport Assessments for both sites provided a robust assessment of the cumulative impacts of the sites on the local highway network...') Officer emphasis.

5.4 Subsequently, the applicant has provided a further letter from their Highway consultants which is submitted to provide assurance that impacts arising from the proposed development on the local highway network have been robustly assessed. The letter will be available to view on the Planning website. In summary however it identifies:

- other committed development sites that were included as part of the assessment of impact
- traffic surveys being undertaken prior to the COVID-19 pandemic
- thorough review of the Transport Assessment by the Highway Authority and National Highways
- junction assessment highlighting the need to improve the A1120/B1115 junction; otherwise the identified junctions would not require mitigation, as agreed with the Highway Authority.

5.5 Members are advised that at the pre-application discussion stages with the applicant, it was proposed that the site would be accessed via the existing roundabout junction located adjacent to the north-eastern end of the site, with a second access shown in the same approximate position as under this current application. Preliminary development proposals were formulated that included this means of access. However, at the time of the formal submission of the application, the proposals had been amended so that a single point of access off Stowupland Road is shown. The submission documents advise that vehicular access taken off the roundabout is no longer possible; the DAS states that

'...the connection to the existing roundabout could not be delivered due to third party land ownership issues...'

5.6 In regard to this aspect of the proposals, it is noted that various respondents have raised concerns – identifying the use of the roundabout junction as the preferable solution. This view is fully acknowledged. In this regard, the following further comment has been received from the applicant's agent by way of explanation:

'Whilst an access off of the roundabout had originally been explored, it subsequently transpired that an access in this location would not be possible. The land that would be required to facilitate the access off of the roundabout is subject to a restrictive covenant which fundamentally prevents further access from it. Accordingly, an alternative access arrangement was developed and submitted as part of the planning application, with access taken off of Stowupland Road to the south-west of the roundabout. The location and detail of the proposed access is acceptable and has been agreed with Suffolk County Council Highways as the Highway Authority.'

5.7 As a planning assessment it is considered that while access off the roundabout would appear to offer a satisfactory solution in principle, the applicant could not be *compelled* to

provide an access at this point, particularly if an alternative, safe means of vehicular access can be provided. It is noted that the Highway Authority has no objection to the proposed access to the site. In addition it is pertinent to note that the Development Brief did not illustrate access as being obtained from the roundabout – rather the access to serve the site is shown in the approximate position proposed under this planning application

5.8 The new access details submitted as part of the application show the provision of a priority junction off Stowupland Road, that would be served by 4.5 m x 90 m visibility splays, suitable for a 30 mph speed limit. Works in the local highway would include the provision of a new toucan crossing in lieu of the existing pedestrian refuge island located to the southwest of the new access, and the provision of a new bus stop and shelter to the northeast. Also pedestrian crossing improvements are required to the island on the B1113 arm of the B1113/B1115 junction (the roundabout junction to the north east of the application site).

5.9 In addition, the submitted plans also show the provision of an emergency access located to the north east of the proposed permanent access, also accessed via Stowupland Road. This second access would also be utilised as a shared use cycleway connection serving the site. In addition, a temporary construction access would be located in this position; this to accommodate large construction related vehicles only. Otherwise, the main access would be constructed to at least binder course level prior to commencement of the main construction works. The Transport Assessment advises that:

‘...When this temporary construction access is not required any more, the link will be replaced as a footway/cycleway link to the development and also be designed to be the emergency access point...The access will be designed to achieve a 4.5 m x 90 m visibility splay in both directions and will require a banksman during school start and close times as the route is well used by school children from Stowupland. The access position will be appropriately signed for construction vehicles...’

5.10 As well as the required works to mitigate the impact of vehicular traffic, and reflective of SAAP policy 6.16, which relates specifically to bus, cycle and walking provision, it is important that there is opportunity for non-car travel modes provided on the site. As part of the application submission it is proposed to utilise existing routes within the site. In relation to the existing PROW (Stowmarket Footpath 8) the intention is that this route is upgraded to bridleway status, in order that it can also be utilised by cyclists. Members will note that the proposed s106 agreement would include a contribution (as requested by Suffolk County Council) for a Legal Order to do so. The submitted Transport Assessment advises as follows:

‘...Where within the site boundary it [the footpath] would be surfaced with any adjustments to the alignment progressed in accordance with the Suffolk Green Access Strategy...’

5.11 The development would also include a 3 m cycleway on the western side of the proposed spine road that would connect with a spine road within the adjacent development on the Ashes Farm site. The submitted scheme also includes the provision of a shared use

cycleway access on the Stowupland Road boundary of the site, that would connect the existing cycleway on the B1113 with the internal highway network of the site.

- 5.12 Clearly it is important that a clear synergy is established between this application site and the adjacent site at Ashes Farm. In this regard, and following on from the initial consideration of the Ashes Farm proposal by Members, further liaison has taken place with representatives for both schemes and this has led to the provision of a Connectivity Plan to demonstrate a co-ordinated scheme for non-car mode access. Details of the plan will be available at the Committee meeting. However, key points are that the plan does show the connection of the route of the spine road between the sites and does also show the continuation of the associated cycleway.
- 5.13 In addition to pedestrian and cycling connectivity, in accordance with the relevant SAAP policy, the development of this site is cognisant of bus travel and in this regard the proposal is designed to accept a bus route along the main spine road. In addition, a financial contribution towards the provision of a service would be secured through the s106 agreement that would be attached to a grant of planning permission. For Members' information, the following explanatory remarks have been received by Suffolk County Council with regard to a request for a contribution towards bus service provision:

'In essence the figures are based on experience elsewhere. Whether we were looking at a new service that covered the sites into town to enable connections with other services, or an extension of one of those to serve the sites makes little difference. If we were to put out a tender for a Monday – Saturday route we would be looking at a cost in the region of £100,000 per year per bus, and the service is likely to need support for up to 5 years to become commercially viable. Particularly given that we would want the service to be running when the first residents move in in order set travel patterns but know the build-out will take several years so maximum customer potential takes time to arrive.

As for whether this would be a new service or an extension, that would largely be down to whether we go down the tendered route or the developers come to an agreement with a bus company. My preference would be for this to be the foundation of a new Stowmarket & Stowupland town service that would connect with the Ipswich route. I believe that option would give this the best chance of standing up when the support was removed as it wouldn't solely be reliant on users from these sites.

That just leaves the division between the two sites. I am more than happy with the amount per dwelling and apportionment shown below, but it leaves the risk that if only one of the two sites actually gets built there will not be enough support to get the service up and running until it can be commercial.'

- 5.14 In addition, the mitigation of impact sought by the Highway Authority would include improvements to nearby bus stops and crossing provision etc in Stowupland Road. The submitted proposal is therefore determined, by officers, to address the requirements of the identified policy.

- 5.15 In relation to vehicular parking provision on the site, the submission advises that the advisory standards adopted by the Council have been met. As well as the parking spaces to serve the dwellings themselves, the scheme proposes 66no. visitor parking spaces across the site which accords with the 0.25 space per dwelling adopted standard requirement. Members are advised that there are some instances within the proposed layout where triple parking spaces are proposed to serve 4 bedroom units. However, in accordance with the comments in the adopted standards in this regard, the spaces are located within the proposed private drive areas of the development.
- 5.16 As part of the 'wider' mitigation of impacts arising from this development, and also the proposed development on the adjacent Ashes Farm site, it is determined by the Highway Authority that improvements will be necessary to the A1120/B1115 road junction, located to the north east of the site, in Stowupland. The preferred solution of the Highway Authority would be the provision of a roundabout junction in lieu of the priority junction currently in place. Through discussions with the various parties promoting this site, the Ashes Farm site and a currently unallocated site in Stowupland (the development of which would also impact on the identified junction) a Memorandum of Understanding (MoU) has been completed. This MoU confirms that an agreement is established between the parties whereby:
- A design to mitigate the impact on the junction arising from the developments is submitted for approval to the Council prior to 1st Occupation (across all sites)
 - Undertake and complete the approved scheme (via a s278 agreement under the Highways Act) prior to the 75th occupation (across all sites)
- 5.17 The MoU also identifies that the design and construction costs of the required junction improvement scheme will be shared by the parties under a formal agreement. Members are advised that the MoU is an agreement between the developer parties themselves, and neither the District Council nor the County Council would be a party to it. Nevertheless, the MoU would be referenced in a s106 agreement that would accompany permissions that may be granted on the various sites – not least to ensure enforceability. In summary, the MoU clearly identifies the responsibility of the promoters of this current site, and that on the adjoining land to design, and construct, agreed improvements to the B1115 / A1120 junction within a timetable that meets the requirements of the Highway Authority.
- 5.18 The Highway Authority would wish to include a condition on a grant of planning permission that required the provision of these works, together with a trigger point for their commencement/completion (reflective of the trigger point identified in the MoU). The Highway Authority would also require that the MoU be referenced within the s106 agreement that would be attached to a grant of planning permission.

6. Design And Layout

- 6.1. Good design is a key aspect of sustainable development, as made clear in the NPPF. This requirement is reflected in adopted development plan policies CS5 and GP1, both of which identify that development will be of high quality design that respects the local distinctiveness and built heritage of Mid Suffolk.

- 6.2 Members are advised that pre-application engagement has taken place with the applicant at various times, prior to the submission of this application. Discussions were informed by the SAAP and also the subsequent Ashes Farm Development Brief Delivery Framework. This document is intended to outline '*...the essential elements of constraint and opportunity..*' and provide '*...guidance to developers on the landscape, access, drainage and open space requirements for the site...*'
- 6.3 In relation to constraints amongst those identified are the sloping topography, the location of the A14 trunk road, and the (now defunct) chicken farm located on the site. Inter alia opportunities are presented by the location of the site in relation to the centre of the town, views across the site (afforded by the topography), existing trees and hedgerows helping to define spaces etc. Also relevant to the consideration of layout is the amount and density of the development, bearing in mind that the approximate number of units achievable across the entire site (including Ashes Farm) has been uplifted from 400 no. in the SAAP, to 572 no. in the subsequent SDP Development Brief prepared on behalf of the Council.
- 6.4 Various iterations of proposals were created from inception of a scheme through to submission of a formal proposal. As advised elsewhere, these included proposals where the development would be served off the roundabout junction adjacent to the east of the site. However, this did not prove to be possible as part of a development solution, as explained elsewhere in this report. Another factor that has promoted the current scheme put forward for consideration is the requirements of the Highway Authority in relation to the development, and these had to be reflected satisfactorily in the formulation of development proposals.
- 6.5 The Highway Authority requires a hierarchy of roads to be provided across the site, with the spine road having the highest status, as a distributor route, thereby being capable of serving the development across the whole allocated site. It should be borne in mind that this particular road would link Stowupland Road and Newton Road, assuming that development also takes place on the adjacent Ashes Farm site. It is understood that the status of the road, and its required function within the overall local network, would require that it meets specific design specifications such as a width of 6.7 metres and suitable bend radii etc.
- 6.6 Notwithstanding the clear functional role that the spine road would have, its general arrangement, and the organisation of built form around it to create character suggestive of a formal avenue, would mean that as a space it was of an appropriate visual standard. This character would be underpinned by the provision of avenue planting on the southern side of the route; created within a verge adjacent to the highway.
- 6.7 Other key spaces within the layout include the main area of open space to the northern part of the site, and a secondary area of open space that would be located adjacent to the public right of way that traverses the site in an approximate north/south axis. In both cases, the spaces would be spatially addressed and overlooked by built form, ensuring that they would read as an integral part of the overall development. Other open areas to the south of the site, which would contain SuDS attenuation basins, would also be similarly addressed by dwellings. By way of explanation of the open space arrangement generally, the applicant's agent has commented as follows:

'...The proposed layout and arrangement of development has been designed to respond positively to the site's features, as well as the provisions of national and local planning policy, including the overarching objectives of the Ashes Farm Development Brief, which whilst not adopted provides useful guidance. The distribution of the proposed housing and public open space also reflects the sites constraints and the requirements of the highway infrastructure proposed, with the site topography and level changes also being pertinent. Nonetheless, having accounted for the numerous considerations and constraints impacting upon the spatial arrangement, the proposed layout would deliver attractive, overlooked, and well-connected public open space, which is strategically located within the development to respect the strategic views of the site as identified within the Ashes Farm Development Brief...'

- 6.8 Another key public experience of the proposed development would be its perception from Stowupland Road, and in this regard, the arrangement of development means that, in the majority, fronts of dwellings would face towards the road, with some instances of flank walls. This frontage would, spatially, be similar in form to the corresponding frontage of the existing development in Cedars Park and, as such, is considered to respect local context. The fact that established planting on this boundary would, for the most part, be retained would assist in softening and filtering the overall appearance of the development from this key public viewpoint.
- 6.9 Within the development, the organisation of buildings would mainly take the form of loose perimeter blocks, which would ensure that there was a clear demarcation of public and private spaces, and would also ensure that private garden areas were screened and for the most part not overly visible from public viewpoints.
- 6.10 In terms of the design of the buildings themselves, this follows a vernacular architectural approach whereby their form and use of materials reflects those found in the vicinity of the application site. Dwellings would take the form of 2 or 2 ½ storey units in either detached, semi-detached or terraced arrangements. The buildings would incorporate either brick or render walls with pitched tiled roofs. There would be a single instance of a 3 storey building – this is proposed to be located at the eastern end of the site and would comprise 12 apartments. The overall design approach taken with this particular building would be similar to that taken with the remainder of the development. In this regard, given the prominence this building would have in the streetscene, discussions with the applicant have secured revisions to its design. The iteration that is included for Members' consideration is felt by officers to be a material improvement and would now be of an appropriate standard in this location.
- 6.11 As a way of introducing character and visual variety within the development, the DAS advises that the greater proportion of rendered buildings would be located along the spine road and main green area in comparison to the use of brick elsewhere. It is noted that this approach would also assist with legibility of the development.
- 6.12 As a planning judgement it is considered that the layout and design of the proposed development put forward for Members' consideration is an appropriate response to guidance contained in the Council's adopted Brief, and also issues such as the

requirements of providing a distributor route through the site (as part of the development of the overall allocated site).

- 6.13 The application submission does include a Design and Access Statement that advises of the design principles that have been applied, following a study of the application site and its context. This document may be viewed on the Council's website.
- 6.14 The NPPF places sustainable development at the heart of responsible planning. New development should be planned to avoid vulnerability to climate change, and plans should provide a positive strategy for the use and supply of renewable energy. At the local level, adopted Core Strategy policy CS3 identifies the Council's intention to reduce contributions to climate change. However, in relation to residential development the policy identifies a requirement that '...Sustainable Construction techniques will be encouraged in all new dwellings to achieve at least a three star rating under the Code for Sustainable Homes...' As Members are aware, the Code has been replaced with new standards applicable under Building Regulations.
- 6.15 As part of the application, a Sustainability and Energy Statement had been provided which inter alia identified the use of photovoltaic panels on 48no. dwellings and the use of energy efficient, low-carbon and renewable technologies. In this regard, further discussions have resulted in the proposed use of Air Source Heat Pumps and a plan has been received that indicates areas of the development where these would be utilised. In this regard, the following explanatory comment has been received from the applicant's agent:

'The dwellings identified on the aforementioned drawing reflect those which will be delivered during the later phases of the build-out programme, at which point the Air Source Heat Pump installation expertise and supply chain should be sufficiently robust to enable their delivery. Crest are open to a suitably worded condition requiring the submission and approval of details identifying the plots which will be electrically heated.'

The following comment has been made by the applicant as part of an update to the submitted Statement:

'The initial plots will be constructed under Part L 2013, which sets minimum standards for fabric of the dwellings and maximum allowable carbon emissions. From June 2023, dwellings will need to be constructed to meet Part L 2021 standards, together with tighter standards for fabric efficiency and a requirement to meet a primary energy demand target. The overarching energy strategy for the development is to follow a 'fabric first' approach to energy demand reduction. The fabric specification is therefore significantly better than the fabric values required to meet AD L1A 2013 in order to reduce energy demand as a first principle...Based on the high performance of fabric specification against the planning targets, it has been demonstrated that a minimum of 21.47% reduction over Approved Document Part L of the Building Regulations 2013/2021.'

6.16 With regard to the provision of EV charging points, the originally submitted Sustainability and Energy Statement advised that these would be provided to all homes with ‘...dedicated off-street parking...’ However, this provision did not completely accord with the Council’s adopted guidance standards. In this regard the applicant has been requested by Officers to update the Sustainability Statement and the following comments have been received:

*‘...A separate drawing has previously been submitted as part of the application, drawing number EV.01, showing the location of the proposed EV charging points, alongside the locations of proposed ducting for the purposes of futureproofing. **If there is any fundamental concern in relation to the proposals submitted for EV charging, Crest are open to a suitably worded condition regarding EV charging...**’ (officer emphasis).*

6.17 The date of receipt of the update to the Sustainability and Energy Statement meant that the further comments of the Environmental Health (Sustainability) officer were not available at the time this report was written. Members will be updated accordingly at the Committee meeting. In any event, however, with regard to the provision of charging points it is considered that control can be secured through the imposition of condition on a grant of planning permission.

6.18 As is mentioned above your Housing Enabling officers have commented upon the standards and content of the Affordable Housing units within the scheme. These standards have been the subject of ongoing design negotiation and at the time of writing it is recommended that authority be delegated to the Chief Planning Officer to secure amended plans for the Plots in question (XYZ) and, if Committee are otherwise content with the application, to undertake appropriate publicity and consultation upon those design changes concurrent with the preparation of the Section 106 obligation.

7. Landscape Impact, Trees, Ecology, Biodiversity And Protected Species

7.1. Conservation and enhancement of the natural environment is a fundamental theme of the NPPF and one reflected in policies CS4, CS5, CL1 and CL8 of the development plan. The application site benefits from significant amounts of hedgerows and trees, located primarily along the boundaries of the site with Stowupland Road and the A14 trunk road. Hedgerows and trees are also located along the line of the PROW crossing the site, and where the site abuts the adjoining land at Ashes Farm. Clearly these features are an important resource, in terms of their positive impact on the landscape and also their benefits in terms of ecology, climate etc.

7.2 The application submission includes a landscape masterplan, Arboricultural Impact Assessment, ecological assessments etc.

7.3 In relation to landscaping the potential impacts of development in the wider landscape arising from the development of the overall allocated site (including the adjacent Ashes Farm site) were considered as part of the Council’s Ashes Farm Development Brief. In this regard, the Brief advises that:

‘...The Landscape Impact Assessment...provides a balanced opinion of the sensitivity of the site and how development could impact on this. Any planning application will be expected to strike a balance between preserving the landscaping setting of the site and maximising the development potential of the site...’

- 7.4 Members are advised that these comments are made in relation to an area identified as Zone 2 in the Brief, which forms part of the application site that is under consideration. The text goes on to state:

*‘...It is therefore considered that **there is additional development potential in Zone 2 than that suggested in the Landscape Impact Assessment...**’ (Officer emphasis).*

- 7.5 The Brief includes a plan showing the suggested organisation of space across the application site (identified as Zones 2 and 3 in the document) The Landscape Masterplan that has been submitted as part of this application shows the main area of open space being located towards the northern end of the site, linking with a native hedge and tree buffer to be provided, where possible, along the northern boundary of the site. The location of this space is reflective of the organisation of land uses suggested in the Development Brief. It is proposed to be an informal area with wildflower planting. This area would also include the Local Area of Play (LAP) – which would be designed to integrate with its surroundings; comprising timber play equipment, sensory planting, mounding, logs and play boulders. In addition, some of the main open space area would be kept as grassland for informal play, kickabout space etc.
- 7.6 The secondary area of open space also would also be treated as an informal space with meadow planting, mown paths and benches etc. and some informal play features such as balancing logs. This space would link with the PROW that runs through the site, again reflecting the overall arrangement suggested in the Brief.
- 7.7 The approach taken to landscaping as part of the development is for the retention and enhancement of the existing field boundaries, augmented by additional native tree and hedge planting. The scheme proposes the retention of the existing features on the site as much as is practicable; accepting that some removal, for example, would be required to form the proposed accesses into the site. These established features would assist in filtering views of the proposed development from outside the site, particularly along Stowupland Road. The proposed development would also provide additional trees, for example in the proposed open space areas as well as through the introduction of the avenue planting along the main spine road. The approach taken to the use of existing landscape features, together with some augmentation, accords with the Brief’s aims in this regard, in your officers’ view.
- 7.8 In the arboricultural impact assessment (AIA) that was submitted with the application, it is identified that the surveyed site includes 92 no. trees, 5 no. groups of trees and 7 hedgerows. Currently, none of the trees on site are covered by a Tree Protection Order. In addition, there is no conservation area on site that would impact on trees.

- 7.9 It is noted that in order to undertake the proposed development, it would be necessary to remove 18 no. individual trees, 2 no. groups of trees and 1 hedge. In addition, sections of 3 no. groups of trees and 3 hedges would have to be partially removed. In terms of location, the main area for impact would be where it is proposed to create a new vehicular access to serve the site off Stowupland Road, and also the secondary emergency access which is proposed further along the road to the north-east. In addition, hedging that forms the boundary between the application site and the Ashes Farm site would also be removed, together with a length of vegetation that extends north-eastwards into the site – the line of which would be occupied by several development plots. In regard to the arboricultural impacts arising from the proposed development, Members will note that the Council’s Arboricultural Officer has no objection to the proposals, subject to the works being carried out in accordance with the submitted Arboricultural Impact Assessment. As well as identifying the proposed works, the Assessment also describes the protection measures for the trees and hedges to be retained on the site.
- 7.10 In terms of the ecological impacts arising from the development, the ecological survey information accompanying the application submission identified the potential for the presence of various protected species including bats, badgers, great crested newts and reptiles. Following submission of the planning application, the Council’s retained ecological consultants advised of a holding objection – on the basis that notwithstanding the submitted information, this was insufficient to enable proper consideration to take place. This prompted the submission of a suite of revised documents including an Ecological Impact Assessment, a Biodiversity Net Gain Report and a Biodiversity Enhancement Strategy Report. These have been considered further by the Council’s consultants and it has confirmed that there is no objection to the proposals in relation to ecological/biodiversity impacts. Conditions are recommended for inclusion on a grant of planning permission and officers support the recommendation.

8. Land Contamination, Flood Risk, Drainage and Waste

- 8.1 The NPPF at paragraph 183 identifies, inter alia, that planning decisions should ensure that a site is suitable for its proposed use. In addition, paragraph 184 makes clear that where a site is affected by contamination, responsibility for securing a safe development rests with the developer and/or landowner. In addition, Local Plan policy SC4 identifies the Council’s intention to ensure that new development proposals minimise the risk of contamination of underground water resources.
- 8.2 Members are advised that the application submission included a Phase I/II Geoenvironmental Assessment of the application site. This included an assessment of the land currently occupied by the 4no. disused chicken sheds and associated development – there being at least a potential for land contamination within this area. The report concludes that the site (including the site currently occupied by the chicken shed development) is suitable for the proposed residential use, subject to a series of recommendations. Having considered the report the Council’s Contaminated Land officer does not raise an objection to the application, but does require the imposition of a condition on a grant of planning permission.

- 8.3 Officers consider that the proposed condition meets the necessary tests, and would be imposed on a grant of planning permission in the event that Members accepted the officer recommendation.
- 8.4 In relation to the issues of flood risk and drainage, Members are advised that the entire site for the proposed development is located within Flood Zone 1 – areas defined as having the lowest probability of experiencing an unusual fluvial (watercourse) flood event. Nevertheless, as the site area extends to greater than 1 hectare, it is necessary for a flood risk assessment (FRA) to be carried out and this document was included within the application submission. The findings of the FRA advise, inter alia, that the

‘...site has been found to lie within Flood Zone 1 and therefore is not considered to be at risk from fluvial flooding. Other sources of flooding have similarly been assessed and found to pose no threat to development on the site. The existing risk of any potential surface water ponding on the site has been assessed and considered mitigated as a result of the development...’

In this regard it is noted that the Environment Agency has no objection to the proposals, subject to the imposition of a condition on a grant of planning permission. This condition, which relates to confirmation of capacity at the Stowmarket Water Recycling Centre, is not considered necessary by Officers – on the basis that the consultation response provided by Anglian Water has confirmed this is the case.

- 8.5 In relation to the surface water drainage proposals for the site, this takes the form of SuDS, which takes advantage of the site’s sloping topography. In this regard, the DAS advises that the scheme proposes two separate surface water treatment networks (east and west) to mimic the existing conditions. A combination of attenuation tanks and attenuation basins and swales will provide *‘...the required surface water treatment and storage up to 1 in 100 year storm event plus climate change..’* The southernmost end of the site would be partly occupied by attenuation basins which would be overlooked by built form.
- 8.6 Members are advised that the applicant has undertaken ongoing liaison with Suffolk County Council as Lead Local Flood Authority (LLFA). Initially, a holding objection was lodged, in order that the applicant could, in addition to the originally-submitted documents, submit a flood flow exceedance plan. This requested information was provided and the LLFA confirmed no objection to the proposals. Subsequently a further holding objection was lodged by the LLFA, on the basis that since the submission of the application, the climate change allowances for peak rainfall intensity adopted by SCC have been amended from 40% to 45% for all residential developments in Suffolk. In this regard, the applicant has sought to amend the proposals to reflect this revised requirement and the LLFA has been reconsulted. Its further comments will be reported to Members at the Committee meeting.
- 8.7 For information, in an earlier response the LLFA requested conditions requiring that the development be carried out in accordance with the submitted strategy for the disposal of surface water and the Flood Risk Assessment. In addition, was requested that a surface water drainage verification report is submitted following the completion of the last dwelling on the site. Lastly, a further condition requested the submission of a Construction Surface

Water Management Plan prior to the commencement of development. This would detail how surface water and storm water would be managed on site during the construction phase. Officers are content that these conditions meet the relevant tests and could reasonably be applied to a grant of planning permission.

- 8.8 Lastly, the submission advises that in terms of foul water drainage for the site, this would utilise existing Anglian Water facilities located south of the site in Stowupland Road.

9. Heritage Issues

- 9.1. The protection of heritage assets from inappropriate forms of development is an established tenet of planning control. Section 66(1) of the Planning (LBCA) Act 1990 requires local authorities to afford special attention to the desirability of preserving or enhancing the character or appearance of listed buildings, including setting. The NPPF at paragraphs 194 – 198 describes how development proposals affecting heritage assets should be considered. In addition, paragraph 199 makes clear that *‘...When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation...’* The NPPF also identifies at paragraph 202 that *‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal...’* Core Strategy policy CS5, inter alia, identifies the Council’s aim *‘...to protect, conserve and where possible enhance the natural and built historic environment...’* In addition, policy HB1 deals with the protection of listed buildings, and specifically states that *‘...Particular attention will be paid to protecting the setting of listed buildings.’*
- 9.2 The application submission includes a Built Heritage Statement which inter alia identifies that due to the nature of the site, impacts would be limited to those assets in closest proximity. The Statement finds that the development would not impact on the character of the defined conservation area for the town, which is focussed on the historic core located away to the southwest.
- 9.3 Specifically, the settings of three Grade II listed buildings are identified as being potentially impacted by the proposed development. These are ‘Ashes’, located to the west of the application site, ‘Uplands’ fronting Stowupland Road to the south and ‘Laburnham Cottage’, located on the south side of Stowupland Road. The currently undeveloped nature of the site is identified as making a positive contribution to the significance and setting of the identified buildings. Following assessment of impact, the Statement concludes *‘...It is considered likely that any potential for harm will be at a low level of less than substantial harm...’*
- 9.4 As a consequence, it is identified by the Council’s consultant that the proposals would result in a low level of less than substantial harm to the identified heritage assets. It is also noted that, in accordance with paragraph 202 of the NPPF, harm has to be weighed against the public benefits arising from the proposal. In this regard, it is considered that there are tangible public benefits that would arise from the development proposals. These would include a significant contribution to the District’s available housing stock, including a policy-compliant on-site contribution to affordable housing provision, and other

infrastructure improvements identified elsewhere in this report. These elements weigh in favour of the scheme.

- 9.5 In relation to below-ground heritage assets, the site is located within an area of archaeological potential – finds have previously been made on the Cedars Park site nearby. The application submission included the results of a geophysical survey of the site. This information has been considered by Suffolk County Council's Archaeological Officer and no objection is raised to the proposals. Members will note from the consultation response that two conditions are recommended for inclusion on a grant of planning permission.

10. Impact On Residential Amenity

- 10.1. The consideration of residential amenity impacts is a key planning consideration. The Council's adopted development plan policies SB2 and H3 make clear that development proposals would be considered inter alia in respect of the likely impacts that would arise in relation to residential amenity.
- 10.2 Notwithstanding the location of the site on the periphery of the development, there are residential properties adjacent to the site, and a significant number in the wider area. The fact that the application is a full submission means that the location of proposed dwellings in relation to existing may be fully appraised.
- 10.3 In this regard, the dwellings nearest the development site are those accessed off the service road leading off Stowupland Road, that also serves the disused chicken shed site. These consist of a group of dwellings identified as Coach Cottage, The Uplands and Uplands Court. Of these, Upland Court is positioned to face the development site, with Coach Cottage and The Uplands positioned nearer to Stowupland Road. The nearest proposed units to this cluster of dwellings would be on plots 30, 49 and 50. In the case of the proposed dwellings on plots 30 and 49, these are orientated such that each would present a flank elevation towards the identified dwellings. Windows at first floor level in the flank elevations of these units would serve a bathroom (plot 30) an ensuite (plot 49), both of which would be obscure glazed. In addition the position of the flank walls in relation to the identified dwellings is such that they scale at approximately 50 metres distant (measured in a straight line from flank to nearest wall of the nearest dwelling – Upland Court). In relation to the unit on plot 50 the nearest corner would be approximately 50 metres distant from Upland Court. It is considered that this degree of remoteness would ensure that an unacceptable loss of amenity did not result to the occupiers of the identified dwellings.
- 10.4 In relation to the dwellings in the wider vicinity e.g. those fronting Stowupland Road to the southwest, and those facing the site on the Cedars Park estate to the south east, the main impact arising from the development would be the change in outlook. Members will be aware that planning does not protect views across third party land as such. That said, the organisation of the development would be such that it would present a frontage on to Stowupland Road located behind a linear landscaped area adjacent to the road itself. On this basis, and due to the relevant position of existing and proposed dwellings, it is considered that the new development would not appear excessively overbearing, nor create an overshadowing issue. It is fully acknowledged that a further impact will arise

from the increased traffic generated by the new development. In relation to this issue, the Council's Air Quality officer did request further information be provided in relation to the impacts of the development on air quality. Following the submission of an Air Quality Assessment the officer has confirmed no objection to the proposals. The ability of the local road network to accommodate the proposed development is an issue for consideration by the Highway Authority, and Members are referred to the relevant section of the report in this regard.

- 10.5 Another key consideration in terms of impacts on residential amenity arising from the development are those occurring through the construction stage. Bearing this in mind it is noted that the Environmental Health (Noise) officer does inter alia recommend that a condition is imposed on a grant of planning permission that would require the submission and approval of a Construction Management Plan in advance of the commencement of development on the site. Officers support the inclusion of this condition as an appropriate means of controlling the construction phase of the development.
- 10.6 In further consideration of noise impacts, it is necessary to consider the fact that the application site is bounded on its northern side by the A14 trunk road, and the noise generated by this feature is an acknowledged material consideration – bearing in mind that the future residents of the development would be impacted. In this regard, the Noise Impact Assessment submitted as part of the application recognises that without mitigation dwellings would be exposed to excessive noise disturbances. The proposed mitigation of the impact would take two forms. Firstly, the provision of a 3m high acoustic fence to be installed along the northern and north-western boundaries of the site. Secondly, it is proposed that the dwellings nearest the outer edges of the site be installed with suitable glazing and ventilation to ensure that internal noise levels within these dwellings are equal to or below identified British Standards.
- 10.7 In consideration of the submitted information it is understood that the Environmental Health (Noise) officer does not raise an objection. However, the final comments of the Officer will be available at the Committee meeting for Members' further information.

11. Planning Obligations / CIL

- 11.1. Members are advised that the submitted application seeks to comply with the Council's adopted policy in relation to affordable housing provision on the site. Of the 258no. units proposed, 91no. would be affordable units which represents a 35% provision, in accordance with altered policy H4 of the adopted Local Plan.
- 11.2 Following the initial submission of the application, liaison has taken place between the applicant and the Strategic Housing Team, which has led to revisions to the sizes and mix of units, including revisions to house types on a number of plots, in order to respond to the Strategic Housing Team's requirements in relation to NDSS compliant affordable units. The Team has confirmed that the proposed mix is now acceptable. In your officers' view these amendments to house types on individual plots could be achieved without compromising the overall layout of the development.
- 11.3 A key point to be addressed in the consideration of this application and the proposed development on the adjacent site is the completion of the road link between the sites. The

Connectivity Plan produced subsequent to Committee's deferral of the Ashes Farm proposal clearly shows the link between the two sites and the joint statement produced by the applicants for both sites specifically comments on this issue as follows:

'...A central spine road through the overall SAAP allocation is also provided for under the two planning applications, with the detail shown in relation to the Diaper Farm site, subject to a full planning permission, and an aligned highway connection shown up to the site boundary on Ashes Farm, subject to an outline application. The Applicants have engaged positively and proactively with Officers at Babergh and Mid Suffolk District Council (BMSDC) to define an appropriately worded S.106 obligation to deliver the spine road...'

- 11.4 On the basis of the above, it is considered that there is sufficient clarity regarding the connection between the two sites and, as noted, appropriate control can be ensured through the s106 agreement that would be attached to a grant of planning permission for this site, and the adjacent site.
- 11.5 Other elements of necessary mitigation of impacts, to be secured through a s106 agreement, can be listed as follows:
- Primary school new build @ £20 508 per pupil place - £1 148 448
 - Secondary school expansion @ £23 775 per pupil place - £808 350
 - Sixth form expansion @ £23 775 per pupil place - £190 200
 - Early Years new build contribution @ £20 508 per pupil place - £369 144
 - Libraries improvements @ £216 per dwelling - £55 728
 - Household Waste @ £113 per dwelling - £29 154
 - NHS contribution - £148 700
 - Bus Service contribution - £231 182
 - Traffic Regulation Order - £10 000
 - Legal Order to upgrade public Footpaths 6 and 8 to bridleway status - £10 000
 - Communities – contribution towards facilities provision in Stowmarket :
 - Sports Halls - £125 427
 - Artificial Grass Pitches - £18 175 (if 3G) or £16 531 (if sand)
 - Indoor Bowls - £5 661
- 11.6 In addition to the above, the identified improvement of the A1120/B1115 road junction at Stowupland would have to be referenced within the agreement. As advised elsewhere in this report, the improvement of this junction will be necessary to accept the traffic generated by this development and that generated by the development of the adjacent Diapers Farm site. The Highway Authority has confirmed that it would wish to control the necessary works through a s278 agreement, as opposed to receiving funds and undertaking the work itself. The cost of this junction improvement is currently estimated to be £767 000.
- 11.7 Subsequently officers have secured a Memorandum of Understanding (MoU) which may be viewed on the Council's website. This has been signed by the developers of this site and the Diapers Farm site, as well as developers with an interest in land in Stowupland

which, if development came forward in the future, would also impact on the capacity of this junction. The MoU recognises that:

- Provide the design for a scheme that mitigates the impact of all three sites on the identified junction to the Council in consultation with the Highway Authority prior to 1st occupation (across all three sites).
- To complete the approved scheme (under a s278 agreement) prior to the 75th occupation (across all three sites).
- A planning condition will be imposed on an approved application for each site to ensure enforceability of the design and completion of the junction improvement scheme.

11.8 The terms of the MoU are intended to recognise a commitment by the developers of the various identified schemes that necessary improvements to the identified junction are undertaken in a form and timing that meets the requirements of the Highway Authority. The s106 agreement would include reference to the MoU and also, as noted, a specific condition would be imposed.

11.9 As regards the payment of CIL, the overall Ashes Farm site is one on a small list of Strategic sites where currently no CIL would be payable due to the high infrastructure costs for development of those particular sites. However, this position will be reviewed when the Council adopts a new charging schedule.

12. Town and Parish Council Comments

12.1 In relation to the comments received from Stowmarket Town Council and Stowupland Parish Council these are fully acknowledged and appreciated. Clearly the development of this site, and the adjacent site at Ashes Farm, would be a significant enlargement on this side of the town. The applicant company has undertaken further liaison with the Town Council subsequent to the Council's initial comments on the application.

12.2 In response to the comments from Stowmarket Town Council, the following points are considered relevant:

- The layout and design are considered to attain an appropriate standard for this site as explained in the report. Architecturally the dwellings are of similar character to newer development in the vicinity e.g. the development at Cedars Park. Since initial submission, the design of the flatted block has been amended following liaison, and is considered to be a significant improvement in comparison with the original design.
- As advised elsewhere the point of access off the roundabout, whilst incorporated into initial designs at pre-application stage, is not considered to be an element that can be insisted upon as part of a development proposal. The applicant has demonstrated to the satisfaction of the Highway Authority that a safe means of vehicular access may be obtained.
- The genesis of the development proposal has gone through various iterations at the pre-application stage. The location of the northern open space is considered to reflect the Council's Development Brief in this regard.

- The uplift in the number of units has been agreed via the Council's Development Brief document. Although little weight can be attached to policies in the emerging JLP the uplift is also included within the allocation in that document.
- Following initial submission of the application, an amended Sustainability Statement has been submitted, that inter alia includes the use of Air Source Heat Pumps. The final details in relation to sustainable construction, electric vehicle charging points etc would be secured through condition.
- The level of contribution etc. to mitigate the impacts of the development is as requested by various consultees and as described elsewhere in the report.

12.3 In regard to the concerns expressed by Stowupland Parish Council, these refer to the provision of a temporary construction access to serve the site, and the impacts arising on the A1120/B1115 junction that is located within the village. In relation to impacts on highway safety this particular element of the overall scheme has been considered by, and not given rise to an objection from the Highway Authority. Therefore an objection to the proposal on grounds of deleterious effect on highway safety would not be sustainable, in your officers' view. The use of the temporary access would be controlled on site by a banksman, during times when there would be pedestrian and cycle traffic generated by the local schools. In addition, the use of the access – both in terms of its longevity and times when it may be used – are controllable through the approval of a Construction Management Plan by condition. This would, for example, ensure that deliveries are allowed outside of sensitive times etc. With regard to the junction improvements, Members will note the comments in section 5 of this report, and the recommended condition. The agreed junction improvement design is future-proofed whereby it would be able to accommodate the additional traffic that would be generated by the identified developments. Importantly, the Highway Authority has confirmed this to be the case.

PART FOUR – CONCLUSION

13. Planning Balance and Conclusion

- 13.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this case, the allocation of The Ashes (of which this current site form part) for residential development is established via the Stowmarket Area Action Plan, which forms part of the adopted development plan. Therefore, it is considered that the principle of residential development taking place on the identified land is acceptable.
- 13.2 As a planning judgement, given that the principle of residential development is considered acceptable, it falls for this application for full planning permission to be determined.
- 13.3 The overall aim is to ensure that a significantly sized residential development can be provided on the site that is respectful of the constraints that exist, as well as the setting

and the context of the surroundings. Members are advised that the current proposal follows on from an extended period of liaison with the developers, and their agents, to address a series of issues, including those arising from consultee responses.

- 13.4 In this regard it is considered that the scheme presented to Members is of merit in townscape terms, creating a legible development with properly defined public and private areas. The proposed buildings are considered to have sufficient regard to the context of the surroundings and would not appear as incongruous in this setting. They reflect a traditional design response that is reflected in older and newer development in the vicinity. In addition, the fact that the site benefits from areas of established vegetation, which would be retained for the most part, would mean that the overall visual impact of the development would be lessened by localised filtered views, particularly along Stowupland Road.
- 13.5 The arrangement of spaces within the site has been undertaken with consideration of the Council's Development Brief document which it is noted, inter alia, was produced as a way of securing a greater amount of development on the site than that envisaged under the SAAP. In addition, another important influence on the arrangement of development is the fact that the spine road through the site would have a particular function in highway terms, as a distributor route, and its alignment reflects this. In addition, although it is fully acknowledged that an access to the site via the existing roundabout in Stowupland Road may be preferable locally, the developer cannot be compelled to do so. This option has been considered but is not achievable. Also, it is pertinent to note that the Council's adopted Brief relating to the overall site does show access off Stowupland Road taken from a position similar to that shown in this current application.
- 13.6 In consideration of the proposals, the objections and concerns expressed by the Town and Parish Councils, local amenity society and local residents are fully acknowledged and appreciated. The development of the land will present a fundamental alteration and additional significant traffic movements will result. However, the impacts arising from the development can, it is felt, be properly mitigated as described in this report. This application for full planning permission put forward for consideration by Members is judged by your officers to be an appropriate scheme, which is worthy of a positive recommendation.

RECOMMENDATION

- (1) [a] Subject to design revisions to Plots XYZ to enhance the accommodation standards of those Affordable Housing plots and appropriate publicity and consultation thereon raising no new material planning issues that [b] authority be delegated to the Chief Planning Officer to determine the application subject to the prior agreement of a Section 106 Planning Obligation on appropriate terms to the satisfaction of the Chief Planning Officer, as summarised below and those as may be deemed necessary by the Chief Planning Officer to secure:**

- Affordable housing

35% on site provision (91no. units) in accordance with the agreed tenure split and accommodation mix.

- Properties shall be built to current Housing Standards Technical requirements. All ground floor 1 bed flats to be fitted with level access showers, not baths.
 - The council is granted 100% nomination rights to all the affordable units on initial lets and 75% on subsequent lets
 - All affordable units to be transferred freehold to one of the Council's preferred Registered providers.
 - Adequate parking provision is made for the affordable housing units including cycle storage for all units.
 - Commuted sum option available to be paid instead of on site provision should the LPA agree to such request.
- Commitment to a completion of the spine road as shown on the submitted plans up to the boundary of the site with the adjacent Ashes Farm site within an agreed timeframe, to ensure that this element of the development is secured in accordance with the requirements of the adopted Development Plan with appropriate measures to safeguard the managed delivery of at least cycle and foot access to an appropriate standard through the whole SAAP allocation land in the event of delay in delivery of any part of that spine route
- Primary school new build @ £20 508 per pupil place - £1 148 448
 - Secondary school expansion @ £23 775 per pupil place - £808 350
 - Sixth form expansion @ £23 775 per pupil place - £190 200
 - Early Years new build contribution @ £20 508 per pupil place - £369 144
 - Libraries improvements @ £216 per dwelling - £55 728
 - Household Waste @ £113 per dwelling - £29 154
 - NHS contribution - £148 700
 - Bus Service contribution - £231 182
 - Traffic Regulation Order - £10 000
 - Communities' contribution – contribution towards facilities provision in Stowmarket :
 - Sports Halls - £125 427
 - Artificial Grass Pitches - £18 175 (if 3G) or £16 531 (if sand)
 - Indoor Bowls - £5 661
- Contribution to Legal Order under Highways Acts to upgrade public Footpaths 6 and 8 to bridleway status - £10 000

(2) That the Chief Planning Officer be authorised to grant full Planning Permission upon completion of the legal agreement subject to conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:

- Standard time limit
- Development to be carried out in accordance with Approved Plans and documents
- Phasing Condition
- External materials including hard landscaping to be agreed prior to commencement of development
- Revised Travel Plan to be agreed in accordance with the Transport Assessment prior to the commencement of development above ground floor slab level
- Details of the proposed access, and all off-site highway works as shown indicatively in the Transport Assessment to be submitted and approved.
- Details of means of discharge of surface water from the development on to the highway to be submitted and approved.
- Details of the proposed off-site highway improvements to the B1115/A1120 junction to be submitted to and approved. To be provided prior to occupation of 75 dwellings across identified sites.
- Details of refuse and recycling areas to be submitted and approved.
- Details of estate roads and footpaths to be submitted and approved.
- No dwelling to be occupied until carriageways and footways serving it have been constructed to at least Binder course or better
- The new estate road junction(s) must be substantially formed prior to any other works commencing including deliveries
- No development commenced until an estate road phasing and completion plan submitted and approved
- Loading, unloading, manoeuvring and parking spaces to be provided prior to use commencing
- Details of cycle storage (including electric assisted cycles) and electric vehicle charging infrastructure approved prior to commencement.
- Provision of 4.5 x 90m visibility splays at the site entrance, thereafter being retained
- Approval of a Construction Management Plan prior to the commencement of development.
- No occupation of the dwellings until adequate additional flow capacity demonstrated at Water Recycling Centre
- Archaeology conditions
- Provision of fire hydrants on site
- Submission of a scheme of hard and soft landscaping, SuDS and boundary treatment prior to the commencement of development
- Details of advance planting to mitigate visual impact prior to the commencement of development on site.

- No development commenced until submission and approval of a Landscape Management Plan
- Details of play space provision prior to the commencement of landscaping works
- Ecological mitigation to be in accordance with the submitted EIA and Biodiversity Enhancement Strategy
- Approval of a Construction Environmental Management Plan for Biodiversity prior to commencement
- Approval of a Landscape and Ecological Management Plan prior to commencement
- Approval of a wildlife-sensitive lighting scheme prior to occupation
- Conditions as recommended by the Environmental Health (Noise) officer – 16th July 2021 and Land Contamination officer
- Conditions as recommended by the Environmental Health (Sustainability)
- Conditions as recommended by SCC Lead Local Flood Authority
- Development carried out on accordance with the protection measures in the submitted Arboricultural Report.

(3) And the following informative notes as summarised and those as may be deemed necessary:

- Proactive working statement
- SCC Highways and PROW Team notes
- Anglian Water informatives

(4) That in the event of the Planning obligations or requirements referred to in Resolution (1) above not being secured and/or not secured within 6 months that the Chief Planning Officer be authorised to refuse the application on appropriate grounds

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Application No: DC/21/03287

Location: Land north west of Stowupland Road Stowmarket

Page No

Appendix 1: Call In Request	<i>Not applicable</i>	
Appendix 2: Details of Previous Decision	<i>Not applicable</i>	
Appendix 3: Town/Parish Council/s	<i>Stowmarket Town Council Stowupland Parish Council</i>	
Appendix 4: National Consultee Responses	<i>National Highways NHS Clinical Commissioning Group Natural England Environment Agency Anglian Water British Horse Society</i>	
Appendix 5: County Council Responses	<i>Highway Authority Public Rights of Way Lead Local Flood Authority Archaeology Service Development Contributions Travel Plan Fire and Rescue Service</i>	
Appendix 6: Internal Consultee Responses	<i>Place Services Landscape Place Services Ecology Place Services Heritage Strategic Housing Team Environmental Health (Noise) Environmental Health (Air Quality) Environmental Health (Sustainability)</i>	



Babergh and Mid Suffolk District Councils



	<i>Environmental Health (Land Contamination)</i> <i>Arboricultural Officer</i> <i>Public Realm</i> <i>Communities</i>	
Appendix 7: Any other consultee responses	<i>Councillor Ekpenyong</i> <i>Councillor Muller</i> <i>The Stowmarket Society</i>	
Appendix 8: Application Site Location Plan	<i>Yes</i>	
Appendix 9: Application Plans and Docs	<i>Proposed Layout Plan</i> <i>Connectivity Plan</i>	
Appendix 10: Further information	<i>Not applicable</i>	

The attached appendices have been checked by the case officer as correct and agreed to be presented to the Committee.



From: BMSDC Planning Area Team Pink <PlanningPink@babberghmidsuffolk.gov.uk>
Sent: 16 Jun 2022 02:19:48
To:
Cc:
Subject: FW: DC/21/03287 - Land north west of Stowupland Road Stowmarket
Attachments:

From: David Blackburn
Sent: 16 June 2022 13:43
To: Bradly Heffer <Bradly.Heffer@babberghmidsuffolk.gov.uk>
Subject: RE: DC/21/03287 - Land north west of Stowupland Road Stowmarket

Thank you Bradly.

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

Kind regards

David

David Blackburn
Town Clerk

Stowmarket Town Council | Milton House | Milton Road South | Stowmarket | Suffolk | IP14 1EZ
Tel: 01449 612060



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

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

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

INTRODUCTION

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

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

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

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

KEY ISSUES

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

1. DESIGN

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

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

2. ACCESS AND CONNECTIVITY

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

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

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

3. SITE LAYOUT

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

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

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

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

4. SITE DENSITY

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

5. SUSTAINABILITY AND CLIMATE CHANGE

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

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

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

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

6. LOCAL SERVICES

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

SUMMARY

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

Consultee Comments for Planning Application DC/21/03287

Application Summary

Application Number: DC/21/03287

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

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

Case Officer: Bradly Heffer

Consultee Details

Name: Mrs Claire Pizzey

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

Email: Not Available

On Behalf Of: Stowupland Parish Clerk

Comments

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

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

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

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

Consultee Comments for Planning Application DC/21/03287

Application Summary

Application Number: DC/21/03287

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

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

Case Officer: Bradly Heffer

Consultee Details

Name: Mrs Claire Pizzey

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

Email: Not Available

On Behalf Of: Stowupland Parish Clerk

Comments

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

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

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

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

Traffic

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

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

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

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

Coalescence

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

Schools

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

Health

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

Housing Mix

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

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

Public Rights of Way and Cycleways

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

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

Recycling

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

Flooding

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



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

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

To: Mid Suffolk District Council

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

Council's Reference: Dc/21/03287

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

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

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

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

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

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

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

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

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

Annex A National Highway's assessment of the proposed development

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

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

Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

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

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

By Email Only:

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

21/04/2022

Dear Sir / Madam

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

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

1.0 Introduction

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

2.0 Existing Healthcare Position Proximate to the Planning Application Site

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

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

3.0 Review of Planning Application

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

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

4.0 Assessment of Development Impact on Existing Healthcare Provision

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

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

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

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

Notes:

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

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

5.0 Healthcare Needs Arising From the Proposed Development

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

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

5.3 **Health & Wellbeing Statement**

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

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

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

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

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

- 5.4 The development would give rise to a need for improvements to capacity, in line with emerging STP Estates Strategy; by way of refurbishment, reconfiguration, extension, or potential relocation for the benefit of the patients of the area of Stowmarket or through other solutions that address capacity and increased demand as outlined in 5.3 - Health & Wellbeing Statement. For this a proportion of the cost would need to be met by the developer.
- 5.5 Table 2 provides the Capital Cost Calculation of additional primary healthcare services arising from the development proposal.

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

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

Notes:

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

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

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

6.0 Conclusions

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

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

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

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

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

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

Yours faithfully

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

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

Sent: 31 Jan 2022 02:35:11

To:

Cc:

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

Attachments: ufm30_Standard_Re-consultation_Letter.pdf

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

Sent: 31 January 2022 12:19

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

Subject: DC/21/03287 - Consultation response



EXTERNAL EMAIL: Don't click any links or open attachments unless you trust the sender and know the content is safe. Click [here](#) for more information or help from Suffolk IT

Dear Sir/Madam

Application ref: DC/21/03287 - Amendments

Our ref: 381841

Natural England has no comments to make on this application.

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

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

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

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

Yours faithfully

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

Enquiries line: 0300 060 3900

Email: consultations@naturalengland.org.uk

www.gov.uk/natural-england

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

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

Sent: 21 January 2022 14:22

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

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

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

Kind Regards

Planning Support Team

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

Our ref: AE/2021/126274/01-L01
Your ref: DC/21/03287

Date: 01 July 2021

Dear Mr Heffer

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

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

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

Foul Water Drainage

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

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

Condition

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

Reason for condition

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

We trust this advice is useful.

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

Mr Liam Robson
Sustainable Places - Planning Advisor

Direct dial 020 8474 8923

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

End

Planning Applications – Suggested Informative Statements and Conditions Report

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

AW Site Reference: 175965/1/0124918

Local Planning Authority: Mid Suffolk District

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

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

Planning application: DC/21/03287

Prepared by: Pre-Development Team

Date: 30 June 2021

ASSETS

Section 1 - Assets Affected

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

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

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

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

Section 3 - Used Water Network

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

Section 4 - Surface Water Disposal

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

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

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

Patron Her Majesty The Queen

The British Horse Society

Email enquiry@bhs.org.uk

Abbey Park,

Website www.bhs.org.uk

Stareton,

Tel 02476 840500

Kenilworth,

Fax 02476 840501

Bringing Horses and People Together

Warwickshire CV8 2XZ



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

15th June 2021

Dear Mr Heffer,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

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

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



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

Email: planning@babberghmidsuffolk.gov.uk

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

For the attention of: Bradly Heffer - MSDC

Dear Bradly

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

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

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

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

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

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

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

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

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

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

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

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

Regarding justification of the previously requested contribution:

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

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

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

The reasons for the improvements are as follows:

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

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

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

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

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

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



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

Email: planning@babberghmidsuffolk.gov.uk

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

For the attention of: Bradly Heffer - MSDC

Dear Bradly

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

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

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

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

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

Recommended Conditions:

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

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

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

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

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

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

Condition: Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway including any system to dispose of the water. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway.

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

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

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

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

Condition: No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details.

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

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

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

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

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

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

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

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

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

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

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

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

The Construction Management Plan shall include the following matters:

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

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

Notes:

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

The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification.

The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing. For further information please visit:

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

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

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

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

SCC Public Rights of Way Team Comments and S106 Requirement:

Thank you for your consultation concerning the above application.

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

We have the following comments to this latest consultation:

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

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

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

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

2. PROW are divided into the following classifications:

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

All currently recorded PROW are shown on the Definitive Map and described in the Definitive Statement (together forming the legal record of all currently recorded PROW). There may be other PROW that exist which have not been registered on the Definitive Map. These paths are either historical paths that were not claimed under the National Parks and Access to the Countryside Act 1949 or since, or paths that have been created by years of public use. To check for any unrecorded rights or anomalies, please contact DefinitiveMaps@suffolk.gov.uk.

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

4. The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW. It DOES NOT give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:

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

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

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

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

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

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

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

Thank you for taking the time to consider this response.

SCC Passenger Transport Team Comments and S106 Requirement:

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

SCC Travel Plan Team Comments and S106 Requirement:

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

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

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

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

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

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

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

Sent: 02 Feb 2022 04:59:08

To:

Cc:

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

Attachments: Response_DC-21-03287.pdf

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

Sent: 02 February 2022 13:29

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

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

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

PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE

REF: DC/21/03287 - FUL

Thank you for your consultation concerning the above application.

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

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

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

1. **PROW MUST remain open, unobstructed, and safe for the public to use at all times**, including throughout any construction period. If it is necessary to temporarily close or divert a PROW, the appropriate process must be followed as per point 4 below.
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3. The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PROW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. Any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy. We do not keep records of private rights and suggest that a solicitor is contacted.
4. **The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW. It DOES NOT** give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:
 - To apply for permission to carry out work on a PROW, or seek a temporary closure – <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/> or telephone 0345 606 6071. **PLEASE NOTE** that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.
 - To apply for permission for structures such as gates to be constructed on a PROW – contact the relevant Area Rights of Way Team - contact the relevant Area Rights of Way Team <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.
5. **To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible** to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> **PLEASE NOTE** that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.
6. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.
7. Any hedges adjacent to PROW must be planted a minimum of 1.0 metres from the edge of the path in order to allow for annual growth. The landowner is responsible for the maintenance of the hedge and hedges must not obstruct the PROW. Some hedge types may need more space, and this should be taken into account by the applicant. In addition, any fencing should be positioned a minimum of 0.5 metre from the edge of the path in order to allow for cutting and maintenance of the path, and should not be allowed to obstruct the PROW.
8. **There may be a requirement to enhance the PROW network relating to this development. If this is the case, a separate response will contain any further information.**

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

Thank you for taking the time to consider this response.

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

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

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

Sent: 21 January 2022 14:23

To: GHI PROW Planning <PROWplanning@suffolk.gov.uk> Page 245

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

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

Kind Regards

Planning Support Team

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

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

Sent: 21 Jul 2022 09:40:27

To:

Cc:

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

Attachments:

From: GHI Floods Planning

Sent: 21 July 2022 09:22

To: BMSDC Planning Area Team Yellow

Cc: Bradly Heffer

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

Dear Bradly Heffer,

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

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

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

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

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

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

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

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

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

Kind Regards

Jason Skilton

Flood & Water Engineer

Suffolk County Council

Growth, Highway & Infrastructure

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

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

Sent: 20 July 2022 14:07

To: GHI Floods Planning

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

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

Kind Regards

Planning Support Team

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

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

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

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

Our Ref: 2021_03287
Date: 17th June 2021

For the Attention of Bradly Heffer

Dear Mr Isbell

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

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

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

In this case the following two conditions would be appropriate:

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

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

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

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

REASON:

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

INFORMATIVE:

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

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

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

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

Yours sincerely,

Rachael Abraham

Senior Archaeological Officer
Conservation Team

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



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

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

Dear Bradly,

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

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

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

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

Sent: 16 Jun 2021 09:09:26

To:

Cc:

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

Attachments:

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

Sent: 15 June 2021 11:19

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

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

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

Dear Bradly,

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

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

Kind regards

Chris Ward

Active Travel Officer

Transport Strategy

Strategic Development - Growth, Highways and Infrastructure

Suffolk County Council

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

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

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

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

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

Date: 17/06/2021

Dear Sirs,

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

Planning Application No: DC/21/03287

A CONDITION IS REQUIRED FOR FIRE HYDRANTS

(see our required conditions)

I refer to the above application.

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

Access and Fire Fighting Facilities

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

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

Water Supplies

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

OFFICIAL

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

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

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

Sprinklers Advised

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

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

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

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Enc: Hydrant requirement letter

Copy: emma.gladwin@struttandparker.com

Enc: Sprinkler information

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

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

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

Date: 17/06/2021

Planning Ref: DC/21/03287

Dear Sirs,

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

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

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

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

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

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

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

/continued

OFFICIAL

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

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Created: September 2015

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



Dear Sir/Madam

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

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

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

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

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

Dispelling the Myths of Automatic Fire Sprinklers

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

Promoting the Benefits of Automatic Fire Sprinklers

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

OFFICIAL

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

The Next Step

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

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

Suffolk Fire and Rescue Service

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

Residential Sprinkler Association

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

British Automatic Fire Sprinkler Association

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

Fire Protection Association

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

Business Sprinkler Alliance

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

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

Yours faithfully

Mark Hardingham
Chief Fire Officer
Suffolk Fire and Rescue Service



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

09/08/2022

For the attention of: Bradley Heffer

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

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

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

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

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

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

Kind regards,

Kim Howell BA (Hons) DipLA CMLI
Landscape Consultant

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

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





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

07/06/2022

For the attention of: Bradley Heffer

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

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

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

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

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

In addition to these previously raised concerns we note:

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

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



Annotated map for illustration only.

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

ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT: LANDSCAPING SCHEME.

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

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

ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT: ADVANCED PLANTING.

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

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

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

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

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

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

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

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

ACTION REQUIRED PRIOR TO COMMENCEMENT OF LANDSCAPING WORKS: PLAYSPACE PROVISION

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

The details shall include the:

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

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

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

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

Kind regards,

Kim Howell BA (Hons) DipLA CMLI
Landscape Consultant

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

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

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



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

02/02/2022

For the attention of: Bradley Heffer

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

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

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

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

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

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

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

Kind regards,

Kim Howell BA (Hons) DipLA CMLI
Landscape Consultant

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





25 February 2021

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

By email only

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

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

Dear Bradly,

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

No objection subject to securing ecological mitigation and enhancement measures

Summary

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

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

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

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



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

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

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

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

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

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



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

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

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

Recommended Condition

1. ACTION REQUIRED IN ACCORDANCE WITH ECOLOGICAL APPRAISAL RECOMMENDATIONS

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

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

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

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

The CEMP (Biodiversity) shall include the following.

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



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

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

3. PRIOR TO COMMENCEMENT: LANDSCAPE AND ECOLOGICAL MANAGEMENT PLAN

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

The content of the LEMP shall include the following:

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

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

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

4. PRIOR TO OCCUPATION: WILDLIFE SENSITIVE LIGHTING DESIGN SCHEME

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



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

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

Please contact us with any queries.

Yours sincerely,

Hamish Jackson ACIEEM BSc (Hons)

Ecological Consultant

placeservicesecology@essex.gov.uk

Place Services provide ecological advice on behalf of Babergh District Council

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



FAO: Planning Department,
Babergh Mid-Suffolk District Council

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

HISTORIC BUILDINGS AND CONSERVATION ADVICE

Dear Sir / Madam,

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

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

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

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

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

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



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

Yours sincerely,

David Sorapure IHBC
Built Heritage Consultant
Place Services

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

MID SUFFOLK DISTRICT COUNCIL

MEMORANDUM

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

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

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

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

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

On: 4th July 2020

1. Key Points

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

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

At the meeting the following points was discussed:

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

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

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

And

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

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

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

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

2. Bungalows

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

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

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

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

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

We have requested these bungalows for the following reasons:

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

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

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

In both our responses we have asked for:

Affordable rented = 65

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

4.NDSS space standards

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

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

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

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

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

NOTE:

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

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

The End

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

Sent: 16 July 2021 15:03

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

Subject: DC/21/03287 reconsultation

Environmental Health -
Noise/Odour/Light/Smoke

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

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

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

Thank you for consulting me on this application.

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

Noise:

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

Ventilation :

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

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

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

Construction Hours

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

Reason: to minimise detriment to nearby residential amenity

Prohibition on burning.

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

Reason: to minimise detriment to nearby residential amenity

Dust control

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

Reason: to minimise detriment to nearby residential amenity

Construction Management Plan

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

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

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

Reason: to minimise detriment to nearby residential amenity

Andy

Andy Rutson-Edwards, MCIEH AMIOA

Senior Environmental Protection Officer

Babergh and Mid Suffolk District Council - Working Together

Tel: 01449 724727

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

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

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

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

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

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

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

Kind regards

Nathan

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

Babergh and Mid Suffolk District Councils – Working Together

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

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

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

Sent: 03 Aug 2022 03:36:47

To:

Cc:

Subject: FW: DC/21/03287

Attachments:

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

Sent: 03 August 2022 15:23

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

Subject: DC/21/03287

Dear Bradly,

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

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

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

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

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

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

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

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

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

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

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

Regards

Peter

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

Tel: 01449 724611

Mob: 07849 353674

Email: peter.chisnall@baberghmidsuffolk.gov.uk

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

From: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>
Sent: 07 Jun 2022 10:53:42
To:
Cc:
Subject: FW: DC/21/03287
Attachments:

From: Peter Chisnall <Peter.Chisnall@baberghmidsuffolk.gov.uk>
Sent: 06 June 2022 17:13
To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>; Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>
Subject: DC/21/03287

Dear Bradly,

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

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

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

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

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

Peter

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

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

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

Dear Bradly,

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

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

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

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

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

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

Regards,

Peter

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

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

Sent: 15 Oct 2021 08:45:11

To:

Cc:

Subject: FW: DC/21/03287

Attachments:

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

Sent: 14 October 2021 14:01

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

Subject: DC/21/03287

Dear Bradly,

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

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

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

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

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

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

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

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

To reiterate the comments I made in my initial response.

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

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

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

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

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

Regards,

Peter

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

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

Sent: 13 Jul 2021 10:13:15

To:

Cc:

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

Attachments:

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

Sent: 13 July 2021 09:48

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

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

Subject: DC/21/03287. Land Contamination

EP Reference 294321

DC/21/03287. Land Contamination

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

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

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

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

Kind regards

Nathan

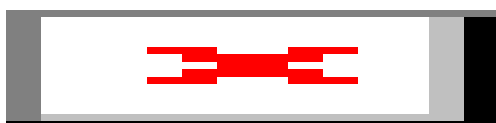
Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer

Babergh and Mid Suffolk District Councils – Working Together

Email: Nathan.pittam@baberghmidsuffolk.gov.uk

Work: 01449 724715

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



Proposed Planning Condition

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

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

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

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

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

Or

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

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

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

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

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

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

*Local Planning Authority
Environmental Services
Building Inspector
Environment Agency*

From: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>
Sent: 07 Jul 2021 10:15:43
To:
Cc:
Subject: FW: DC/21/03287 2 Land North West Of, Stowupland Road, Stowmarket
Attachments:

From: David Pizzey <David.Pizzey@baberghmidsuffolk.gov.uk>
Sent: 06 July 2021 15:45
To: Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>
Cc: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>
Subject: DC/21/03287 2 Land North West Of, Stowupland Road, Stowmarket

Hi Brad

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

Please let me know if you require any further input.

Kind regards

David Pizzey FArborA
Arboricultural Officer
Tel: 01449 724555
david.pizzey@baberghmidsuffolk.gov.uk
www.babergh.gov.uk and www.midsuffolk.gov.uk
Babergh and Mid Suffolk District Councils – Working Together

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

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

Communities Team Response: APPLICATION FOR PLANNING PERMISSION - [DC/21/03287](#)

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

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

Response

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

Distribution of the affordable housing units

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

Environmental Health Response July

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

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

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

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

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

Play provision

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

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

Access to green spaces

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

Places- Heritage response July

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

Sport & leisure

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

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

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

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

Town/Parish	No. new dwellings	Assessment
--------------------	--------------------------	-------------------

Mid Suffolk Leisure Centre is located in Stowmarket, however the sports hall and swimming pool at the Council's core leisure facility are at capacity. The provision of football pitches per 1000 residents in Stowmarket is lower than the average across the District. The housing development in Stowmarket will put greater pressure on facilities which are already at limited capacity and with deteriorating conditions.

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

Yield from Development (persons)

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

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

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

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

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

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

*vpwpp - visits per week in the peak period

Conclusion

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

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

Application quantities for reference.

Market Housing - Proposed

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

Social, Affordable or Intermediate Rent – Proposed

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

Affordable Home Ownership - Proposed

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

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

Sent: 06 Jul 2021 11:28:18

To:

Cc:

Subject: FW: Planning application DC/21/03287

Attachments:

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

Sent: 05 July 2021 15:22

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

Subject: RE: Planning application DC/21/03287

Dear James,

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

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

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

Kind regards

Cllr Paul Ekpenyong

Chair of the Council

Mid Suffolk District Council

Councillor for St Peters Ward (Stowmarket)

Mobile: 07815 805577



This year the Chair's charity is:

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

Sent: 06 Jul 2021 11:28:33

To:

Cc:

Subject: FW: Planning application DC/21/03287

Attachments:

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

Sent: 05 July 2021 15:30

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

Subject: RE: Planning application DC/21/03287

Hi James,

Thank you for your e-mail.

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

Many thanks

Kind regards

Dave Muller

Cllr Stow Thorney Ward

The Stowmarket Society

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

4 July 2021

Dear Sirs

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

We wish to submit the following comments on this application.

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

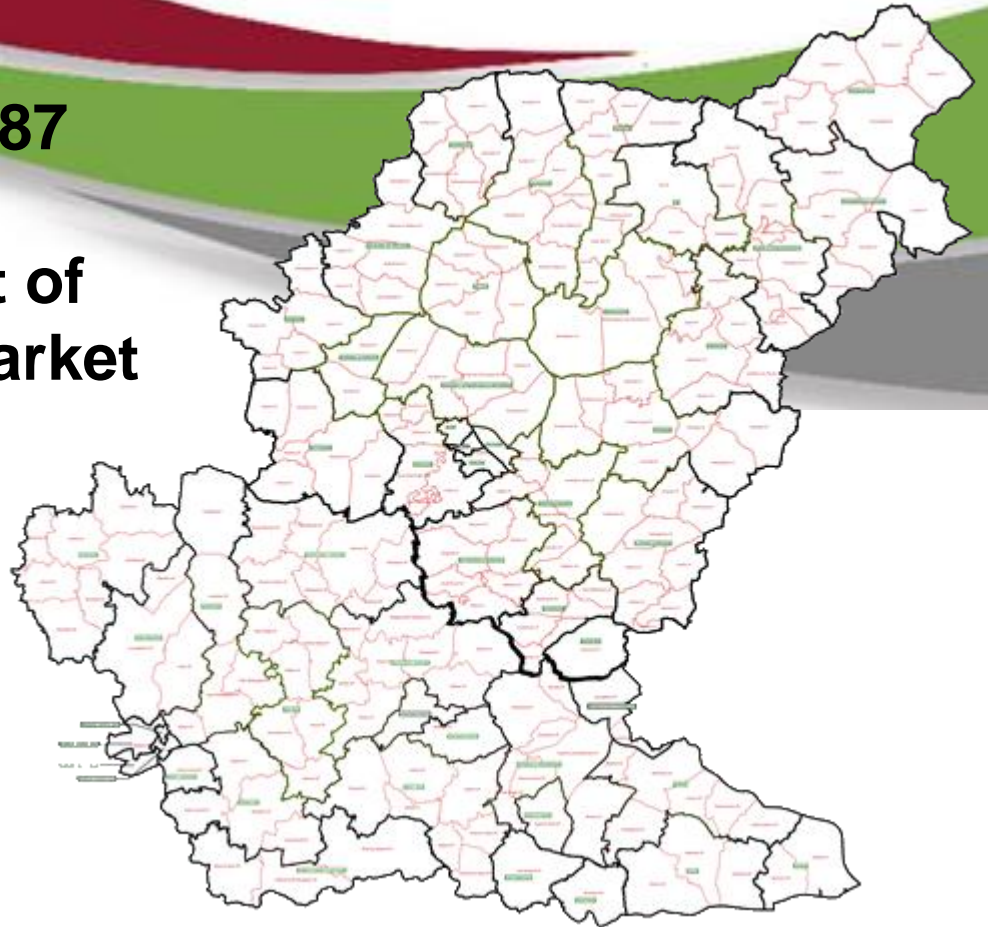
ordinated and that a mechanism is in place to ensure that it is made. It is possible that the connection point shown on this application could impose unmanageable restrictions on the road layout of the adjacent site and consequently further feasibility work must be carried on this aspect of the proposals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

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

Application No: DC/21/03287

**Address: Land North West of
Stowupland Road, Stowmarket**

Page 297



Aerial Map – wider view

Slide 2

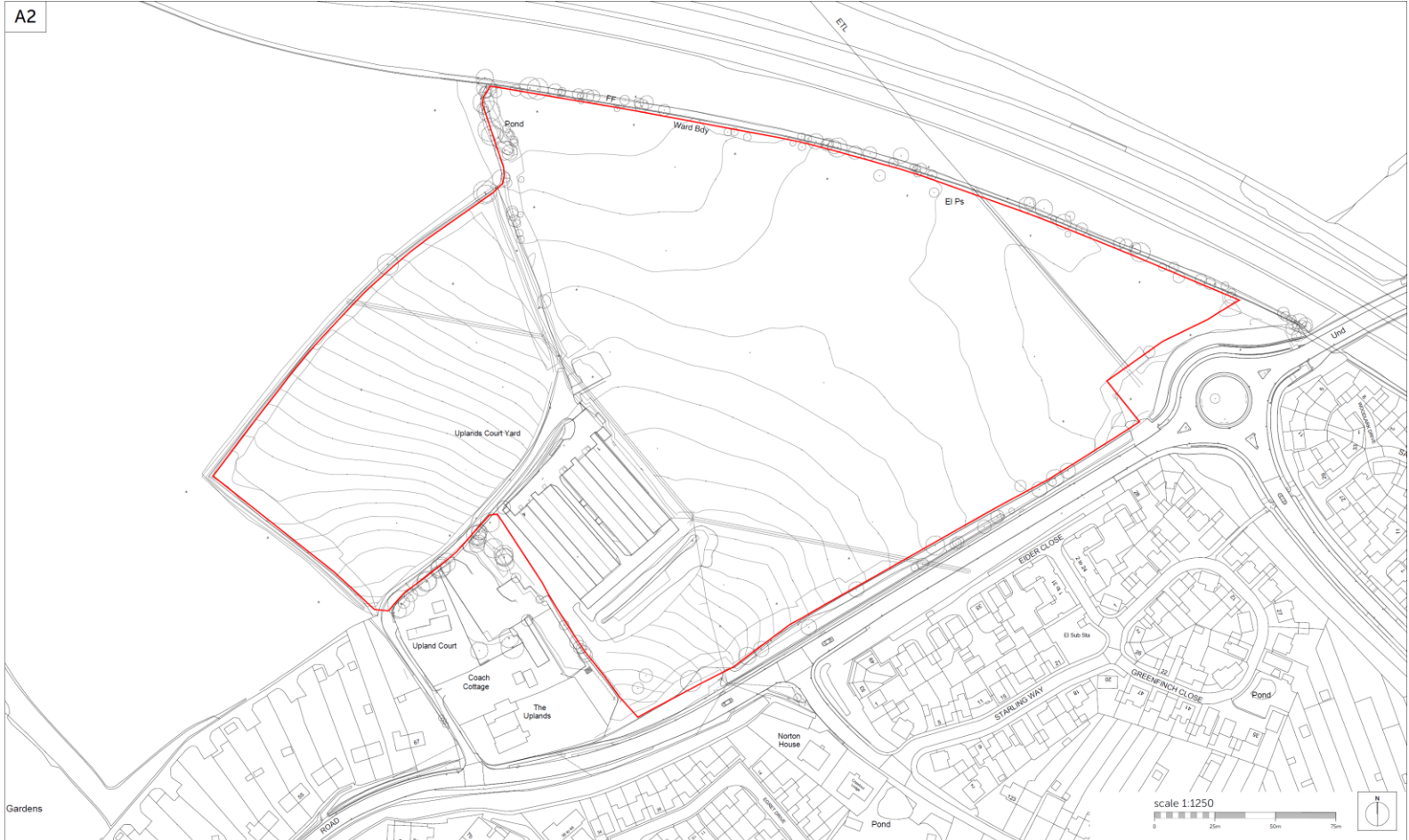




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Romsey Office
 Building 300, The Grange,
 Romsey Road,
 Romsey, Hampshire SO51 0AE
 T: 01794 367703 F: 01794 367276

Portsmouth Office
 Unit 5, Middle Bridge Business Park, Bristol
 Road,
 Portsmouth, Hampshire SO20 6JH
 T: 01794 407000 F: 01794 367276

Rev	Description	Date	Au	Ch
A	Updated to planning	01.08.21	SC	

Project Diaper Farm, Stowmarket
Drawing Location Plan

Client	Crest Nicholson (Eastern)
Job no.	CRS190101
Draw no.	LP-01
Author	MP
Checker	TW
Status	PLANNING
Date	14.09.20
Rev.	A
Scale	1:1250 at A2
Office	Portsmouth
Client ref.	



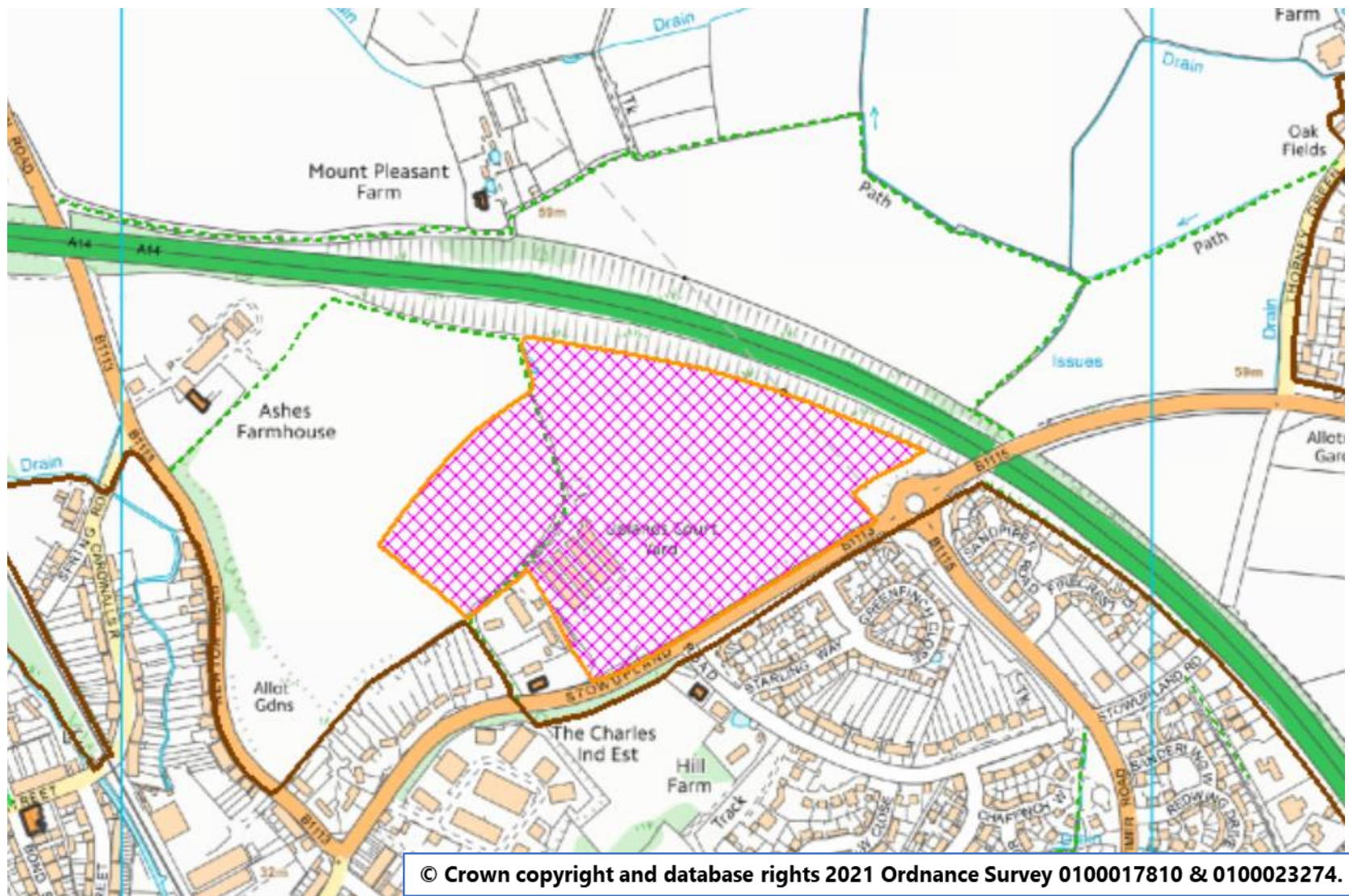
www.thrivearchitects.co.uk
 This drawing is the copyright of Thrive Architects Ltd ©. All rights reserved. Ordnance Survey Data © Crown Copyright. All rights reserved. Licence No. 100007359. DO NOT scale from this drawing. Contractors, Sub-Contractors and Suppliers are to check all relevant dimensions and levels of the site and building before commencing any shop drawings or building work. Any discrepancies should be recorded to the Architect. Where applicable this drawing is to be read in conjunction with the Consultants' drawings.

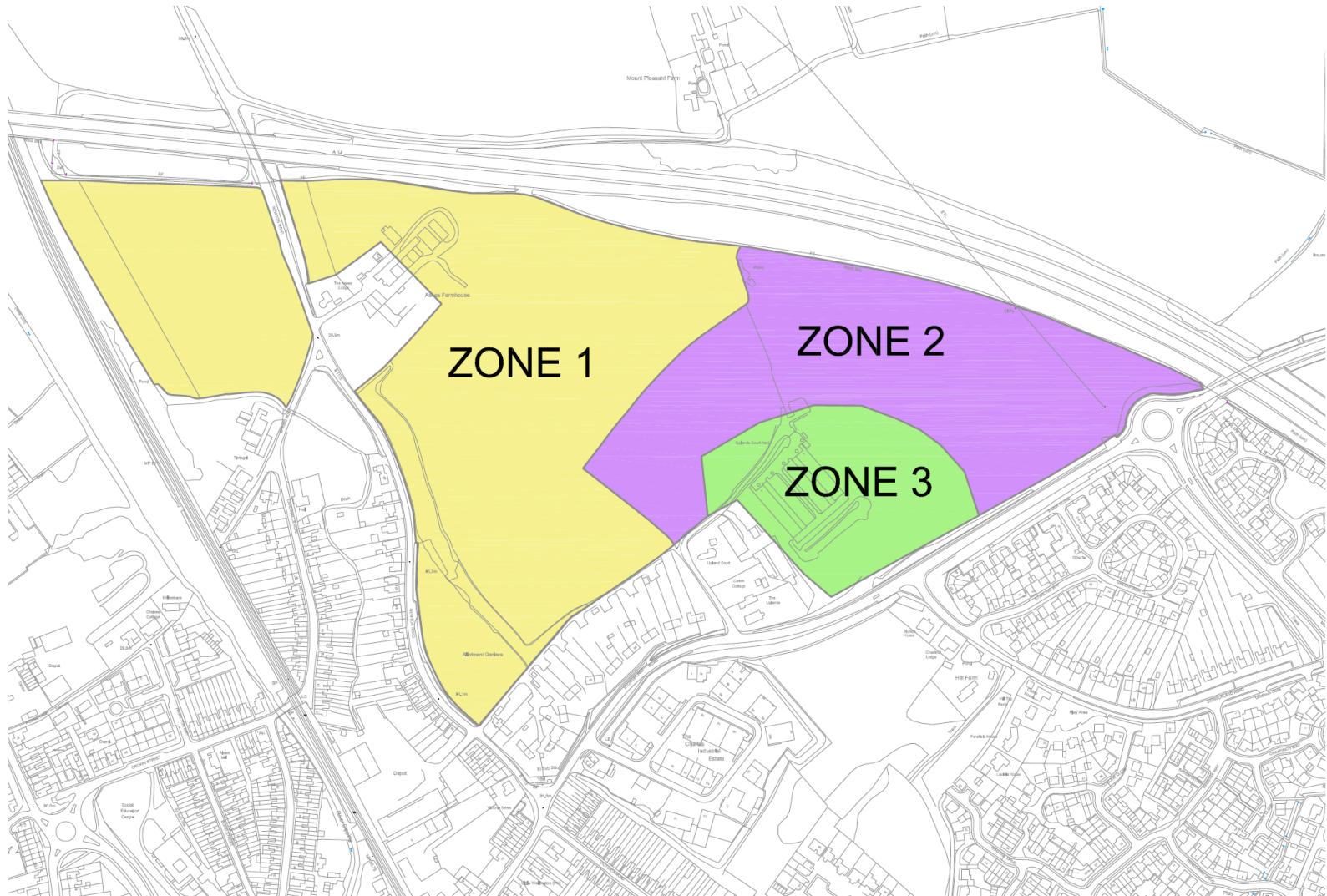
Constraints Map

Listed Buildings

Slide 5

- Footpath
- Built Up Area Boundaries
- Grade II







Proposed site layout - colour

Slide 8

Page 304

A0



Category	Count	Area (sqm)	Volume (cu m)	Weight (tonnes)
Asphalt	10	1000	1000	1000
Gravel	20	2000	2000	2000
Concrete	5	500	500	500
Brick	15	1500	1500	1500
Roof Tiles	30	3000	3000	3000
Other	5	500	500	500
TOTAL	75	7500	7500	7500

Category	Count	Area (sqm)	Volume (cu m)	Weight (tonnes)
Asphalt	10	1000	1000	1000
Gravel	20	2000	2000	2000
Concrete	5	500	500	500
Brick	15	1500	1500	1500
Roof Tiles	30	3000	3000	3000
Other	5	500	500	500
TOTAL	75	7500	7500	7500

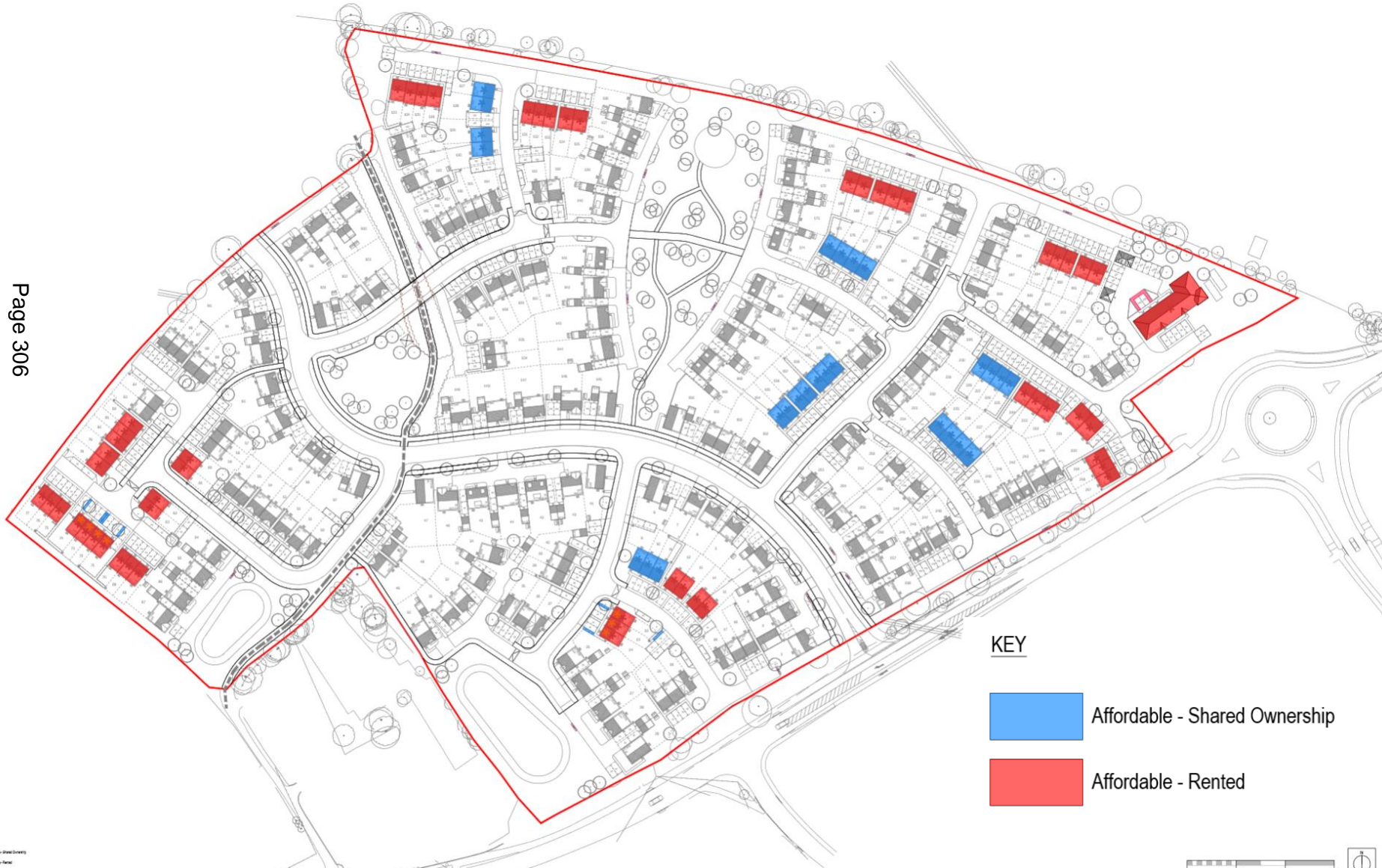
Project Name: Babergh Local Authority
Project No: 10000000000000000000
Client: Babergh Local Authority
Site No: 10000000000000000000
Scale: 1:1000
Date: 10/10/2010
Drawn by: [Name]
Checked by: [Name]
Approved by: [Name]

Site Location: [Address]
Site Area: 10000 sqm
Site No: 10000000000000000000
Scale: 1:1000
Date: 10/10/2010
Drawn by: [Name]
Checked by: [Name]
Approved by: [Name]

Site Location: [Address]
Site Area: 10000 sqm
Site No: 10000000000000000000
Scale: 1:1000
Date: 10/10/2010
Drawn by: [Name]
Checked by: [Name]
Approved by: [Name]

Project Name: Babergh Local Authority
Project No: 10000000000000000000
Client: Babergh Local Authority
Site No: 10000000000000000000
Scale: 1:1000
Date: 10/10/2010
Drawn by: [Name]
Checked by: [Name]
Approved by: [Name]



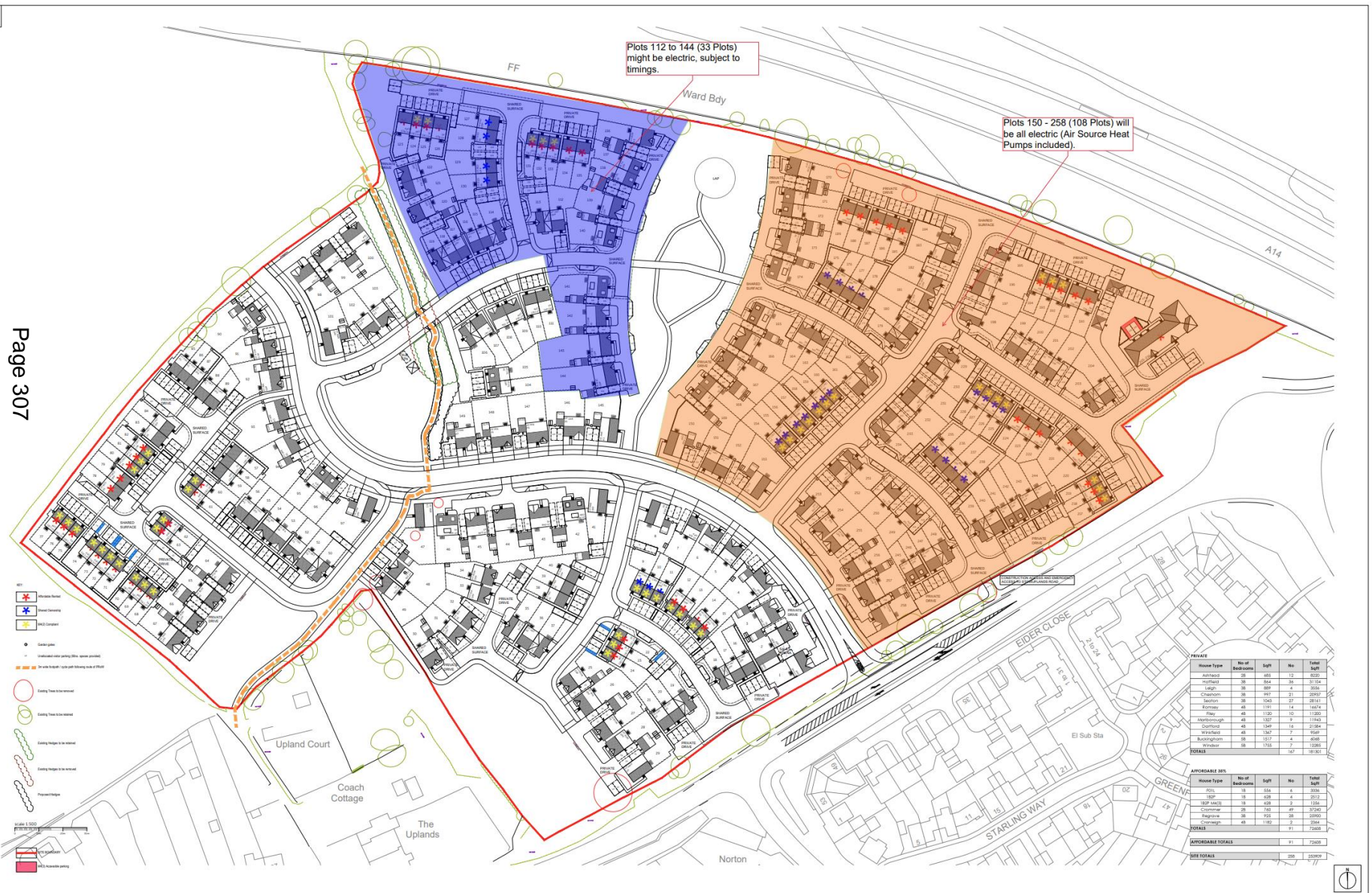


KEY

- Affordable - Shared Ownership
- Affordable - Rented

Site Layout – Use of Air Source Heat Pumps

A0



Page 307

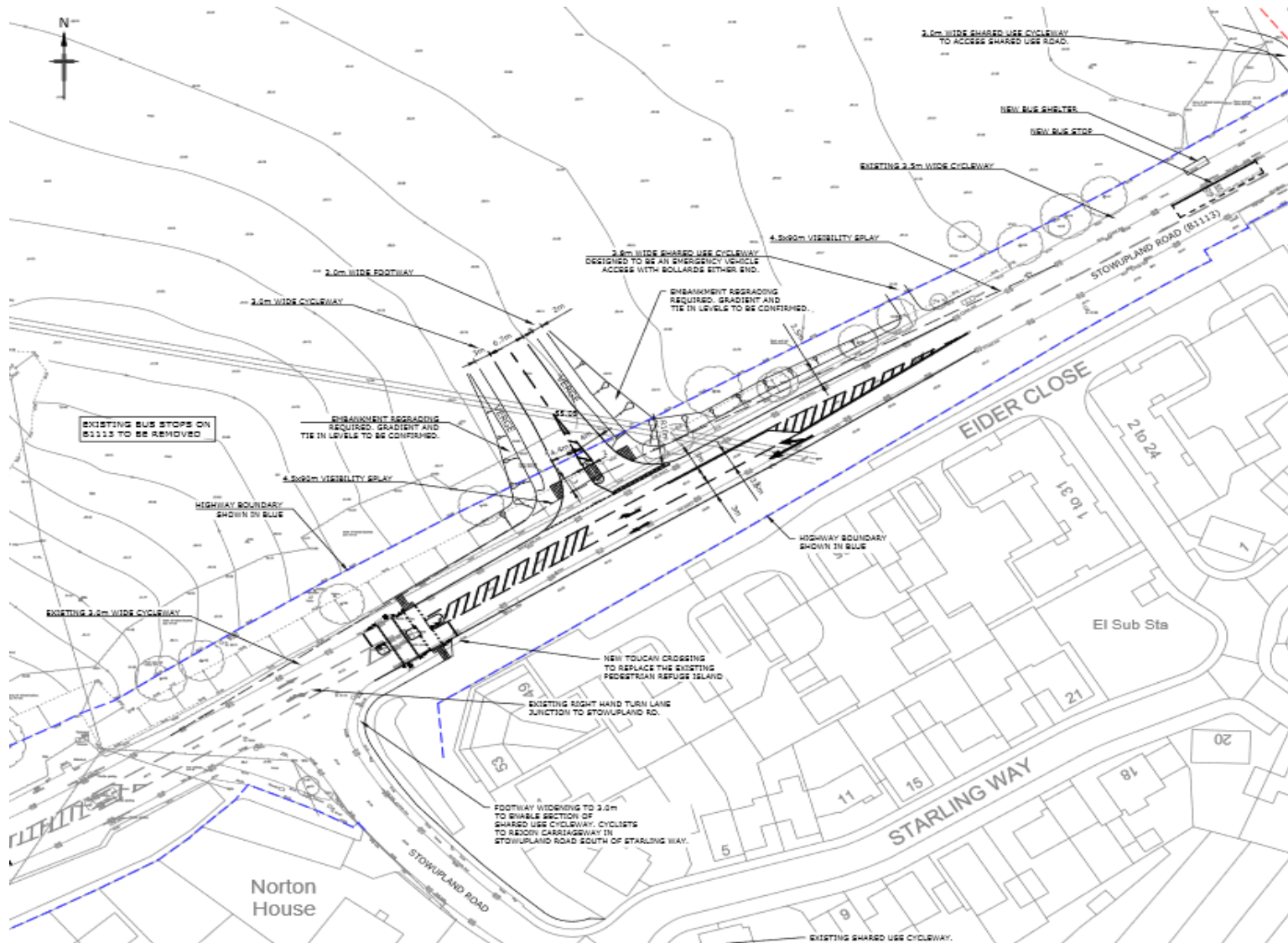
- Air Source Heat Pump
- Electric
- Gas
- Caravan
- Unallocated area (FF/FFA, where shown)
- Shared Right of Way path (shown outside of Plot)
- Existing Tree to be retained
- Existing Tree to be planted
- Existing Hedge to be retained
- Existing Hedge to be planted
- Proposed Hedge
- Boundary
- Proposed Access

House Type	No of Sub-rooms	Light	No	Total Light
Apartment	28	600	12	612
Flat	38	800	8	808
Large	38	800	4	804
Medium	38	900	2	902
Small	38	1000	27	1027
Terrace	48	1100	14	1114
Other	48	1100	10	1110
Northwood	48	1300	9	1309
Overhead	48	1400	16	1416
Windhead	48	1300	7	1307
Southwood	38	1100	4	1104
Wentworth	38	1100	7	1107
TOTALS			107	12,111

House Type	No of Sub-rooms	Light	No	Total Light
Apartment	18	600	4	604
Flat	18	800	4	804
Large	18	800	3	803
Medium	18	900	11	911
Small	18	1000	28	1028
Terrace	18	1100	7	1107
Other	18	1100	7	1107
Northwood	18	1300	3	1303
Overhead	18	1400	11	1411
Windhead	18	1300	3	1303
Southwood	18	1100	4	1104
Wentworth	18	1100	7	1107
TOTALS			91	11,045

APPROXIMATE TOTALS			91	11,045
SITE TOTALS			198	23,156





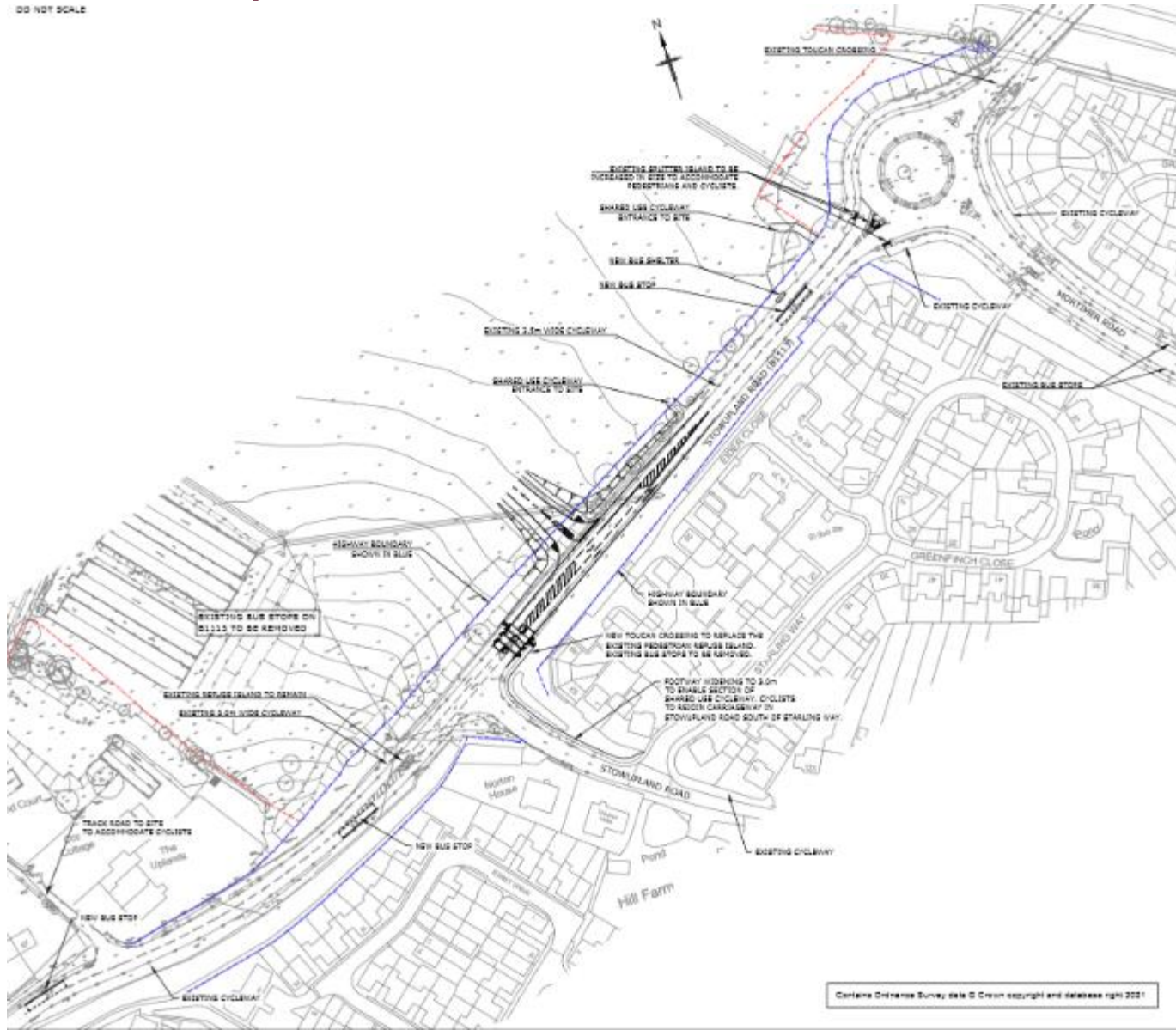
Norton House

EXISTING SHARED USE CYCLEWAY.

DO NOT SCALE

Preliminary B1113 off-site highway infrastructure improvements

Slide 13

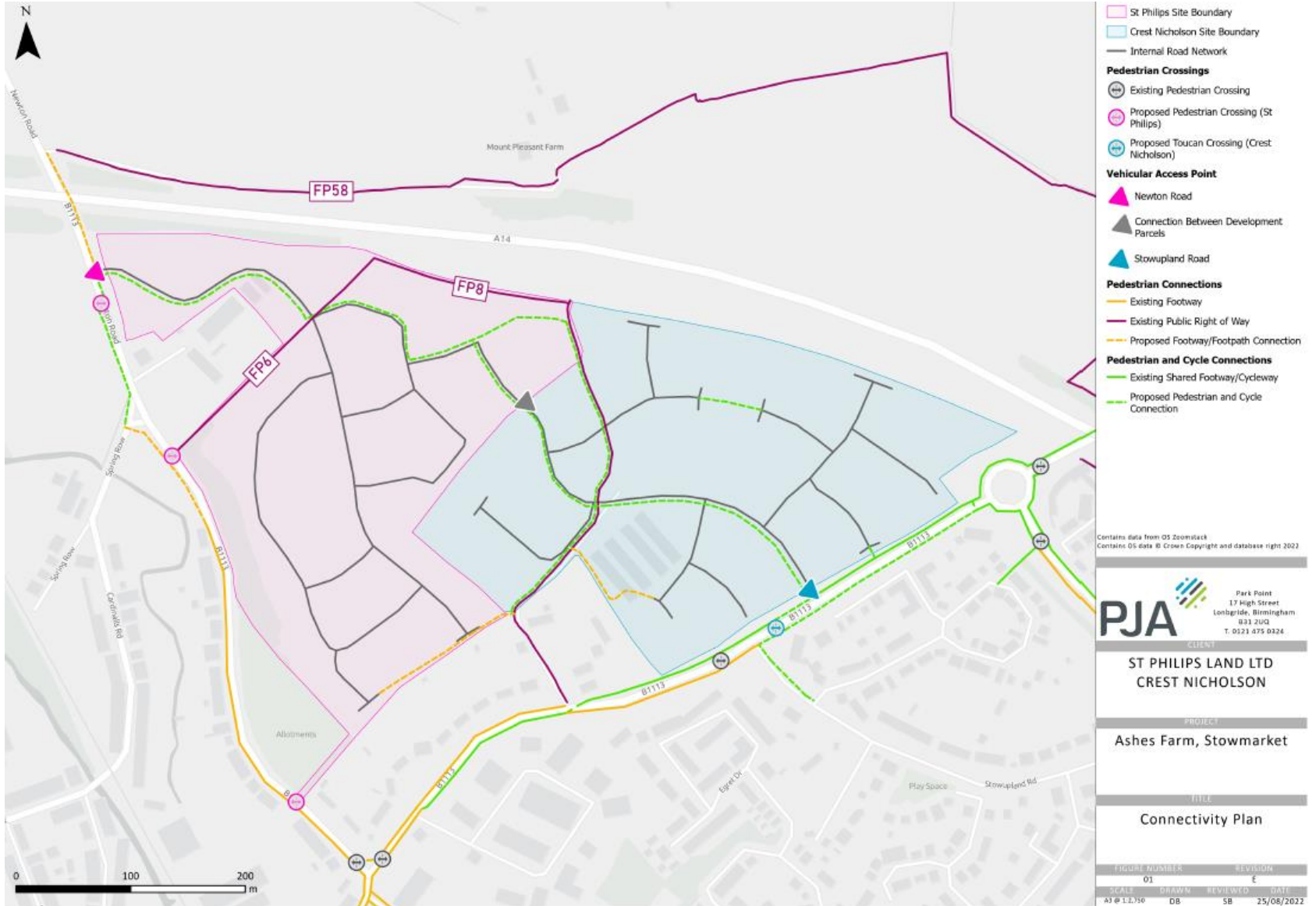


A3

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- Site Boundary
- Distributer Road
- Minor Access Road
- Shared Surface Road
- Dedicated Cyclepath
- Cycle Route Using Roads
- Footpath
- Residential Area
- POS



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PJA CLIENT
 Park Point
 17 High Street
 Longbridge, Birmingham
 B33 2UG
 T. 0521 875 0324

**ST PHILIPS LAND LTD
 CREST NICHOLSON**

PROJECT
Ashes Farm, Stowmarket

TITLE
Connectivity Plan

FIGURE NUMBER	REVISION		
01	£		
SCALE	DRAWN	REVIEWED	DAT
A3 @ 1:1,50	DB	SB	25/06/2022



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A1



Front Elevation



Side Elevation



Side Elevation



Rear Elevation

Romsey Office
 Building 302, The Grange
 Romsey Road
 Romsey, Hampshire, SO23 6PN
 T 01794 347705 F 01794 347276

Portsmouth Office
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 Portsmouth, Hampshire, SO23 6PN
 T 01794 407000 F 01794 367276

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Rev	Description	Date	By	Ch
A	Updated to planning	03.06.21	SC	-
B	Contractors advice to drawing	12.06.21	SC	-
C	Updated to suit kindl feedback, Sidepod headers, HMO2 compliant front doors, compact air frame windows added	26.06.21	SC	-
D	Block feature added and elevation adapted to suit HMO2 ground floor	22.06.21	SC	-
E	Recompilation of floor plans	08.11.21	BK	-
F	External front elevation and ground level revised	14.02.22	BK	-
G	External front elevation/gallies by 250mm	15.02.22	BK	-



Project		Diaper Farm, Stowmarket	
Drawing		Flat Block A	
Plots		205-216	
Client	Crest Nicholson (Eastern)	Date	10.05.21
Job no.	CESS19011	Rev.	G
Draw no.	P.205-216.4	Scale	1:150 at A1
Author	VM	Checked	VM
Status	PLANNING	Office	Portsmouth
Client ref.			





FLAT NO. / NO. OF FLATS			
182P-A	2	60.75	1, 2
182P-B	2	60.75	3, 4
182P-C	2	56.13	5, 6, 8, 10
182P-D	2	56.13	7, 9, 11, 12

Rev	Description	Date	By	Chk
A	Issued for planning	01.06.21	SC	-
B	Revisions added to drawing	13.06.21	SC	-
C	Ground floor plans adopted by M&S	29.09.21	SC	-
D	1st floor apartments layout and elevations not final plan	22.08.21	SC	-
E	Revised ground floor plan	14.10.21	SC	-
F	Final floor plan submitted	14.10.21	SC	SC
G	Final floor plan submitted to Council	14.10.21	SC	SC

Project: Dager Farm, Sizemmarket			
Drawing: Flats Block A		Plan: 205-218	
Client: Copt-Markham Station	Drawn by: JWH/MS	Date: 01.06.21	
Author: JWH/MS	Checked: VM	Scale: 1:500 at A1	
Client ref:		Official: Postmaster	



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A3



Front Elevation



Side Elevation



Rear Elevation



Side Elevation

PLOT No.
As Drawn -
Handed - 143

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Rossey Office
Building 303, The Grange,
Rossey Road,
Mildenhall, Rossey,
Hampshire, SO25 2JL
T: 01794 357103 F: 01794 357276

Portsmouth Office
Level 4, Middle Bridge Business Park,
Brickell Road,
Portsmouth,
Hampshire, SO25 6PN
T: 01329 407008 F: 01329 467276

Rev	Description
A	Updated to planning
B	Dimensions added to drawing
C	Plot numbers updated to suit SL 01 C
D	Brick band extended to sides

Date	AM	CM
29.05.21	SC	VM
11.04.21	SC	VM
08.09.21	SC	-
18.11.21	RR	-

scale 1:100

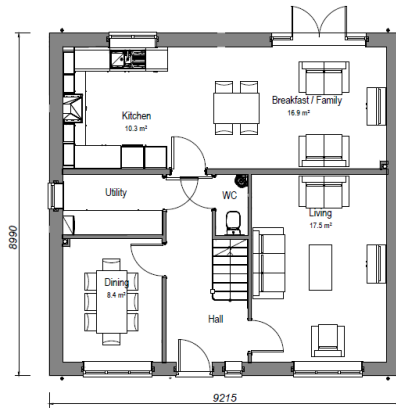


Project Diaper Farm, Stowmarket
Drawing House Type - Buckingham Elevations

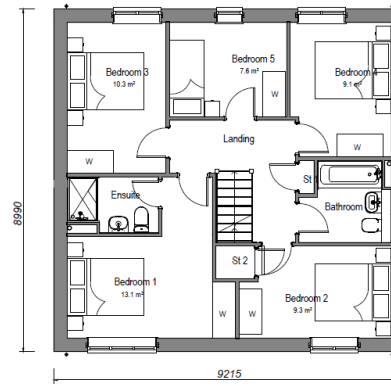
Client:	Crest Nicholson (Eastern)		
Job no:	CRES190101	Date:	12.03.21
Dwg no:	HT.Buckingham.a	Rev:	D
Author:	SC	Checker:	VM
Status:	PLANNING	Scale:	1:100 at A3
Client ref:		Office:	Portsmouth



A3



Ground Floor Plan



First Floor Plan

House type	Variation	Option	PLOT No. As Drawn - Handed - 44, 143, 144, 257
Buckingham			
Bedrooms	Persons		
Sq ft	Sq m		
1517	140.9	5 9	

Romsey Office
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Romsey Road,
Michester St, Romsey,
Hampshire, SO26 0ME
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Portsmouth Office
Unit 5, Middle Bridge Business Park,
Bristol Road,
Portsmouth,
Hampshire, PO2 0JN
T: 01275 407000 F: 01794 367276

Rev	Description	Date	Au	Ch
A	Updated to planning	28.05.21	SC	VM
B	Dimensions added to drawing	01.06.21	SC	VM
C	Plot numbers updated to suit SL01.C	03.09.21	SC	-
D	Plot numbers updated to suit SL01.D	16.03.22	GC	-
E	Amended plot numbers	04.04.22	EBE	VM

scale 1:100



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Project Diaper Farm, Stowmarket

Drawing **ouse_ype - Buckin ham Floor Plans**

Client	Crest Nicholson (Eastern)	Date	12.0.21
Job no.	CRES190101	Rev.	E
Dwg no.	Buckin ham_p	Scale	1:100 at A
Author	SC	Checker	VM
Status	PLANNING	Office	Portsmouth
Client ref.			



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A3



Front Elevation



Side Elevation



Rear Elevation



Ground Floor Plan



First Floor Plan



Side Elevation

House type	Chesham		Variation	Option	PLOT No. As Drawn - 19, 50, 114, 248 Handed - 18, 113, 119, 239, 253
Bedrooms	3	Persons	6		
Sq.ft.	997	Sq.m	92.6		

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 Romsey Road,
 Market Harborough,
 Harborough, NN28 0AL
 T: 01754 307703 F: 01754 307276

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 121's, Hobbs Bridge Business Park,
 Dulish Road,
 Portsmouth,
 Portsmouth, PO28 0AL
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Rev	Description	Date	AW	Ch
A	Updated to planning	28.09.21	SC	VM
B	Dimensions added to drawing	11.04.21	SC	VM
S	Plot 123 - Change from Handed to AS Drawn	28.07.21	BA	VM
C	Plot numbers updated to suit DL 01 C	09.09.21	SC	-
D	Plot numbers updated	18.11.21	BA	VM
E	Plot numbers updated	04.04.22	EEE	VM



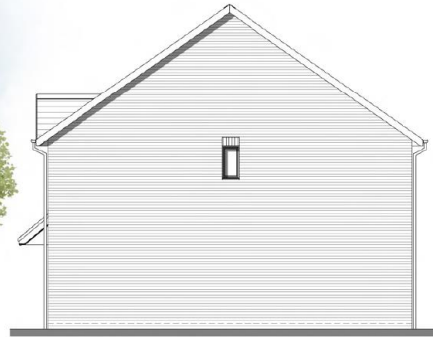
Project	Diaper Farm, Stowmarket		
Drawing	House Type - Chesham Floor Plans & Elevations		
Client	Crest Nicholson (Eastern)		
Job no.	CRES190101	Date	12.03.21
Dwg no.	HT.Chesham.pe	Rev.	E
Author	SC	Checker	VM
Status	PLANNING	Scale	1:100 at A3
Office	Portsmouth		
Client ref.			



A3



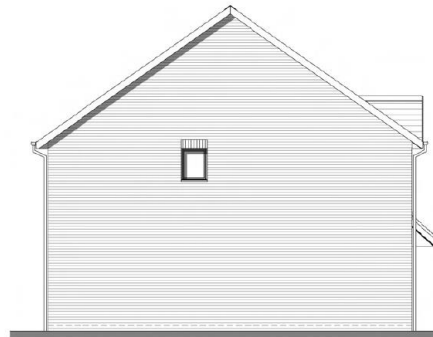
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

PLOT No.
As Drawn - 221
Handed - 220

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Building 303, The Grange,
Romsey Road,
Machilnash, Romsey,
Hampshire, SO23 9AG,
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Portsmouth Office
Unit 5, Middle Bridge Business Park,
Druid Road,
Portsmouth,
Hampshire, PO1 2JN,
T: 01329 407000 F: 01329 407276

Rev	Description	Date	Au	Ch
A	Issued for planning	28.05.21	SC	VM
B	Dimensions added to drawing	11.08.21	SC	VM
C	Plot numbers updated to suit SL G1 C	03.09.21	SC	-

Date	Au	Ch
28.05.21	SC	VM
11.08.21	SC	VM
03.09.21	SC	-

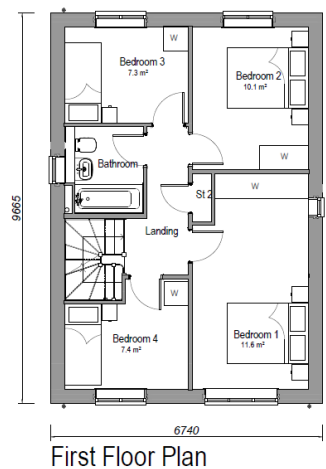
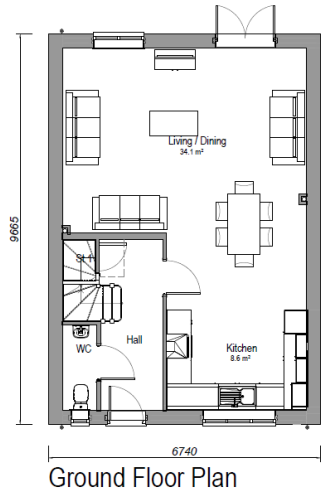


Project	Diaper Farm, Stowmarket		
Drawing	House Type - Cranleigh Elevations		
Client	Crest Nicholson (Eastern)	Date	12.03.21
Job no.	CRES190101	Rev	C
Dwg no.	HT.Cranleigh.e	Scale	1:100 at A3
Author	SC	Checker	VM
Status	PLANNING	Office	Portsmouth
Client ref.			



A3

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House type	Cranleigh	Variation	Option	PLOT No. As Drawn - 221 Handed - 220
Bedrooms	4	Persons	6	
Sq ft	1164	Sq m	108.1	

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 Building 300, The Grange,
 Romsey Road,
 Michelmersh, Romsey,
 Hampshire, SO26 0NE.
 T:01794 367703 F:01794 367276

Portsmouth Office
 Unit 5, Middle Bridge Business Park,
 Bristol Road,
 Portsmouth,
 Hants, PO20 6PN
 T:01794 407000 F:01794 367276

Rev	Description	Date	Au	Ch
A	Updated to planning	28.05.21	SC	VM
B	Dimensions added to drawing	11.06.21	SC	VM
C	Plot numbers updated to suit SL01 C	03.09.21	SC	-



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Project	Diaper Farm, Stowmarket		
Drawing	ouse type - Cranlei h Floor Plans		
Client	Crest Nicholson (Eastern)		
Job no.	CRS190101	Date	12.0 .21
Dwg no.	Cranlei h.p	Rev.	C
Author	SC	Checker	VM
Status	PLANNING	Scale	1:100 at A
Client ref.		Office	Portsmouth



A3

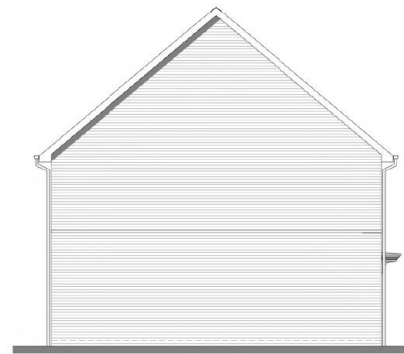


Front Elevation

Side Elevation



Rear Elevation



Side Elevation

PLOT No.
As Drawn - 85, 86, 199, 201
Handed - 87, 200, 202

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Building 100, The Grange,
Rumsey Road,
Michelmersh, Romsey,
Hampshire, SO28 0JW,
T: 01794 367933 F: 01794 367276

Portsmouth Office
Unit 5, Middle Bridge Business Park,
Broad Road,
Portsmouth,
Hampshire, PO2 8JN,
T: 02375 407000 F: 02375 367276

Rev	Description
A	Updated to planning
B	Dimensions added to drawing
C	Plot numbers updated to suit SL, C3, C
D	Extended brick band along side elevations
E	Plot numbers updated.

Date	Au	Ch
29.05.21	SC	VM
11.06.21	SC	VM
05.09.21	SC	-
18.11.21	BE	VM
04.04.22	BE	VM



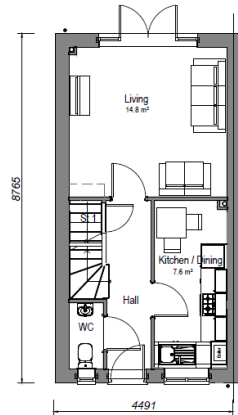
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Project	Diaper Farm, Stowmarket		
Drawing	House Type - Ashtead Elevations		
Client	Crest Nicholson (Eastern)		
Job no.	CRES19C101	Date	12.03.21
Draw no.	HT.ASHTEAD	Rev.	F
Author	SC	Checker	VM
Status	PLANNING	Scale	1:100 at A3
Client ref.		Office	Portsmouth

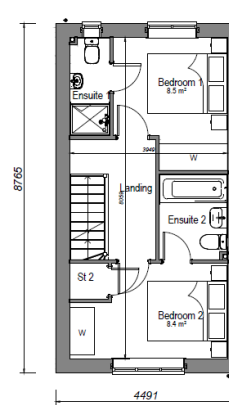


A3

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Ground Floor Plan



First Floor Plan

Housetype	Ashtead	Variation	Option	PLOT No. As Drawn - 58, 85, 86, 115, 116, 199, 201 Handed - 87, 117, 118, 200, 202
Bedrooms	2	Persons	4	
Sq.ft	685	Sq.m	63.6	

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 Portishead,
 Bristol, BS20 6PN
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Rev	Description	Date	Au	Ch
A	Updated to planning	28.05.21	SC	VM
B	Dimensions added to drawing	11.06.21	SC	VM
C	Plot numbers updated to suit SL01.C	03.09.21	SC	-
D	Plot numbers updated to suit SL01.C	06.04.22	GC	-

scale 1:100



Project **Diaper Farm, Stowmarket**

Drawing **ouse ype - Ashtead**

Floor Plans

Client **Crest Nicholson (Eastern)**

Job no. **CRES190101** Date **12.0 .21**

Dwg no. **Ashtead.p** Rev. **D**

Author **SC** Checker **VM** Scale **1:100 at A**

Status **PLANNING** Office **Portishead**

Client ref.

A3



Front Elevation



Side Elevation



Rear Elevation



Side Elevation

PLOT No.
As Drawn - 258, 98
Handed - 1

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Building 500, The Grange
Romsey Road,
Romsey, Hampshire, SO26 0NL
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Portsmouth Road,
Portsmouth, Hampshire, SO26 0NP
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Rev	Description	Date	By	Chk
A	Updated to planning	28.05.21	SC	VM
B	Dimensions added to drawing	31.05.21	SC	VM
C	Plot numbers updated to suit SL51 D	03.09.21	SC	-
D	Stone cill removed	30.09.21	SC	-
E	Cladding replaces render and cill added to side elevation window	18.11.21	BE	-



Project Diaper Farm, Stowmarket

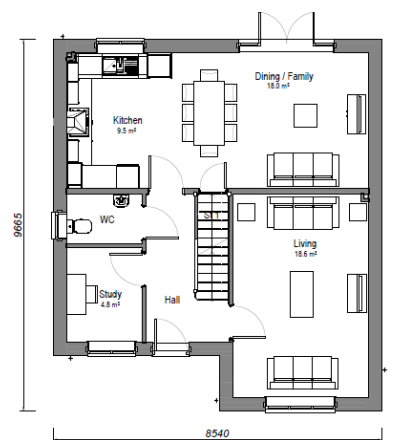
Drawing House Type - Dartford - Option 1 Elevations

Client	Crest Nicholson (Eastern)	Date	12.03.21
Job no.	CRES190101	Rev.	E
Dwg no.	HT.Dartford-1e	Scale	1:100 at A3
Author	SC	Checker	VM
Status	PLANNING	Office	Portsmouth
Client ref			

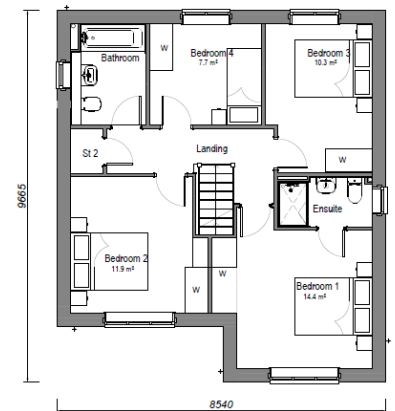


A3

Page 323



Ground Floor Plan



First Floor Plan

House type	Dartford	Variation	Option	PLOT No. As Drawn - 3, 43, 45, 64, 94, 98, 142, 146, 149, 173, 258 Handed - 1, 4, 67, 139, 166
Bedrooms	4	Persons	7	
Sq.ft	1349	Sq.m	125.3	

Romsey Office
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 Romsey Road,
 Michelmersh, Romsey,
 Hampshire, SO51 0AE
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Portsmouth Office
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 Bristol Road,
 Portsmouth,
 Bristol, SO2 6PN
 T: 01275 407050 F: 01794 367276

Rev	Description	Date	Au	Ch
A	Updated to planning	28.05.21	SC	VM
B	Dimensions added to drawing	11.06.21	SC	VM
C	Plot 2 note removed	28.07.21	BK	VM
D	Plot numbers updated to suit SL01 D	03.09.21	SC	-
E	Plot numbers updated to suit SL01 J	16.03.22	GC	-



Project	Diaper Farm, Stowmarket		
Drawing	ouse_ype - Dartford Floor Plans		
Client	Crest Nicholson (Eastern)	Date	12.0.21
Job no.	CRS519101	Rev	E
Dwg no.	_Dartford.p	Scale	1:100 at A
Author	SC	Checker	VM
Status	PLANNING	Office	Portsmouth
Client ref.			

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A3



Front Elevation



Side Elevation



Rear Elevation

PLOT No.
As Drawn - 96
Handed - 95

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Building 303, The Grange,
Romsey Road,
Romsey, Hampshire, SO26 0NE
T: 01734 367613 F: 01734 362276

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Boston Road,
Portsmouth, Hampshire, PO2 0PH
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Rev	Description
A	Updated to planning
B	Dimensions added to drawing
C	Plot numbers updated to suit SLO1 D
D	Brick band extended along side elevation
E	Plot numbers updated

Date	Au	Ch
28.05.21	SC	VM
31.05.21	SC	VM
03.09.21	SC	-
28.11.21	BM	VM
04.04.22	EBE	VM



Project	Diaper Farm, Stowmarket		
Drawing	House Type - Filey Elevations		
Client	Crest Nicholson (Eastern)	Date	12.03.21
Job no	CRES190101	Rev	E
Dwg no	HT.Filey.e	Scale	1:100 at A3
Author	SC	Checker	VM
Status	PLANNING	Office	Portsmouth
Client ref.			



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A3

Ground Floor Plan

First Floor Plan

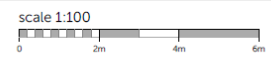
Second Floor Plan

House type	Filey	Variation	Option	PLOT No. As Drawn - 96, 105, 138, 168, 171 Handed - 95, 104, 137, 169, 172
Bedrooms	4	Persons	7	
Sq. ft	1120	Sq.m	104.1	

Romsey Office
 Building 300, The Grange,
 Romsey Road,
 Michelmersh, Romsey,
 Hampshire, SO26 0AE
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Portsmouth Office
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 Bristol Road,
 Portsmouth,
 Hants, PO20 6PN
 T: 01275 407000 F: 012794 367276

Rev	Description	Date	Au	Ch
A	Updated to planning	28.05.21	SC	VM
B	Dimensions added to drawing	11.06.21	SC	VM
C	Plot numbers added	18.11.21	BK	VM



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Project Diaper Farm, Stowmarket	
Drawing House type - Filey Floor Plans	
Client	Crest Nicholson (Eastern)
Job no.	CRES190101
Dwg no.	_Filey.p
Author	SC
Checker	VM
Status	PLANNING
Client ref.	
Date	12.0 .21
Rev.	C
Scale	1:100 at A
Office	Portsmouth



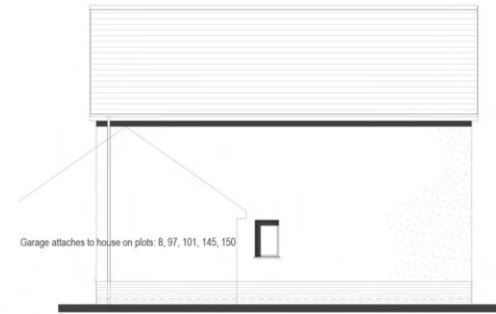
A3



Front Elevation



Side Elevation



Rear Elevation



Ground Floor Plan



First Floor Plan



Side Elevation

Specifications	Variation	Option	PLOT No.
Marlborough			As Drawn - 8, 145
Bedrooms	4	Persons	8
Sq.ft	1327	Sq.m	123.3

Romey Office
 Building 305, The Grange,
 Romey Road,
 Michelmersh, Romey,
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Rev	Description
A	Updated to planning
B	Dimensions added to drawing
C	Plot numbers updated to suit SL 01 D
D	Garage added
E	Garage outline added and plot 29 omitted
F	Plot numbers updated.

Date	Au	Ch
28.05.21	SC	VM
11.06.21	SC	VM
03.09.21	SC	-
24.09.21	SC	-
17.11.21	BM	VM
04.04.22	EBE	VM



Project	Diaper Farm, Stowmarket		
Drawing	House Type - Marlborough Floor Plans & Elevations		
Client	Crest Nicholson (Eastern)		
Job no	CRES190501	Date	12.03.21
Dwg no	HT.Marlborough.pe	Rev	F
Author	SC	Checker	VM
Status	PLANNING	Scale	1:100 at A3
Office	Portsmouth		
Client ref.			



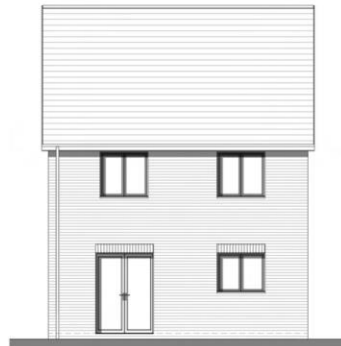
A3



Front Elevation



Side Elevation



Rear Elevation



Side Elevation

PLOT No.
As Drawn - 256
Handed - 2, 91

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Romsey Office
Building 350, The Grange,
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Micklemere, Romsey,
Hampshire, SO51 0AH
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Rev	Description	Date	Au	Ch
A	Updated to planning	28.05.21	SC	VM
B	Dimensions added to drawing	11.06.21	SC	VM
C	Plot numbers updated to suit SL 01 D	03.09.21	SC	-
D	Colors added	21.09.21	SC	-
E	Plot 34 note amended and brick band added to side elevations	18.11.21	BK	-
F	Plot numbers updated to suit SL 01 J	16.03.22	GC	-
G	Plot numbers amended	04.04.22	EBE	VM

scale 1:100



Project Diaper Farm, Stowmarket

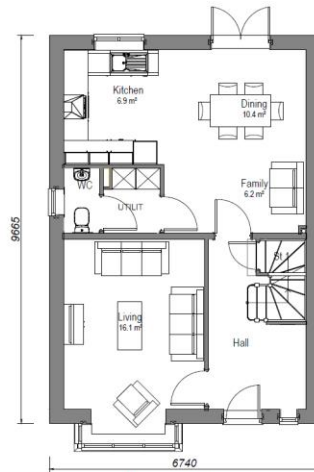
Drawing House Type - Romsey Elevations

Client	Crest Nicholson (Eastern)	Date	12.03.21
Job no.	CRES190101	Rev.	G
Dwg no.	HT.Romsey.e	Author	SC
Author	SC	Checker	VM
Status	PLANNING	Scale	1:100 at A3
Client ref.		Office	Portsmouth

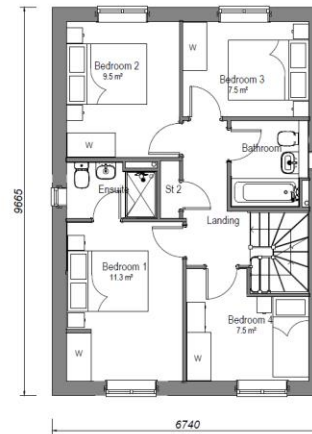


A3

Page 328



Ground Floor Plan



First Floor Plan

PLOT No.
As Drawn - 27, 65, 136, 256
Handed - 2, 25, 28, 30, 34, 66, 91, 120, 167, 170

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Building 560, The Grange,
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Mickens, Romsey,
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Rev	Description	Date	Au	Ch
A	Updated to planning	28.05.21	SC	VM
B	Dimensions added to drawing	11.06.21	SC	VM
C	Plot numbers updated to suit SL.01.D	03.09.21	SC	-
D	Dimension line moved	26.11.21	BK	-
E	Plot numbers updated to suit SL.01.J	16.03.22	GC	+
F	Plot numbers updated to suit SL.01.K	06.04.22	GC	-

scale 1:100



Project: Diaper Farm, Stowmarket

Drawing: House type - Romsey
Floor Plans

Client:	Crest Nicholson (Eastern)	Date:	12.0 21
Job no.:	CRE190101	Rev.:	F
Dwg no.:	Romsey-p	Scale:	1:100 at A
Author:	SC	Checker:	VM
Status:	PLANNING	Office:	Portsmouth
Client ref.:			



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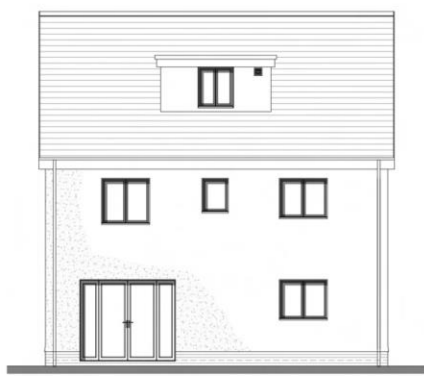
A3



Front Elevation



Side Elevation



Rear Elevation



Side Elevation

PLOT No.
As Drawn - 141, 174
Handed - 140, 165

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Romsey Road,
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Rev	Description	Date	Au	Ch
A	Updated to planning	28.05.21	SC	VM
B	Dimensions added to drawing	11.06.21	SC	VM
C	Plot numbers updated to suit SL01 D	03.09.21	SC	-



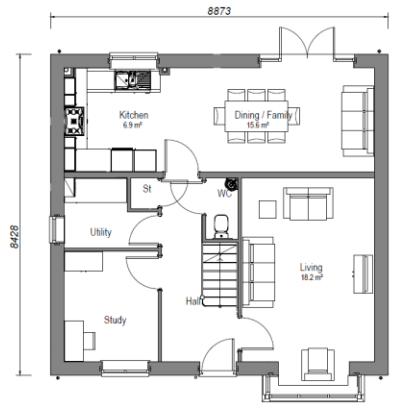
Project	Diaper Farm, Stowmarket		
Drawing	House Type - Windsor Elevations		
Client	Crest Nicholson (Eastern)		
Job no.	CRES190101	Date	12.03.21
Dwg no.	HT.Windsor.e	Rev.	C
Author	SC	Checker	VM
Status	PLANNING	Scale	1:100 at A3
Client ref.		Office	Portsmouth

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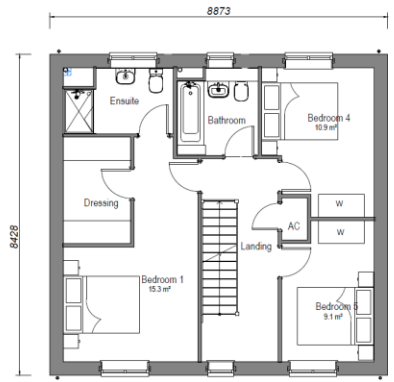
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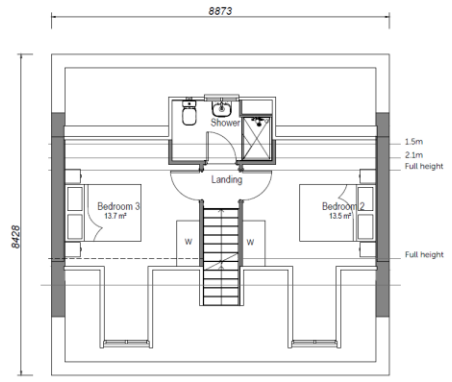
A3



Ground Floor Plan



First Floor Plan



Second Floor Plan

House type	Windsor		Variation	Option	PLOT No. As Drawn - 46, 141, 174 Handed - 42, 90, 140, 165
Bedrooms	5	Persons	10		
Sq ft	1755	Sq m	163		

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Bristol Road,
Portsmouth,
Hampshire, SO5 0JH.
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Rev	Description	Date	Au	Ch
A	Updated to planning	28.05.21	SC	VM
B	Dimensions added to drawing	11.06.21	SC	VM
C	Plot numbers updated to suit SL 01.D	03.09.21	SC	-
D	Plot numbers updated to suit SL 01.1	16.03.22	GC	-



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Project	Diaper Farm, Stowmarket		
Drawing	ouse type - Windsor	Floor Plans	
Client	Crest Nicholson (Eastern)	Date	12.0 21
Job no.	CRES190101	Rev.	D
Dwg no.	- Windsor p	Author	SC
Status	PLANNING	Checker	VM
Client ref.		Office	Portsmouth



Agenda Item 7c

Committee Report

Item No: 7C

Reference: DC/21/06605

Case Officer: Alex Scott

Ward: Mendlesham.

Ward Member/s: Cllr Andrew Stringer.

RECOMMENDATION – GRANT PLANNING PERMISSION WITH CONDITIONS

Description of Development

Planning Application - Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping.

Location

Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA

Expiry Date: 16/09/2022

Application Type: FUL - Full Planning Application

Development Type: Major Large Scale - Manu/Ind/Storg/Wareh

Applicant: Henley Associates (London) Ltd

Agent: Tetra Tech

Parish: Wetheringsett Cum Brockford

Site Area: 11.1 hectares

Density of Development:

Gross Density (Total Site): 1 unit per 3.7 hectares

Net Density (Developed Site, excluding open space and SuDs): 1 unit per 3.65 hectares

Details of Previous Committee / Resolutions and any member site visit: None

Has a Committee Call In request been received from a Council Member (Appendix 1): No

Has the application been subject to Pre-Application Advice: (No formal advice given)

PART ONE – REASON FOR REFERENCE TO COMMITTEE

The application is referred to committee for the following reason/s:

The proposal is for the erection of industrial buildings with a gross floor space exceeding 3,750 square metres.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

NPPF - National Planning Policy Framework
FC01 - Presumption In Favour Of Sustainable Development
FC01_1 - Mid Suffolk Approach To Delivering Sustainable Development
FC03 - Supply Of Employment Land
CS01 - Settlement Hierarchy
CS02 - Development in the Countryside & Countryside Villages
CS03 - Reduce contributions to Climate Change
CS04 - Adapting to Climate Change
CS05 - Mid Suffolk's Environment
GP01 - Design and layout of development
CL08 - Protecting wildlife habitats
CL11 - Retaining high quality agricultural land
E03 - Warehousing, storage, distribution and haulage depots
E09 - Location of new businesses
E10 - New Industrial and commercial development in the countryside
E12 - General principles for location, design and layout
RT12 - Footpaths and Bridleways
T09 - Parking Standards
T10 - Highway Considerations in Development

Neighbourhood Plan Status

This application site is within a Neighbourhood Plan Area (Wetheringsett cum Brockford)

The Neighbourhood Plan is currently at:-

Stage 1: Designated neighbourhood area
Stage 2: Preparing a draft neighbourhood plan
Stage 3: Pre-submission publicity and consultation
Stage 4: Submission of a neighbourhood plan
Stage 5: Independent Examination
Stage 6: Referendum
Stage 7: Adoption by LPA

Accordingly, the Neighbourhood Plan has no significant weight.

Consultations and Representations

During the course of the application Consultation and Representations from third parties have been received. These are summarised below.

A: Summary of Consultations

Parish Council (Appendix 3)

Wetheringsett Parish Council - 11th January 2022

Recommend Refusal: The Parish Council has no objection to the proposed units but objects to an additional access on to the A140 when there is a satisfactory existing access that could be used.

Mendlesham Parish Council - 6th January 2022

Mendlesham Parish Council unanimously supports this application.

National Consultee (Appendix 4)

Anglian Water - 16th December 2021

The foul drainage from this development is in the catchment of Stowmarket Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

East Suffolk Drainage Board - 4th January 2022 and 25th April 2022

Note applicant intends to discharge surface water to a watercourse within the watershed of the Board's Internal Drainage District (IDD) - Require discharge is facilitated in line with technical standards for SUDs
– Recommend discharge from the site is attenuated to Greenfield Runoff Rates wherever possible

Highways England - 15th December 2021

Offer no objection - Given the nature and location of this proposal it is unlikely to have a severe impact upon the Strategic Road Network. Therefore we have no objection.

Historic England - 20th December 2021

Do not wish to offer any comments. Suggest the LPA seek the views of their specialist conservation and archaeological advisers, as relevant.

National Air Traffic Services (NATS) - 13th December 2021

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.

Natural England - 17th December 2021

No Objection - Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes - Generic advice also provided.

County Council Responses (Appendix 5)

SCC-Highways - First Response - 17th December 2021

No objection - subject to compliance with suggested conditions.

SCC-Highways - Second Response - 11th August 2022

The additional access plan 1909015-SK-03 B is noted and this is generally acceptable but it should be noted that we only accept kerb drainage in exceptional circumstances (where all other methods of drainage are not feasible). We are satisfied that this matter can be agreed during Section 278 Agreement technical approval - Continue to recommend Highways conditions as previously.

SCC-Public Rights of Way - 20th December 2021

We accept this proposal subject to the following:

- The design and access statement acknowledges the presence of Wetheringsett-cum-Brockford Public Footpath 37 in 6.40 (pg. 18) and in Appendix C stating: Public footpath No 37 that runs north-south along, and within, the eastern boundary of the existing CEVA site (See Appendix C). It appears that the footpath was never diverted despite the requirement to divert as part of the erection of the existing CEVA buildings and perimeter bund, which now lie across its path. Part of the designated line of the public footpath runs through the north-west corner of the site (under buildings). The site inspection carried out as part of the visual assessment found no evidence that the land immediately to the east of the eastern bund is actively being used as a substitute footpath. This application proposes a new route around the eastern side of the proposed buildings, as per the application (See proposed site plan FD11). A 3.5m wide corridor is proposed with a 1.5m wide footpath;
- To apply for permission for a PROW to be diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-insuffolk/public-rights-of-way-contacts/> PLEASE NOTE that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.

SCC-Floods and Drainage - Initial Responses - 14th December 2021, 3rd May 2022, 17th May 2022, and 15th June 2022

Holding Objection - Revised FRA and Surface Water Drainage details required - Advice given in relation to overcoming the holding objection.

SCC-Floods and Drainage - Final Response - 28th July 2022

Following further information received from the applicant - Recommend Approval - Subject to conditions.

SCC-Fire and Rescue - 15th December 2021

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

Recommend that proper consideration be given to the benefits derived from the provision of an automatic fire sprinkler system.

SCC-Developer Contributions - 13th December 2021

No developer contribution requirements as the proposed development is below the threshold.

SCC-Travel Plans Officer - 13th December 2021

Have no comment to make, as a Travel Plan is unlikely to be effective due to the rural location of this development.

Internal Consultee Responses (Appendix 6)

MSDC - Heritage Team - 11th January 2022

Very low level of less than substantial harm to the settings of: Read Hall (Grade II* Listed); and Moat House, Hoods, Mickfield Hall, Bloomfields, Park Hall Farmhouse, and Town Farmhouse (all Grade II Listed) - Harm could be mitigated by external facing materials and vegetation screening - Details of external facing materials and finishes, and securing the proposed planting scheme to be secured by way of condition, should the LPA be minded to approve.

MSDC - Ecology Consultants (Place Services) - Initial Response - 9th February 2022

Holding objection due to insufficient ecological information on open mosaic habitat on previously developed land habitat.

MSDC - Ecology Consultants (Place Services) - Final Response - 9th August 2022

Following receipt of further information: No objection - Subject to securing ecological mitigation and enhancement measures by way of condition.

MSDC - Landscape Consultants (Place Services) - 4th July 2022

Landscape Management Plan submitted is sufficient and approved - Proposed changes in ground levels required by way of condition.

MSDC Env Health - Land Contamination - 4th January 2022

No objection to the proposed development from the perspective of land contamination - Request that the LPA are contacted in the event of unexpected ground conditions being encountered during construction and that the advised minimum precautions are undertaken until such time as the LPA responds to the notification - Advise that the developer is made aware that the responsibility for the safe development of the site lies with them.

MSDC Env Health - Air Quality - 22nd December 2021

No objections - Have referred to the Environmental Protection UK (EPUK) Guidance, 2017 - Land Use Planning and Development Control: Planning for Air Quality, in assessing this application with regard to air quality - The data in the Transport Assessment shows that the development would not meet the criteria in the EPUK Guidance for requiring an air quality assessment.

MSDC Env Health - Noise, Odour, Light, Smoke - 10th January 2022

No objection – Subject to: Construction Management Plan; Construction Hours; and Lighting - Conditions.

MSDC Env Health - Sustainability - 13th December 2021

Upon review of the application and associated documents the following condition must be met: No development shall commence above slab level until a scheme for the provision and implementation of water, energy and resource efficiency measures for the lifetime of the development shall be submitted to and approved, in writing, by the Local Planning Authority.

The scheme such include as a minimum to achieve:

- Agreement of provisions to ensure the development is zero carbon ready
- An electric car charging point per building
- Agreement of scheme for waste reduction

The applicant may wish to consider the installation of solar PV panels which would further reduce the carbon emissions of the building as well as the running costs.

B: Representations

At the time of writing this report 0 third party letters/emails/online comments have been received. A verbal update shall be provided as necessary.

(Note: All individual representations would be counted and considered. Repeated and/or additional communication from a single individual would be counted as one representation.)

PLANNING HISTORY

REF: DC/19/05478	Outline Planning Application (some matters reserved - access and layout to be considered) - Erection of 3no Warehouse Units (Class B8) with new access from Norwich Road.	DECISION: GTD 07.08.2020
REF: 3519/13	Outline planning application (including access and layout) for the erection of three B8 use storage units with new access arrangements	DECISION: GTD 20.07.2015
REF: 0478/80	Erection of factory for the processing and cutting of imported paper, with layout of access road and parking areas	DECISION: GTD 25.06.1980

PART THREE – ASSESSMENT OF APPLICATION

1. The Site and Surroundings

- 1.1. The site extends to approximately 11.1 hectares and is located to the east of the main A140 highway, within the parish of Wetheringsett cum Brockford, approximately 2.2 kilometres to the south-east of Mendlesham and approximately 1.5 kilometres to the south of Wetheringsett.
- 1.2. The Site is located to the east of the existing Mendlesham Industrial Estate, on the site of a former Airfield, the runway of which is still evident. The site is currently classed as agricultural and council records show it to be Class 3a agricultural land.
- 1.3. This application is a resubmission of a previously approved outline applications, for similar developments, granted in July 2015 (ref: 3519/13) and in August 2020 (DC/19/05478). Reserved matters applications were never received, further to these outline permissions, and the proposals have not, therefore, been implemented, although DC/19/05478 is extant.

2. The Proposal

- 2.1. The application seeks full planning permission for: the erection of 3 no. warehouse units and storage area (Planning Land Use Class B8 - Storage and Distribution); construction of a new access to the A140 (adjacent to the south off the existing Industrial Estate); construction of associated car and lorry parks; drainage infrastructure; and landscaping.
- 2.2. The proposed industrial units would be of the same scale, form and design and would be located to the rear of existing buildings in the industrial estate.
- 2.3. Each building proposed would provide 7,060 square metres of internal storage and distribution space, and with 1,040 square meters of ancillary internal office and amenity areas, over two levels.
- 2.4. This would, therefore result in 8,100 square metres of proposed floorspace per building, and 24,300 square metres of proposed floorspace overall.
- 2.5. Each building would have a maximum ridge height of 12.3 metres; eaves heights of 9 metres; length of 192 metres; and width of 53 metres.
- 2.6. Each building would be externally finished in: facing Trapezoidal corrugated panels above Forticrete block lower walls; with profiled metal roofing panels; and grey powder coated aluminium windows, doors and facias; with grey metal downpipes and gutters.
- 2.7. Each building would have loading bays and service entrances at either end, and would have car parking adjacent, along the entire building lengths. Overall 162 car parking spaces are proposed in these adjacent locations. In addition: 40 lorry parking spaces are proposed to the centre of the

site, with a large overflow carpark also proposed between this and existing industrial buildings on the estate.

- 2.8. A new access road and access onto the A140 is proposed adjacent to the south of the existing industrial estate, due to no available access route through the existing estate. The proposed access would require the culverting of the existing drainage ditch adjacent to the A140.
- 2.9. Soft landscape planting/screening is proposed to all site boundaries, including a significant amount of new tree planting (the planting of over 90 no. new trees is indicated as part of the proposed landscaping scheme).
- 2.10. The proposed development would result in the creation of approximately 100 new full time jobs.

3. The Principle of Development

- 3.1. As a full application for the erection of 3 no. warehouses, with use class B8, the application is assessed under the relevant policies of the current development plan, having regard to the provisions of the NPPF, as a material consideration.
- 3.2. Overall current planning policies are considered to be broadly accepting of the principle of the proposed development, which is located adjacent to an existing industrial estate, with direct access onto one of the District's principle A road highways, on previously developed land (a former airfield), in a situation where location away from nearby Towns and Villages is considered justified due to the significant scale of development proposed and the resultant impacts, should it be located closer to existing settlements in the area.
- 3.3. The proposal would see an extension (albeit under separate land ownership) to the existing industrial/business area. The principle of such developments and extensions to existing industrial estates is considered acceptable, in accordance with local plan policy E10, where such development closer to Towns and Villages would result potential harm in relation to: character; neighbouring and environmental amenity; and highway safety and convenience, and where such proposals are located adjacent to existing industrial estates in the countryside.
- 3.4. In addition, outline planning permission ref: DC/19/05478 is extant until August 2023 and is, therefore, a material consideration in terms of assessment of the principle of the current application, which has in effect been established by the extant outline permission.
- 3.5. As such the proposal is considered to be acceptable and in line with current development plan policies, having had regard to the provisions of the NPPF, and the extant permission on the site, as material considerations.

4. Design and Layout

- 4.1. Local Plan Policy E12 sets out the parameters for the design and layout of industrial and commercial development and states inter alia "building design should be to a high standard with proper attention to siting, scale, massing, density, detailing and materials...".
- 4.2. Overall the proposed units are considered to appropriately blend with the scale, form, design and character of existing buildings of the existing estate and would not result in significant harm to the

landscape character of the locality, should structural landscape screening planting be secured to site boundaries, as indicated, by way of condition.

5. Heritage Issues [Including the impact on the character and appearance of the Conservation Area and on the setting of neighbouring Listed Buildings]

- 5.1. The application site and proposed development affect the setting of several listed buildings in the landscape, namely: Read Hall (Grade II* Listed); and Moat House, Hoods, Mickfield Hall, Bloomfields Farmhouse, Park Hall Farmhouse, and Town Farmhouse (all Grade II Listed). The nearest of which (Hoods and Moat House) are located approximately 500 metres away, to the north.
- 5.2. Your heritage officers have identified that the proposal would result in a very low level of less than substantial harm to the settings of these heritage assets, overall. However, your heritage officers advise that the identified harm could be successfully mitigated by external facing materials and increased vegetation screening, by way of condition.
- 5.3. NPPF Paragraph 202 states the following: “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”.
- 5.4. The proposal is considered to result in significant Economic and Social public benefits, with approximately 100 new jobs being created as a result of the proposed development. Such significant public benefits are considered to outweigh the very low level of harm to the setting and significance of the heritage assets identified. Nonetheless conditions as recommended are also proposed to mitigate the harm.

6. Site Access, Parking and Highway Safety Considerations

- 6.1. As part of the development proposal a new vehicular access would be created on to the A140 due to access not being achievable through the existing industrial estate without significant revisions to existing developments and businesses within the estate. There are also considered to be advantages in not increasing the number of vehicle movements in the existing estate in the interest of the capacity, safety and convenient use of the existing estate roads.
- 6.2. The proposed new access onto the A140 has been assessed by SCC-Highways, who have not raised objection to the design presented, subject to conditions.
- 6.3. The proposal would also provide onsite parking space for at least 162 cars; 64 HGVs; 10 motorcycles; 122 bicycles; and 12 disabled car parking spaces. Additional overflow parking space would be provided in the large overspill parking and external storage area, to the west of the site. Such proposed turning and parking provision is considered to meet the requirements of the proposed development, in terms of the proposed number of employees, provision for visitor car parking, and accommodation for HGV parking and manoeuvring. SCC-Highways have assessed the proposed layout and amount of parking and manoeuvring proposed and have not raised objection to this aspect, subject to compliance with suggested conditions.

- 6.4. Overall the proposal is considered acceptable in terms of highway safety and convenience, in accordance with local plan policies H9 and H10, having had regard to the provisions of the NPPF as a material consideration.

7. Impact on Residential Amenity

- 7.1. The application site is located on existing agricultural land, to the rear of an existing industrial estate with no immediate residential dwellings adjacent to the site, or within 500 metres.
- 7.2. Your environmental protection officers have also been consulted on the application proposal and have raised no objection subject to agreement of construction management, construction hours, and external lighting being agreed to prior to commencement and secured by way of condition.
- 7.3. As such the proposal is not considered to have a significant adverse impact on the existing amenities of nearby residents. The proposal is, therefore, considered acceptable in accordance with the provisions of development plan policy H16 and NPPF Paragraph 130.

8. Sustainability

- 8.1. The applicant has provided a supporting document with the application, providing that the proposed development would meet Building Regulations Part L (2013) in terms of: CO2 emissions; thermal efficiency; building fabric; fixed building services; solar gain and energy efficiency.
- 8.2. It is however, noted that no sustainable energy production technology is proposed as part of the development proposal.
- 8.3. Your Sustainability Officer has been consulted on the application proposal and, upon review of the application and associated documents, has advised the implementation of a condition requiring a scheme for the provision and implementation of water, energy and resource efficiency measures for the lifetime of the development to be submitted and approved prior to commencement.
- 8.4. Your sustainability officer has also advised that the applicant may wish to consider the installation of solar PV panels, which would further reduce the carbon emissions of the building as well as the running costs. Such measures are however not proposed to be secured by way of condition as this has not been expressly required by your officers or proposed by the applicant.

9. Land Contamination

- 9.1. The applicant has provided a desk based contaminated land assessment with the application proposal, carried out by a suitably qualified individual, which concludes that it is not considered that the site would be designated "Contaminated Land" within the meaning of Part 2A of the Environmental Protection Act 1990. The site is currently an agricultural field and, although the site has had history as an airfield, and there is evidence of runway foundations still in existence on the site, as site walkover assessment has revealed no evidence of contaminating materials currently present.

- 9.2. Your contaminated land specialists have assessed the proposal and have not raised an objection in principle but have advised the developer to contact the Council should any unexpected ground conditions be encountered during construction, and that the advised minimum precautions are taken until such time as the Council responds to the notification. The developer is also advised that responsibility for safe development of the site lies with them.

10. Flood Risk and Surface Water Drainage

- 10.1. The site lies completely within Environment Agency Flood Zone 1, where there is a very low probability (less than 1 in 1000 annually) of flooding. The nearest EA Flood Zone 2 or 3 lies approximately 1.5 kilometres to the north-west of the site. As such the proposal site is not considered to be at significant risk of flooding.
- 10.2. SCC-Local Lead Flood Authority (LLFA) have been consulted on the application proposal and, following negotiation and receipt of revised and further information from the applicant, resolved to recommend approval of this application on basis of the most recent proposals submitted, subject to conditions.
- 10.3. In assessing the proposal, your officers consider the surface water drainage scheme, as currently proposed would suitably manage surface water runoff from the proposed development and would not demonstrably result in significant increased flood risk on the site or elsewhere. The proposal is, therefore, considered to comply with the requirements of the NPPF in this regard.

11. Ecology, Biodiversity and Protected Species

- 11.1. Your Ecology consultants have assessed the Ecological Appraisals and Surveys submitted with the application proposal and advise the following:
- 11.2. Place Services previously had a holding objection due to insufficient information on Priority Habitat, as the proposals would like result in a net loss of Open Mosaic Habitat on Previously Developed Land (OMHPDL) Priority habitat. As a result, Tera Tech Ltd completed a site assessment in April 2022, to address Place Services concerns regarding the impacts upon the Priority habitat. However, this site assessment determined that the OMHPDL had been cleared by a tenant farmer, without instruction by the applicant. However, given that OMHPDL requires high levels of disturbance and open ground, it is agreed that this unscheduled clearance may possibly aid the creation of high quality OMHPDL Priority habitat in the long term.
- 11.3. Consequently, given that the baseline habitat conditions have significantly changed since the initial assessment, Place Services agreed that an alternative approach should be adopted to demonstrate sufficient compensation and enhancement of the OMHPDL, without the provision of any Defra Biodiversity Metric. This primarily included the creation of further OMHPDL along a strip of land between unit 2 and the external storage area, as well as the enhancement of the OMHPDL along a strip of land along the western boundary of the main site. As a result, with consideration of the proposed creation and aftercare measures of the OMHPDL within the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, May 2022) and the Landscape Management Plan (Tera Tech Ltd, May 2022), your consultants are satisfied that

appropriate measures have now been demonstrated to conserve and enhance this Priority Habitat. This will allow the LPA to demonstrate compliance under s.40 of the NERC Act 2006 for this development.

- 11.4. Consequently, your Ecology Consultants are now satisfied that sufficient ecological information is available for determination of this application.
- 11.5. Your consultants advise that this provides certainty for the LPA of the likely impacts on designated sites, Protected and Priority species/habitats and, with appropriate mitigation measures secured, the development can be made acceptable.
- 11.6. Therefore, your consultants advise that the mitigation measures identified in the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, May 2022) should be secured and implemented in full, as a result is necessary to conserve and enhance Protected and Priority Species / Habitats.
- 11.7. Your consultants note that the reptile survey conducted by Huckle Ecology Ltd did not cover the western OMHPDL, but given that the site has been cleared, we do not consider it reasonable to request further information. Nevertheless, the precautionary measures for reptiles outlined within the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, May 2022) must also be applied for any vegetation clearance or soil stripping within this area.
- 11.8. Furthermore, your consultants advise a Wildlife Sensitive Lighting Strategy should be secured by condition for this application. Therefore, technical specification should be submitted prior to use, which demonstrates measures to avoid lighting impacts to foraging / commuting bats.
- 11.9. The enhancements proposed within the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, May 2022) and the Landscape Management Plan (Tera Tech Ltd, May 2022), as well as the updated Landscape Strategy are also supported. Particularly, the species-rich grassland creation, the pond creation and the targeted measures for invertebrates. The Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, May 2022) also includes appropriate technical details and locations for the proposed bird boxes, bat boxes and log piles. Therefore, your consultants advise no further information is required for these bespoke enhancement measures. In addition, your consultants also support the aftercare measures of the soft landscaping measures, as well as the bespoke enhancements. As a result, following the changes to the submitted plans and documents, your consultants are confident that a measurable biodiversity net gain will now be delivered for this application, as outlined under paragraph 174d and 180d of the NPPF.
- 11.10. Your consultants advise that this will enable LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006.
- 11.11. Your consultants advise that impacts will be minimised such that the proposal is acceptable subject to the imposition of planning conditions, as advised.

12. Parish Council Comments

- 12.1 The matters raised by Wetheringsett Cum Brockford Parish Council have been addressed in the above report.

PART FOUR – CONCLUSION

13. Planning Balance and Conclusion

- 13.1. The principle of the proposed development is considered to be in general accordance with the policies of the current adopted development plan, having had regard to the extant outline planning permission, for a similar development on the same site, and the provisions of the NPPF, as material considerations.
- 13.2 The proposal is considered to be in a sustainable location, adjacent to existing similar developments, on previously developed land, adjacent to a principle arterial highway.
- 13.3. The proposed layout, scale and appearance of buildings and landscaping therefore is considered acceptable in its context and to not result in significant harm to the existing landscape character and quality of the locality, or the setting and significance of listed buildings therein.
- 13.4. The proposal is considered acceptable in terms of highway safety and convenience, having had regards to the proposed means of access and proposed on-site turning and paring provision.
- 13.5. The proposal is not considered to result in significant harm to the amenities currently enjoyed by occupants of nearby properties, subject to compliance with suggested planning conditions.
- 13.6. The proposal is considered acceptable in sustainability terms in its use of low carbon and energy consumption methods, subject to agreement of further details to be secured by way of condition.
- 13.7. The proposal is considered to be acceptable in terms of the ecological mitigation and enhancement measures proposed, subject to compliance with suggested conditions.
- 13.8. Furthermore, the proposal is considered acceptable in terms of Flood Risk, Surface Water Drainage and Land Contamination matters, subject to compliance with suggested conditions.
- 13.9. Overall the proposal is considered to represent sustainable development, having had regard to the relevant development plan polices and provisions of the NPPF, taken as a whole.

RECOMMENDATION

That the application is GRANTED planning permission subject to conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:-

- Standard time limit (3yrs for commencement of scheme);
- Approved Plans (Plans submitted that form this application);
- Landscaping scheme (including proposed changes in ground levels);
- Landscaping time of commencement and aftercare;
- Materials, colours and finishes;
- Highways - Completion of access junction prior to first use/occupation;
- Highways - Access visibility splays prior to first use;
- Highways - Estate Roads and Footpath details prior to commencement;
- Highways - Turning and parking prior to first use;
- Highways - Refuse and recycle bins storage and presentation areas prior to first use;
- Highways - EV charging details prior to commencement above slab level;
- Highways - Employees Shuttle Bus details prior to first use;
- Proposed footpath diversion route to be approved by SCC PROW prior to existing route being diverted or obstructed in wany way by the approved development;
- Surface water disposal strategy to be implemented as approved;
- Surface water verification report following practical completion of last unit;
- Construction Surface Water Management Plan (CSWMP) prior to commencement;
- Biodiversity Method Statement and Enhancement Strategy;
- Wildlife lighting design scheme;
- Sustainability – water, energy and resource efficiency measures;
- Fire Hydrants;
- Construction Management Plan;
- Construction Hours;
- External Lighting Details
- Remove PD rights Class P (B8 - Storage and Distribution to C3 - Dwellinghouses)



Application No: DC/21/06605

Location: Land To The Rear Of Ceva
Logistics, Norwich Road, Mendlesham (In The
Parish Of, Wetheringsett Cum Brockford), IP14
5NA

		Page No
Appendix 1: Call In Request	No	
Appendix 2: Details of Previous Decision	NA.	
Appendix 3: Town/Parish Council/s	Wetheringsett cum Brockford Parish Council Mendlesham Parish Council	
Appendix 4: National Consultee Responses	Anglian Water East Suffolk Drainage Board Highways England Historic England National Air Traffic Services (NATS) Natural England	



Babergh and Mid Suffolk District Councils



Appendix 5: County Council Responses	SCC - Highways SCC - Public Rights of Way SCC - Lead Local Flood Authority SCC - Fire and Rescue SCC - Developer Contributions SCC - Travel Plans Officer	
Appendix 6: Internal Consultee Responses	MSDC - Heritage Place Services - Ecology Place Services - Landscape MSDC - Environmental protection - Land Contamination MSDC - Environmental protection - Air Quality MSDC - Environmental protection - Noise/Odour/Light/Smoke MSDC - Environmental protection - Sustainability	
Appendix 7: Any other consultee responses	0 letters/emails/online comments received. 0 objections, 0 support and 0 general comment.	
Appendix 8: Application Site Location Plan	Yes	
Appendix 9: Application Plans and Docs	Yes	
Appendix 10: Further information	N/a	

The attached appendices have been checked by the case officer as correct and agreed to be presented to the committee.



Babergh and Mid Suffolk District Councils

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

Sent: 11 Jan 2022 04:37:11

To:

Cc:

Subject: FW: MSDC Planning Consultation Request - DC/21/06605

Attachments: ufm30_Standard_Consultation.pdf

From: Lynne Cockerton

Sent: 11 January 2022 15:51

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

Subject: Fwd: MSDC Planning Consultation Request - DC/21/06605

Dear Alex/Planning

Wetheringsett Parish Councillors have considered this application and recommend refusal on the following grounds:

The Parish Council has no objection to the proposed units but objects to an additional access on to the A140 when there is a satisfactory existing access that could be used.

Kind regards

Lynne cockerton

Begin forwarded message:

From: planningblue@baberghmidsuffolk.gov.uk

Subject: MSDC Planning Consultation Request - DC/21/06605

Date: 10 December 2021 at 15:37:53 GMT

Please find attached planning consultation request letter relating to planning application - DC/21/06605 - Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA

Kind Regards

Planning Support Team

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

Consultee Comments for Planning Application DC/21/06605

Application Summary

Application Number: DC/21/06605

Address: Land To The Rear Of Ceva Logistics Norwich Road Mendlesham (In The Parish Of Wetheringsett Cum Brockford) IP14 5NA

Proposal: Planning Application - Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping

Case Officer: Alex Scott

Consultee Details

Name: Mrs Sharon Jones Mendlesham Parish Council

Address: Honeysuckle, Hockey Hill, Wetheringsett Cum Brockford Stowmarket, Suffolk IP14 5PL

Email: Not Available

On Behalf Of: Mendlesham Parish Clerk

Comments

Mendlesham Parish Council unanimously supports this application

Planning Applications – Suggested Informative Statements and Conditions Report

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

AW Site Reference: 183485/1/0137221

Local Planning Authority: Mid Suffolk District

Site: Land To The Rear Of Ceva Logistics
Norwich Road Mendlesham (In The Parish Of Wetheringsett Cum Brock)

Proposal: Planning Application. Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping

Planning application: DC/21/06605

Prepared by: Pre-Development Team

Date: 16 December 2021

ASSETS

Section 1 - Assets Affected

Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Stowmarket Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

Section 3 - Used Water Network

Development may lead to an unacceptable risk of flooding downstream. Anglian Water will need to plan effectively for the proposed development, if permission is granted. We will need to work with the applicant to ensure any infrastructure improvements are delivered in line with the development. It is assumed that foul water will discharge to an on site package treatment plant. However no foul strategy has been provided to confirm this. We therefore request a condition requiring an on-site drainage strategy. (1) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (2) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (3) INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. (4) INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087. (5) INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Section 4 - Surface Water Disposal

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

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

Section 5 - Suggested Planning Conditions

Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

Used Water Sewerage Network (Section 3)

We have no objection subject to the following condition: Condition Prior to the construction above damp proof course, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any phase, the foul water drainage works relating to that phase must have been carried out in complete accordance with the approved scheme. Reason To prevent environmental and amenity problems arising from flooding

FOR THE ATTENTION OF THE APPLICANT - if Section 3 or Section 4 condition has been recommended above, please see below information:

Next steps

Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy.

If you have not done so already, we recommend that you submit a Pre-planning enquiry with our Pre-Development team. This can be completed online at our website <http://www.anglianwater.co.uk/developers/pre-development.aspx>

Once submitted, we will work with you in developing a feasible mitigation solution.

If a foul or surface water condition is applied by the Local Planning Authority to the Decision Notice, we will require a copy of the following information prior to recommending discharging the condition:

Foul water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution including:
 - Development size
 - Proposed discharge rate (Should you require a pumped connection, please note that our minimum pumped discharge rate is 3.8l/s)
 - Connecting manhole discharge location (No connections can be made into a public rising main)
- Notification of intention to connect to the public sewer under S106 of the Water Industry Act (More information can be found on our website)
- Feasible mitigation strategy in agreement with Anglian Water (if required)

From: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>
Sent: 25 Apr 2022 10:41:22
To:
Cc:
Subject: FW: MSDC Planning Consultation Request - DC/21/06605 - FUL
Attachments:

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

From: Planning Department <Planning@wlma.org.uk>
Sent: 25 April 2022 10:02
To: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>
Subject: RE: MSDC Planning Consultation Request - DC/21/06605 - FUL

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Our Ref: 21_05822_P

Good morning,

Thank you for your consultation regarding DC/21/06605. After reviewing the application, the East Suffolk Internal Drainage Board has no further comments to make and our letter (dated 04/01/2022) still stands.

Kind regards,

Ellen

Ellen Moore, BSc (Hons)
Sustainable Development Officer
Water Management Alliance
dd: 01553 819622 | ellen.moore@wlma.org.uk

Registered office: Kettlewell House, Austin Fields Industrial Estate, King's Lynn, Norfolk, PE30 1PH
t: 01553 819600 | e: info@wlma.org.uk | www.wlma.org.uk

WMA members: Broads Drainage Board, East Suffolk Drainage Board, King's Lynn Drainage Board, Norfolk Rivers Drainage Board, South Holland Drainage Board, Waveney, Lower Yare and Lothingland IDB in association with Pevensey and Cuckmere Water Level Management Board

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With our commitment to ISO 14001, please consider the environment before printing this e-mail.

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

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

Sent: 20 April 2022 10:52

To: Planning Department <Planning@wlma.org.uk>

Subject: MSDC Planning Consultation Request - DC/21/06605 - FUL

Please find attached planning consultation request letter relating to planning application - DC/21/06605 - Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA

Kind Regards

Planning Support Team

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

Our Ref: 21_05822_P
Your Ref: DC/21/06605

04/01/2022

Dear Sir/Madam

RE: Planning Application - Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping at Land to the Rear of Ceva Logistics, Norwich Road, Mendlesham (in the Parish of Wetheringsett Cum Brockford), IP14 5NA

The site is near to the Internal Drainage District (IDD) of the East Suffolk Internal Drainage Board (IDB) and is within the Board's Watershed Catchment (meaning water from the site will eventually enter the IDD). Maps are available on the Board's webpages showing the Internal Drainage District (https://www.wlma.org.uk/uploads/ESIDB_Index_plan.pdf) as well as the wider watershed catchment (https://www.wlma.org.uk/uploads/ESIDB_Watershed.pdf).

I note that the applicant intends to discharge surface water to a watercourse within the watershed catchment of the Board's IDD. We request that this discharge is facilitated in line with [the Non-Statutory technical standards for sustainable drainage systems](#) (SuDS), specifically S2 and S4. Resultantly we recommend that the discharge from this site is attenuated to the Greenfield Runoff Rates wherever possible.

The reason for our recommendation is to promote sustainable development within the Board's Watershed Catchment therefore ensuring that flood risk is not increased within the Internal Drainage District (required as per paragraph 167 of the [National Planning Policy Framework](#)). For further information regarding the Board's involvement in the planning process please see our [Planning and Byelaw Strategy](#), available online.

Kind Regards,

Ellen

Ellen Moore
Sustainable Development Officer
Water Management Alliance



Jane Marson (Chairman) Michael Paul (Vice-Chairman)

Phil Camamile (Chief Executive)

Constituted by The East Suffolk Internal Drainage Board Order 2008
Statutory Instrument 2008 No 750





Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Martin Fellows
Operations (East)
planningee@highwaysengland.co.uk

To: Babergh Mid Suffolk Council

CC: transportplanning@dft.gsi.gov.uk
growthandplanning@highwaysengland.co.uk

Council's Reference: DC/21/06605

Location Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham IP14 5NA

Proposal Planning Application. Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping

Referring to the planning application referenced above, dated 14 December 2021 , Notice is hereby given that Highways England's formal recommendation is that we:

- a) offer no objection;
- b) ~~recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- c) ~~recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- d) ~~recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

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

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

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gsi.gov.uk.

Date: 15 December 2021	
Signature:	
Name: Mark Norman	Position: Spatial Planning Manager
Highways England: Woodlands, Manton Lane Bedford MK41 7LW	
Mark.norman@highwaysengland.co.uk	

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

Annex A Highways England recommended further assessment required

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

This response represents our formal recommendations with regard DC/21/06605 and has been prepared by Mark Norman

Given the nature and location of this proposal it is unlikely to have a severe impact upon the Strategic Road Network.. Therefore we have no objection



Mr Alex Scott
Babergh Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

Direct Dial: 01223 582740

Our ref: **W:** P01449173

20 December 2021

Dear Mr Scott

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**LAND TO THE REAR OF CEVA LOGISTICS, NORWICH ROAD, MENDLESHAM (IN
THE PARISH OF WETHERINGSETT CUM BROCKFORD) IP14 5NA
Application No. DC/21/06605**

Thank you for your letter of 10 December 2021 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

Yours sincerely

Sophie Cattier

Assistant Inspector of Historic Buildings and Areas
E-mail: sophie.cattier@HistoricEngland.org.uk




24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk



From: Vanessa Pannell <Vanessa.Pannell@babberghmidsuffolk.gov.uk>
Sent: 13 Dec 2021 03:58:09
To:
Cc:
Subject: FW: MSDC Planning Consultation Request - DC/21/06605 [SG32541]
Attachments:

From: NATS Safeguarding <NATSSafeguarding@nats.co.uk>
Sent: 13 December 2021 15:08
To: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>
Subject: RE: MSDC Planning Consultation Request - DC/21/06605 [SG32541]

 **EXTERNAL EMAIL: Don't click any links or open attachments unless you trust the sender and know the content is safe. Click [here](#) for more information or help from Suffolk IT**

Our Ref: SG32541

Dear Sir/Madam

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



NATS Safeguarding
E: natssafeguarding@nats.co.uk
4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



Date: 15 December 2021
Our ref: 377721
Your ref: DC/21/06605



planningblue@babberghmidsuffolk.gov.uk

BY EMAIL ONLY

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

T 0300 060 3900

Dear Sir/Madam,

Planning consultation: Planning Application. Erection of three warehouse units and external storage area(use class B8), new access from Norwich Road, parking, associated drainage and landscaping

Location: Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA

Thank you for your consultation on the above dated 10 December 2021 which was received by Natural England on 10 December 2021

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.

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Natural England's generic advice on other natural environment issues is set out at Annex A.

Sites of Special Scientific Interest

Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on statutorily protected sites and has no objection to the proposed development.

Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

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.

Yours faithfully

Luke Turnbull
Consultations Team

Annex A – Additional advice

Natural England offers the following additional advice:

Landscape

Paragraph 174 of the [National Planning Policy Framework](#) (NPPF) highlights the need to protect and enhance valued landscapes through the planning system. This application may present opportunities to protect and enhance locally valued landscapes, including any local landscape designations. You may want to consider whether any local landscape features or characteristics (such as ponds, woodland, or dry-stone walls) could be incorporated into the development to respond to and enhance local landscape character and distinctiveness, in line with any local landscape character assessments. Where the impacts of development are likely to be significant, a Landscape & Visual Impact Assessment should be provided with the proposal to inform decision making. We refer you to the [Landscape Institute](#) Guidelines for Landscape and Visual Impact Assessment for further guidance.

Best and most versatile agricultural land and soils

Local planning authorities are responsible for ensuring that they have sufficient detailed agricultural land classification (ALC) information to apply NPPF policies (Paragraphs 174 and 175). This is the case regardless of whether the proposed development is sufficiently large to consult Natural England. Further information is contained in [GOV.UK guidance](#). Agricultural Land Classification information is available on the [Magic](#) website on the [Data.Gov.uk](#) website. If you consider the proposal has significant implications for further loss of 'best and most versatile' agricultural land, we would be pleased to discuss the matter further.

Guidance on soil protection is available in the Defra [Construction Code of Practice for the Sustainable Use of Soils on Construction Sites](#), and we recommend its use in the design and construction of development, including any planning conditions. Should the development proceed, we advise that the developer uses an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of soils on site.

Protected Species

Natural England has produced [standing advice](#)¹ to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a Site of Special Scientific Interest or in exceptional circumstances.

Local sites and priority habitats and species

You should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraphs 175 and 179 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geoconservation groups or recording societies.

Priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. List of priority habitats and species can be found [here](#)². Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found [here](#).

¹ <https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

² <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

Ancient woodland, ancient and veteran trees

You should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 180 of the NPPF. Natural England maintains the Ancient Woodland [Inventory](#) which can help identify ancient woodland. Natural England and the Forestry Commission have produced [standing advice](#) for planning authorities in relation to ancient woodland and ancient and veteran trees. It should be taken into account by planning authorities when determining relevant planning applications. Natural England will only provide bespoke advice on ancient woodland, ancient and veteran trees where they form part of a Site of Special Scientific Interest or in exceptional circumstances.

Environmental gains

Development should provide net gains for biodiversity in line with the NPPF paragraphs 174(d), 179 and 180. Development also provides opportunities to secure wider environmental gains, as outlined in the NPPF (paragraphs 8, 73, 104, 120, 174, 175 and 180). We advise you to follow the mitigation hierarchy as set out in paragraph 180 of the NPPF and firstly consider what existing environmental features on and around the site can be retained or enhanced or what new features could be incorporated into the development proposal. Where onsite measures are not possible, you should consider off site measures. Opportunities for enhancement might include:

- Providing a new footpath through the new development to link into existing rights of way.
- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.
- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Designing lighting to encourage wildlife.
- Adding a green roof to new buildings.

Natural England's [Biodiversity Metric 3.0](#) may be used to calculate biodiversity losses and gains for terrestrial and intertidal habitats and can be used to inform any development project. For small development sites the [Small Sites Metric](#) may be used. This is a simplified version of [Biodiversity Metric 3.0](#) and is designed for use where certain criteria are met. It is available as a beta test version.

You could also consider how the proposed development can contribute to the wider environment and help implement elements of any Landscape, Green Infrastructure or Biodiversity Strategy in place in your area. For example:

- Links to existing greenspace and/or opportunities to enhance and improve access.
- Identifying opportunities for new greenspace and managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips)
- Planting additional street trees.
- Identifying any improvements to the existing public right of way network or using the opportunity of new development to extend the network to create missing links.
- Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition or clearing away an eyesore).

Natural England's [Environmental Benefits from Nature tool](#) may be used to identify opportunities to enhance wider benefits from nature and to avoid and minimise any negative impacts. It is designed to work alongside [Biodiversity Metric 3.0](#) and is available as a beta test version.

Access and Recreation

Natural England encourages any proposal to incorporate measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways should be considered. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be delivered where appropriate.

Rights of Way, Access land, Coastal access and National Trails

Paragraphs 100 and 174 of the NPPF highlight the important of public rights of way and access. Development should consider potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development. Consideration should also be given to the potential impacts on the any nearby National Trails. The National Trails website www.nationaltrail.co.uk provides information including contact details for the National Trail Officer. Appropriate mitigation measures should be incorporated for any adverse impacts.

Biodiversity duty

Your authority has a [duty](#) to have regard to conserving biodiversity as part of your decision making. Conserving biodiversity can also include restoration or enhancement to a population or habitat. Further information is available [here](#).

Your Ref: DC/21/06605
Our Ref: SCC/CON/3033/22
Date: 11 August 2022
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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

Email: planning@babberghmidsuffolk.gov.uk

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

For the attention of: Alex Scott

Dear Alex

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/06605

PROPOSAL: Planning Application - Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping

LOCATION: Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA

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

The recently submitted documents do not change the position of the Highway Authority and subsequently the recommended planning conditions in our response dated 17/12/21 (ref: SCC/CON/5591/21) still apply.

The additional access plan 1909015-SK-03 B is noted and this is generally acceptable but it should be noted that we only accept kerb drainage in exceptional circumstances (where all other methods of drainage are not feasible). We are satisfied that this matter can be agreed during Section 278 Agreement technical approval.

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

Your Ref: DC/21/06605
Our Ref: SCC/CON/5591/21
Date: 17 December 2021
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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

Email: planning@babberghmidsuffolk.gov.uk

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

For the attention of: Alex Scott - MSDC

Dear Alex

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/06605

PROPOSAL: Planning Application. Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping

LOCATION: Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA

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

Whilst the proposal is acceptable with regard to traffic impact, access and vehicle parking provision, this location is not considered sustainable and subsequently, it is very likely that employees would be solely reliant on motor vehicles to access the site.

Therefore, we have recommended a planning condition for the provision of a shuttle bus service (as alluded to in the submitted Transport Assessment).

Recommended Conditions:

Condition: Prior to first use of the development, details and route of a shuttle bus service for employees as identified in Transport assessment v1.3 (dated November 2021) shall be submitted to the Local Planning Authority in consultation with the Highway Authority. The shuttle bus service shall begin operation no later than 6 months after first use, unless agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable development as set out in the NPPF.

Condition: No other part of the development hereby permitted shall be occupied until the new access junction and highway improvements have been laid out and completed in accordance with drawing no. 1909015-01 Rev B. Thereafter it shall be retained in its approved form.

Reason: To ensure the access is laid out and completed to an acceptable design in the interests of the safety of persons using the access and users of the highway.

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

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

Condition: The areas to be provided for the storage and presentation for collection/emptying of refuse and recycling bins as shown on Drawing No. FD11 shall be provided in their entirety before the development is brought into use and shall be retained thereafter for no other purpose.

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

Condition: The use shall not commence until the area(s) within the site shown on drawing no. FD11 for the purposes of loading, unloading, manoeuvring and parking of vehicles and secure cycle storage have been provided and thereafter the area(s) shall be retained, maintained and used for no other purposes.

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

Condition: Before any building is constructed above ground floor slab level details of electric vehicle charging infrastructure 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: In accordance with Suffolk Guidance for Parking 2019.

Condition: Before the access is first used visibility splays shall be provided as shown on Drawing No. 1909015-02 Rev C with an X dimension of 4.5 metres and a Y dimension of 215 metres [tangential to the nearside edge of the carriageway] and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.

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

Notes:

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

The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification.

The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing. For further information please visit:

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

SCC Travel Plan Team comments:

Thank you for consulting me about the proposed commercial development at Land to the Rear of Ceva Logistics in Mendlesham. On reviewing the planning documents submitted, I have no comment to make, as a Travel Plan is unlikely to be effective due to the rural location of this development.

SCC PROW Team comments:

Comments from our Public Rights of Way team will be provided within a separate response.

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

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

Sent: 20 Dec 2021 10:57:13

To:

Cc:

Subject: FW: MSDC Planning Consultation Request - DC/21/06605

Attachments: ufm4_Standard_Consultation.pdf

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

Sent: 17 December 2021 16:37

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

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

Subject: RE: MSDC Planning Consultation Request - DC/21/06605

PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE

REF: DC/21/06605

Thank you for your consultation concerning the above application.

The proposed site does contain a public right of way (PROW): Wetheringsett-cum-Brockford Public Footpath 37. The Definitive Map for Wetheringsett-cum-Brockford can be seen at <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-rights-of-way/Wetheringsett-cum-Brockford.pdf> but a more detailed plot of public rights of way must be requested by the Applicant to accurately plot PROW on relevant plans. Please contact DefinitiveMaps@suffolk.gov.uk for more information. Note, there is a fee for this service.

We accept this proposal subject to the following:

- **The design and access statement acknowledges the presence of Wetheringsett-cum-Brockford Public Footpath 37 in 6.40 (pg. 18) and in Appendix C stating:**
 - **Public footpath No 37 that runs north-south along, and within, the eastern boundary of the existing CEVA site (See Appendix C). It appears that the footpath was never diverted despite the requirement to divert as part of the erection of the existing CEVA buildings and perimeter bund, which now lie across its path. Part of the designated line of the public footpath runs through the north-west corner of the site (under buildings). The site inspection carried out as part of the visual assessment found no evidence that the land immediately to the east of the eastern bund is actively being used as a substitute footpath. This application proposes a new route around the eastern side of the proposed buildings, as per the application (See proposed site plan FD11). A 3.5m wide corridor is proposed with a 1.5m wide footpath.**
- **To apply for permission for a PROW to be diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> PLEASE NOTE that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.**

Furthermore, we ask that the following is taken into account:

1. **PROW MUST remain open, unobstructed, and safe for the public to use at all times**, including throughout any construction period. If it is necessary to temporarily close or divert a PROW, the appropriate process must be followed as per point 4 below.
2. PROW are divided into the following classifications:
 - Public Footpath – only for use on foot or with a mobility vehicle
 - Public Bridleway – use as per a public footpath, and on horseback or by bicycle
 - Restricted Byway – use as per a bridleway, and by a ‘non-motorised vehicle’, e.g. a horse and carriage
 - Byway Open to All Traffic (BOAT) – can be used by all vehicles, in addition to people on foot, mobility vehicle, horseback and bicycle

All currently recorded PROW are shown on the Definitive Map and described in the Definitive Statement (together forming the legal record of all currently recorded PROW). There may be other PROW that exist which have not been registered on the Definitive Map. These paths are either historical paths that were not claimed under the National Parks and Access to the Countryside Act 1949 or since, or paths that have been created by years of public use. To check for any unrecorded rights or anomalies, please contact DefinitiveMaps@suffolk.gov.uk.

3. The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PROW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. Any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy. We do not keep records of private rights and suggest that a solicitor is contacted.
4. **The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW.** It **DOES NOT** give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:
 - To apply for permission to carry out work on a PROW, or seek a temporary closure – <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/> or telephone 0345 606 6071. **PLEASE NOTE** that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.
 - To apply for permission for structures such as gates to be constructed on a PROW – contact the relevant Area Rights of Way Team - contact the relevant Area Rights of Way Team <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.
5. **To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible** to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> **PLEASE NOTE** that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.
6. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.
7. Any hedges adjacent to PROW must be planted a minimum of 1.5 metres from the edge of the path in order to allow for annual growth. The landowner is responsible for the maintenance of the hedge and hedges must not obstruct the PROW. Some hedge types may need more space, and this should be taken into account by the applicant. In addition, any fencing should be positioned a minimum of 1.0 metre from the edge of the path in order to allow for cutting and maintenance of the path, and should not be allowed to obstruct the PROW.
8. **There may be a requirement to enhance the PROW network relating to this development. If this is the case, a separate response will contain any further information.**

In the experience of the County Council, early contact with the relevant PROW officer avoids problems later on, when they may be more time consuming and expensive for the applicant to address. More information about Public Rights of Way can be found at www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/.

Thank you for taking the time to consider this response.

Public Rights of Way Team
Growth, Highways and Infrastructure
Suffolk County Council
Phoenix House, 3 Goddard Road, Ipswich IP1 5NP
PROWplanning@suffolk.gov.uk

-----Original Message-----

From: planningblue@baberghmidsuffolk.gov.uk <planningblue@baberghmidsuffolk.gov.uk>

Sent: 14 December 2021 16:34

To: GHI PROW Planning <PROWplanning@suffolk.gov.uk>

Subject: MSDC Planning Consultation Request - DC/21/06605

Please find attached planning consultation request letter relating to planning application - DC/21/06605 - Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA

Kind Regards

Planning Support Team

Emails sent to and from this organisation will be monitored in accordance with the law to ensure compliance with policies and to minimize any security risks. The information contained in this email or any of its attachments may be privileged or confidential and is intended for the exclusive use of the addressee. Any unauthorised use may be unlawful. If you receive this email by mistake, please advise the sender immediately by using the reply facility in your email software. Opinions, conclusions and other information in this email that do not relate to the official business of Babergh District Council and/or Mid Suffolk District Council shall be understood as neither given nor endorsed by Babergh District Council and/or Mid Suffolk District Council.

Babergh District Council and Mid Suffolk District Council (BMSDC) will be Data Controllers of the information you are providing. As required by the Data Protection Act 2018 the information will be kept safe, secure, processed and only shared for those purposes or where it is allowed by law. In some circumstances however we may need to disclose your personal details to a third party so that they can provide a service you have requested, or fulfil a request for information. Any information about you that we pass to a third party will be held securely by that party, in accordance with the Data Protection Act 2018 and used only to provide the services or information you have requested.

For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.

From: BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

Sent: 28 Jul 2022 01:36:56

To:

Cc:

Subject: FW: 2022-07-28 JS Reply Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA Ref DC/21/06605

Attachments:

From: GHI Floods Planning <floods.planning@suffolk.gov.uk>

Sent: 28 July 2022 13:34

To: BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

Cc: Alex Scott <Alex.Scott@babberghmidsuffolk.gov.uk>

Subject: 2022-07-28 JS Reply Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA Ref DC/21/06605

Dear Alex Scott,

Subject: Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA Ref DC/21/06605 - FUL

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/21/06605

The following submitted documents have been reviewed and we recommend **approval** subject to conditions at this time

- Location Plan and Proposed Block Plan Ref FD10
- Proposed Site Plan Ref FD11
- Flood Risk Assessment and Surface Water Drainage Strategy Ref 6274_WYG_Mendlesham Rev 2
- Letter re Land Drainage dated 25/7/2022

We propose the following condition in relation to surface water drainage for this application.

1. The strategy for the disposal of surface water and the Flood Risk Assessment (FRA) (dated 26/10/2021, ref: 6274_WYG_Mendlesham Rev 2) shall be implemented as approved in writing by the local planning authority (LPA). The strategy shall thereafter be managed and maintained in accordance with the approved strategy.
2. Within 28 days of practical completion of the last dwelling or unit, surface water drainage verification report shall be submitted to the Local Planning Authority, detailing and verifying that the surface water drainage system has been inspected and has been built and functions in accordance with the approved designs and drawings. The report shall include details of all SuDS components and piped networks in an agreed form, for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure that the surface water drainage system has been built in accordance with the approved drawings and is fit to be put into operation and to ensure that the Sustainable Drainage System has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as required under s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-risk-asset-register/>

3. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the LPA. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP shall include:

Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:-

- i. Temporary drainage systems

- ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
- iii. Measures for managing any on or offsite flood risk associated with construction

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater
<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/guidance-on-development-and-flood-risk/construction-surface-water-management-plan/>

Informatives

- Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991
- Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017
- Any discharge of surface water to a watercourse that drains into an Internal Drainage Board district catchment is subject to payment of a surface water developer contribution
- Any works to lay new surface water drainage pipes underneath the public highway will need a licence under section 50 of the New Roads and Street Works Act
- Any works to a main river may require an environmental permit

Kind Regards

Jason Skilton
Flood & Water Engineer
Suffolk County Council
Growth, Highway & Infrastructure
Endeavour House, 8 Russell Rd, Ipswich , Suffolk IP1 2BX

-----Original Message-----

From: planningyellow@baberghmidsuffolk.gov.uk <planningyellow@baberghmidsuffolk.gov.uk>

Sent: 28 July 2022 11:55

To: GHI Floods Planning <floods.planning@suffolk.gov.uk>

Subject: MSDC Planning Re-consultation Request - DC/21/06605 - FUL

Please find attached planning re-consultation request letter relating to planning application - DC/21/06605 - Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA

Kind Regards

Planning Support Team

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Babergh District Council and Mid Suffolk District Council (BMSDC) will be Data Controllers of the information you are providing. As required by the Data Protection Act 2018 the information will be kept safe, secure, processed and only shared for those purposes or where it is allowed by law. In some circumstances however we may need to disclose your personal details to a third party so that they can provide a service you have requested, or fulfil a request for information. Any information about you that we pass to a third party will be held securely by that party, in accordance with the Data Protection Act 2018 and used only to provide the services or information you have requested.

For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.

From: BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

Sent: 15 Jun 2022 12:07:36

To:

Cc:

Subject: FW: 2022-06-15 JS Reply Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA Ref DC/21/06605 - FUL

Attachments:

-----Original Message----- From: GHI Floods Planning Sent: 15 June 2022 09:49 To: BMSDC Planning Area Team Yellow Cc: Alex Scott Subject: 2022-06-15 JS Reply Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA Ref DC/21/06605 - FUL Dear Alex Scott, Subject: Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA Ref DC/21/06605 - FUL See the LLFA previous consultation reply. Kind Regards Jason Skilton Flood & Water Engineer Suffolk County Council Growth, Highway & Infrastructure Endeavour House, 8 Russell Rd, Ipswich , Suffolk IP1 2BX

From: BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

Sent: 17 May 2022 02:45:02

To:

Cc:

Subject: FW: 2022-05-17 JS Reply Land To The Rear Of Ceva Logistics, Norwich Rd, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA Ref DC/21/06605 - FUL

Attachments:

From: GHI Floods Planning <floods.planning@suffolk.gov.uk>

Sent: 17 May 2022 13:26

To: BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

Cc: Alex Scott <Alex.Scott@babberghmidsuffolk.gov.uk>

Subject: 2022-05-17 JS Reply Land To The Rear Of Ceva Logistics, Norwich Rd, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA Ref DC/21/06605 - FUL

Dear Alex Scott,

Subject: Land To The Rear Of Ceva Logistics, Norwich Road, Wetheringsett Cum Brockford IP14 5NA Ref DC/21/06605

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/21/06605

The following submitted documents have been reviewed and we recommend maintain a **holding objection** at this time:

- Location Plan and Proposed Block Plan Ref FD10
- Proposed Site Plan Ref FD11
- Flood Risk Assessment and Surface Water Drainage Strategy Ref 6274_WYG_Mendlesham Rev 2

A holding objection is necessary because there is no certainty that the applicant has the right of has acquired the rights to discharge surface water into the watercourse in perpetuity.

The holding objection is a temporary position to allow reasonable time for the applicant and the LLFA to discuss what additional information is required to overcome the objection(s). This Holding Objection will remain the LLFA's formal position until the local planning authority (LPA) is advised to the contrary. If the LLFA position remains as a Holding Objection at the point the LPA wishes to determine the application, the LPA should treat the Holding Objection as a Formal Objection and recommendation for Refusal to the proposed development. The LPA should provide at least 2 weeks prior notice of the publication of the committee report so that the LLFA can review matters and provide suggested planning conditions, even if the LLFA position is a Formal Objection.

The points below detail the action required to overcome our current objection:-

1. Demonstrate that the applicant has the right or has acquire the right to discharge surface water into the watercourse in perpetuity

Kind Regards

Jason Skilton
Flood & Water Engineer
Suffolk County Council
Growth, Highway & Infrastructure
Endeavour House, 8 Russell Rd, Ipswich , Suffolk IP1 2BX

-----Original Message-----

From: planningyellow@babberghmidsuffolk.gov.uk <planningyellow@babberghmidsuffolk.gov.uk>

Sent: 10 May 2022 14:14

To: GHI Floods Planning <floods.planning@suffolk.gov.uk>

Subject: MSDC Planning Re-consultation Request - DC/21/06605 - FUL

Please find attached planning re-consultation request letter relating to planning application - DC/21/06605 - Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA

Kind Regards

Planning Support Team

Emails sent to and from this organisation will be monitored in accordance with the law to ensure compliance with policies and to minimize any security risks. The information contained in this email or any of its attachments may be privileged or confidential and is intended for the exclusive use of the addressee. Any unauthorised use may be unlawful. If you receive this email by mistake, please advise the sender immediately by using the reply facility in your email software. Opinions, conclusions and other information in this email that do not relate to the official business of Babergh District Council and/or Mid Suffolk District Council shall be understood as neither given nor endorsed by Babergh District Council and/or Mid Suffolk District Council.

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For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.

From: BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

Sent: 03 May 2022 09:07:42

To:

Cc:

Subject: FW: 2022-05-03 JS Reply Land To The Rear Of Ceva Logistics, Norwich Road, Wetheringsett Cum Brockford IP14 5NA Ref DC/21/06605 - FUL

Attachments:

From: GHI Floods Planning <floods.planning@suffolk.gov.uk>

Sent: 03 May 2022 08:17

To: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>

Cc: Alex Scott <Alex.Scott@babberghmidsuffolk.gov.uk>

Subject: 2022-05-03 JS Reply Land To The Rear Of Ceva Logistics, Norwich Road, Wetheringsett Cum Brockford IP14 5NA Ref DC/21/06605 - FUL

Dear Alex Scott,

Subject: Land To The Rear Of Ceva Logistics, Norwich Road, Wetheringsett Cum Brockford IP14 5NA Ref DC/21/06605

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/21/06605

The following submitted documents have been reviewed and we recommend maintain a **holding objection** at this time:

- Location Plan and Proposed Block Plan Ref FD10
- Proposed Site Plan Ref FD11
- Flood Risk Assessment and Surface Water Drainage Strategy Ref 6274_WYG_Mendlesham Rev 2

A holding objection is necessary because the submitted assessment of flood risk is not valid, as all flood risk types have not been evaluated. There is also no certainty that the applicant has the right of has acquired the rights to discharge surface water into the watercourse in perpetuity.

The holding objection is a temporary position to allow reasonable time for the applicant and the LLFA to discuss what additional information is required to overcome the objection(s). This Holding Objection will remain the LLFA's formal position until the local planning authority (LPA) is advised to the contrary. If the LLFA position remains as a Holding Objection at the point the LPA wishes to determine the application, the LPA should treat the Holding Objection as a Formal Objection and recommendation for Refusal to the proposed development. The LPA should provide at least 2 weeks prior notice of the publication of the committee report so that the LLFA can review matters and provide suggested planning conditions, even if the LLFA position is a Formal Objection.

The points below detail the action required to overcome our current objection:-

1. The FRA needs to evaluate all types of flood risk, river/sea, surface water, foul water, ground water & **reservoir**.
2. Demonstrate that the applicant has the right or has acquire the right to discharge surface water into the watercourse in perpetuity

Kind Regards

Jason Skilton

Flood & Water Engineer

Suffolk County Council

Growth, Highway & Infrastructure

Endeavour House, 8 Russell Rd, Ipswich , Suffolk IP1 2BX

-----Original Message-----

From: planningblue@babberghmidsuffolk.gov.uk <planningblue@babberghmidsuffolk.gov.uk>

Sent: 20 April 2022 10:52

To: GHI Floods Planning <floods.planning@suffolk.gov.uk>

Subject: MSDC Planning Re-consultation Request - DC/21/06605 - FUL

Please find attached planning re-consultation request letter relating to planning application - DC/21/06605 - Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA

Kind Regards

Planning Support Team

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For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.

From: Vanessa Pannell <Vanessa.Pannell@baberghmidsuffolk.gov.uk>
Sent: 14 Dec 2021 02:47:47
To:
Cc:
Subject: FW: 2021-12-14 JS reply Land To The Rear Of Ceva Logistics, Norwich Road, Wetheringsett Cum Brockford IP14 5NA Ref DC/21/06605
Attachments:

From: GHI Floods Planning <floods.planning@suffolk.gov.uk>
Sent: 14 December 2021 11:25
To: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>
Cc: Alex Scott <Alex.Scott@baberghmidsuffolk.gov.uk>
Subject: 2021-12-14 JS reply Land To The Rear Of Ceva Logistics, Norwich Road, Wetheringsett Cum Brockford IP14 5NA Ref DC/21/06605

Dear Alex Scott,

Subject: Land To The Rear Of Ceva Logistics, Norwich Road, Wetheringsett Cum Brockford IP14 5NA Ref DC/21/06605

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/21/06605

The following submitted documents have been reviewed and we recommend a **holding objection** at this time:

- Location Plan and Proposed Block Plan Ref FD10
- Proposed Site Plan Ref FD11
- Surface Water Drainage Strategy Ref 4887_FRA_SWDS
- Surface Water Drainage Strategy Ref 6274_WYG_Mendlesham

A holding objection is necessary because the submitted assessment of flood risk is not valid and there are few documents omitted from the surface water drainage strategy that need to be provided.

The holding objection is a temporary position to allow reasonable time for the applicant and the LLFA to discuss what additional information is required to overcome the objection(s). This Holding Objection will remain the LLFA’s formal position until the local planning authority (LPA) is advised to the contrary. If the LLFA position remains as a Holding Objection at the point the LPA wishes to determine the application, the LPA should treat the Holding Objection as a Formal Objection and recommendation for Refusal to the proposed development. The LPA should provide at least 2 weeks prior notice of the publication of the committee report so that the LLFA can review matters and provide suggested planning conditions, even if the LLFA position is a Formal Objection.

The points below detail the action required to overcome our current objection:-

1. Submit one flood risk assessment and one surface water drainage strategy (two documents have been submitted, one date 2019 & one 2021).
2. The FRA needs to evaluate all types of flood risk, river/sea, surface water, foul water, ground water & reservoir.
3. Submit a surface water drainage strategy utilising above ground open SuDS for collection, conveyance, storage and discharge incorporating the four SuDS pillars (quantity, quality, amenity and biodiversity) unless there is clear evidence that this is not appropriate.
4. The proposed strategy does not meet the Ciria Pollution indices, additional treatment stages are required.
5. Demonstrate that the government guidance for business and pollution has been met with the surface water drainage strategy.
 - a. [Pollution prevention for businesses - GOV.UK \(www.gov.uk\)](http://www.gov.uk)
6. Cross sections of SuDS features are required to be submitted, depicting side slopes, 1.5m width wet/dry benches every 0.6m depth of water, freeboard 300-500mm, 3m width maintenance strip and water depths 1:2, 1:30 and 1:100+CC. Depths shall ideally not exceed 1.2m.
7. Ensure the following documents have been submitted

Document Submitted	Document Description	Full
--------------------	----------------------	------

Flood Risk Assessment (FZ3 or Site >1Ha)	Evaluation of flood risk (fluvial, pluvial & groundwater) to the site – will guide layout and location of open spaces. (SCC may require modelling of ordinary watercourse if EA Flood Maps not available)	✓
Drainage Strategy/Statement (less detail required for Outline)	Document that explains how the site is to be drained using SuDS principles. Shall include information on:- <ul style="list-style-type: none"> • Existing drainage (inc adjacent roads) • Impermeable Area (Pre and Post Development) • Proposed SuDS • Hydraulic Calculations (see below) • Treatment Design (i.e. interception, pollution indices) • Adoption/Maintenance Details • Exceedance Paths 	✓
Contour Plan	Assessment of topography/flow paths/blue corridors	✓
Impermeable Areas Plan	Plan to illustrate new impervious surfaces	✓
Evidence of any third party agreements to discharge to their system (i.e. Anglian Water agreement or adjacent landowner)	Evidence of any permissions or permits being obtained.	✓
Detailed Development Layout and SuDS Provision Plan (including landscaping details)	Dimensioned plans showing the detailed development layout including SuDS components, open spaces and exceedance corridors.	✓
Full SI Report	Detailed assessment of ground conditions – leading on from initial testing <ul style="list-style-type: none"> • Widespread coverage of trial pits to BRE 365 • Contamination/Pollution check • Groundwater Monitoring 	✓
Detailed Drainage Scheme Plan	Dimensioned plan showing main aspects of the drainage infrastructure. Plans should ref:- <ul style="list-style-type: none"> • SuDS details (size/volume) • Pipe Numbers/Sizes/Levels • Outfall & Permitted Discharge (if applicable) 	✓
Detailed SuDS Drawings (Open SuDS)	Dimensioned plans of proposed SuDS components i.e. scaled cross sections/long sections	✓
Full hydraulic calculations (MicroDrainage “Network” output)	At this stage, SCC require simulations of the drainage network inc SuDS components. MicroDrainage Network should be submitted for 1,30 and 100yr+CC storms. (Source Control files are useful but not enough on their own)	✓
Discharge Agreements	Evidence of any permissions or permits being obtained.	✓
Health and Safety Risk Assessment	Where deep open SuDS (water level >0.5m) are proposed a H&S file will be required.	✓

Note further details maybe required

Kind Regards

Jason Skilton
Flood & Water Engineer
Suffolk County Council
Growth, Highway & Infrastructure
Endeavour House, 8 Russell Rd, Ipswich , Suffolk IP1 2BX
****Note I am remote working for the time being****

Mid Suffolk District Council
Planning Department
Endeavour House
Russell Road
Ipswich
IP1 2BX

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref:
Our Ref: FS/F221090
Enquiries to: Water Officer
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 15/12/2021

Dear Sir

LAND REAR OF CEVA LOGISTICS, NORWICH RD, MENDLESHAM, IP14 5ND
Planning Application No: DC/21/06605/FUL
A CONDITION IS REQUIRED FOR FIRE HYDRANTS
(see our required conditions)

I refer to the above application.

The plans have been inspected by the Water Officer who has the following comments to make.

Access and Fire Fighting Facilities

Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations Approved Document B, (Fire Safety), 2019 Edition, Volume 1 - Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of buildings other than dwelling houses. These requirements may be satisfied with other equivalent standards relating to access for fire fighting, in which case those standards should be quoted in correspondence.

Suffolk Fire and Rescue Service also requires a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Approved Document B, 2019 Edition.

Water Supplies

Suffolk Fire and Rescue Service recommends that fire hydrants be installed within this development on a suitable route for laying hose, i.e. avoiding obstructions. However, it is not possible, at this time, to determine the number of fire hydrants required for fire fighting purposes. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies.

/continued

OFFICIAL

Suffolk Fire and Rescue Service recommends that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system. (Please see sprinkler information enclosed with this letter).

Consultation should be made with the Water Authorities to determine flow rates in all cases.

Sprinklers Advised

Suffolk Fire and Rescue Service recommends that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system. (Please see sprinkler information enclosed with this letter).

Consultation should be made with the Water Authorities to determine flow rates in all cases.

Should you need any further advice or information on access and fire fighting facilities, you are advised to contact your local Building Control or appointed Approved Inspector in the first instance. For further advice and information regarding water supplies, please contact the Water Officer at the above headquarters.

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Enc: Hydrant requirement letter

Copy: andy.wells@tetrattech.com

Enc: Sprinkler information

Mid Suffolk District Council
Planning Department
Endeavour House
Russell Road
Ipswich
IP1 2BX

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref:
Our Ref: ENG/AK
Enquiries to: Water Officer
Direct Line: 01473 260486
E-mail: Angela.Kempen@suffolk.gov.uk
Web Address: www.suffolk.gov.uk

Date: 15 December 2021

Planning Ref: DC/21/06605/FUL

Dear Sirs

**RE: PROVISION OF WATER FOR FIRE FIGHTING
ADDRESS:
DESCRIPTION:
HYDRANTS REQUIRED**

If the Planning Authority is minded to grant approval, the Fire Authority require adequate provision is made for fire hydrants, by the imposition of a suitable planning condition at the planning application stage.

If the Fire Authority is not consulted at the planning stage, or consulted and the conditions not applied, the Fire Authority will require that fire hydrants be installed retrospectively by the developer if the Planning Authority has not submitted a reason for the non-implementation of the required condition in the first instance.

The planning condition will carry a life term for the said development and the initiating agent/developer applying for planning approval and must be transferred to new ownership through land transfer or sale should this take place.

Fire hydrant provision will be agreed upon when the water authorities submit water plans to the Water Officer for Suffolk Fire and Rescue Service.

Where a planning condition has been imposed, the provision of fire hydrants will be fully funded by the developer and invoiced accordingly by Suffolk County Council.

Until Suffolk Fire and Rescue Service receive confirmation from the water authority that the installation of the fire hydrant has taken place, the planning condition will not be discharged.

Continued/

OFFICIAL

Should you require any further information or assistance I will be pleased to help.

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Created: September 2015

Enquiries to: Fire Business Support Team

Tel: 01473 260588

Email: Fire.BusinessSupport@suffolk.gov.uk



Dear Sir/Madam

Suffolk Fire and Rescue Service – Automatic Fire Sprinklers in your Building Development

We understand from local Council planning you are considering undertaking building work.

The purpose of this letter is to encourage you to consider the benefits of installing automatic fire sprinklers in your house or commercial premises.

In the event of a fire in your premises an automatic fire sprinkler system is proven to save lives, help you to recover from the effects of a fire sooner and help get businesses back on their feet faster.

Many different features can be included within building design to enhance safety and security and promote business continuity. Too often consideration to incorporate such features is too late to for them to be easily incorporated into building work.

Dispelling the Myths of Automatic Fire Sprinklers

- Automatic fire sprinklers are relatively inexpensive to install, accounting for approximately 1-3% of the cost of a new build.
- Fire sprinkler heads will only operate in the vicinity of a fire, they do not all operate at once.
- An automatic fire sprinkler head discharges between 40-60 litres of water per minute and will cause considerably less water damage than would be necessary for Firefighters tackling a fully developed fire.
- Statistics show that the likelihood of automatic fire sprinklers activating accidentally is negligible – they operate differently to smoke alarms.

Promoting the Benefits of Automatic Fire Sprinklers

- They detect a fire in its incipient stage – this will potentially save lives in your premises.
- Sprinklers will control if not extinguish a fire reducing building damage.
- Automatic sprinklers protect the environment; reducing water damage and airborne pollution from smoke and toxic fumes.
- They potentially allow design freedoms in building plans, such as increased compartment size and travel distances.
- They may reduce insurance premiums.
- Automatic fire sprinklers enhance Firefighter safety.

OFFICIAL

- Domestic sprinkler heads are recessed into ceilings and pipe work concealed so you won't even know they're there.
- They support business continuity – insurers report 80% of businesses experiencing a fire will not recover.
- Properly installed and maintained automatic fire sprinklers can provide the safest of environments for you, your family or your employees.
- A desirable safety feature, they may enhance the value of your property and provide an additional sales feature.

The Next Step

Suffolk Fire and Rescue Service is working to make Suffolk a safer place to live. Part of this ambition is as champion for the increased installation of automatic fire sprinklers in commercial and domestic premises.

Any information you require to assist you to decide can be found on the following web pages:

Suffolk Fire and Rescue Service

<http://www.suffolk.gov.uk/emergency-and-rescue/>

Residential Sprinkler Association

<http://www.firesprinklers.info/>

British Automatic Fire Sprinkler Association

<http://www.bafsa.org.uk/>

Fire Protection Association

<http://www.thefpa.co.uk/>

Business Sprinkler Alliance

<http://www.business-sprinkler-alliance.org/>

I hope adopting automatic fire sprinklers in your build can help our aim of making 'Suffolk a safer place to live'.

Yours faithfully

Chief Fire Officer

Suffolk Fire and Rescue Service

From: Vanessa Pannell <Vanessa.Pannell@baberghmidsuffolk.gov.uk>
Sent: 13 Dec 2021 12:19:42
To:
Cc:
Subject: FW: MSDC Planning Consultation Request - DC/21/06605
Attachments:

-----Original Message----- From: Planning Contributions Mailbox Sent: 10 December 2021 16:18 To: BMSDC Planning Area Team Blue Subject: RE: MSDC Planning Consultation Request - DC/21/06605 Good afternoon, There will be no response from Neil McManus as below threshold. Other SCC services may have their own responses directly to you if they were consulted separately. Regards Adrian Adrian Buxton Planning Obligations Support Officer Growth, Highways and Infrastructure Directorate Planning Section Suffolk County Council B1 F5 D108 Endeavour House 8 Russell Road Ipswich IP1 2BX 01473 264178

From: Chris Ward <Chris.Ward@suffolk.gov.uk>
Sent: 13 December 2021 16:01
To: Alex Scott <Alex.Scott@baberghmidsuffolk.gov.uk>
Cc: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>; Ben Chester <Ben.Chester@suffolk.gov.uk>
Subject: RE: MSDC Planning Consultation Request - DC/21/06605

Dear Alex,

Thank you for consulting me about the proposed commercial development at Land to the Rear of Ceva Logistics in Mendlesham. On reviewing the planning documents submitted, I have no comment to make, as a Travel Plan is unlikely to be effective due to the rural location of this development.

Kind regards

Chris Ward

Active Travel Officer

Transport Strategy

Strategic Development - Growth, Highways and Infrastructure

Suffolk County Council

Endeavour House, 8 Russell Road, Ipswich, IP1 2BX

web : <https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/>

-----Original Message-----

From: planningblue@baberghmidsuffolk.gov.uk <planningblue@baberghmidsuffolk.gov.uk>
Sent: 10 December 2021 15:39
To: Chris Ward
Subject: MSDC Planning Consultation Request - DC/21/06605

Please find attached planning consultation request letter relating to planning application - DC/21/06605 - Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA

Kind Regards

Planning Support Team

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they can provide a service you have requested, or fulfil a request for information. Any information about you that we pass to a third party will be held securely by that party, in accordance with the Data Protection Act 2018 and used only to provide the services or information you have requested. For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.

Consultee Comments for Planning Application DC/21/06605

Application Summary

Application Number: DC/21/06605

Address: Land To The Rear Of Ceva Logistics Norwich Road Mendlesham (In The Parish Of Wetheringsett Cum Brockford) IP14 5NA

Proposal: Planning Application - Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping

Case Officer: Alex Scott

Consultee Details

Name: Mr Thomas Pinner

Address: BMSDC, Endeavour House, Ipswich IP1 2BX

Email: Not Available

On Behalf Of: Heritage Team

Comments

Dear Alex,

DC/21/06605

11/01/2022

Under the Outline Planning Application 3519/13 for the erection of three B8 storage units on the site, the Heritage Officer found a negligible impact upon the setting of surrounding listed buildings, which included Read Hall (Grade II*) Moat House, Hoods, Mickfield Hall, Bloomfields, Park Hall Farmhouse and Town Farmhouse (all Grade II). The buildings now proposed would be somewhat taller than the indicative elevation shown at Outline Stage from 9m to 12m at the ridge approx. so their impact upon the setting of the various nearby listed buildings may be somewhat greater. The new buildings would likely not be particularly sympathetic additions where they may intrude into their settings, but I consider that the level of harm is still unlikely to be above a very low level of less than substantial, given the relative distances involved and scale of the buildings.

The harm could be mitigated to some extent subject to the external facing materials. In this regard, I would request some further detail on the proposed external cladding materials to confirm how they would appear for example, would they appear matt or have a shine to them, would they be coloured or left bare.

The harm could also be mitigated to some extent through vegetation screening on the north east and south east boundaries of the site. In this regard, I note that the Proposed Site Plan FD11 appears to show more tree planting on these boundaries than the plans provided at the end of the

Landscape Management Plan. I would request that the LPA seeks to ensure as much vegetation screening on these boundaries as feasible, and ensure the ongoing management of this screening as far as possible.

If the LPA are minded to approve this application, then I would request the following conditions:

- Manufacturers details of proposed external cladding materials, including finishes.
- Securing of planting scheme shown in proposed Site Plan, or as otherwise achievable, and suitable restrictions to ensure ongoing maintenance of screening, as appropriate.

Kind Regards,

Thomas Pinner BA(Hons), MA, MA
Heritage and Design Officer
Babergh and Mid Suffolk District Councils
M 07850 883264
T 01449 724819
E thomas.pinner@baberghmidsuffolk.gov.uk
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For our latest Coronavirus response please visit click the following link-
<https://www.midsuffolk.gov.uk/features/our-covid-19-response/>



09 August 2022

Alex Scott
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich IP1 2BX

By email only

Thank you for requesting advice on this application from Place Services' ecological advice service. This service provides advice to planning officers to inform Mid Suffolk District Council planning decisions with regard to potential ecological impacts from development. Any additional information, queries or comments on this advice that the applicant or other interested parties may have, must be directed to the Planning Officer who will seek further advice from us where appropriate and necessary.

Application: DC/21/06605
Location: Land To The Rear Of Ceva Logistics Norwich Road Mendlesham (In The Parish Of Wetheringsett Cum Brockford) IP14 5NA
Proposal: Planning Application - Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping

Dear Alex,

Thank you for re-consulting Place Services on the above application.

No objection subject to securing ecological mitigation and enhancement measures

Summary

We have assessed the Ecological Appraisal (WYG Ltd, January 2020), the Protected Species Survey Report (Huckle Ecology Ltd, July 2020), the Invertebrate Survey (Adrian Knowles, September 2020), the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, May 2022), submitted by the applicant, relating to the likely impacts of development on Designated Sites, Protected Species and Priority Species / Habitats.

Furthermore, we have reviewed the Landscape Strategy - LA.01 (Tera Tech Ltd, May 2022) and Landscape Management Plan (Tera Tech Ltd, May 2022), relating to the proposed landscape creation and aftercare measures for this development.

It is indicated that Place Services previously had a holding objection due to insufficient information on Priority Habitat, as the proposals would like result in a net loss of Open Mosaic Habitat on Previously Developed Land (OMHPDL) Priority habitat. As a result, Tera Tech Ltd completed a site assessment in April 2022, to address Place Services concerns regarding the impacts upon the Priority habitat. However, this site assessment determined that the OMHPDL had been cleared by a tenant farmer,



without instruction by the applicant. However, given that OMHPDL requires high levels of disturbance and open ground, it is agreed that this unscheduled clearance may possibly aid the creation of high quality OMHPDL Priority habitat in the long term.

Consequently, given that the baseline habitat conditions have significantly changed since the initial assessment, Place Services agreed that an alternative approach should be adopted to demonstrate sufficient compensation and enhancement of the OMHPDL, without the provision of any Defra Biodiversity Metric. This primarily included the creation of further OMHPDL along a strip of land between unit 2 and the external storage area, as well as the enhancement of the OMHPDL along a strip of land along the western boundary of the main site. As a result, with consideration of the proposed creation and aftercare measures of the OMHPDL within the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, May 2022) and the Landscape Management Plan (Tera Tech Ltd, May 2022), we are satisfied that appropriate measures have now been demonstrated to conserve and enhance this Priority Habitat. This will allow the LPA to demonstrate compliance under s.40 of the NERC Act 2006 for this development.

Consequently, we are now satisfied that sufficient ecological information is available for determination of this application.

This provides certainty for the LPA of the likely impacts on designated sites, Protected and Priority species/habitats and, with appropriate mitigation measures secured, the development can be made acceptable.

Therefore, the mitigation measures identified in the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, May 2022) should be secured and implemented in full, as a result is necessary to conserve and enhance Protected and Priority Species / Habitats.

It is highlighted that we note that the reptile survey conducted by Huckle Ecology Ltd did not cover the western OMHPDL, but given that the site has been cleared, we do not consider it reasonable to request further information. Nevertheless, the precautionary measures for reptiles outlined within the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, May 2022) must also be applied for any vegetation clearance or soil stripping within this area.

Furthermore, a Wildlife Sensitive Lighting Strategy should be secured by condition for this application. Therefore, technical specification should be submitted prior to use, which demonstrates measures to avoid lighting impacts to foraging / commuting bats. This should summarise the following measures will be implemented:

- Light levels should be as low as possible as required to fulfil the lighting need and away from environmentally sensitive areas.
- Warm White lights should ideally be used at <3000k. This is necessary as lighting which emit an ultraviolet component or that have a blue spectral content have a high attraction effect on insects. This may lead in a reduction in prey availability for some light sensitive bat species.
- The provision of motion sensors or timers to avoid the amount of 'lit-time' of the proposed lighting.



- Lights should be designed to prevent horizontal spill e.g. cowls, hoods, reflector skirts or shields.

Furthermore, we also support the enhancements proposed within the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, May 2022) and the Landscape Management Plan (Tera Tech Ltd, May 2022), as well as the updated Landscape Strategy. Particularly, the species-rich grassland creation, the pond creation and the targeted measures for invertebrates. The Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, May 2022) also includes appropriate technical details and locations for the proposed bird boxes, bat boxes and log piles. Therefore, no further information is required for these bespoke enhancement measures. In addition, we also support the aftercare measures of the soft landscaping measures, as well as the bespoke enhancements. As a result, following the changes to the submitted plans and documents, we are confident that a measurable biodiversity net gain will now be delivered for this application, as outlined under paragraph 174d and 180d of the NPPF.

This will enable LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006.

Impacts will be minimised such that the proposal is acceptable subject to the conditions below based on BS42020:2013.

Submission for approval and implementation of the details below should be a condition of any planning consent.

Recommended Condition

1. ACTION REQUIRED IN ACCORDANCE WITH ECOLOGICAL APPRAISAL RECOMMENDATIONS

“All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, May 2022), as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

2. PRIOR TO ANY WORKS ABOVE SLAB LEVEL: WILDLIFE SENSITIVE LIGHTING DESIGN SCHEME

“A lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans, Isolux drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.



All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority."

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

Please contact us with any queries.

Yours sincerely

Hamish Jackson ACIEEM BSc (Hons)

Ecological Consultant

placeservicesecology@essex.gov.uk

Place Services provide ecological advice on behalf of Mid Suffolk District Council

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.



09 February 2022

Alex Scott
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich IP1 2BX

By email only

Thank you for requesting advice on this application from Place Services' ecological advice service. This service provides advice to planning officers to inform Mid Suffolk District Council planning decisions with regard to potential ecological impacts from development. Any additional information, queries or comments on this advice that the applicant or other interested parties may have, must be directed to the Planning Officer who will seek further advice from us where appropriate and necessary.

Application: DC/21/06605
Location: Land To The Rear Of Ceva Logistics Norwich Road Mendlesham (In The Parish Of Wetheringsett Cum Brockford) IP14 5NA
Proposal: Planning Application - Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping

Dear Alex,

Thank you for consulting Place Services on the above application.

Holding objection due to insufficient ecological information on Open Mosaic Habitat on Previously Developed Land Priority Habitat

Summary

We have assessed the Ecological Appraisal (WYG Ltd, January 2020), the Protected Species Survey Report (Huckle Ecology Ltd, July 2020), the Invertebrate Survey (September 2020), submitted by the applicant, relating to the likely impacts of development on Designated Sites, Protected Species and Priority Species / Habitats.

Furthermore, we have reviewed the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, September 2021) and the Landscape Management Plan (Tera Tech Ltd, November 2021), relating to the proposed landscape creation and aftercare measures for this development.

We are not satisfied that there is sufficient ecological information available for determination, as we are not satisfied that sufficient ecological information has been provided to not demonstrate a net loss of Open Mosaic Habitat on Previously Developed Land Priority Habitat (OMHPDL).



As a result, we recommend that the application is supported by the use of the Defra Biodiversity Metric 3.0 (or any successor), which should clearly demonstrate that the loss of a small section of OMHPDL can be offset via the enhancement of the remainder of the habitat to the north of the site. If it is determined that proposals will result in a net loss of the Priority Habitat, it is highlighted that further off-site habitat creation should be delivered to ensure appropriate compensation for the OMHPDL.

However, it is highlighted that we do generally support the proposed enhancement measures and management measures within the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, September 2021) in principle. In particular, we are pleased to see the inclusion of targeted enhancements for invertebrates, in line with the recommendations contained within the Invertebrate Survey (September 2020).

Furthermore, we note that the landscape strategy within the Landscape Management Plan (Tera Tech Ltd, November 2021) indicates that the entire Open Mosaic Habitat will be seeded with a Species-rich grassland mix. Therefore, it is recommended that the management plan is amended to reflect the recommendations of the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, September 2021). Alternatively, this area could be highlighted within the landscape strategy, so that it is clear that the implementation and aftercare measures should only follow the Biodiversity Method Statement and Enhancement Strategy (Tera Tech Ltd, September 2021). This is necessary for the purposes of clarity and ensure that the Priority habitat is managed and enhanced appropriately.

Therefore, this further information is required to provide the LPA with certainty of impacts on protected Habitats and enable it to demonstrate compliance with its biodiversity duty under s.40 NERC Act 2006.

We look forward to working with the LPA and the applicant to receive the additional information required to overcome our holding objection.

Please contact us with any queries.

Yours sincerely

Hamish Jackson ACIEEM BSc (Hons)

Ecological Consultant

placeservicesecology@essex.gov.uk

Place Services provide ecological advice on behalf of Mid Suffolk District Council

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.



Planning Services
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich
IP1 2BX

04/07/2022

For the attention of: Alex Scott

Ref: DC/21/06605; Land to the Rear of Ceva Logistics, Norwich Road, Mendlesham (in the Parish of Wetheringsett Cum Brockford) IP14 5NA

Thank you for consulting us on the planning application for erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping.

This application follows the outline application DC/19/05478 which was granted permission subject to conditions. The landscape conditions below are relevant to this landscape review:

17. ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT: LANDSCAPING SCHEME

The Landscaping reserved matters shall include details of the landscape belt, which shall be at minimum depths as shown on Drawing No 1318/PL03 Rev F received 26th November 2019 and which shall include any proposed changes in ground levels. This belt shall be submitted to the Local Planning Authority and carried out and maintained in accordance with Condition 18 and 19.

Reason - In the interests of visual amenity and the character and appearance of the area.

19. ACTION REQUIRED PRIOR TO FIRST USE: LANDSCAPE MANAGEMENT PLAN

Concurrently with the submission of Landscaping reserved matters, a landscape management plan, including long term design objectives for the 20 year planting period, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved, in writing, by the Local Planning Authority. The landscape management plan shall be carried out entirely as approved in accordance with the details and time scales in the plan.

Reason - To ensure the proper management and maintenance of the approved landscaping in the interests of amenity and the character and appearance of the area.

We have reviewed the following documents:

- B023642 – Revised Landscape Management Plan
- FD11 - Proposed Site Plan
- Planning, Design and Access Statement (November 2021)

The revised Landscape Management Plan is sufficient to support the discharge of Condition 19 in relation to the proposed landscape scheme.

Detail planting plans have been submitted under Appendix E – Detailed Planting Plan as part of the Landscape Management Plan. We are generally satisfied with the proposed landscape strategy and

species. We would however encourage that the landscaping scheme includes oak trees as hedgerow tree where possible along the new boundary planting in order to reflect some of the key characteristics of the Plateau Claylands landscape character type - *substantial hedges of hawthorn blackthorn and elm with oak and ash predominant hedgerow tree.*

Condition 17 requires that the landscaping scheme should include the proposed changes in ground levels. The proposal includes a detention basin and some earth mounding but there is no information on contours or levels; this should be included in the drawings. In general, we would recommend 1:4 slopes for a more gentle and naturalistic profile.

Please contact us with any queries.

Yours sincerely,

Almudena Quiralte BA (Hons) Dip LA CMLI
Landscape Architect Consultant

Place Services provide landscape advice on behalf of Babergh and Mid Suffolk District Councils.

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.

From: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Sent: 04 Jan 2022 10:41:58

To:

Cc:

Subject: FW: (301373) DC/21/06605. Land Contamination

Attachments:

From: Nathan Pittam <Nathan.Pittam@baberghmidsuffolk.gov.uk>

Sent: 04 January 2022 10:10

To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Cc: Alex Scott <Alex.Scott@baberghmidsuffolk.gov.uk>

Subject: (301373) DC/21/06605. Land Contamination

EP Reference : 301373

DC/21/06605. Land Contamination

**Land rear of Ceva Logistics, Norwich Road, Wetheringsett cum Brockford, STOWMARKET, Suffolk.
Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping.**

Having reviewed the application I can confirm that I have no objection to the proposed development from the perspective of land contamination. I would only request that the LPA are contacted in the event of unexpected ground conditions being encountered during construction and that the below minimum precautions are undertaken until such time as the LPA responds to the notification. I would also advise that the developer is made aware that the responsibility for the safe development of the site lies with them.

Please could the applicant be made aware that we have updated our Land Contamination Questionnaire and advise them that the updated template is available to download from our website at <https://www.babergh.gov.uk/environment/contaminated-land/land-contamination-and-the-planning-system/>.

For the purposes of clarity these comments **only** relate to matters of Land Contamination.

Regards

Nathan

Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer

Babergh and Mid Suffolk District Councils – Working Together

Email: Nathan.pittam@baberghmidsuffolk.gov.uk

Work: 01449 724715

websites: www.babergh.gov.uk www.midsuffolk.gov.uk

I am working flexibly - so whilst it suits me to email now, I do not expect a response or action outside of your own working hours

Minimum requirements for dealing with unexpected ground conditions being encountered during construction.

- 1. All site works at the position of the suspected contamination will stop and the Local Planning Authority and Environmental Health Department will be notified as a matter of urgency.*
- 2. A suitably trained geo-environmental engineer should assess the visual and olfactory observations of the ground and the extent of contamination and the Client and the Local Authority should be informed of the discovery.*

3. *The suspected contaminated material will be investigated and tested appropriately in accordance with assessed risks. The investigation works will be carried out in the presence of a suitably qualified geo-environmental engineer. The investigation works will involve the collection of solid samples for testing and, using visual and olfactory observations of the ground, delineate the area over which contaminated materials are present.*
4. *The unexpected contaminated material will either be left in situ or be stockpiled (except if suspected to be asbestos) whilst testing is carried out and suitable assessments completed to determine whether the material can be re-used on site or requires disposal as appropriate.*
5. *The testing suite will be determined by the independent geo-environmental specialist based on visual and olfactory observations.*
6. *Test results will be compared against current assessment criteria suitable for the future use of the area of the site affected.*
7. *Where the material is left in situ awaiting results, it will either be reburied or covered with plastic sheeting.*
8. *Where the potentially contaminated material is to be temporarily stockpiled, it will be placed either on a prepared surface of clay, or on 2000-gauge Visqueen sheeting (or other impermeable surface) and covered to prevent dust and odour emissions.*
9. *Any areas where unexpected visual or olfactory ground contamination is identified will be surveyed and testing results incorporated into a Verification Report.*
10. *A photographic record will be made of relevant observations.*
11. *The results of the investigation and testing of any suspect unexpected contamination will be used to determine the relevant actions. After consultation with the Local Authority, materials should either be: • re-used in areas where test results indicate that it meets compliance targets so it can be re-used without treatment; or • treatment of material on site to meet compliance targets so it can be re-used; or • removal from site to a suitably licensed landfill or permitted treatment facility.*
12. *A Verification Report will be produced for the work.*

From: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Sent: 23 Dec 2021 09:18:13

To:

Cc:

Subject: FW: DC/21/06605 - Air Quality

Attachments:

From: Jennifer Lockington <Jennifer.Lockington@baberghmidsuffolk.gov.uk>

Sent: 22 December 2021 14:23

To: Alex Scott <Alex.Scott@baberghmidsuffolk.gov.uk>; BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Cc: BMSDC Planning Mailbox <planning@baberghmidsuffolk.gov.uk>

Subject: DC/21/06605 - Air Quality

Dear Alex

YOUR REF: 21/06605

OUR REF: 301374

SUBJECT: Planning Application. Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping
Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA

Please find below my comments regarding air quality matters only.

Thank you for your consultation on the above application.

I have referred to the Environmental Protection UK (EPUK) Guidance, 2017 – Land Use Planning and Development Control: Planning for Air Quality, in assessing this application with regard to air quality.
The data in the Transport Assessment shows that the development would not meet the criteria in the EPUK Guidance for requiring an air quality assessment.

I have no objections with regard to air quality.

Regards

Jennifer Lockington (Mrs)

Senior Environmental Management Officer

Babergh & Mid Suffolk District Councils - Working Together

tel: 01449 724706

www.babergh.gov.uk www.midsuffolk.gov.uk

Please note - I work Tuesdays and Wednesdays

From: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>

Sent: 10 Jan 2022 10:16:14

To:

Cc:

Subject: FW: PLANNING APPLICATION DC/21/06605 land adj Ceva Logistics, Wetheringsett Cum Brockford

Attachments:

From: Susan Lennard <Susan.Lennard@babberghmidsuffolk.gov.uk>

Sent: 10 January 2022 10:05

To: Alex Scott <Alex.Scott@babberghmidsuffolk.gov.uk>

Cc: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>; Susan Lennard

<Susan.Lennard@babberghmidsuffolk.gov.uk>

Subject: PLANNING APPLICATION DC/21/06605 land adj Ceva Logistics, Wetheringsett Cum Brockford

PLANNING APPLICATION: DC/21/06605

OUR REFERENCE: 301372

PROPOSAL: Erection of 3No warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping.

LOCATION: Land adj to Ceva Logistics, Norwich Road, Wetheringsett Cum Brockford, Stowmarket.

CONSULTEE COMMENTS IN RESPECT OF: Noise, Odours, Light, Smoke.

Dear Sirs,

I write with regard to the above planning consultation. Having reviewed the planning documentation I would offer the following observations;

- Outline planning consent was granted in respect of application DC/19/05478 in August 2020.
- This application provides the details further to this outline application for the site.
- The application site is located adjacent to a number of existing industrial warehouses and units and the Mendlesham airfield.

Having reviewed the application documentation, I would recommend the following;

CONDITION

CONSTRUCTION MANAGEMENT PLAN

No development shall commence until a construction management plan has been submitted to and approved in writing by the Local Planning Authority. The construction management plan shall include details of:

Operating hours (to include hours for delivery) as specified below.

Details of the scheduled timing/phasing of the development for the overall construction period

Means of access, traffic routes, vehicle parking and manoeuvring areas (site operatives and visitors)

protection measures for footpaths surrounding the site

Loading and unloading of plant and materials

Wheel washing facilities

Lighting

Location and nature of compounds, potrtaloos and storage areas (including maximum storage heights) and factors to prevent wind-whipping of loose materials

Waste storage and removal

Temporary buildings and boundary treatments

Dust management measures

Method of any demotion to take place, including the recycling and disposal of materials arising from demolition.

Noise and vibration management (to include arrangements for monitoring, and specific method statements for piling) and;

Litter and waste management during the construction phases of the development. Thereafter, the approved construction plan shall be fully implemented and adhered to during the construction phases of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority.

Note: the Construction Management Plan shall cover both demotion and construction phases of the above development. The applicant should have regard to BS 5228:2009 Code of Practice of Noise and Vibration Control on Construction and Open Sites in the CMP.

CONDITION

CONSTRUCTION HOURS

The construction hours shall be limited to between the hours of 08.00 and 18.00hrs Mondays to Fridays and between the hours of 09.00 and 13.00hrs on Saturday. There shall be no working and/or use operated on Sundays and Bank Holidays. There shall be no deliveries to the development/use arranged for outside of these approved hours.

CONDITION

LIGHTING

Prior to the erection/installation of any external lighting at the site, details to include position, height, aiming points, lighting levels and a polar luminance diagram shall be submitted to and approved, in writing, by the Local Planning Authority. The lighting shall be installed and retained as may be approved. There shall be no other means of external lighting installed and/operated on/at the site without prior approval from the LPA.

With Kind Regards

Sue Lennard

From: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>

Sent: 13 Dec 2021 10:21:35

To:

Cc:

Subject: FW: DC/21/06605

Attachments:

From: Simon Davison <Simon.Davison@babberghmidsuffolk.gov.uk>

Sent: 13 December 2021 09:54

To: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>

Subject: DC/21/06605

Dear Alex,

APPLICATION FOR PLANNING PERMISSION - DC/21/06605

Proposal: Planning Application. Erection of three warehouse units and external storage area (use class B8), new access from Norwich Road, parking, associated drainage and landscaping.

Location: Land To The Rear Of Ceva Logistics, Norwich Road, Mendlesham (In The Parish Of, Wetheringsett Cum Brockford) IP14 5NA.

Many thanks for your request to comment on the application.

Upon review of the application and associated documents the following condition must be met: No development shall commence above slab level until a scheme for the provision and implementation of water, energy and resource efficiency measures for the lifetime of the development shall be submitted to and approved, in writing, by the Local Planning Authority.

The scheme such include as a minimum to achieve:

- Agreement of provisions to ensure the development is zero carbon ready
- An electric car charging point per building
- Agreement of scheme for waste reduction

The applicant may wish to consider the installation of solar PV panels which would further reduce the carbon emissions of the building as well as the running costs.

Kind regards

Simon Davison PIEMA
Senior Environmental Management Officer
Babergh and Mid Suffolk District Councils - Working Together

Mobile: 07874 634932

t: 01449 724728

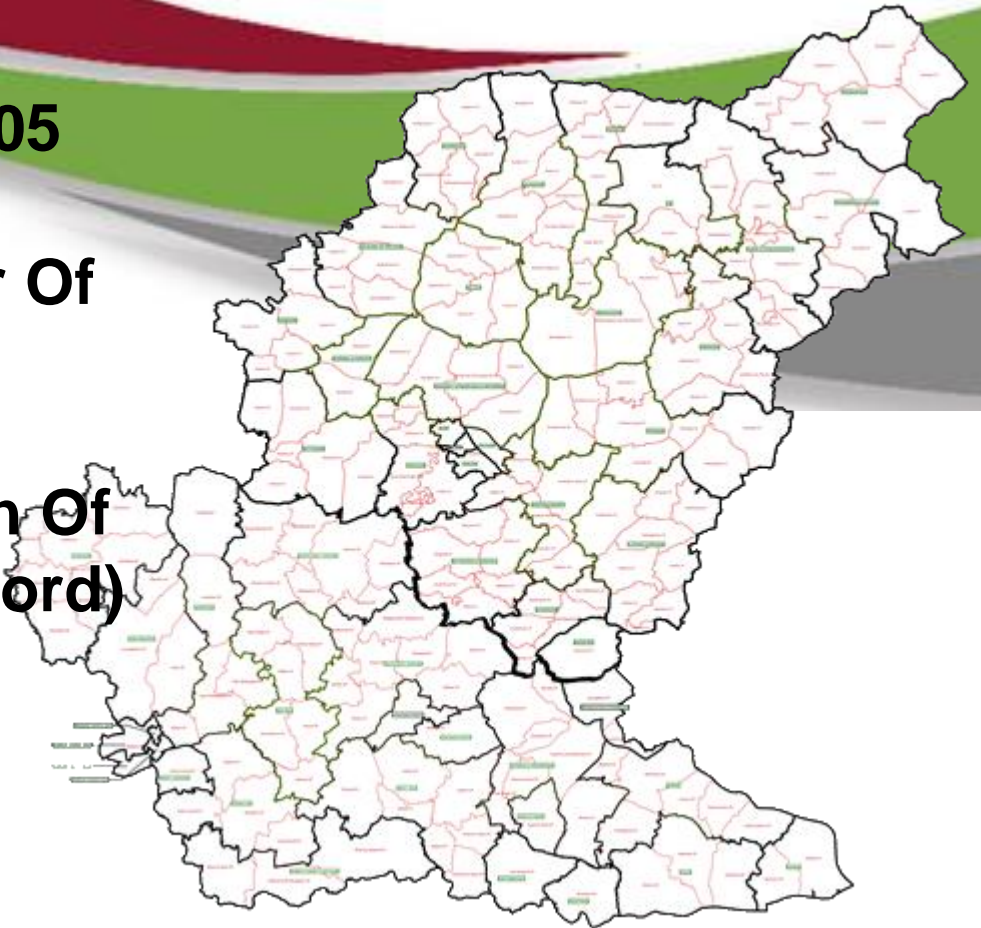
email: simon.davison@babberghmidsuffolk.gov.uk

w: www.babergh.gov.uk www.midsuffolk.gov.uk

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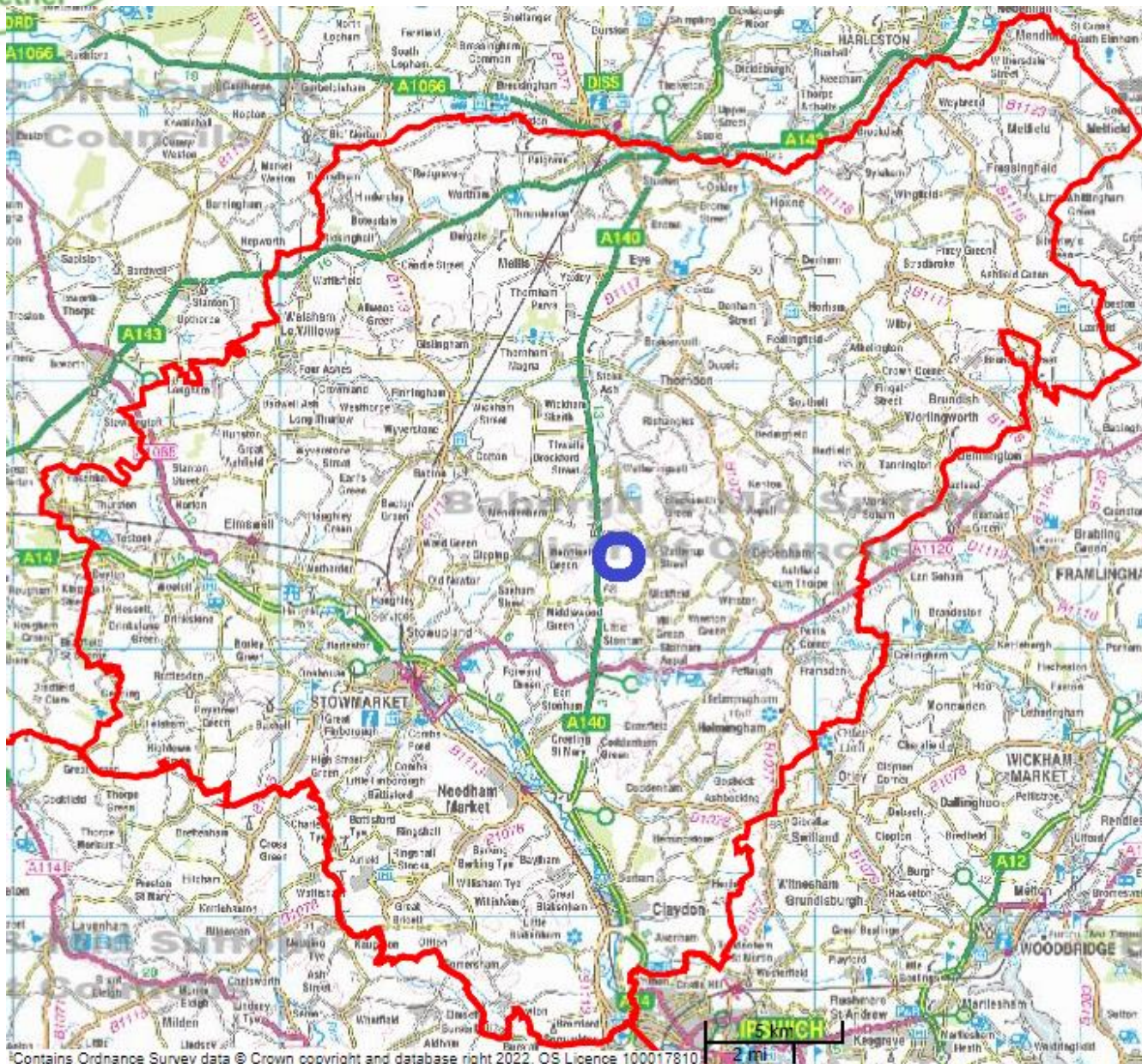
Application No: DC/21/06605

**Address: Land To The Rear Of
Ceva Logistics
Norwich Road
Mendlesham (In The Parish Of
Wetheringsett Cum Brockford)**



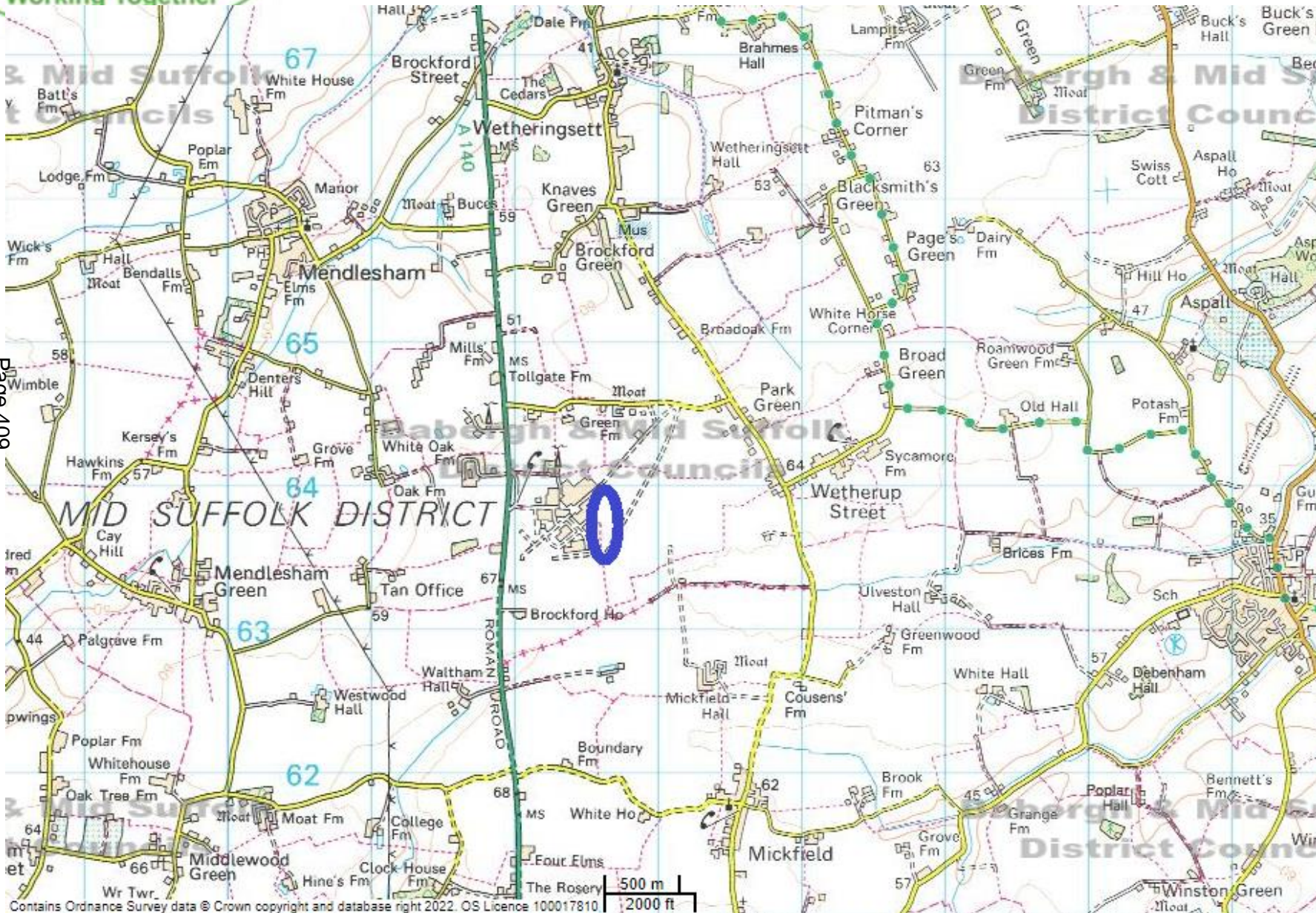
Site Location

Slide 2



Site Location

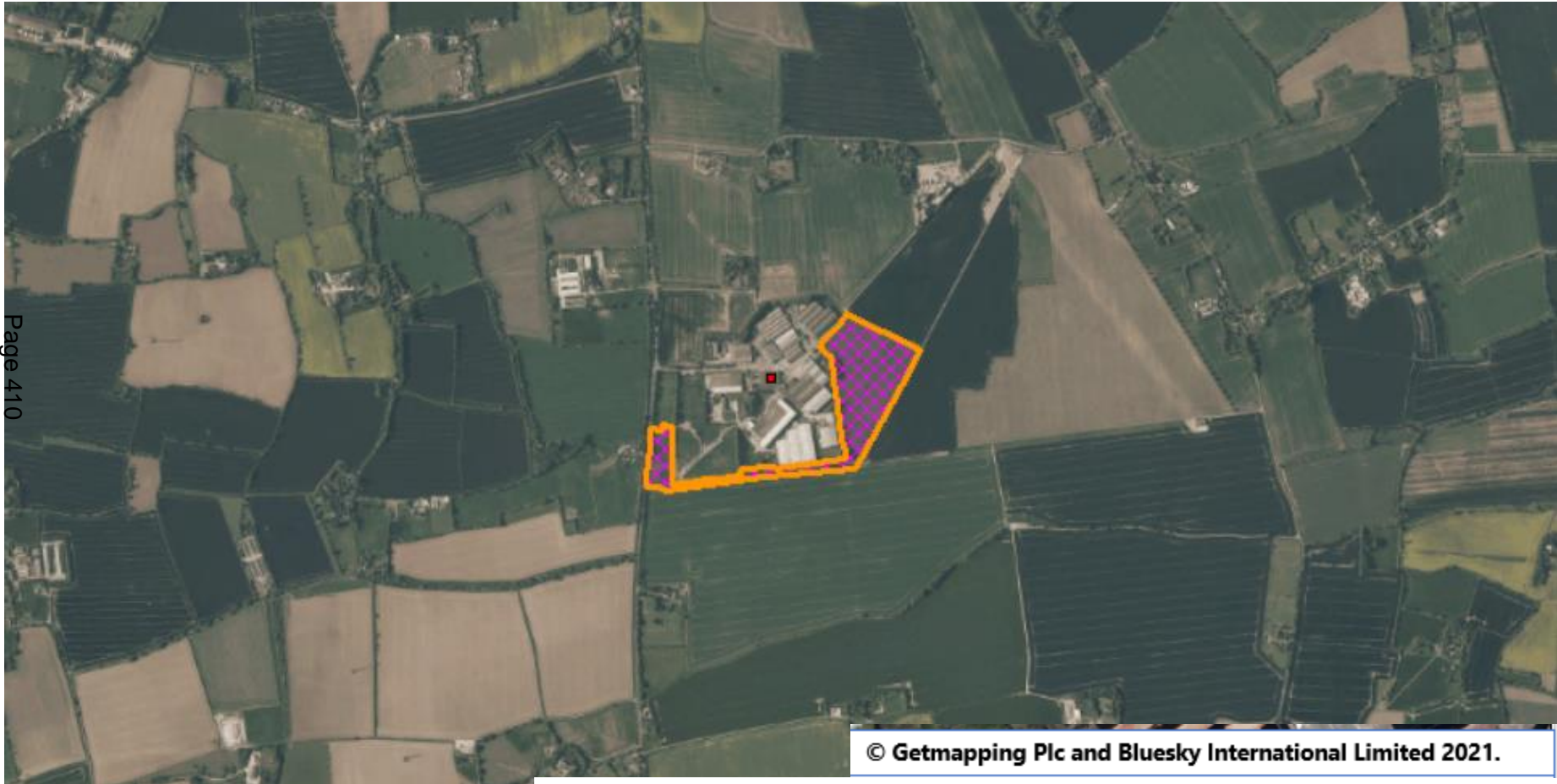
Slide 3



Page 409

Aerial Map – wider view

Slide 4



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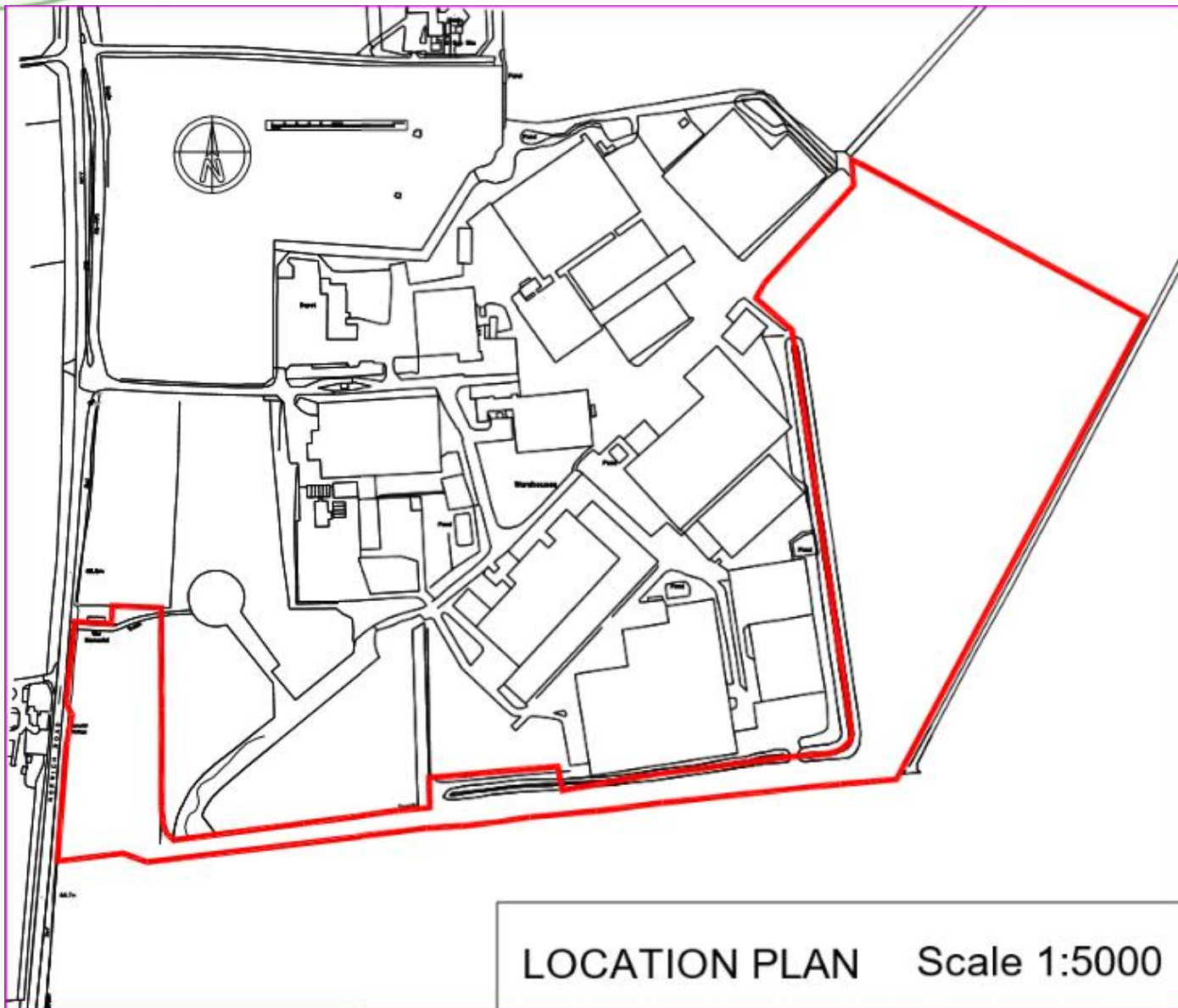
Constraints Map

Slide 6

..... Footpath



Page 412



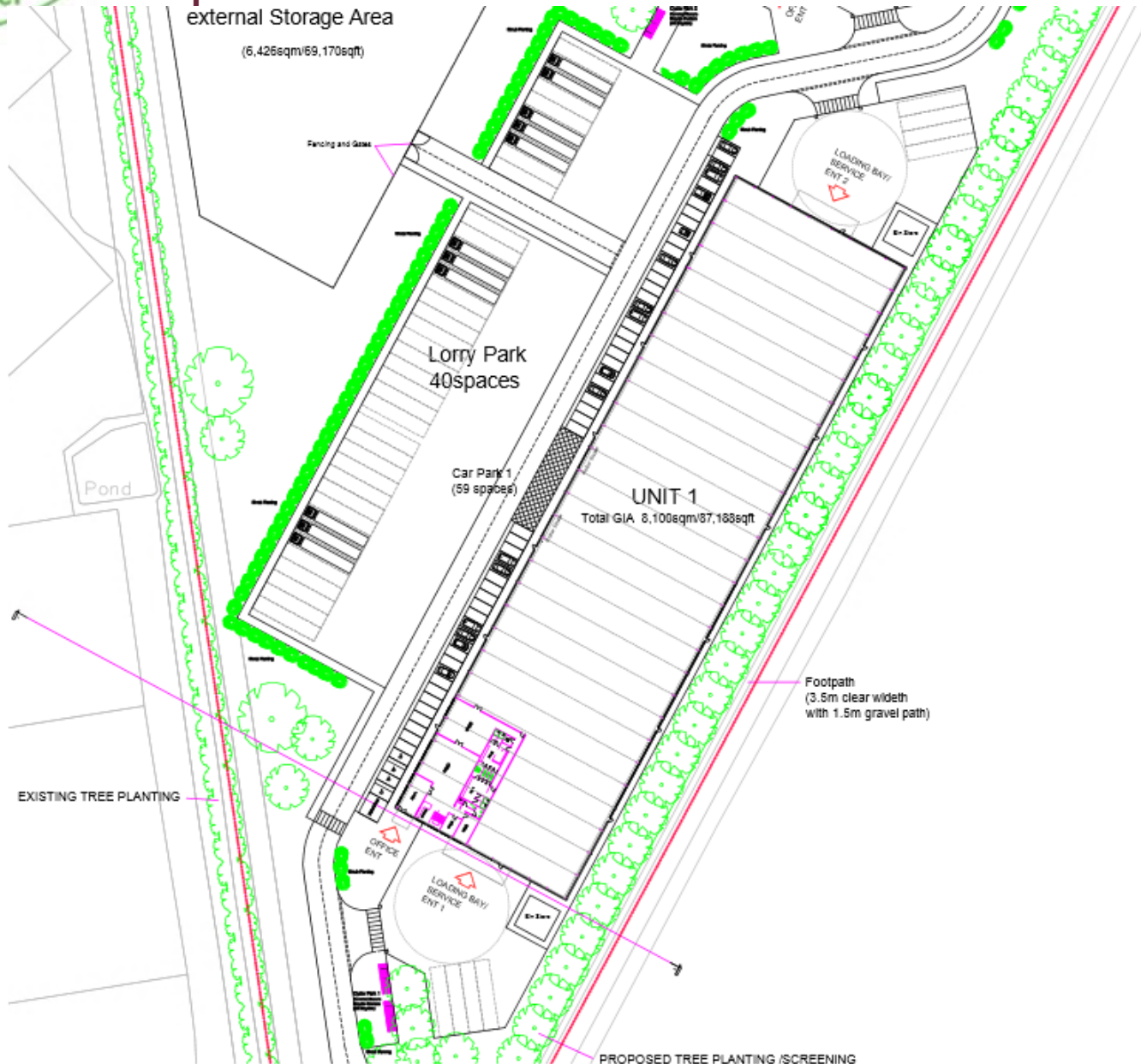
LOCATION PLAN Scale 1:5000

Proposed Block Plan - Wider View

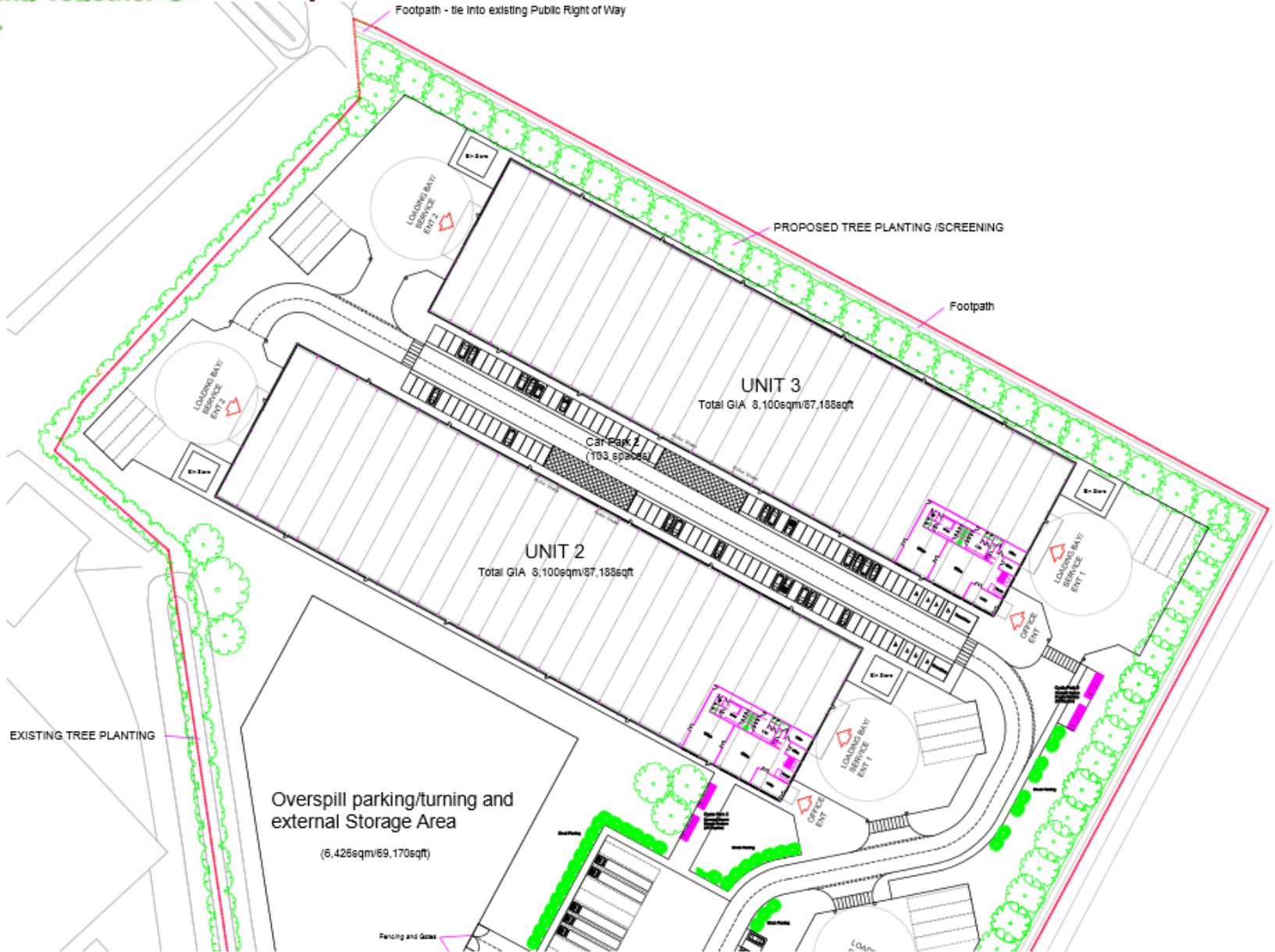
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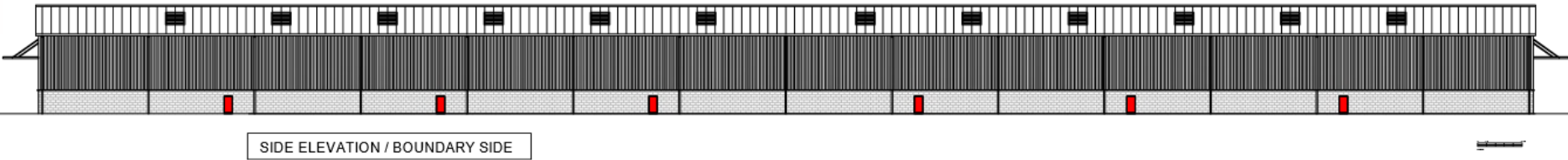
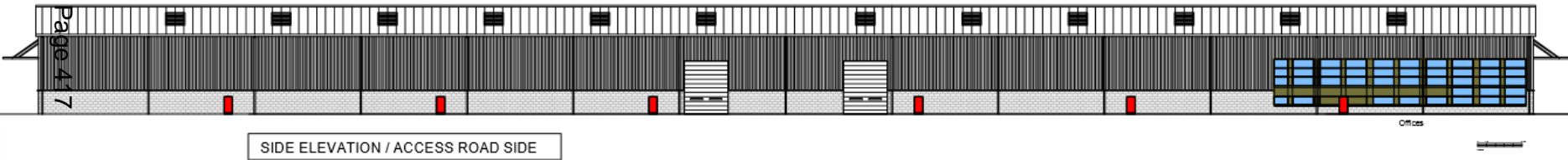
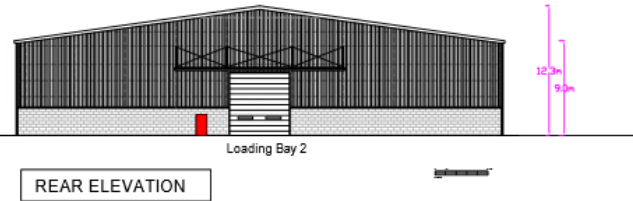
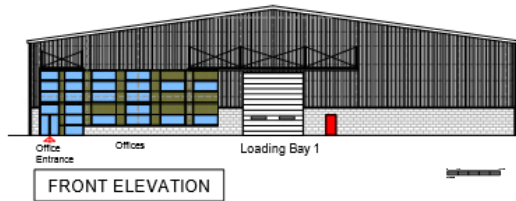


Proposed Block Plan - Unit 1

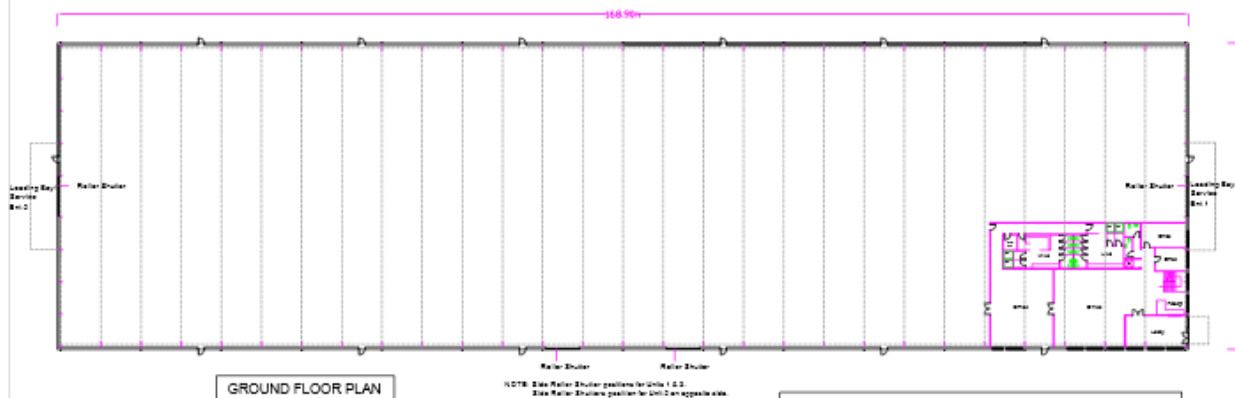
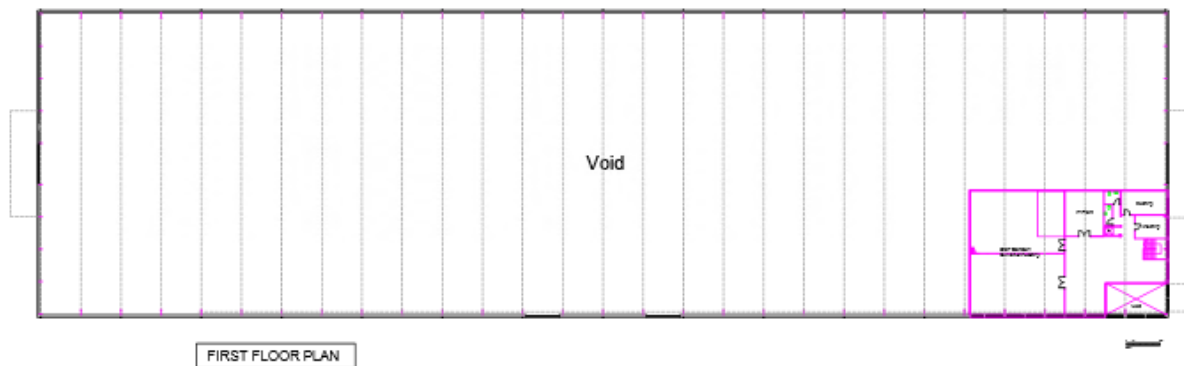
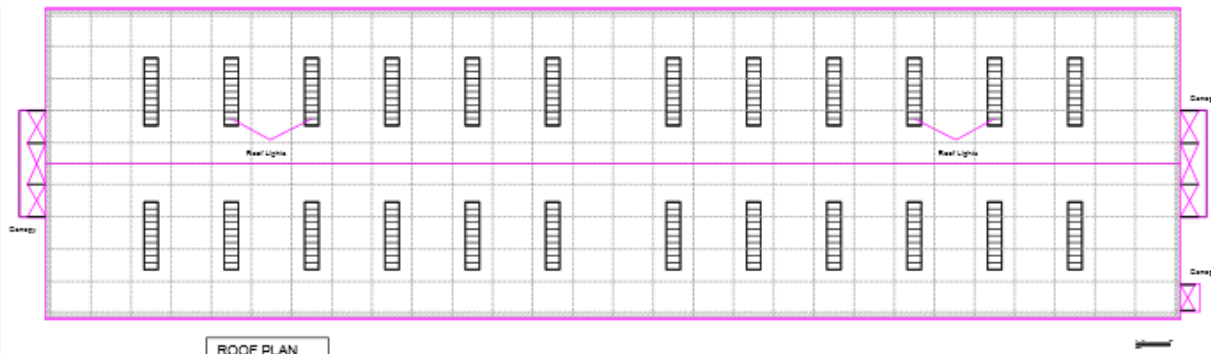


Proposed Block Plan - Units 2 and 3



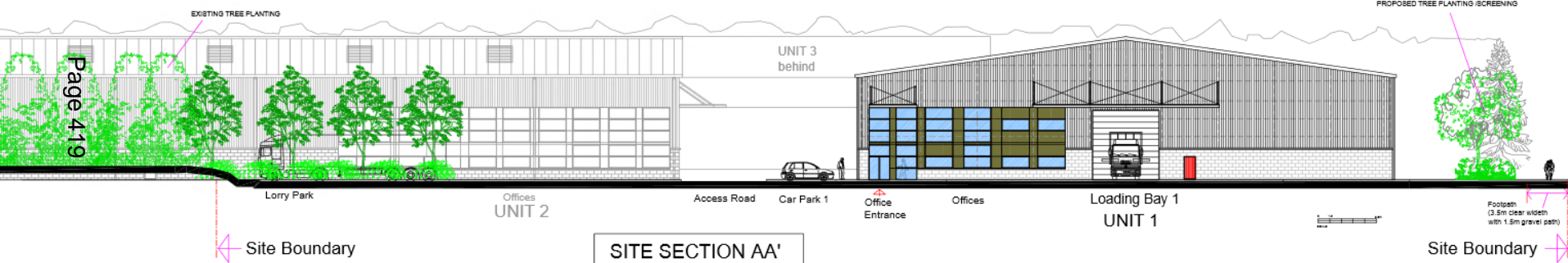


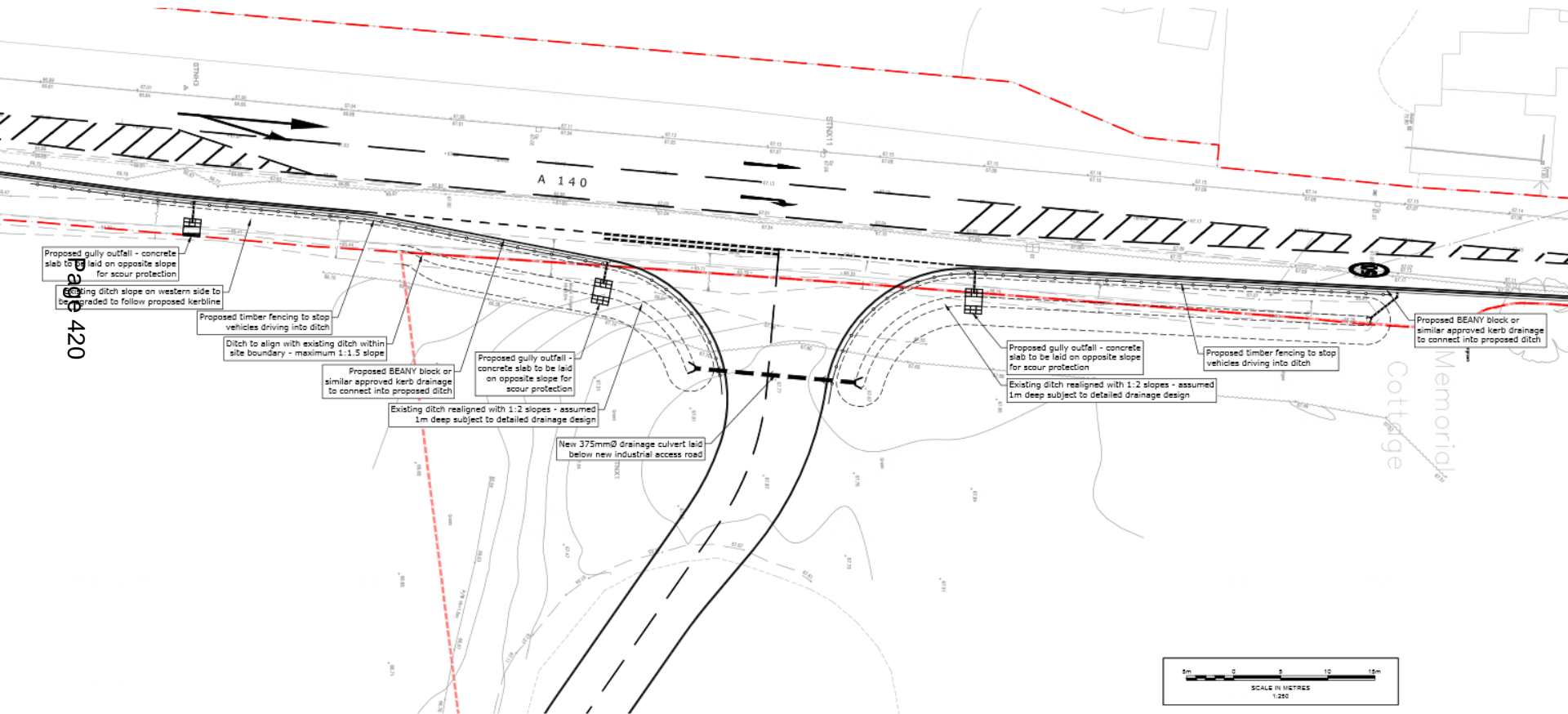
Proposed Roof and Floor Plans



NOTE: Size Water Shaker positions for Unit 1 (0.2).
 Size Water Shaker position for Unit 2 on appropriate site.







Agenda Item 7d

Committee Report

Item No: 7D

Reference: DC/22/03006

Case Officer: Alex Breadman

Ward: Blakenham.

Ward Member/s: Cllr John Field.

RECOMMENDATION – GRANT FULL PLANNING PERMISSION WITH CONDITIONS

Description of Development

Full Planning Application - Change of Use of two arable fields to provide secure dog walking and exercise. Erection of fencing, shelter, creation of parking area, signage and re-position security gate.

Location

Land to the South of Main Road, Somersham, Suffolk

Expiry Date: 14/09/2022

Application Type: FUL - Full Planning Application

Development Type: Major Small Scale - All Other

Applicant: AD and KM Caston

Parish: Somersham

Details of Previous Committee / Resolutions and any member site visit: None

Has a Committee Call In request been received from a Council Member (Appendix 1): No

Has the application been subject to Pre-Application Advice: No

PART ONE – REASON FOR REFERENCE TO COMMITTEE

The application is referred to committee for the following reason/s:

The applicant is AD and KM Caston, a company of which Cllr James Caston is a director.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

FC01 - Presumption In Favour Of Sustainable Development

FC01_1 - Mid Suffolk Approach To Delivering Sustainable Development

NPPF - National Planning Policy Framework

NPPG-National Planning Policy Guidance

CS05 - Mid Suffolk's Environment

GP01 - Design and layout of development
HB01 - Protection of historic buildings
H16 - Protecting existing residential amenity
CL02 - Development within special landscape areas
RT01 - Sports and recreation facilities for local communities
RT06 - Sports and recreation facilities in the countryside
T10 - Highway Considerations in Development
CS1 - Settlement Hierarchy
CS2 - Development in the Countryside

Neighbourhood Plan Status

This application site is not within a Neighbourhood Plan Area.

Consultations and Representations

During the course of the application, Consultation and Representations from third parties have been received. These are summarised below.

A: Summary of Consultations

Parish Council (Appendix 3)

Somersham Parish Council – Comments Received: 7th July 2022

The Parish Council has no objections to the application.

Little Blakenham Parish Clerk – Comments Received: 22nd June 2022

The Parish Council has no objections to the application.

National Consultee (Appendix 4)

Natural England – Comments Received: 22nd June 2022

No objection.

Based on the plans submitted, Natural England considered the proposed development will not have a significant adverse impact on statutory protected nature conservation sites.

County Council Responses (Appendix 5)

SCC Archaeological Services – Comments Received: 8th July 2022

In our opinion there would be no significant impact on known archaeological sites or areas with archaeological potential. We have no objection to the development and do not believe any archaeological mitigation is required.

SCC Highways – Comments Received: 28th June 2022

Notice is hereby given that the County Council as Highway Authority make the following comments:

No objection subject to conditions:

- Restriction on enclosure to the highway
- Provision of vehicle parking

- Scheme for cycle and EV parking

SCC Flood and Water Management – Comments Received: 27th June 2022

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/22/03006

We have reviewed the following submitted document[s] and we have no objections to this application.

1. Design and Access Statement dated June 2022
2. Access and Parking ref: LBW -DWF- 03
3. Site Plan

Internal Consultee Responses (Appendix 6)

Waste Services – Comments Received: 7th July 2022

Thank you for consulting with Waste Services. We have no objection or comments to make on this planning application.

Environmental Health – Comments Received: 24th June 2022

Having reviewed the supporting documentation, I have no objections in principle.

However, as alluded to in the planning statement the number of dogs on site at any one time will be managed to prevent noise nuisance.

It is important to note that Dog barking is amongst the most common complaints we receive and mainly an issue of impact on daytime amenity (external garden space). Any use of the site should consider these aspects and not simply the internal noise level for noise sensitive receptors (NSRs).

I would suggest that a management plan is submitted or the plan within the planning statement is expanded detailing the total number of dogs to be allowed on site and whether these are to be from one household or several at the same time (for example where there are dogs from the same litter albeit from different households that still play together) The reason for this is that they do tend to follow pack mentality and when one barks the rest join in and increase the volume accordingly. I would think that no more than 5 would be an appropriate number providing the dogs are attended at all times and not left to roam.

The drop off and pick up procedure looks to be suitable with no overlap of people and dogs potentially giving rise to adverse noise.

I am satisfied that the composting dog bin provision is adequate providing that any excessive amount flies are controlled.

Public Realm – Comments Received: 23rd June 2022

Public Realm officers have no comments to make.

B: Representations

At the time of writing this report at least one online comment has been received. It is the officer opinion that this represents one support comment. A verbal update shall be provided as necessary.

Views are summarised below:-

- Comment denotes that the proposal is 'excellent'.

- The proposal would be of benefit to dog walkers.

(Note: All individual representations are counted and considered. Repeated and/or additional communication from a single individual will be counted as one representation.)

PLANNING HISTORY

No relevant planning history.

PART THREE – ASSESSMENT OF APPLICATION

1.0 The Site and Surroundings

- 1.1. The application site comprises two existing arable fields that total 7.5 hectares in size; the site lies south of Main Road, to the east edge of Somersham and neighbours the village hall, of which lies approx. 15m west of the site boundary and shares its access.
- 1.2. The site currently is utilised for agricultural purposes in relation to Church Farm. The farm ownership includes a great portion of surrounding land to the south.
- 1.3. The site is otherwise directly neighboured by commercial buildings to the east; there is some separation between the site and residential properties. Nonetheless, the site is easily accessible on foot from Somersham given the existing footpaths leading to the site.
- 1.4. The application site lies partially in a Special Landscape Area. It should be noted that a small portion of the northern boundary lies within Flood Zone 2, however, this is insignificant given the nature of the proposal and it is considered that the proposal would not heighten the risk of flooding on the site.
- 1.5. The application site lies outside the defined settlement boundary of Somersham, such that it lies within the countryside.

2.0 The Proposal

- 2.1. The proposal seeks the change of use of two arable fields to provide secure dog walking and exercise, including the erection of fencing, shelter, creation of parking area, signage and re-positioning the security gate.
- 2.2. The proposal would utilise the land for business purposes, allowing individuals to book hourly slots and use the site as a safe, enclosed area to walk their dogs and exercise. Booking will be carried out online and individuals attending site will be expected to adhere to rules and timing, as staff would not be on site throughout the day. Access control systems are currently under consideration.
- 2.3. The site would, however, be inspected once per day for fence damage, dog mess, litter removal and any other potential hazards.
- 2.4. The two fields/walking areas would largely consist of open green, undeveloped spaces. Some benches and seating would be placed, along with bins and water points; however, no permanent buildings are to be erected, excluding a small wooden shelter near the parking area to provide cover in wet weather.

- 2.5. Additional features such as small mounds, tunnels, trails, and so on would also be placed on site to provide play and exercise opportunities.
- 2.6. A parking area and driveway is proposed; this would be located along and accessed from the western boundary. The parking area will provide parking spaces for 5No vehicles with manoeuvring/turning space. The parking area will be formed with a reinforced permeable grass surface, whilst the driveway/access would comprise of compacted crushed stone. The area would be fenced off with a vehicular access gate to the south and pedestrian gate to the north.
- 2.7. Boundary treatment to the site would comprise of perimeter fencing (both 1.8m wire mesh and 1.5m/1.8m post and stock wire fencing), along with new hedging and reinforcing existing perimeter hedging with new planting to fill existing gaps.
- 2.8. New tree planting is also proposed to the western boundary and surrounding the parking area.
- 2.9. 2No signs are also proposed, one being located adjacent to the highway, whilst the other would be at the vehicular entrance. Both would measure at 1m x 1m (maximum) and would be informative business signs.
- 2.10. Details within the Supporting Statement state that the number of bookings per hour will be restricted, however the maximum number is to be confirmed.

3.0 The Principle of Development

- 3.1. The starting point for any planning decision is the development plan, as identified in Section 38(6) of the Planning and Compulsory Purchase Act 2004. Determination of any application must be made in accordance with the plan unless material considerations indicate otherwise. A key material consideration regarding the principle of development is the National Planning Policy Framework (NPPF) 2019, which requires proposals which accord with an up-to-date development to be approved without delay. However, various factors affect whether a development plan can be considered 'out-of-date'.
- 3.2. The age of policies itself does not cause them to cease to be part of the development plan or become "out of date" as identified in paragraph 213 of the NPPF. Significant weight should be given to the general public interest in having plan-led decisions even if the particular policies in a development plan may be old. Policies should be given weight according to their consistency with the NPPF.
- 3.3. Even if policies are considered to be out of date, that does not make them irrelevant; their weight is not fixed, and the weight to be attributed to them is within the remit of the decision taker. There will be many cases where restrictive policies are given sufficient weight to justify refusal despite their not being up to date.
- 3.4. Policies GP1, HB1, H16, CL2, RT1, RT6 and T10 of the Mid-Suffolk Local Plan 1998; policies FC1 and FC1.1 of the Core Strategy Focused Review 2012, and CS1, CS2 and CS5 of the Mid-Suffolk Core Strategy 2008 are the most relevant policies for assessing this application. Full weight is given to these policies as they are consistent with the aims of the National Planning Policy Framework 2021 in terms of achieving sustainable development.
- 3.5. There are no specific policies that directly relate to the proposed development in terms of the change of use of agricultural land to recreational use, such that no policies directly allow or prevent

the proposal. Policy CL2 of the Mid-Suffolk Core Strategy 2008, however, does relate to development in the countryside and states: 'In the countryside development will be restricted to defined categories in accordance with other Core Strategy policies', one of these categories is recreation and tourism. Additionally, Policies RT1 and RT6 relate to sport and recreational facilities for local communities and in the countryside, respectively.

- 3.6 Given the nature of the proposed development, it is considered that a secure dog walking and exercise area would constitute a recreational facility; therefore, the proposal is acceptable in principle, subject to compliance with the detailed requirement of the relevant policies outlined above.

4.0 Site Access, Parking And Highway Safety Considerations

- 4.1. Mid Suffolk Local Plan Policy T10 denotes general highway considerations in new development, outlining what the Local Planning Authority gives regard to, including the provision of safe access to and egress from the site; the suitability of existing roads giving access to the development; whether the amount and type of traffic generated will be acceptable in relation to the capacity of the road network in the locality of the site; the provision for adequate space for the parking and turning of cars, and whether the needs of pedestrians and cyclists have been met.
- 4.2. The application site would utilise an existing access point and road that serves the village hall and farmland to the rear of the site. The existing access benefits from sufficient visibility splays.
- 4.3. As noted above, a new parking area with provision for 5No vehicles would be provided; this would include suitable turning and manoeuvring areas.
- 4.4. Whilst it is noted that the proposal has potential to provide an increase in traffic to and from the site and surrounding area, given the number of available parking spaces being just 5No at a maximum and it also being unlikely that the site would be at capacity throughout all hours, it is anticipated that this increase would not be detrimental to the highway network.
- 4.5. Suffolk County Council as the Highways Authority were consulted on the proposal and raised no objection, with conditions relating to the addition of cycle storage spaces, inclusion of on-site parking prior to first use of the site and the avoidance of obstruction to visibility splays being recommended.
- 4.6. It is therefore considered the proposed development would have no significant impact on highway safety at this location and that the site can supply sufficient off-road parking. The proposal is compliant with Local Plan Policy T10.

5.0 Design And Layout [Impact On Street Scene]

- 5.1. Section 12 of the NPPF requires inter alia that local planning authorities seek to promote and reinforce local distinctiveness as well as design. Paragraph 127 of the NPPF states that decisions should ensure that developments, amongst other things, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character, and function well and add to the overall quality of the area.
- 5.2. Mid-Suffolk Local Plan Policy GP01 states that proposals should maintain or enhance the character and appearance of their surroundings, and respect the scale and density of surrounding development. Furthermore, materials and finishes should be traditional, or compatible with traditional materials and finishes and should respect local architectural styles where appropriate.

- 5.3. Mid-Suffolk Local Plan Policy CL2 relates to development within special landscape area and denotes that within special landscape areas, particular care will be taken to safeguard landscape quality, and where development does occur it should be sensitively designed with high standards of layout, materials and landscaping.
- 5.4. The proposal does not include the erection of any large, permanent structures, essentially resurfacing the existing land by drilling grass seed and upon completion, appearing as an open meadow, of which is to be managed organically. Proposed seating, bins, water points, equipment and the shelter are all considered modest and necessary.
- 5.5. The proposal is considered to be appropriate in this regard, maintaining the character of the countryside whilst providing a safe, enclosed recreational space. Existing natural boundary treatment will be retained and enhanced, with additional tree planting also enhancing the appearance of the site.
- 5.6. The proposal is in accordance with the requirements of the NPPF. The proposal would not have a significant adverse impact on the appearance or character of surrounding countryside or special landscape area. As such, the proposal is in accordance with the aforementioned Local Plan Policies.

6.0 Landscape Impact, Trees, Ecology, Biodiversity And Protected Species

- 6.1. As discussed above, the proposal would retain many existing natural features on site. It is denoted that the grass mix will comprise of slow growing parkland style, of which would require less frequent mowing.
- 6.2. New native hedging is to be planted along the north and west boundaries to enclose the site. New tree plantings are also proposed.
- 6.3. Ultimately the change of use of the site would lead to a change from arable/agricultural land to open grassland with additional planting. As such, no concerns are raised regarding the proposed landscaping, and it is considered likely that the proposed would be beneficial in terms of ecology.

7.0 Heritage Issues [Including The Impact On The Character And Appearance Of The Conservation Area And On The Setting Of Neighbouring Listed Buildings]

- 7.1. Policy HB1 of the Mid-Suffolk Local Plan states that the district planning authority will place a high priority of protecting the character and appearance of all buildings of architectural or historic interest. Particular care will be given to protecting the setting of listed buildings.
- 7.2. The application site is located approximately 57m to the east of Grade I Listed, St. Marys Church.
- 7.3. Given the nature of the development, it is concluded that the proposal would not adversely impact the setting of the listed building, as such the proposal would not be harmful in this regard.

8.0 Impact On Residential Amenity

- 8.1. Mid-Suffolk Local Plan Policy H16 aims to protect the existing amenity and character of residential areas. This policy states that development that materially reduces the amenity and privacy of adjacent dwelling or erodes the character of the surrounding area will be refused.

- 8.2. The application site lies to the east of Somersham, outside of the settlement boundary with considerable separation distance between the site and nearby residential areas, with the closest dwelling to the site being The Rectory of which lies approx. 45m away to the west. Additionally, the village hall lies between the site and this dwelling.
- 8.3. Given this separation distance, combined with the small scale of built development proposed, it is considered that the proposal would not give rise to any potential overlooking or loss of privacy to the residents at any neighbouring dwellings. Similarly, the proposal would not have a significant adverse impact on the outlook or visual amenity of nearby neighbouring properties.
- 8.4. The Councils Environmental Health Team have provided comments with regard to the noise impact of the proposal. These comments do not object to the proposal in principle, however, denote that the number of dogs on site at any one time should be managed in order to prevent noise nuisance. As such, a condition requiring the submission of a management plan in this regard is recommended.

PART FOUR – CONCLUSION

9.0 Planning Balance and Conclusion

- 9.1. The application proposal would retain the countryside character of the site and surrounding area. The proposal would not include any significant permanent structures or buildings, as such it would not constitute overdevelopment of the site. The proposal would not have a detrimental impact on the privacy and amenity of nearby neighbouring dwellings, subject to conditions. The proposal would not result in any demonstratable harm to any matter of planning substance.
- 9.2. The proposal accords with the NPPF and policies within the Development Plan and is therefore considered to be acceptable. This application is recommended for approval, given its compliance with the relevant Local Plan Policies and NPPF.

RECOMMENDATION

That authority be delegated to the Chief Planning Officer to GRANT FULL PLANNING PERMISSION:

(1) That the Chief Planning Officer be authorised to GRANT Planning Permission subject to conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:

- Standard time limit (3yrs for implementation of scheme).
- Approved plans (Plans submitted that form this application).
- Scheme to be submitted and agreed detailing the total number of dogs on site at any one time and how this is to be managed.
- Restriction on enclosure to the highway.
- Provision of vehicle parking prior to first use of.
- Scheme for cycle and EV parking.

(2) And the following informative notes as summarised and those as may be deemed necessary:

- Proactive working statement

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Application No: DC/22/03006

Location: Land to the South of Main Road, Somersham

Page No.

Appendix 1: Call In Request	<i>N/a</i>	
Appendix 2: Details of Previous Decision	<i>N/a</i>	
Appendix 3: Town/Parish Council/s	<i>Somersham Parish Council Little Blakenham Parish Council</i>	
Appendix 4: National Consultee Responses	<i>Natural England</i>	
Appendix 5: County Council Responses	<i>Archaeological Services Highways Flood and Water Management</i>	
Appendix 6: Internal Consultee Responses	<i>Waste Services Environmental Health – Noise/Odour/Light/Smoke Public Realm</i>	
Appendix 7: Any other consultee responses	<i>Yes</i>	
Appendix 8: Application Site Location Plan	<i>Yes</i>	
Appendix 9: Application Plans and Docs	<i>Yes</i>	



Babergh and Mid Suffolk District Councils



Appendix 10: Further information	N/a	
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The attached appendices have been checked by the case officer as correct and agreed to be presented to the committee.



Consultee Comments for Planning Application DC/22/03006

Application Summary

Application Number: DC/22/03006

Address: Land To The South Of Main Road Somersham Suffolk

Proposal: Full Planning Application - Change of Use of two arable fields to provide secure dog walking and exercise. Erection of fencing, shelter, creation of parking area, signage and re-position security gate.

Case Officer: Alex Breadman

Consultee Details

Name: Mrs Jennie Blackburn

Address: 1 All Saints Road, Creeting St Mary, Suffolk IP6 8NF

Email: Not Available

On Behalf Of: Somersham Parish Clerk

Comments

The Parish Council has no objections to the application.

Consultee Comments for Planning Application DC/22/03006

Application Summary

Application Number: DC/22/03006

Address: Land To The South Of Main Road Somersham Suffolk

Proposal: Full Planning Application - Change of Use of two arable fields to provide secure dog walking and exercise. Erection of fencing, shelter, creation of parking area, signage and re-position security gate.

Case Officer: Alex Breadman

Consultee Details

Name: Mrs Jennie Blackburn

Address: 1 All Saints Road, Creeting St Mary, Suffolk IP6 8NF

Email: Not Available

On Behalf Of: Little Blakenham Parish Clerk

Comments

The Parish Council has no objections to the application.

Date: 22 June 2022
Our ref: 396873
Your ref: DC/22/03006



Mid Suffolk District Council
planningyellow@babberghmidsuffolk.gov.uk

BY EMAIL ONLY

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

Dear Sir/Madam,

Planning consultation: Change of Use of two arable fields to provide secure dog walking and exercise. Erection of fencing, shelter, creation of parking area, signage and re-position security gate.

Location: Land To The South Of Main Road Somersham Suffolk

Thank you for your consultation on the above dated 16 June 2022 which was received by Natural England on 16 June 2022

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.

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites.

Natural England's generic advice on other natural environment issues is set out at Annex A.

Sites of Special Scientific Interest

Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on statutorily protected sites and has no objection to the proposed development.

Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

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.

Yours faithfully,

Joshua Turner
Consultations Team

From: BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

Sent: 08 Jul 2022 09:38:21

To:

Cc:

Subject: FW: DC/22/03006 - Consultation Response Required

Attachments:

From: RM Archaeology Mailbox

Sent: 08 July 2022 08:52

To: BMSDC Planning Area Team Yellow

Subject: RE: DC/22/03006 - Consultation Response Required

Good morning Megan,

Thank you for your email,

DC/22/03006: Land To The South Of Main Road Somersham

We had seen this on the planning lists and looked at the proposal. In our opinion there would be no significant impact on known archaeological sites or areas with archaeological potential. We have no objection to the development and do not believe any archaeological mitigation is required.

Best regards

Lisa

Lisamaria De Pasquale

Assistant Archaeological Officer (Technical Support)

Suffolk County Council Archaeological Service

Bury Resource Centre

Hollow Road

Bury St Edmunds

Suffolk IP32 7AY

Tel.:

M:

Email:

Website: <http://www.suffolk.gov.uk/archaeology>

Suffolk Heritage Explorer: <https://heritage.suffolk.gov.uk>

Follow us on Twitter: [@SCCArchaeology](https://twitter.com/SCCArchaeology)

Like us on Facebook: [@SCCArchaeologicalService](https://www.facebook.com/SCCArchaeologicalService)

Follow us on Instagram: [@SCCArchaeology](https://www.instagram.com/SCCArchaeology)

Good morning Megan,

Thank you for your email,

We had seen this on the planning lists.

From: BMSDC Planning Area Team Yellow

Sent: 07 July 2022 18:42

Subject: DC/22/03006 - Consultation Response Required

Good afternoon,

We would have sent yourself a consultation request for the above application on 16.06.2022. Your consultation request is due to expire on 07.07.2022.

If you do not wish to comment, please respond to this email. If you intend to provide comments, we look forward to receiving these at your earliest convenience.

Kind Regards,

Megan Thomson
Admin Support Officer

Sustainable Communities
Babergh and Mid Suffolk District Councils - Working Together
Tel: Option 5 Option 3 for Planning
Email:
Website: www.babergh.gov.uk www.midsuffolk.gov.uk

For our latest Coronavirus response please visit our Website or click the following link-
<https://www.midsuffolk.gov.uk/features/our-covid-19-response/>

Your Ref: DC/22/03006
Our Ref: SCC/CON/2421/22
Date: 28 June 2022
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



All planning enquiries should be sent to the Local Planning Authority.

Email: planning@babberghmidsuffolk.gov.uk

The Planning Department
MidSuffolk District Council
Planning Section
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the attention of: Daniel Cameron

Dear Daniel,

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/22/03006

PROPOSAL: Full Planning Application - Change of Use of two arable fields to provide secure dog walking and exercise. Erection of fencing, shelter, creation of parking area, signage and re-position security gate.

LOCATION: Land to the South Of, Main Road, Somersham, Suffolk, IP8 4PJ

Notice is hereby given that the County Council as Highway Authority make the following comments:

Condition: Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) any means of frontage enclosure shall be set back 2.4 metres from the nearside edge of the carriageway of the public highway. No obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high above the adjacent level of the carriageway between the enclosure and the adjacent highway.

Reason: To ensure that no obstructions are constructed or planted within the splays, which would obstruct the visibility of on-coming traffic and/or pedestrians as it may have an impact on highway safety.

Condition: The use shall not commence until the area(s) within the site shown on Drawing No. LBW-DWF-03 for the purposes of manoeuvring and parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the on-site parking of vehicles is provided and maintained to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

Condition: Before the development is commenced, details of at least three secure, lit and covered cycle spaces and a minimum of one electric vehicle charging point 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 of cycle storage and charging infrastructure for electric vehicles in accordance with Suffolk Guidance for Parking (2019).

Note: 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 Suffolk County Council or its agents at the applicant's expense.

Suffolk County Council must be contacted on Tel: 0345 606 6171.

For further information go to:

<https://www.suffolk.gov.uk/roads-and-transport/parking/apply-and-pay-for-a-dropped-kerb/>

or;

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/>

Suffolk County Council drawings DM01 - DM14 are available from:

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/standard-drawings/>

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,

Mohammedur Rashid-Miah
Transport Planning Engineer
Growth, Highways and Infrastructure

From: Sana Shaikh <Sana.Shaikh@suffolk.gov.uk>

Sent: 27 June 2022 09:53

To: BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

Subject: 2022-06-07 SS Reply Land To The South Of, Main Road, Somersham Ref DC/22/03006

Dear Daniel Cameron,

Subject: **DC/22/03006 Full Planning Application - Change of Use of two arable fields to provide secure dog walking and exercise. Erection of fencing, shelter, creation of parking area, signage and re-position security gate. Location: Land To The South Of, Main Road, Somersham, Suffolk**

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/22/03006

We have reviewed the following submitted document[s] and we have no objections to this application.

1. Design and Access Statement dated June 2022
2. Access and Parking ref: LBW -DWF- 03
3. Site Plan

Kind regards,

Sana Shaikh

Flood and Water Engineer

Flood and Water Management

Growth, Highways and Infrastructure Directorate

Suffolk County Council

Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX

My working days are Monday – Wednesday.

NB: As of April 2021, pre app advice for planning applications within the West Suffolk Area is now chargeable. Further details are available at www.suffolk.gov.uk.



Consultee Comments for Planning Application DC/22/03006

Application Summary

Application Number: DC/22/03006

Address: Land To The South Of Main Road Somersham Suffolk

Proposal: Full Planning Application - Change of Use of two arable fields to provide secure dog walking and exercise. Erection of fencing, shelter, creation of parking area, signage and re-position security gate.

Case Officer: Alex Breadman

Consultee Details

Name: Ms Hannah Bridges

Address: Mid Suffolk District Council Depot, Creeting Road West, Stowmarket, Suffolk IP14 5AT

Email: Not Available

On Behalf Of: MSDC - Waste Manager (Major Developments)

Comments

Thank you for consulting with Waste Services. We have no objection or comments to make on this planning application.

From: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Sent: 27 Jun 2022 12:02:52

To:

Cc:

Subject: FW: WK308805 DC2203006

Attachments:

From: Andy Rutson-Edwards <Andy.Rutson-Edwards@baberghmidsuffolk.gov.uk>

Sent: 24 June 2022 12:26

To: Daniel Cameron <Daniel.Cameron@baberghmidsuffolk.gov.uk>; BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Subject: WK308805 DC2203006

Environmental Health -
Noise/Odour/Light/Smoke

APPLICATION FOR PLANNING PERMISSION - DC/22/03006

Proposal: Full Planning Application - Change of Use of two arable fields to provide secure dog walking and exercise. Erection of fencing, shelter, creation of parking area, signage and re-position security gate.

Location: Land To The South Of, Main Road, Somersham, Suffolk

Thank you for consulting me on this application. Having reviewed the supporting documentation, I have no objections in principle.

However, as alluded to in the planning statement the number of dogs on site at any one time will be managed to prevent noise nuisance.

It is important to note that Dog barking is amongst the most common complaints we receive and mainly an issue of impact on daytime amenity (external garden space). Any use of the site should consider these aspects and not simply the internal noise level for noise sensitive receptors (NSRs).

I would suggest that a management plan is submitted or the plan within the planning statement is expanded detailing the total number of dogs to be allowed on site and whether these are to be from one household or several at the same time (for example where there are dogs from the same litter albeit from different households that still play together) The reason for this is that they do tend to follow pack mentality and when one barks the rest join in and increase the volume accordingly. I would think that no more than 5 would be an appropriate number providing the dogs are attended at all times and not left to roam.

The drop off and pick up procedure looks to be suitable with no overlap of people and dogs potentially giving rise to adverse noise.

I am satisfied that the composting dog bin provision is adequate providing that any excessive amount flies are controlled.

Please ask the applicant to specify the details requested and re consult me.

Regards

Andy

Andy Rutson-Edwards, MCIEH AMIOA

Senior Environmental Protection Officer

Babergh and Mid Suffolk District Council - Working Together

Tel: 01449 724727

Email andy.rutson-edwards@baberghmidsuffolk.gov.uk Page 443
www.babergh.gov.uk www.midsuffolk.gov.uk

-----Original Message-----

From: BMSDC Public Realm Consultation Mailbox

Sent: 23 June 2022 15:35

Subject: RE: MSDC Planning Consultation Request - DC/22/03006 - FUL

Good afternoon

Thank you for consulting us on the above application. Public Realm officers have no comments to make.

Regards

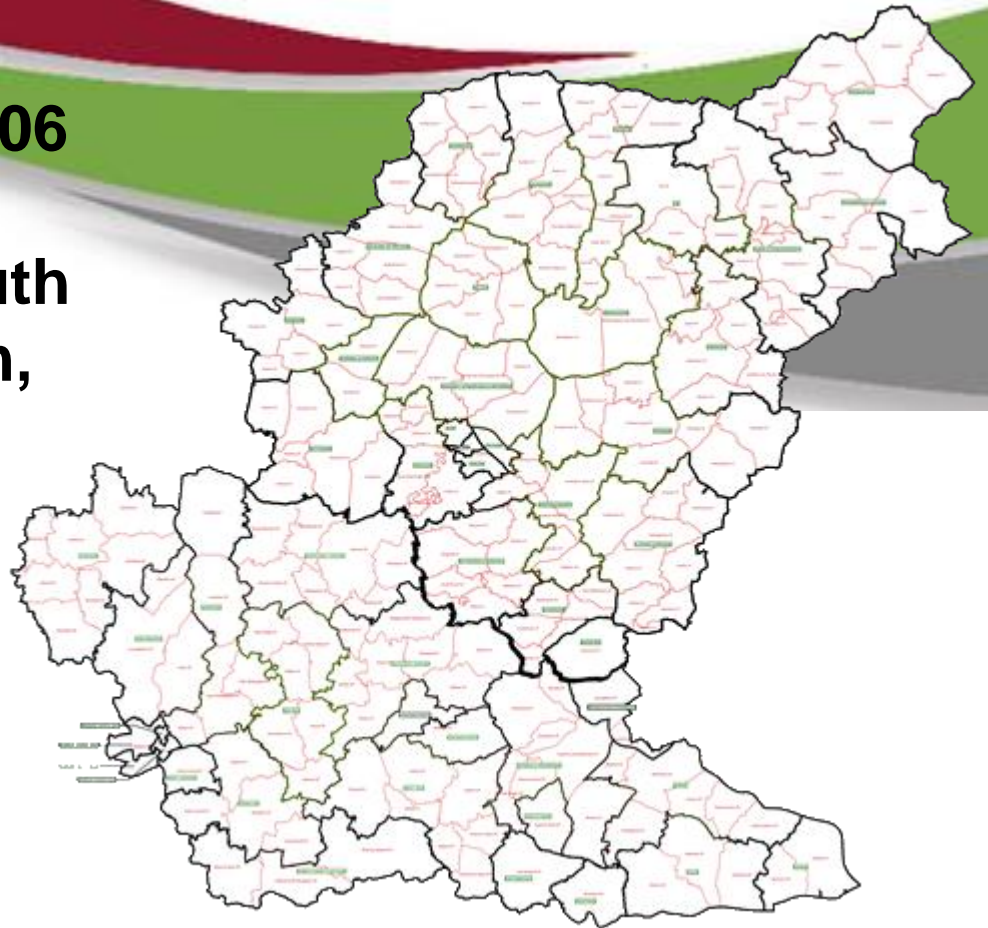
Nick Elliott

Public Realm Officer – Community Infrastructure Babergh and Mid Suffolk District Councils –
Working Together

Application No: DC/22/03006

**Address: Land To The South
Of Main Road, Somersham,
Suffolk**

pa
145





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Aerial Map – wider view

Slide 3



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Constraints Map

- Flood Zone 2
- Flood Zone 3

Public Rights of Way

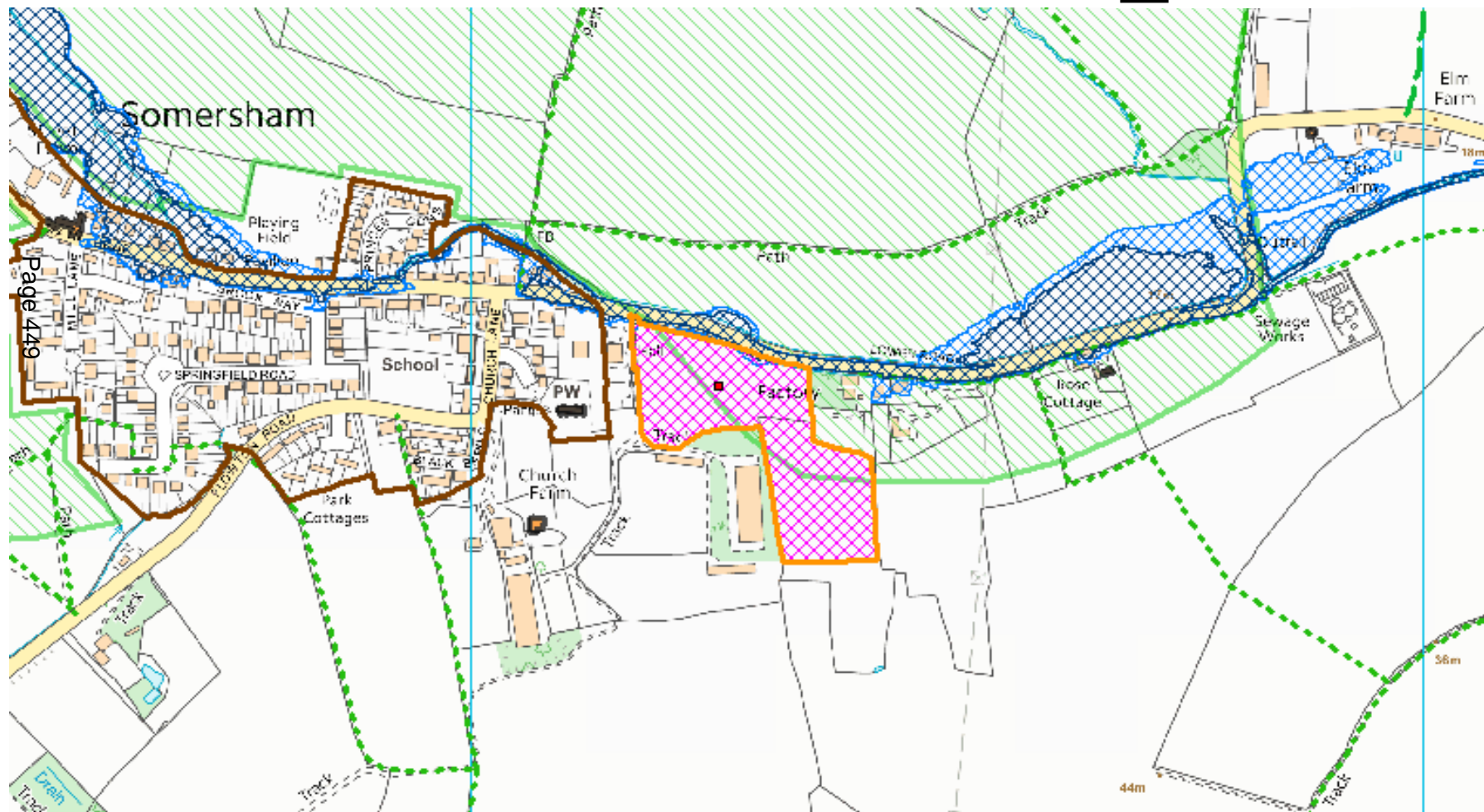
- Footpath

- Special Landscape Area

- Built Up Area Boundaries

Listed Buildings

- Grade I
- Grade II



DOG WALKING
FIELDS, MAIN ROAD,
SOMERSHAM

RED LINE DRAWING

ref: LBW -DWF- 02

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-  Red line land - subject of application
-  Blue line land - also owned by applicants
-  Area owned by applicants but under long term lease to the Village Hall














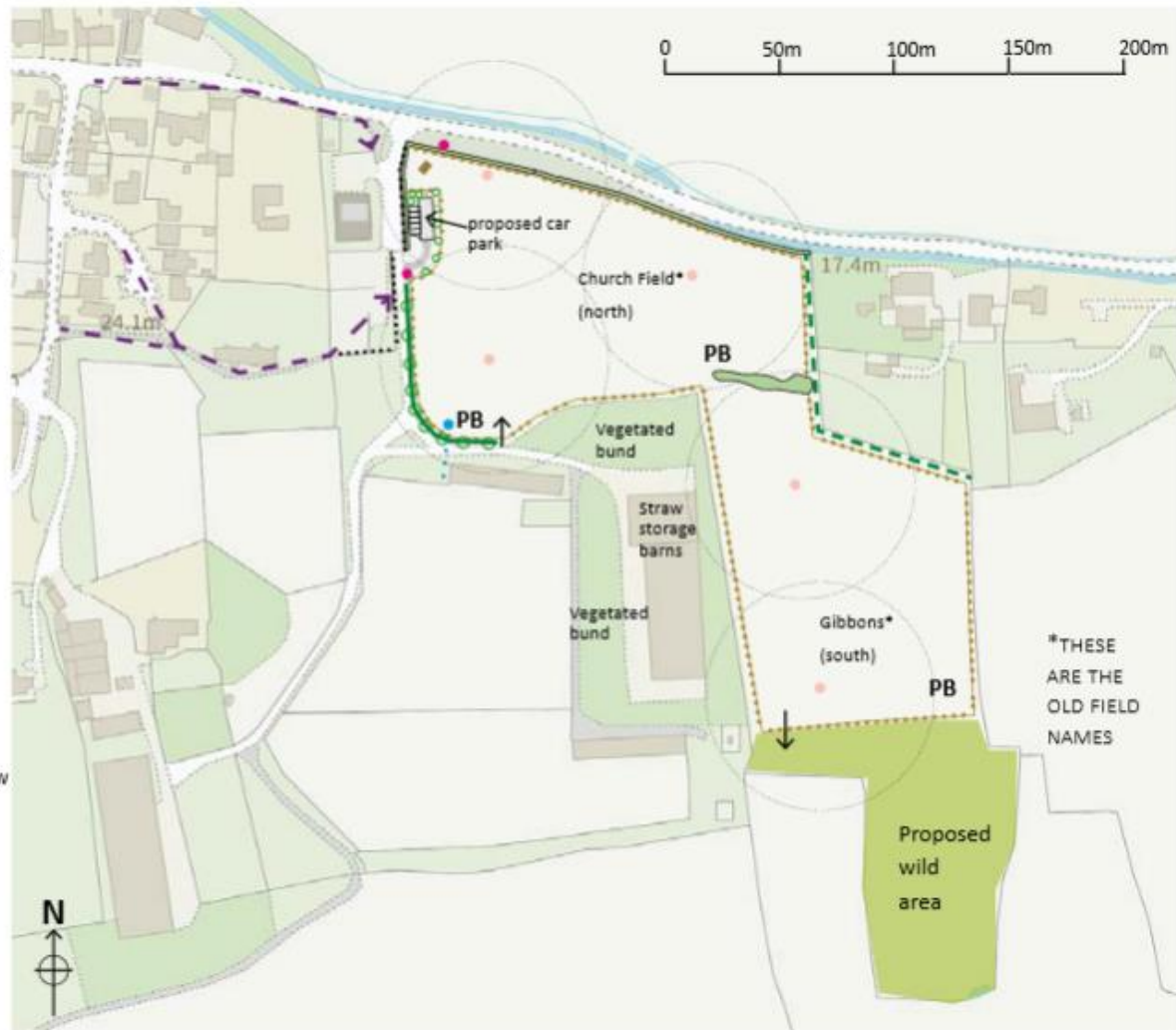
DOG WALKING FIELDS, MAIN ROAD, SOMERSHAM

SITE PLAN

ref: LBW -DWF- 04

KEY

-  Water point connecting to existing supply serving poultry shed
-  Signs. To be 1m x 1m max.
-  Compost bins (50m intervals shown by dotted line)
-  Maintenance access - 5 bar gates
-  Existing 1800mm wire mesh security fence
-  Proposed 1500/1800mm post and stock wire fence
-  Safe pedestrian access routes
-  Reinforce existing hedge with new hedge/tree planting to fill gaps
-  Picnic benches / seating logs
-  100m new native hedge
-  New native trees



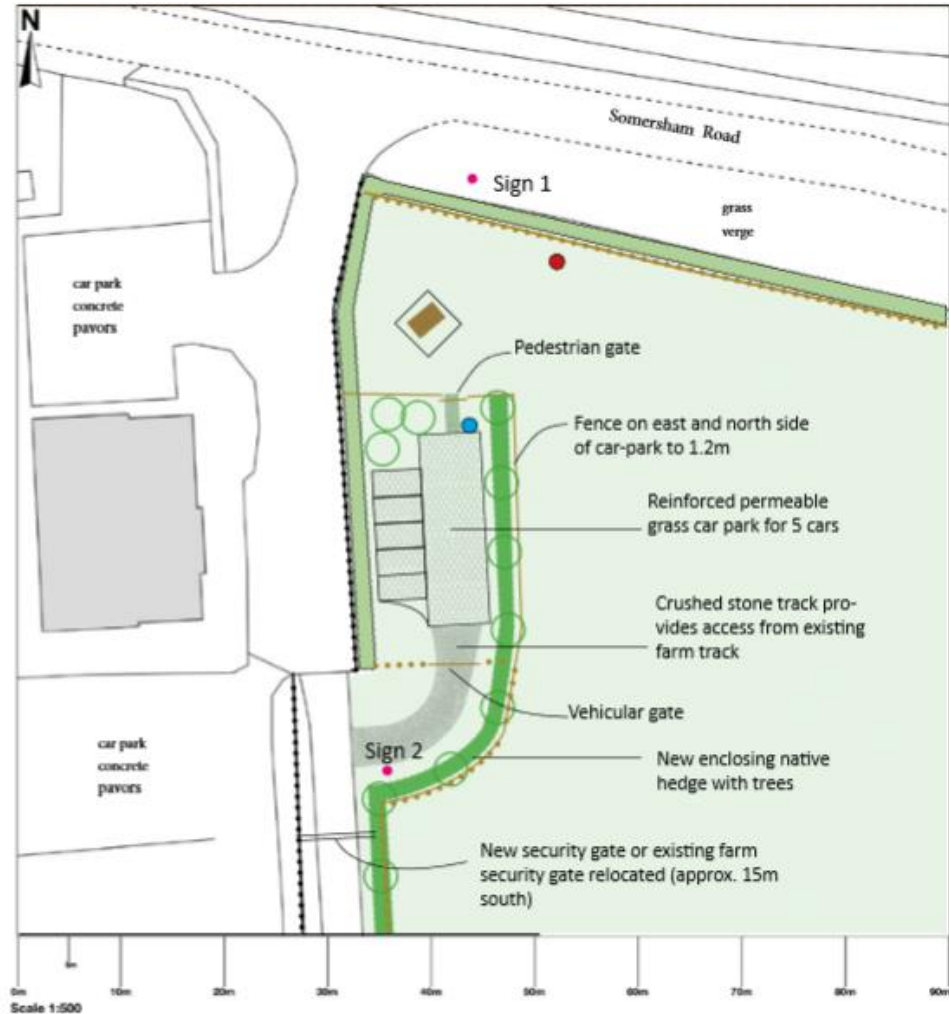
**DOG WALKING
FIELDS, MAIN ROAD,
SOMERSHAM**

ACCESS AND PARKING PLAN

ref: LBW -DWF- 03

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- KEY:**
- Permeable crushed stone road with flush timber edges
 - Existing 1800mm wire mesh security fence
 - Proposed 1500/1800mm post and wire fence
 - 2 No. New business signs
 - Dog waste bin
 - Litter bin
 - Existing mixed native hedge
 - Proposed mixed native hedge (c.150m in total)
 - Proposed Meadow
 - Proposed reinforced grass parking area for 5 cars
 - Proposed native trees - e.g. hornbeam, field maple, oak and birch



Map area bounded by: 609141,248477 609231,248567. Produced on 22 April 2022 from the OS National Geographic Database. Reproduction in whole or part is prohibited without the prior permission of Ordnance Survey. © Crown copyright 2022. Supplied by UKPlanningMaps.com a licensed OS partner (100054135). Unique plan reference: b90c/uk/786663/1063836