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COMMITTEE:	DEVELOPMENT CONTROL COMMITTEE A
DATE:	WEDNESDAY, 9 NOVEMBER 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 John Field Sarah Mansel John Matthissen

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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 REGISTRABLE OR NON REGISTRABLE INTERESTS BY MEMBERS**
- 3 **DECLARATIONS OF LOBBYING**
- 4 **DECLARATIONS OF PERSONAL SITE VISITS**
- 5 **NA/22/11 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 12 OCTOBER 2022** 5 - 18
- 6 **TO RECEIVE NOTIFICATION OF PETITIONS IN ACCORDANCE WITH THE COUNCIL'S PETITION SCHEME**

Date and Time of next meeting

Please note that the next meeting is scheduled for Wednesday, 7 December 2022 at 9.30 am.

Webcasting/ Live Streaming

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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.

35 DECLARATIONS OF PERSONAL SITE VISITS

35.1 None declared.

36 NA/22/8 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 20 JULY 2022

It was **RESOLVED**:

That the minutes of the meeting held on 20 July 2022 were confirmed and signed as a true record.

37 NA/22/9 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 29 SEPTEMBER 2022

It was **RESOLVED**:

That the minutes of the meeting held on 29 September 2022 were confirmed and signed as a true record.

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

38.1 None received.

39 NA/22/8 SCHEDULE OF PLANNING APPLICATIONS

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

Application Number	Representations From
DC/22/03464	Hannah Walker (Agent) Councillor Terence Carter (Ward Member) Councillor Dave Muller (Ward Member)
DC/21/05923	Martin Last (Agent) Councillor Jessica Fleming (Ward Member)
DC/22/03006	Councillor John Field (Ward Member)
DC/21/06158	Martin Last (Agent) Councillor John Matthissen (Ward Member)
DC/21/03406	Councillor Andrew Mellen (Ward Member)

40 DC/22/03464 GATEWAY 14, LAND BETWEEN THE A1120 AND A14, STOWMARKET, SUFFOLK

40.1 Application DC/22/03464
Proposal Application for Approval of Reserved Matters following grant of Outline planning permission reference

DC/21/00407:

“Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including:

Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works;

Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works (additional plans, documents and EIA information received 08/04/2021) and subsequent ES addendum letter received 17th June 2021.

”Submission of Details for Appearance, Landscaping, Layout and Scale for Plot 4000 including updated Environmental Statement July 2022.

Site Location **STOWMARKET** – Gateway 14, Land Between The A1120 and A14, Stowmarket, Suffolk

Applicant Gateway 14 Limited

- 40.2 The Case Officer introduced the application to the Committee outlining the proposal before Members including: the use of the land, the employment opportunities provided by the proposal, the site connectivity, parking and electric vehicle charging point plans, the proposed plans for Heavy Goods Vehicles (HGV) parking, access points to the site, the proposed traffic management plan, the height of proposed building, the proposed floors plans, the external materials to be used, the proposed features of the development, the location of external plant, the proposed landscaping plans, and the officer recommendation of approval.
- 40.3 The Chief Planning Officer and the Case Officer responded to questions from Members on issues including: how the delivery of the site be administered, whether there would there be any compromise on the quality of the ground water resources, the electric vehicle parking provision, the timescale for delivery of the landscaping plan, the emergency access to the site, whether the external appearance of the building had been considered from every angle, the proposed lighting strategy, the proposed plan for cycle parking, the traffic management conditions and how these could be enforced, the solar panel provision, the sustainable energy plans, and the access to the site from Mill Lane.

- 40.4 Members considered the representation from Hannah Walker who spoke as the Agent.
- 40.5 The Agent, the Managing Director of Gateway 14, Emily Atack, and the Director of Frank Shaw Architects, David Willis responded to questions from Members on issues including: the provision of parking and charging points for electric vehicles and any future provision for refuelling of HGV's using hydrogen, cycle parking for visitors, whether the feasibility of ground source heat pumps was considered, the sustainable energy plans, and the proposed lighting plans.
- 40.6 Members considered the representation from the Ward Member, Councillor Carter, who spoke against the application.
- 40.7 Members considered the representation from the Ward Member, Councillor Muller, who spoke in support of the application.
- 40.8 The Case Officer and the agent responded to questions from Members on issues including: the local transport provision to the site, and whether low carbon steel and low carbon concrete would be used.
- 40.9 Members debated the application on issues including: the design of the building, and the traffic management plans for HGV's.
- 40.10 Councillor Meyer proposed the application be approved as detailed in the officer recommendation.
- 40.11 Councillor Passmore seconded the proposal.
- 40.12 Members continued to debate the application on issues including: the provision of employment opportunities in the area, the size of the building, the proposed cycle parking provision, the proposed solar panel provision, sustainability measures, the potential impact on traffic, the lighting plans proposed lighting plans, the level of community engagement, and the high design standards of the development.
- 40.13 The Area Planning Manager and the Chief Planning Officer provided clarification of the conditions relating to sustainability, HGV routing and management, and cycle parking.

By a unanimous vote

It was RESOLVED:

That authority be delegated to the Chief Planning Officer to APPROVE reserved matters with conditions:

- (1) That the Chief Planning Officer be authorised to APPROVE reserved matters subject to conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:**

- **Approved Plans**
- **Highways - Provision of loading, unloading, manoeuvring and parking areas (inc. EV) (prior to first operational use)**
- **Highways - Provision of areas and routes for refuse and recycling bins (prior to first operational use)**
- **HGV Routing, Monitoring and Management Strategy (prior to first operational use) -Management strategy to include ongoing operator/Parish & Town Council engagement mechanism whilst use in being**
- **Container and external storage management plan - To provide for arrangements to manage and control container and external storage**
- **Limitation on areas/height for container and external storage shall apply to the following areas: [A] Lorry parking area on southwest edge of site (described on site plan as 105 spaces); not to exceed the height of TWO ISO standard shipping containers stored on ground level if stacked [B] Lorry parking area on the northwest edge of the site (described on site plan as overflow lorry spaces/container storage area and 13 spaces); not to exceed the height of TWO ISO standard shipping containers stored on ground level if stacked [C] Lorry parking area on northeast edge of site (described on site plan as 82 spaces); not to exceed the height of ONE ISO standard shipping container stored on ground level**
- **No onsite commercial waste handling or storage outside defined areas**
- **Provision of employee welfare and amenity areas (prior to first operational use)**
- **Installation of base build and fit out solar PV (prior to first operational use)**
- **Operational Skills and Employment Plan to be agreed**
- **Construction Skills and Employment Plan to be agreed**

(2) With the following informative notes as summarised and those as may be deemed necessary:

- **Reminder of conditions on outline permission**
- **Pro active working statement**
- **LLFA**
- **Bylaw 3 - Consent require**

41 DC/21/05923 LAND ADJACENT GREENACRES, GARDEN HOUSE LANE, RICKINGHALL SUPERIOR, DISS, SUFFOLK

41.1	Application Proposal	DC/21/05923 Application for approval of Reserved Matters following Outline Planning Permission 3858/16, Erection of up to 42 No dwellings, supporting infrastructure and new vehicular access (highway and pedestrian) submission of details for Appearance, Landscaping, Layout and Scale
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Site Location for Erection of 41No dwellings (including 14 affordable).
RICKINGHALL SUPERIOR – Land Adjacent
Greenacres, Gardenhouse Lane, Rickingham Superior,
Diss, Suffolk, IP22 1EA
Applicant Ruby Homes (East Anglia) Ltd

- 41.2 A break was taken from 11:11am until 11:20pm after application number DC/22/03463 and before the commencement of application of DC/21/05923.
- 41.3 The Case Officer presented the application to the Committee outlining the proposal before Members including: the location and layout of the site, the allocation of the site within the Rickingham Neighbourhood Plan, proposed heating systems, the landscaping scheme, the proposed housing mix, the proposed parking provision, connectivity plans and footpath improvements, the public open space provision, and the officer recommendation of approval as detailed in the committee report and tabled papers.
- 41.4 The Case Officer and the Area Planning Manager responded to questions from Members on issues including: whether the roads would be adopted by Suffolk County Council, the CIL contribution, which of the sustainability measures would be put in place, the future management plans for the public open space and play area, the number of triple parking spaces, the number of dwellings which would have electric vehicle charging points, the timescales for the landscaping, whether the comments from place services regarding landscaping had been addressed, and the construction management plan.
- 41.5 Members considered the representation from Martin Last who spoke as the Agent.
- 41.6 The Agent responded to questions from Members on issues including: the sustainability issues, whether consideration could be given to the bungalows being compliant with M4(2) and M4(3) building regulations, whether the roads would be to an adoptable standard and be adopted by Suffolk County Council, and whether the liaison with the Parish Council would be ongoing.
- 41.7 The Chair read out a statement from the Ward Member, Councillor Fleming, who was unable to attend the meeting.
- 41.8 The Case Officer responded to questions from Members on issues including: the proposed parking provision and construction management plan, and the density of the site.
- 41.9 Members debated the application on issues including: the amendments made to the proposal to address the issues raised by the Parish Council.
- 41.10 Councillor Passmore proposed that the application be approved.
- 41.11 Members continued to debate the application on issues including: the Rickingham Neighbourhood Plan, the liaison between the applicant and the local community, and the conditions relating to the sustainability measures.

41.12 Councillor Eburne seconded the proposal and requested that an informative was added regarding the construction management plan. The was accepted by Councillor Passmore.

41.13 Members further debated the application on issues including the proposed sustainability measures.

By a unanimous vote

It was RESOLVED:

That authority be delegated to the Chief Planning Officer to approve the reserved matters subject to the following conditions as summarised below (unless details to satisfy such conditions are submitted to the LPA to the satisfaction of the Chief Planning Officer and relevant consultees prior to the issuing of a decision) and any others as may be deemed necessary.

- **Approved plans**
- **An area of open space and play space of no smaller than 381 square metres**
- **Agreement of management company for open space and play space**
- **Play space details to be agreed (to be considered in accordance with the Fields in Trust recommended benchmark guidelines)**
- **Footpath links to PROW and PROW upgrades**
- **Advanced planting**
- **Landscape management plan (to include details of hedgerow management along PROW)**
- **No burning on site**
- **Dust control measures**
- **Noise assessment for air source heat pumps**
- **EV charging details**
- **Construction details of estate roads and footpaths (for both Highways and Waste Services)**
- **Sustainability measures**
- **Biodiversity enhancement measures**
- **Lighting scheme to be submitted**
- **Air source heat pumps to serve all plots**

Informatives

- **Proactive working with NPPF- No pre-app**
- **Tied to outline**
- **Floods and drainage**
- **Public Rights of Way**

The following conditions were imposed on the outline permission and continue to apply to these reserved matters:

- **Time limit for commencement (2 years)**
- **Surface water drainage scheme**

- **Surface water scheme implementation, maintenance and management**
- **SuDS details for LLFAs Flood Risk Asset Register**
- **Construction surface water management plan**
- **Written Scheme of Investigation for archaeology**
- **Post Investigation for archaeology**
- **Fire hydrants**
- **Ecological offsite mitigation strategy for farmland birds**
- **Finished floor levels of dwellings**
- **Materials**
- **Landscaping scheme**
- **Timescale for landscaping scheme to be implemented**
- **Construction of access to serve the site**
- **Parking and manoeuvring**
- **Construction Management Plan**
- **Refuse bins and collection areas**
- **Construction of carriageways and footways within the site**
- **Construction of new footway along Garden Lane**

The following was secured under s106 Agreement:

- **35% affordable housing (tenure, mix and layout to be agreed under reserved matters)**

And the following additional informative:

- **Construction Management Plan liaison with Parish Council**

42 DC/22/03006 LAND TO THE SOUTH OF, MAIN ROAD, SOMERSHAM, SUFFOLK

42.1	Application Proposal	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.
	Site Location	SOMERSHAM – Land to the South of Main Road, Somersham, Suffolk
	Applicant	AD and KM Caston

42.2 The Case Officer presented the application to the Committee outlining the proposal before Members including: the proposed use of the land, the location of the site, access to the site including security measures, and the officer recommendation of approval.

42.3 The Case Officer responded to questions from Members on issues including: the use of the adjacent buildings, and whether consideration had been given to the potential noise levels.

42.4 Members considered the representation from the Ward Member, Councillor Field, who spoke in support of the application.

- 42.5 The Ward Member and the Area Planning Manager responded to questions from Members on issues including: whether the Parish Council had considered having an Electric Vehicle charging point installed in the village hall car park, and whether there would be anything undertaken to prevent users of the development from parking at the village hall.
- 42.6 Members debated the application on issues including: the potential noise levels.
- 42.7 Councillor Passmore proposed that the application be approved.
- 42.8 Councillor Matthissen seconded the application.
- 42.9 Members further debated the application on issues including: the provision of the electric vehicle charging point.

By a unanimous vote

It was RESOLVED:

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.**
- **Illumination restriction.**

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

- **Proactive working statement**

43 DC/21/06158 LAND OFF, PEAR TREE PLACE, GREAT FINBOROUGH, SUFFOLK

43.1	Application Proposal	DC/21/06158 Full Planning Application – Erection of 18No dwellings (including 9No affordable units) with associated parking and external works.
	Site Location	GREAT FINBOROUGH – Land Off, Pear Tree Place,

Applicant Great Finborough, Suffolk
 Ruby Homes (East Anglia) Ltd

- 43.2 The Case Officer presented the application to the Committee outlining the proposal before Members including: the location and layout of the site, the previous planning applications at the site, access to the site, the proposed housing mix, and the officer recommendation of refusal.
- 43.3 The Case Officer and the Area Planning Manager responded to questions from Members on issues including: when the adjacent new development was granted permission, the layout of the development, and the reasons why the site was not considered to be sustainable.
- 43.4 Members considered the representation from Martin Last who spoke as the Agent.
- 43.5 The Agent responded to questions from Members on issues including: whether the affordable housing units would be built to the same construction method and quality as the non-affordable housing units.
- 43.6 The Ward Member responded to a question from Members regarding the public transport provision in the area.
- 43.7 Members considered the representation from the Ward Member, Councillor Matthissen who spoke in support of the application.
- 43.8 The Ward Member responded to questions from Members on issues including: other recent applications in the area and the provision of affordable housing in the village.
- 43.9 Members debated the application on issues including: the provision of affordable dwellings within recent developments in the village, the Parish Council support for the proposal, and the sustainability of the site.
- 43.10 Councillor Passmore proposed that the application be approved with conditions.
- 43.11 Councillor Field seconded the proposal.
- 43.12 Members continued to debate the application on issues including: the support from the local community, the local transport provision, and the sustainability of the development.
- 43.13 The proposer and seconder proposed the following conditions:
- Time limit
 - Approved plans
 - Surface water drainage

- Construction water management plan
- Landscaping scheme
- Landscape management plan
- Suds
- Archaeology
- Refuse and recycling
- Details of roads and footpaths
- Provision of carriageways and footways
- Provision of parking
- Provision of cycle storage
- Construction management plan
- Agreement of materials
- Sustainability measures to be agreed
- Biodiversity enhancement measures
- EV charging details to agreed
- Scheme of lighting to be agreed

By a unanimous vote:

It was RESOLVED:

That authority be delegated to the Chief Planning Officer to grant planning permission, subject to S106 agreement to secure affordable housing, and conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:

- **Time limit**
- **Approved plans**
- **Surface water drainage**
- **Construction water management plan**
- **Landscaping scheme**
- **Landscape management plan**
- **Suds**
- **Archaeology**
- **Refuse and recycling**
- **Details of roads and footpaths**
- **Provision of carriageways and footways**

- **Provision of parking**
- **Provision of cycle storage**
- **Construction management plan**
- **Agreement of materials**
- **Sustainability measures to be agreed**
- **Biodiversity enhancement measures**
- **EV charging details to agreed**
- **Scheme of lighting to be agreed**

44 DC/21/03406 LAND SOUTH OF, PRETYMAN AVENUE, BACTON, SUFFOLK

44.1	Application Proposal	DC/21/03406 Application for consent to display an Advertisement(s) – Installation of 2no. flags and 1no. post mounted sign.
	Site Location	BACTON – Land South of, Pretyman Avenue, Bacton, Suffolk
	Applicant	Bellway Eastern Counties

44.2 The Case Officer introduced the application to the Committee outlining the proposal before Members including: the location of the site, the location and dimensions of the proposed advertisements, the location of the surrounding dwellings, and the recommendation of approval.

44.3 The Chair read out a statement from the Ward Member, Councillor Mellen, who was unable to attend the meeting.

44.4 The Case Officer responded to questions from Members on issues including: the conditions relating to the time limit for installation and removal of the advertisements.

44.5 Councillor Meyer proposed that the application be approved subject to an additional condition relating to securing the base of the flag, and an amendment to the time period for removal to within 2 years.

44.6 Councillor Eburne seconded the proposal.

By a unanimous vote

It was RESOLVED:

That the application is GRANTED advertisement consent

- (1) That the Chief Planning Officer be authorised to GRANT Advertisement Consent subject to conditions as summarised below and those as may**

be deemed necessary by the Chief Planning Officer:

- Advertisement time limit
- Approved plans
- Standard advert conditions (requiring that the signage is erected with landowner permission, does not harm amenity or block traffic signage, is maintained in good condition, does not create a public safety hazard and that the site is returned to its original condition once removed.
- Time period for display (tied to residential development being undertaken) for removal within 2 years

And the following additional condition:

- Base of the flag to be secured

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

- Standard proactive working statement
- SCC Highways/Public Rights of Way note

45 SITE INSPECTION

45.1 None received.

The business of the meeting was concluded at 1.15 pm.

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Chair

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Agenda Item 7

MID SUFFOLK DISTRICT COUNCIL

DEVELOPMENT CONTROL COMMITTEE A

9 NOVEMBER 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/21/03287	Land North West Of, Stowupland Road, Stowmarket, Suffolk, IP14 5AN	Councillor Terence Carter and Councillor Dave Muller / Stow Thorney	Bradly Heffer	
7B	DC/22/03093	Land North-West of, Church Lane, Barham, Suffolk	Councillor Timothy Passmore and Councillor John Whitehead / Claydon & Barham	Vincent Pearce	
7C	DC/22/03231	Land North-West of, Church Lane, Barham, Suffolk	Councillor Timothy Passmore and Councillor John Whitehead / Claydon & Barham	Vincent Pearce	
7D	DC/22/03423	Land Adj 10 Crown Mill, Elmswell, IP30 9GF	Councillor Helen Geake and Councillor Sarah Mansel / Elmswell & Woolpit	Helen Noble	

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Agenda Item 7a

Committee Report

Item No: 7A

Reference: DC/21/03287

Case Officer: Bradly Heffer

Ward: Stow Thorney.

Ward Member/s: Cllr Terence Carter and 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 David Fletcher

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 – UPDATE REPORT

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.

Members will recall that this application was reported to Committee on 29th September 2022. At that time Committee resolved as follows:

‘...That the application be deferred to enable Officers to negotiate good design and layout aspects including 2 and 3 storey proposed units adjacent to the A14, adequacy of parking including removal of triple parking, potential for purchaser PV panels and Air Source Heat Pumps and other improvements above minimum standards, cycle and refuge consideration and toucan crossing appropriateness, and officer to report back to committee...’

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

Please note that the report below is as originally presented to Committee at the 29th September meeting. The additional report commences at paragraph 14.

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, 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,

DECISION: PCO

landscaping, access and associated infrastructure.

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: Update October 2022

Introduction:

Members will recall that this full planning application was presented to Committee at the meeting held on 29th September 2022. At that meeting, Members resolved to defer determination of the application for several reasons which may be summarised as follows:

- **Design and layout aspects including 2 and 3 storey proposed units adjacent to the A14 trunk road**
- **Adequacy of parking including removal of triple parking**
- **Potential for purchaser PV panels and Air Source Heat Pumps and other improvements above minimum standards**
- **Cycle and refuge consideration / Toucan crossing appropriateness**

Members requested that the application be brought back to Committee following further consideration of the above points. Subsequent to this your officers met with the applicant and agent to explore these matters.

The text of the original report to Committee is included below, and following on a further report section (see Section 14.0) has been added which includes responses to the issues raised by Committee.

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 – 91 no. 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 as 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 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 forms 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.

14.0 UPDATE FOLLOWING CONSIDERATION OF THE APPLICATION AT THE COMMITTEE MEETING HELD ON 29th September.

- 14.1 This report's introduction above identifies the reasons for deferral that were agreed by Members at the Committee meeting. Each reason is listed below, with a response. Members are advised that discussion and negotiation has taken place with the applicant company and its agent following deferral of the application. In addition, following receipt of amended material, re-consultation has taken place with the following:

- Stowmarket Town Council
- Stowmarket Society
- Highway Authority
- Sustainable Travel Officer
- Place Services – Landscape
- Environmental Health – Sustainability

Comments from these consultees were not available at the time this report was written (with the exception of the Highway Authority and Sustainable Travel Officer) and Members will be updated either in Tabled Papers or verbally at Committee.

14.2 Issue 1: Design and layout aspects including 2 and 3 storey proposed units adjacent to the A14 trunk road

- 14.3 Following deferral of the application the design and layout of the only three storey building proposed on the site has been reviewed with the applicant. Following negotiation the form of the building has been re-designed and amended plans provided. The previous iteration of the design considered by Members included an element of the building that

projected towards the trunk road (A14). This projection has now been removed, and replaced by a similar-sized projection to the front of the building. This has the effect of relocating a proportion of the accommodation proposed in this building further away from the trunk road and breaking up the appearance of the building on this principal public elevation.

- 14.4 A further consequence of the amended building form is that its presence at the end of the relevant access road within the site is, it is considered, enhanced as a result – providing an improved sense of enclosure at this point in the development, and an appropriate visual end stop to its associated access road.
- 14.5 In addition to these revisions to form, alterations to the detailed design of the building have also been secured, including the introduction of a rusticated treatment of render at ground floor level (in order suggest a masonry finish). Also, projections within the building’s facades have been made deeper in order to emphasise their visual presence, and assist in breaking up the overall mass. The pitch of the roof of the building has also been adjusted to 35 degrees, which assists in making this element appear proportionally better as part of the building’s overall composition. This feature could also be clad in a slate material.
- 14.6 It is considered by officers that the above revisions to the flatted element of the development would help in improving the amenity of future occupiers from impacts arising from the trunk road, and also improve its overall appearance bearing in mind its prominent position on the site. It is also noted that the proposed treatment of the landscaped space between the proposed building and the north-eastern boundary of the site would include native hedging and tree planting that would have the effect of softening the overall impact of the building when viewed from the public realm to the south and east along Stowupland Road, notwithstanding the design revisions secured to the building itself. The difference in levels between roundabout and the site at a lower ground level is also relevant to the assessment of visual impact of this building.
- 14.7 Turning then to the layout of the remainder of the development along the boundary of the site where it meets the route of the trunk road, officers consider the arrangement of development is appropriate insofar as the development faces outward at this point, as opposed to a reversed situation where the rear gardens of dwellings would face northwards. Were that reverse situation created through an amendment to the layout, this would arguably be more detrimental to the amenity of future occupiers, bearing in mind that private gardens would then be facing directly towards the trunk road, rather than being shielded by the built form of the dwellings and separated by distance using the “public side” of the estate to achieve separation as would be the case at present. It should also be borne in mind that the proposal does include elements to protect future occupiers’ amenity, primarily from noise nuisance. Externally this includes the installation of an acoustic fence, and associated planting, along the northern boundary of the site.
- 14.8 As well as the impacts on amenity arising from the use of the A14, the issue of outlook from the dwellings along the northern boundary was also discussed during the previous committee meeting. In this regard, the applicant has subsequently provided a site section that provides a typical detail which clarifies matters. This cross section identifies that development on the application site, at this point, would sit approximately 7.5 metres

higher than the carriageway level of the trunk road. The acoustic fence (and associated planting) would be located at the top of the landscaped slope to the south of the carriageway. On this basis, direct views of the A14 road itself would be obscured by intervening planting and, at first floor level within north-facing rooms, views of the wider countryside would be available – with the acoustic fencing and planting in the foreground.

- 14.9 In summary, it is considered that the proposed revisions to the three storey building and its immediate environs are a positive response to the specific reason for deferral. In addition, the general arrangement of development along the northern boundary would relate well, spatially, to the space to the north – providing a public frontage which avoids the over-exposure of private amenity areas. Furthermore, additional information in the form of a cross-section drawing demonstrates that the outlook from north-facing first floor windows would not be overly dominated by the trunk road itself. It should also be noted that conditions attached to a grant of planning permission would include a requirement that the dwellings on the edges of the site incorporate appropriate glazing and ventilation, as identified by the Environmental Health – Noise/Odour officer.

14.10 Adequacy of parking including removal of triple parking

- 14.11 Information previously submitted with the application advised that the amount of parking spaces, including spaces for visitors, is in accordance with the adopted spaces of the Council. This is stated in paragraph 5.15 of the committee report.

- 14.12 By way of further clarification, the following information is taken from the Design and Access statement that accompanied the original submission:

‘...In line with Suffolk Guidance for Parking Technical Guide, parking meets the following:

Parking bay dimensions are:

- *5.0 x 2.5 m (perpendicular configuration)*
- *6.0 x 2.5 m (parallel configuration)*

Where driveways provide access to the dwelling or private garden these are 3.3m wide. Otherwise separate 900mm paths are provided.

Allocated parking provision meets the following criteria:

- *1 bedroom dwellings – 1 parking space*
- *2 and 3 bedroom dwellings – 2 parking spaces*
- *4 bedroom dwellings – 3 parking spaces*

For four bedroom dwellings, the garage is counted for parking as separate storage is provided in private gardens.

66no. unallocated (visitor) parking spaces are provided throughout the scheme achieving the requirement of 0.25 spaces per dwelling...’

14.13 As regards the provision of triple parking spaces on the development (in a row) Members are advised that the adopted parking guidance document deals with this specific issue as follows:

'...Where a minimum of three parking spaces is required, 'triple' tandem parking where three spaces are provided in line regardless of whether in or outside a garage or car port is not acceptable, as it creates regular manoeuvring of cars and greater demand for on-street parking. This layout of parking on a development site in some circumstances may be acceptable on private streets...Where an individual dwelling may require more than two spaces these additional spaces may generally be provided as part of unallocated on street parking, providing this is designed-in...'

14.14 As part of post-committee engagement with the applicant, the issue of instances of triple parking has been raised. It is the case that the applicant's proposals do propose the use of triple spaces off private drives. The provision of visitor spaces is such that there are instances of unallocated provision in proximity to plots where triple spaces are proposed.

14.15 The applicant has been asked to reconsider this issue, bearing in mind comments at the previous committee meeting. In this regard the following response has been received:

'The applicant took on board comments received from Members and carried out a thorough review of the layout which resulted in a number of amendments. The layout has been revised to reduce triple parking from 2 dwellings. In addition, the applicant increased the number of visitor parking from 65 spaces to 74 spaces. This amendment is broken down as follows:

- *2 additional visitor parking spaces serving plots 253 – 258;*
- *2 additional visitor parking spaces serving plots 42 – 46;*
- *1 additional visitor parking space to the front of plot 144; and*
- *1 additional visitor parking space to the front of plot 169.*

As a result of the changes to the layout, the locations in the site where triple parking is located have very good visitor parking provision. This gives the option for residents to use the visitor bays where preferable. The plots that have triple parking are all served via private drives. As a result of the changes, a total of 74 parking spaces are provided on site, against a policy requirement of 65. This provides an overprovision of 9 visitor spaces against the parking standards (which require 0.25 spaces per dwelling) and this overprovision will prevent unauthorised street parking.'

14.16 Members should note that the amended scheme put forward for consideration now has amended triple parking provision on two plots and, in addition, has provided additional visitor spaces in order to mitigate triple parking instances on the identified plots which total of 13. Overall, it is considered that the parking layout provides an improvement on the previous layout with regard to the provision of triple parking spaces, bearing in mind the guidance comments at paragraph 14.13 of this report and that it accords with the Adopted Parking Standards.

14.17 For comparison with other schemes previously considered at Development Control Committee it is noted that this scheme proposes triple parking on 16% of the total plots which compares with 33% at Onehouse (ref. DC/21/06966) and 14% at Elmswell (ref. DC/22/01615).

14.18 Potential for purchaser PV panels and Air Source Heat Pumps

14.19 Following deferral of the application, the issues relating to sustainable energy generation have been considered further by the applicant, following discussion with officers. Members are advised that the principle change is that all dwellings on the site would now be constructed to incorporate PV provision on roofs, in lieu of the provision of Air Source Heat Pumps. In this regard the following comments are made in an updated energy strategy review provided by the applicant:

*'...It is understood that following consultation with the local authority, there is an ambition for all homes to incorporate solar PV panels...Further to this demand reduction approach and following discussion with the local authority...it is proposed to incorporate solar PV systems to all homes, with a minimum system size of 2 panels per home, in order to further reduce emissions as well as provide a reduction in fuel bills for all residents. The system sizes will additionally be designed to deliver a **saving of at least 19% over Part L 2013** [report emphasis] standards for the initial phase, in line with the strategy for adjacent parcels being constructed by other developers...'*

14.20 By way of further explanation the applicant's agent has provided the following comments:

'...it is now the intention for all dwellings to have PV Panels. Following the concerns raised by Members at the last Planning Committee that a number of residents would not have access to renewable technologies, the applicants have undertaken a review of the sustainability strategy with their Energy and Sustainability Consultant. The Energy and Sustainability Consultant reviewed the available options in terms of ensuring all residents on the site have access to renewable technologies. As a result of this, the applicant is proposing the provision of PV for all dwellings where reasonably practicable by orientation (page 7 of the attached Committee report, where this was acceptable). This strategy is set out on my email of the 14th October and the letter from the applicant's Energy and Sustainability Consultant (AES). Said letter confirms that the revised energy strategy will provide a significant energy saving against building regulation standards. Critically, this revised energy strategy accords with the Bloor Homes scheme at School Road, Elmswell, which was approved by Committee.

The proposed revised energy strategy provides significantly above the required energy standards. The dwellings have also been designed with flexibility to account for any future legislation changes (including the installation of ASHP, once building regulations change).'

14.21 The approach now being taken therefore reflects that taken in Elmswell to secure PV on all plots where reasonably practicable by orientation. By way of explanation the above reference to ‘...page 7 of the Committee report, where this was acceptable...’ relates to the Committee resolution in regard to application ref. DC/22/01615 – Land to the north and west of School Road Elmswell which was considered at the MSDC A Committee meeting held on 22 June 2022. Inter alia, as part of the Committee’s resolution, the following was agreed:

‘...That the Chief Planning Officer be instructed to secure the applicants offer of PV on all plots where reasonably practicable by orientation under condition 21 to the OL PP...’

14.22 Members will recall that the use of Air Source Heat Pumps (ASHP) was previously proposed on a number of units within the development, with the potential use of ASHP in additional units as the build-out of the proposed scheme was undertaken. In proposing this revision, it is now intended that the use of PV would extend across the site in lieu of ASHPs, and would form part of the build, as opposed to a retrofit offer to purchasers. This is in addition to the provision of EV charging points as explained in the original report (para. 6.16). In regard to the above, the comments of the Environmental Health - Sustainability Officer are awaited at the time of writing and will be provided at your Committee meeting.

14.23 Cycle and refuge consideration / Toucan crossing appropriateness

14.24 In deferral of determination of the application, and in relation to highways/active travel aspects of the proposal, further consideration was required regarding cycle route provision, the form of the access on to Stowupland Road (specifically the refuge provision for pedestrians and cyclists crossing this access), and the provision of the Toucan crossing proposed to the south of the new vehicular access.

14.25 In relation to the issue of cycle route provision, Members will recall from the previous Committee presentation that cycle routes across this application site were shown on plan – linking through to similar routes on the adjacent Ashes Farm site (notwithstanding the outline nature of the Ashes Farm proposal). An element of this route network is across the northern part of the site. In this regard, following deferral, the route has been augmented by the proposed creation of a new shared footway/cycleway link from the site, joining Stowupland Road near to the roundabout junction with Mortimer Road. This enhanced provision would, it is felt, improve cyclist and pedestrian access to, through and from the site and encourage active travel movements with the town centre using the site as part of an active travel route including Ashes Farm.

14.26 In addition to the provision of the new shared access as described above, the submitted plans also show the cycleway on the southern side of Stowupland Road increased in width in the area around the new Toucan crossing, to allow for more space for pedestrians and cyclists in that area.

14.27 Turning then to the proposed main vehicular access, and specifically in relation to refuge provision, Members are advised that revised plans show the enlargement of the central

refuge area, which would assist in improving the crossing 'experience' for pedestrians and cyclists. In addition the position of the refuge has been amended; now being further into the access space in order that users of the crossing, particularly cyclists, would have additional time to anticipate motor vehicular movements at the junction.

- 14.28 In regard to the treatment of the junction, the following comments have been received from the applicant's agent by way of explanation and the advice of SCC Highways on this is awaited:

'...Following discussions with our highway consultants Richard Jackson Partnership, pedestrian / cyclist priority is not recommended at this access as it's not provided elsewhere and this is going to be a busy access for the Crest and Ashes Farm site; and giving way to a pedestrian / cyclist will cause issues on the main road. As there aren't many accesses along the cycleway the occasional location where they will give way to traffic is not considered unreasonable, especially with a (now wider) refuge island to enable a two stage crossing of the access and a new cycleway on the opposite of the B1115...'

- 14.29 The issue of the Toucan crossing was also identified by Committee where further information and advice should be sought. In this regard the further views of the Highway Authority have been sought and the following comment has been received, in relation to its location in Stowupland Road:

'...The Toucan crossing moved slightly from the original plan so it is suitably spaced from the junctions but we feel that it's an appropriate location, noting that slightly further north would be preferable but the access, emergency access would push it up to near the roundabout, where there is already one on the other side of the roundabout...'

- 14.30 In discussing the deferral with the applicant Officers have discussed the issue of e-cycle charging facilities including for occupants of the 3 storey flat block. Members are advised that the Highway Authority and the Sustainable Travel Officer have been reconsulted on the proposed revisions as described above. The Sustainable Travel Officer has commented as follows:

'I have no reasons to object to this proposal, and am pleased to see amendments made to the planning application with regards to cycle and refuge consideration which bring improvement to active travel space and connectivity.'

I would however like to highlight a further opportunity to 'future-proof' the cycle storage facilities associated with the 3 storey block of flats; It may be that in the future, we see a significantly higher ownership of e-bikes, which in turn has the potential to create significant modal shift in terms of more and longer journeys being undertaken by bicycle. Some models of e-bike have integrated batteries, meaning that the battery cannot be removed for charging. For these types of e-bikes, the bicycle itself must be within reach of a standard 3 pin plug socket. For those living inside a block of flats, and up flights of stairs, it would be very impractical (perhaps impossible) to take an e-bike inside of the home for charging, and this could be a barrier to using or owning certain types of e-bike. In

order to remove this barrier, and enable modal shift, I would recommend that the bicycle storage facility is equipped with standard 3 pin plug socket. I would assume that the bicycle parking facility would already have an electricity supply (for lighting), so I expect plug sockets would be a very small-scale and simple inclusion that has the potential to better enable and encourage residents to consider more sustainable forms of transport.'

- 14.31 In regard to the above comments, it is recommended that a condition be attached to a grant of planning permission that requires the provision of an e-cycle charging facility, within the proposed bicycle storage building, to serve the apartment building.
- 14.32 Following re-consultation on the revisions identified, the Highway Authority has provided a further response which is included below for Members' information:

'Further to the submission of amended layout, access and highway improvement plans, the proposal remains acceptable to the Highway Authority and we are satisfied that our previously recommended planning conditions and S106 contributions (from our responses dated 06/06/22 and 13/06/22 ref: SCC/CON/2008/22) can be updated to reference the latest plan revisions.

The proposal to increase the size of the refuge in the main access junction is supported and we are satisfied that it can still accommodate large vehicles.

The proposed Toucan crossing is considered necessary to support sustainable travel and accord with paras. 105, 110 and 112 of the NPPF. It is suitably spaced from the new and existing junctions and we feel that it is an appropriate location, noting that there is already one on the other side of the Mortimer Road roundabout.

The cycle facilities plan is useful and illustrates how this site links to existing infrastructure and how this site is key to connectivity of the Ashes Farm site. There remains a gap in the most direct route between the two sites and the town centre and railway station. However, there simply isn't enough highway to provide continuous off-carriageway cycle facilities in that particular area.'

15.0 Conclusion

- 15.1 Following deferral the applicant has engaged constructively in discussion with Officers with a practical approach to the issues raised. With this in mind the applicant has introduced a number of design and scheme revisions, as described above, with the intention to address the issues raised by Committee. It is the view of your officers that the revisions made have tangibly improved the scheme and re-enforce good design which can be supported with a positive recommendation to Committee that permission be granted subject to Section 106 and conditions.
- 15.2 By way of clarification, the position of the Strategic Housing Team is that it does not object to the scheme put forward for consideration, and in this regard the comments made in paragraph 6.18 of this report are no longer applicable.

RECOMMENDATION

(1) That 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 including 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 above mentioned Section 106 planning obligation 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
- Provision of an e-bicycle charging facility within the bicycle storage building serving the apartment block
- Provision of PV for all dwellings where reasonably practical.
- Details of the proposed access, and all off-site highway works 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.
- 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



Application No: DC/21/03287

Location: Land North West Of, Stowupland Road, Stowmarket

		Page No.
Appendix 1: Call In Request	N/A	
Appendix 2: Details of Previous Decision	<i>Deferred at Committee meeting held on 29th September 2022</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) Arboricultural Officer Public Realm Communities</i>	
Appendix 7: Any other consultee responses	<i>Councillor Ekpenyong Councillor Muller Stowmarket Society</i>	
Appendix 8: Application Site Location Plan	<i>Attached</i>	
Appendix 9: Application Plans and Docs	<i>Attached</i>	
Appendix 10: Further information	<i>Comment from Sustainable Travel Officer</i>	

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 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@babberghmidsuffolk.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@babberghmidsuffolk.gov.uk>
Subject: DC/21/03287 - Consultation response



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Dear Sir/Madam

Application ref: DC/21/03287 - Amendments
Our ref: 381841

Natural England has no comments to make on this application.

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

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

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

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

Yours faithfully

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

Enquiries line: 0300 060 3900
Email: consultations@naturalengland.org.uk
www.gov.uk/natural-england

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

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

Sent: 21 January 2022 14:22

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

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

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

Kind Regards

Planning Support Team

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

Our ref: AE/2021/126274/01-L01
Your ref: DC/21/03287

Date: 01 July 2021

Dear Mr Heffer

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

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

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

Foul Water Drainage

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

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

Condition

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

Reason for condition

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

We trust this advice is useful.

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

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

The British Horse Society is an Appointed Representative of South Essex Insurance Brokers Limited who are authorised and regulated by the Financial Conduct Authority.

Registered Charity Nos. 210504 and SC038516. A company limited by guarantee. Registered in England & Wales No. 444742

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

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

Your Ref: DC/21/03287
Our Ref: SCC/CON/3978/22
Date: 26 October 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: Bradly Heffer

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 amended layout, access and highway improvement plans, the proposal remains acceptable to the Highway Authority and we are satisfied that our previously recommended planning conditions and S106 contributions (from our responses dated 06/06/22 and 13/06/22 ref: SCC/CON/2008/22) can be updated to reference the latest plan revisions.

The proposal to increase the size of the refuge in the main access junction is supported and we are satisfied that it can still accommodate large vehicles.

The proposed Toucan crossing is considered necessary to support sustainable travel and accord with paras. 105, 110 and 112 of the NPPF. It is suitably spaced from the new and existing junctions and we feel that it is an appropriate location, noting that there is already one on the other side of the Mortimer Road roundabout.

The cycle facilities plan is useful and illustrates how this site links to existing infrastructure and how this site is key to connectivity of the Ashes Farm site. There remains a gap in the most direct route between the two sites and the town centre and railway station. However, there simply isn't enough highway to provide continuous off-carriageway cycle facilities in that particular area.

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

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.

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/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 111
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

18/10/2022

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 26th September 2022.

We are satisfied that the amended lighting plan Ref 2010-500 ST006D now considers potential conflicts with proposed street trees.

If minded for approval, we would still 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.



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.

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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.

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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@babberghmidsuffolk.gov.uk>
Sent: 16 July 2021 15:03
To: Bradly Heffer <Bradly.Heffer@babberghmidsuffolk.gov.uk>; BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>; BMSDC Planning Mailbox <planning@babberghmidsuffolk.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



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From: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>
Sent: 07 Jun 2022 10:53:42
To:
Cc:
Subject: FW: DC/21/03287
Attachments:

From: Peter Chisnall <Peter.Chisnall@baberghmidsuffolk.gov.uk>
Sent: 06 June 2022 17:13
To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>; Bradly Heffer <Bradly.Heffer@baberghmidsuffolk.gov.uk>
Subject: DC/21/03287

Dear Bradly,

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

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

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

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

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

Peter

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

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

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

Dear Bradly,

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

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

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

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

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

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

Regards,

Peter

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

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

Sent: 15 Oct 2021 08:45:11

To:

Cc:

Subject: FW: DC/21/03287

Attachments:

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

Sent: 14 October 2021 14:01

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

Subject: DC/21/03287

Dear Bradly,

APPLICATION FOR PLANNING PERMISSION - DC/21/03287

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

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

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

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

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

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

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

To reiterate the comments I made in my initial response.

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

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

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

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

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

Regards,

Peter

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

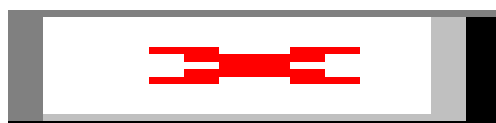
Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer

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
--------------------	--------------------------	-------------------

Stowmarket 1768

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

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

Sent: 26 Oct 2022 02:19:45

To:

Cc:

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

Attachments:

Dear Bradly,

Consultation request response re: APPLICATION FOR PLANNING PERMISSION - DC/21/03287
Response from BMSDC Sustainable Travel Officer

Many thanks for your request for comments on the above.

I have no reasons to object to this proposal, and am pleased to see amendments made to the planning application with regards to cycle and refuge consideration which bring improvement to active travel space and connectivity.

I would however like to highlight a further opportunity to 'future-proof' the cycle storage facilities associated with the 3 storey block of flats;

It may be that in the future, we see a significantly higher ownership of e-bikes, which in turn has the potential to create significant modal shift in terms of more and longer journeys being undertaken by bicycle. Some models of e-bike have integrated batteries, meaning that the battery cannot be removed for charging. For these types of e-bikes, the bicycle itself must be within reach of a standard 3 pin plug socket. For those living inside a block of flats, and up flights of stairs, it would be very impractical (perhaps impossible) to take an e-bike inside of the home for charging, and this could be a barrier to using or owning certain types of e-bike. In order to remove this barrier, and enable modal shift, I would recommend that the bicycle storage facility is equipped with standard 3 pin plug socket. I would assume that the bicycle parking facility would already have an electricity supply (for lighting), so I expect plug sockets would be a very small-scale and simple inclusion that has the potential to better enable and encourage residents to consider more sustainable forms of transport.

Kind regards,

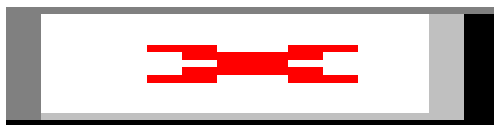
Katherine Davies

Sustainable Travel Officer

Babergh and Mid Suffolk District Councils - Working Together

e: katherine.davies@baberghmidsuffolk.gov.uk

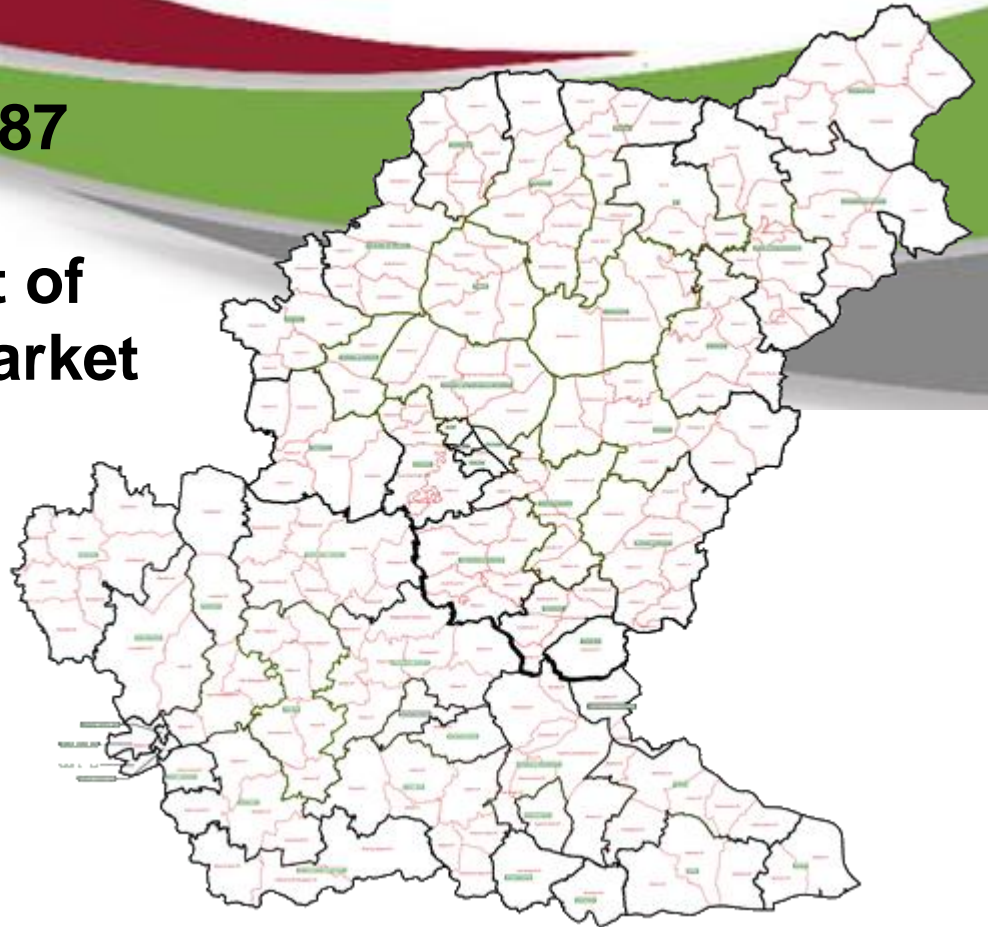
w: www.babergh.gov.uk www.midsuffolk.gov.uk



Application No: DC/21/03287

**Address: Land North West of
Stowupland Road, Stowmarket**

Page 167



Aerial Map – wider view

Slide 2





Page 169

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Portsmouth Office
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 Portsmouth
 Bristol, BS20 6JH
 T: 01275 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.	CRES190101
Draw no.	LP-01
Author	MP
Checker	TW
Status	PLANNING
Scale	1:1250 at A2
Office	Portsmouth
Client ref.	



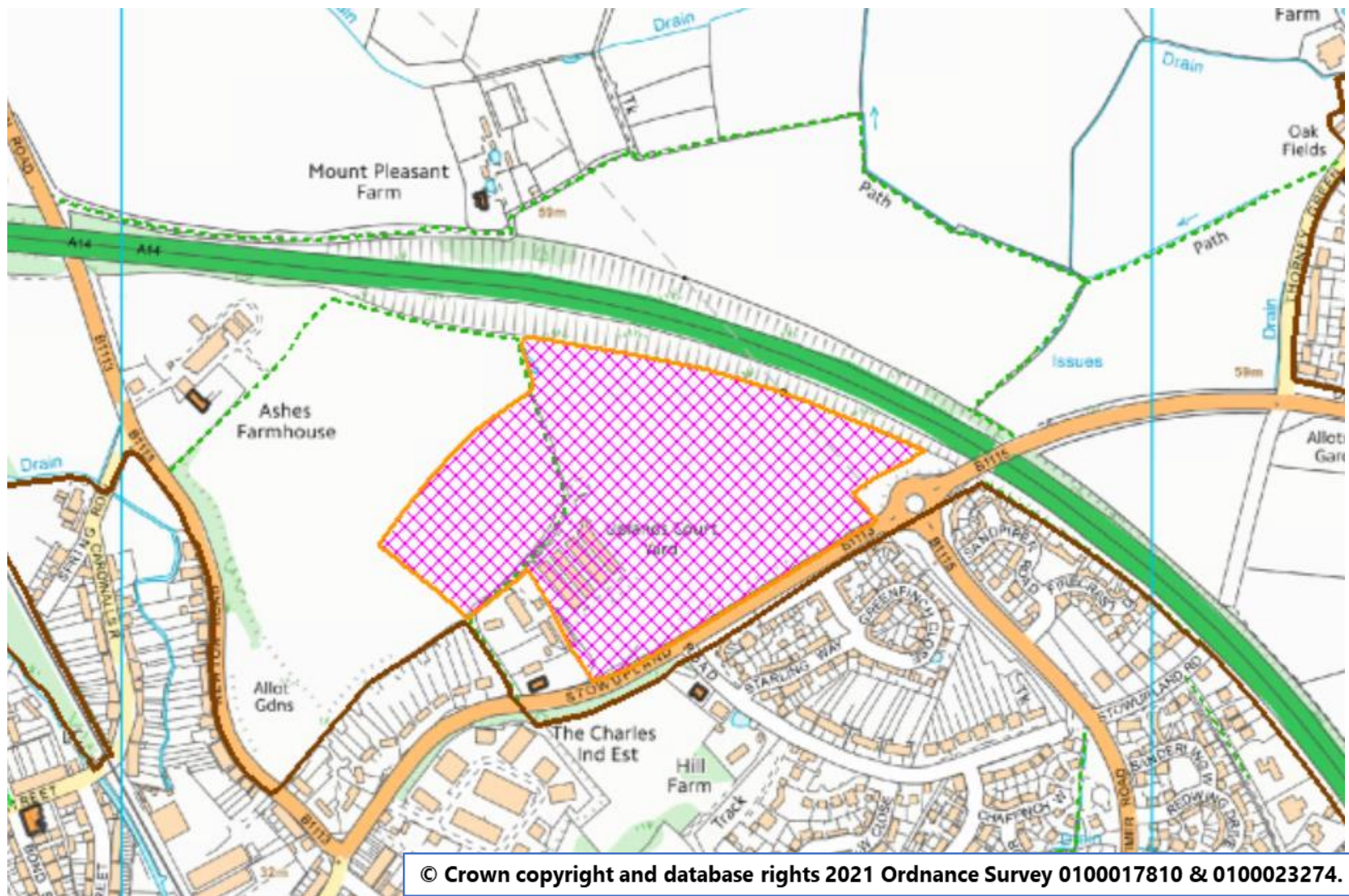
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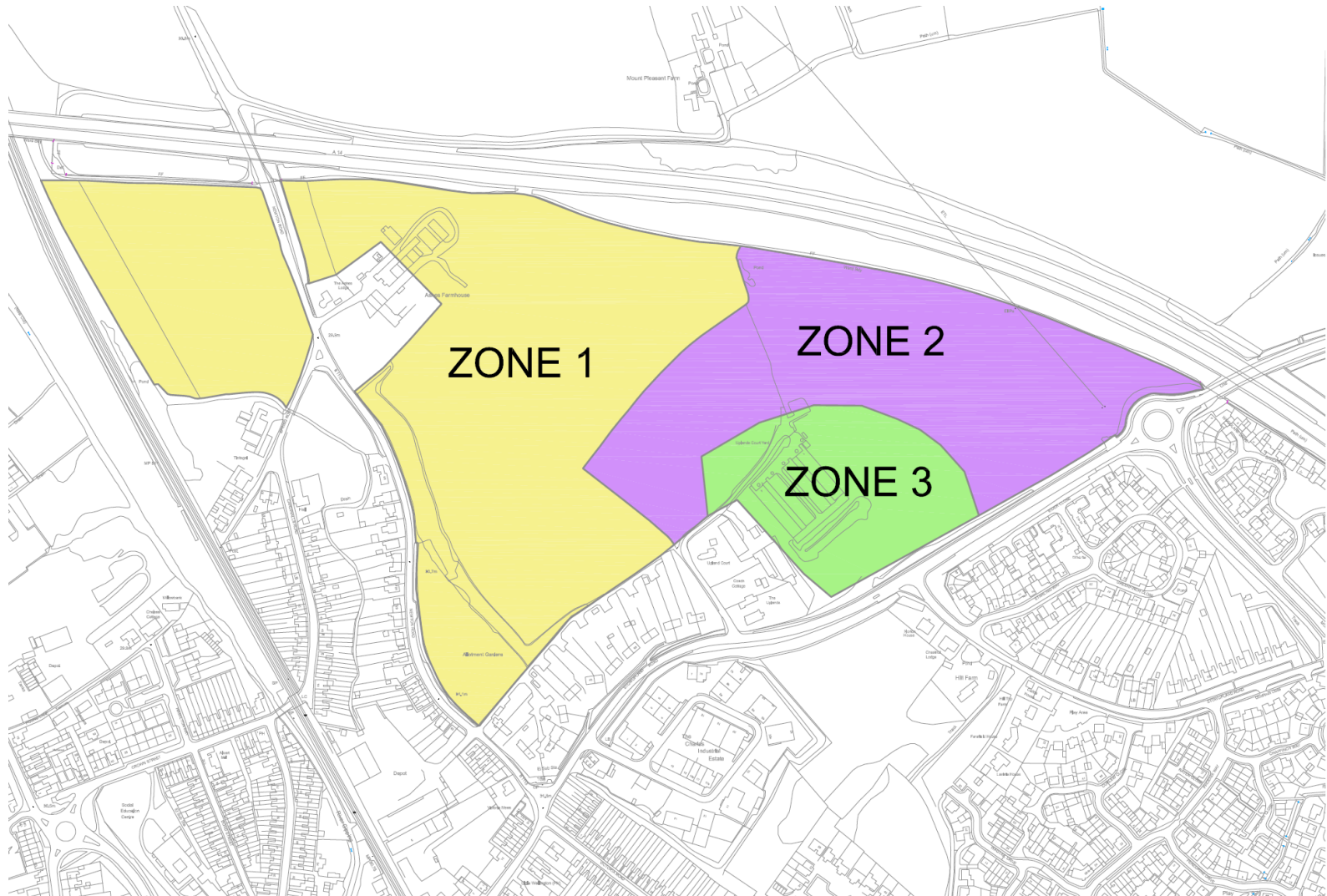
Constraints Map

Listed Buildings

Slide 5

- Footpath
- Built Up Area Boundaries
- Grade II







Proposed site layout - colour

Page 174

A0



House Type	Count	Area (sqm)	Volume (cu m)	Value (£)
1 Bed	10	100	1000	100000
2 Bed	20	200	2000	200000
3 Bed	30	300	3000	300000
4 Bed	10	400	4000	400000
Total	70	700	7000	700000

House Type	Count	Area (sqm)	Volume (cu m)	Value (£)
1 Bed	10	100	1000	100000
2 Bed	20	200	2000	200000
3 Bed	30	300	3000	300000
4 Bed	10	400	4000	400000
Total	70	700	7000	700000

Project Name: Babergh Local Council
Project Ref: 174
Project Manager: [Name]
Project Engineer: [Name]
Project Date: [Date]

Site Location: [Address]
Site Area: [Area]
Site Capacity: [Capacity]
Site Status: [Status]

Client: Babergh Local Council
Project Ref: 174
Project Manager: [Name]
Project Engineer: [Name]
Project Date: [Date]



Landscape Masterplan

Page 175



Diaper Farm, Stowmarket Landscape Masterplan

D	14.10.22	Layout revision	ALK
C	14.07.22	Layout revision	ALK
B	10.11.21	Layout revision	ZZ
A	18.10.21	Layout revision	IN
Rev	Date	Details	Drawn

ACD ENVIRONMENTAL

HEAD OFFICE
Rothbourne Old Business Centre, Orange Lane
Merebourn, SO24 9SR
Tel: 01566 835566

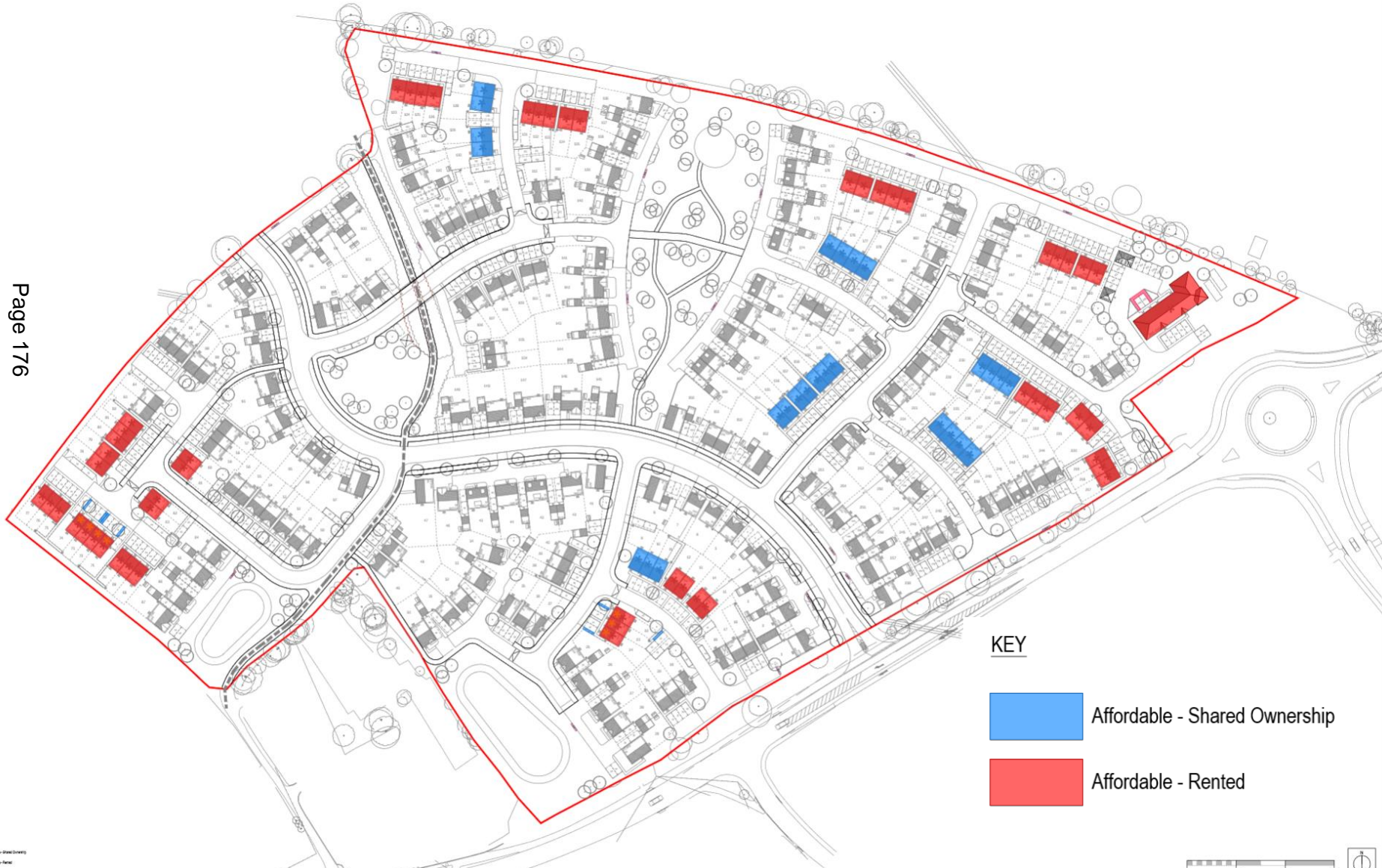
The Old Mill, POA Mill Bridge Street
Godsworthy, CO17 7EY
Tel: 01524 451718

Client: House, Storage Close
Earlsleigh, SO50 5EX
Tel: 01263 200000
email: mail@acdenv.com
www.acdenvironmental.co.uk

CREST

scheme: Diaper Farm
Stowmarket
client: Crest Nicholson
drawing: Landscape Masterplan
date: Apr 2021
scale: 1:500@A0
drawing no: CREST2324 10D
drawn: IN/HG checked: HCS

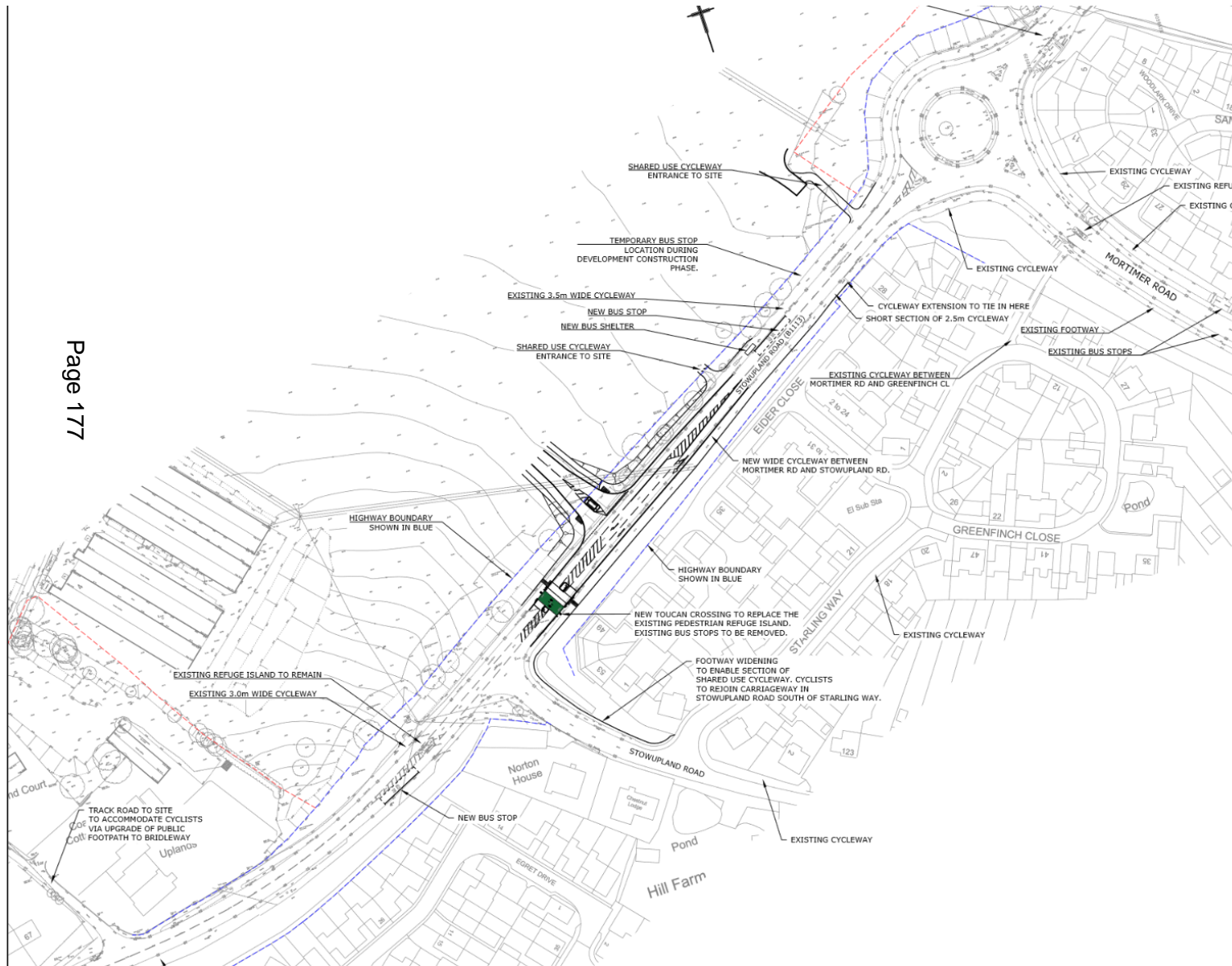
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Proposed Vehicular Access – amended design

Slide 11

Page 177



3. HIGHWAY DESIGN IS INDICATIVE ONLY AND SUBJECT TO DETAILED DESIGN, AND HIGHWAY AUTHORITY REVIEW. ROAD SIGNAGE, STREET LIGHTING AND HIGHWAY DRAINAGE TO BE CONFIRMED AT DETAILED DESIGN STAGE.
4. IMPACTS ON TREES TO BE APPRAISED BY ARBORICULTURALIST.
5. EXISTING UTILITY INFRASTRUCTURE TO BE SUPPLIED TO THE ENGINEER TO APPRAISE IMPACTS OF ACCESS DESIGN ON UTILITIES. TO BE CONFIRMED PRIOR TO DETAILED DESIGN.
6. REFER TO DRAWING 61044/PP/001 FOR MORE DETAIL ON THE ACCESS DESIGN FOR THE DEVELOPMENT.

REV	DATE	DESCRIPTION	DRAWN	CHKD
D	07.10.22	AMENDED TOUCAN CROSSING AND ACCESS REFUGE ISLAND DIMENSIONS	RNL	DOP
C	29.09.21	AMENDED BUS STOP LOCATIONS.	RNL	RNL
B	09.09.21	ADDED NEW CYCLEWAY, MOVED TOUCAN CROSSING, INCREASED RADIUS ON EMERGENCY ACCESS, REMOVED SPLITTER ISLAND WORKS	RNL	RNL
A	26.03.21	AMENDED BUS STOP POSITION AFTER RSA	RNL	DOP

REVISIONS
 This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Project
 DIAPER FARM
 LAND NORTH OF B1113
 STOWMARKET
 SUFFOLK

Title
 PRELIMINARY B1113 OFF-SITE
 HIGHWAY INFRASTRUCTURE
 IMPROVEMENTS

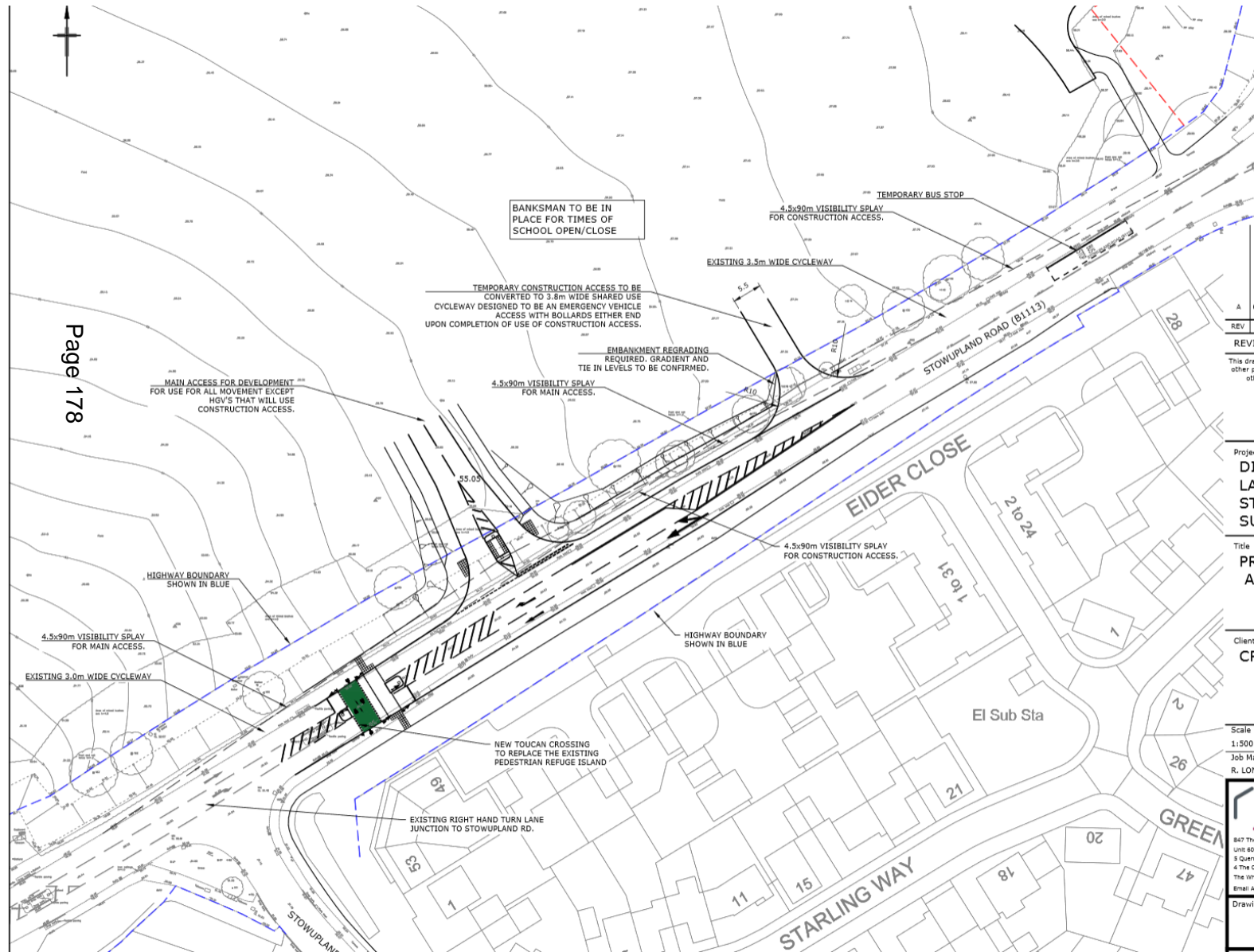
Client
 CREST NICHOLSON EASTERN

Scale	Drawn	Date
1:1000 @ A2	R. LONG	10.03.21
Job Manager	Checked	Approved
R. LONG	D. PALMER	R. LONG

Richard Jackson Engineering Consultants

817 The Crescent, Colchester, Essex CO4 9TQ Tel: 01206 228800
 Unit 6040, 6th Floor, Abbeville Tower, 3 Leman Street, London E1 6PA Tel: 020 7468 9510
 5 Queen House, Mill Court, Great Shelford, Cambs CB22 5LD Tel: 01223 314794
 4 The Old Church, St. Matthews Road, Norwich, Norfolk NR1 1SP Tel: 01603 230240
 The Wheelhouse, Bonds Hill, Stonehouse, Gloucestershire GL10 3RP Tel: 01172 020070
 Email Address: me@rj.co.uk Website: <http://www.rj.co.uk>

Drawing No.	Revision
61044/PP/002	D



- TOPOGRAPHICAL SURVEY BY OTHERS.
- HIGHWAY DESIGN IS INDICATIVE ONLY AND SUBJECT TO DETAILED DESIGN, AND HIGHWAY AUTHORITY REVIEW. ROAD SIGNAGE, STREET LIGHTING AND HIGHWAY DRAINAGE TO BE CONFIRMED AT DETAILED DESIGN STAGE.
- DEVELOPMENT ROAD MAXIMUM GRADIENT 1:40 FOR THE FIRST 15m; THEREAFTER 1:15.
- IMPACTS ON TREES TO BE APPRAISED BY ARBORICULTURALIST.
- EXISTING UTILITY INFRASTRUCTURE TO BE SUPPLIED TO THE ENGINEER TO APPRAISE IMPACTS OF ACCESS DESIGN ON UTILITIES. TO BE CONFIRMED PRIOR TO DETAILED DESIGN.
- REFER TO DRAWING 61044/PP/001 FOR MORE DETAIL ON THE ACCESS DESIGN FOR THE DEVELOPMENT.

REV	DATE	DESCRIPTION	DRAWN	CHKD
A	07.10.22	AMENDED TOUCAN CROSSING AND ACCESS REFUGE ISLAND DIMENSIONS	RNL	DDP

REVISIONS
This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Project
DIAPER FARM
LAND NORTH OF B1113
STOWMARKET
SUFFOLK

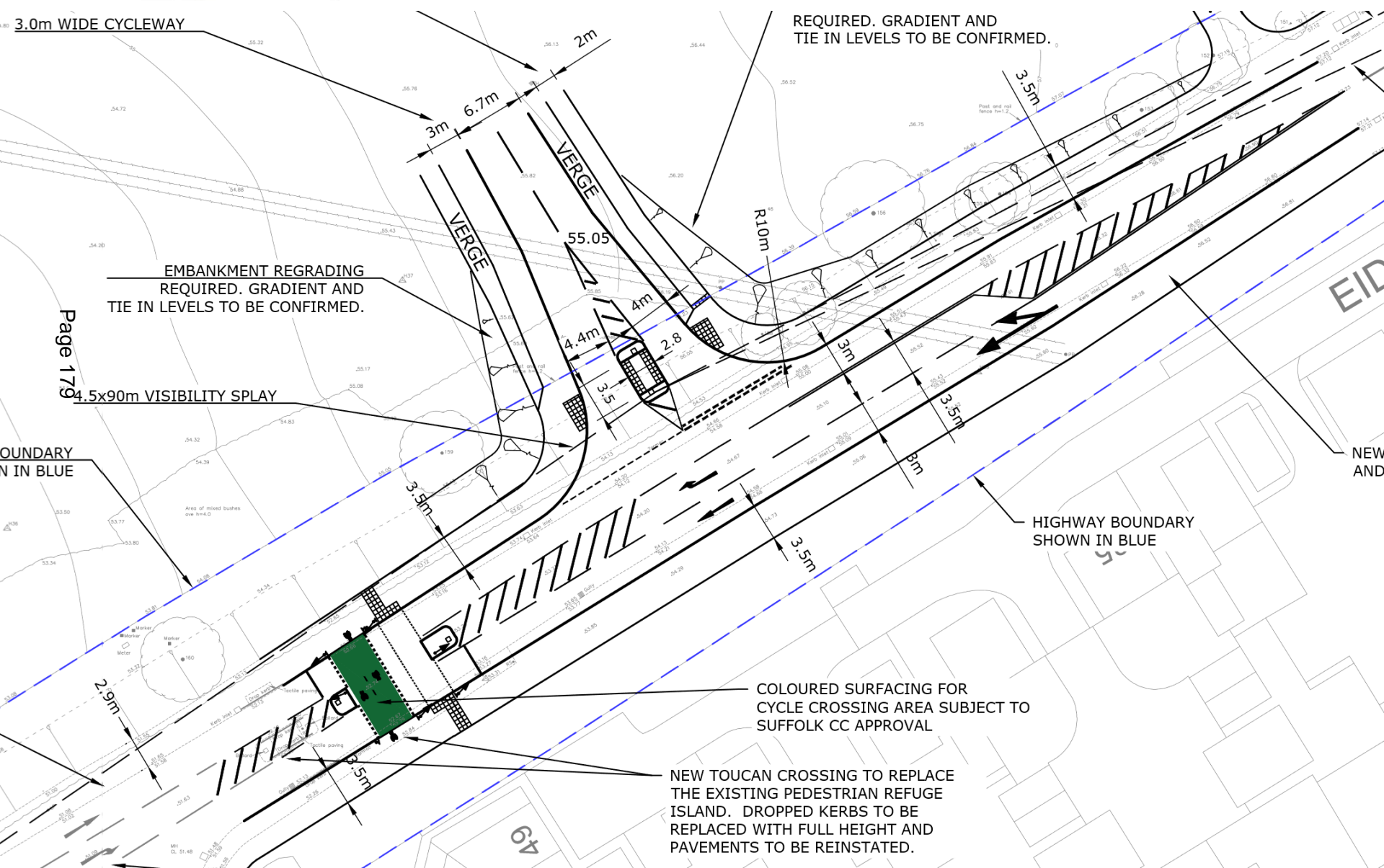
Title
PRELIMINARY CONSTRUCTION
ACCESS DESIGN

Client
CREST NICHOLSON EASTERN

Scale	Drawn	Date
1:500 @ A2	R. LONG	26.03.21
Job Manager	Checked	Approved
R. LONG	D. PALMER	R. LONG

Richard Jackson Engineering Consultants

647 The Crescent, Colchester, Essex CO4 9VQ Tel: 01206 228800
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 3 Quern House, Mill Court, Great Shefford, Cambs CB22 5LD Tel: 01223 314794
 4 The Old Church, St. Matthews Road, Norwich, Norfolk NR1 1SP Tel: 01603 230240
 The Wheelhouse, Bonds Hill, Stonehouse, Gloucestershire GL10 3RP Tel: 01172 020070
 Email Address: mail@rj.co.uk Website: http://www.rj.co.uk



3.0m WIDE CYCLEWAY

REQUIRED. GRADIENT AND TIE IN LEVELS TO BE CONFIRMED.

EMBANKMENT REGRADING REQUIRED. GRADIENT AND TIE IN LEVELS TO BE CONFIRMED.

Page 179

4.5x90m VISIBILITY SPLAY

BOUNDARY IN BLUE

HIGHWAY BOUNDARY SHOWN IN BLUE

COLOURED SURFACING FOR CYCLE CROSSING AREA SUBJECT TO SUFFOLK CC APPROVAL

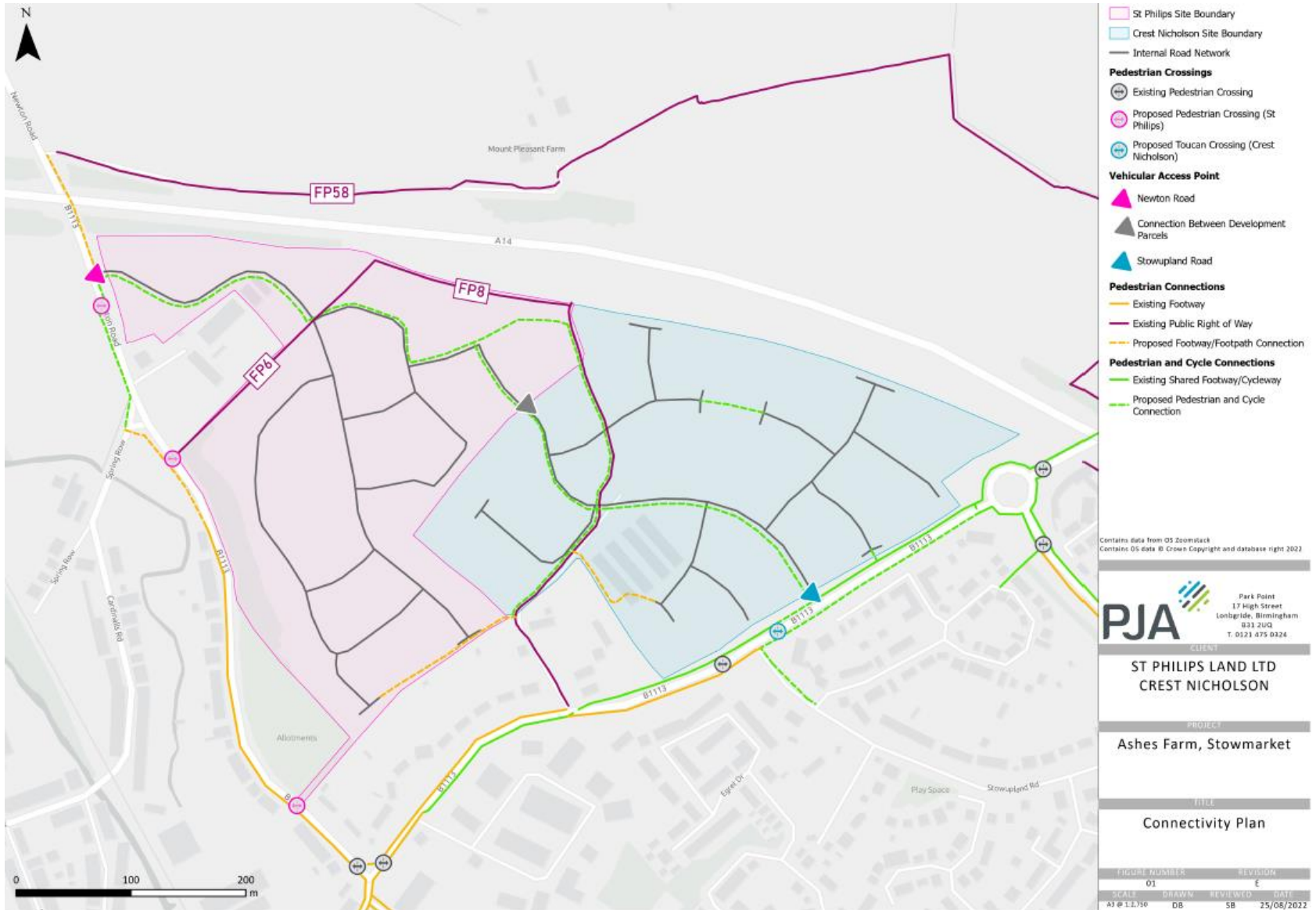
NEW TOUCAN CROSSING TO REPLACE THE EXISTING PEDESTRIAN REFUGE ISLAND. DROPPED KERBS TO BE REPLACED WITH FULL HEIGHT AND PAVEMENTS TO BE REINSTATED.

A3

Page 180



- Site Boundary
- Distributer Road
- Minor Access Road
- Shared Surface Road
- Dedicated Cyclepath
- Cycle Route Using Roads
- Footpath
- Residential Area
- POS



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Longbridge, Birmingham
B33 2UG
T. 0521 875 0324

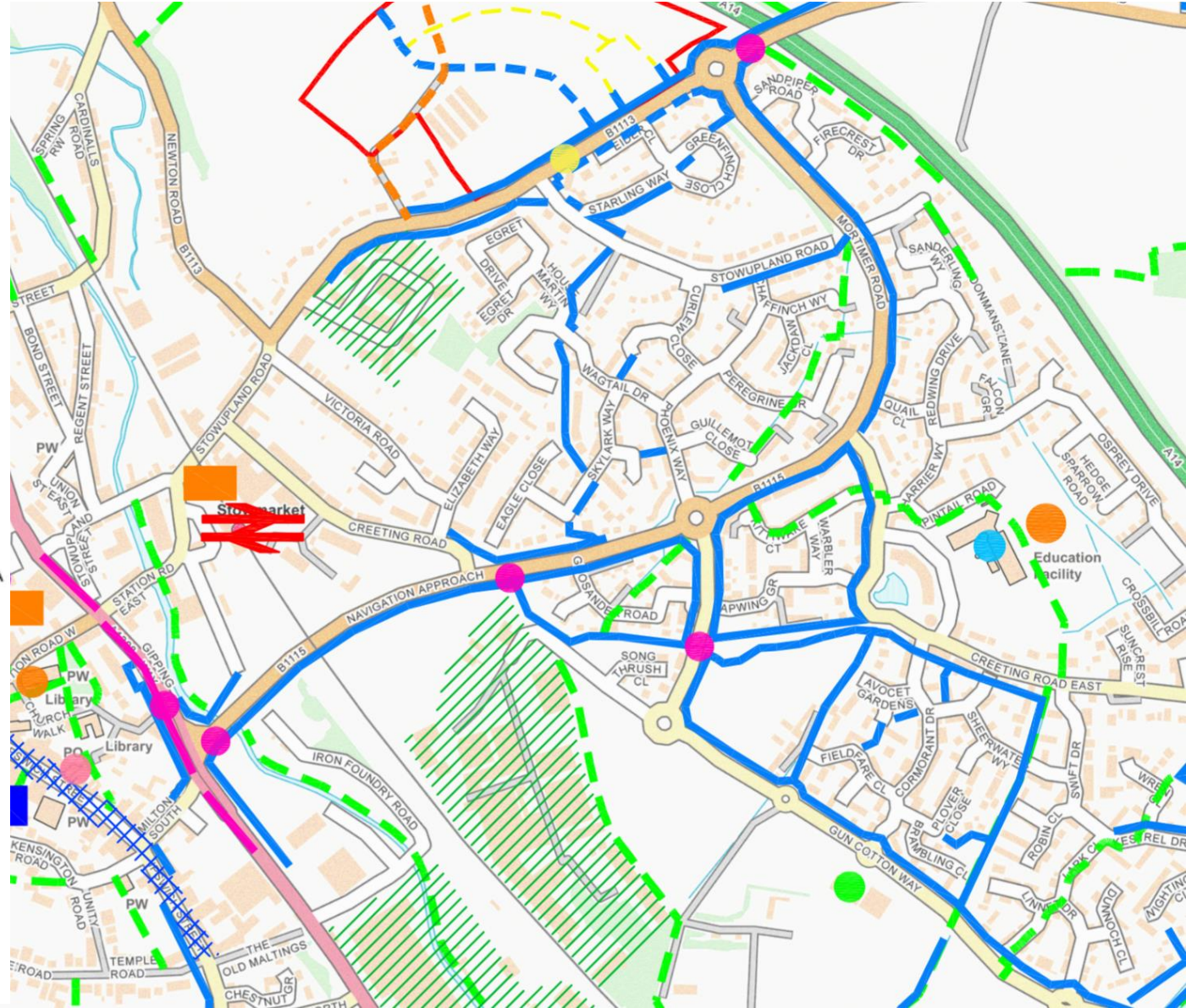
**ST PHILIPS LAND LTD
CREST NICHOLSON**

PROJECT
Ashes Farm, Stowmarket

TITLE
Connectivity Plan

FIGURE NUMBER	REVISION		
01	5		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:1,150	DB	SB	25/06/2022

- KEY:**
-  INDICATIVE SITE BOUNDARY
 -  TRAIN STATION
 -  NURSERY
 -  NEAREST PRIMARY SCHOOL
 -  SECONDARY SCHOOL
 -  RETAIL UNITS
 -  LOCAL SHOP
 -  POST OFFICE
 -  FAST FOOD OUTLETS
 -  FOOD SUPERSTORE
 -  DOCTORS SURGERY
 -  DENTAL PRACTICE
 -  COMMUNITY CENTRE
 -  SPORTS FACILITIES
 -  SHOPPING AREA
 -  CURRENT LOCAL EMPLOYMENT AREA
 -  FUTURE EMPLOYMENT AREA
 -  EXISTING PUBLIC RIGHTS OF WAY
 -  BRIDLEWAY
 -  PROPOSED BRIDLEWAY (SEE DRAWING 61044/PP/001E)
 -  ON-ROAD CYCLE LANE
 -  OFF-ROAD CYCLEWAY
 -  PROPOSED OFF-ROAD CYCLEWAY
 -  PROPOSED INFORMAL ON-SITE CYCLE ROUTES
 -  EXISTING TOUCAN CROSSING
 -  PROPOSED TOUCAN CROSSING (SEE DRAWING 61044/PP/001E)





A3



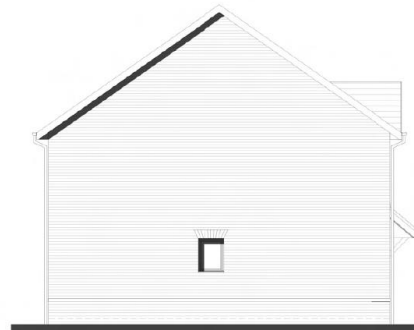
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

PLOT No.
As Drawn -
Handed - 143

Rossey Office
Building 303, The Grange,
Rossey Road,
Mildenhall, Bury St Edmunds,
Suffolk, IP20 8PN
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Bristol, BS20 8PN
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Rev	Description
A	Updated to planning
B	Dimensions added to drawing
C	Plot numbers updated to suit SL 01 C
D	Block 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



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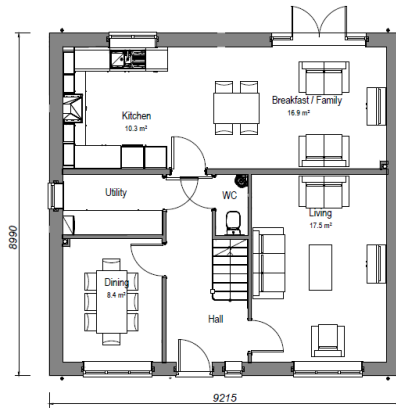
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Project Diaper Farm, Stowmarket
Drawing House Type - Buckingham Elevations

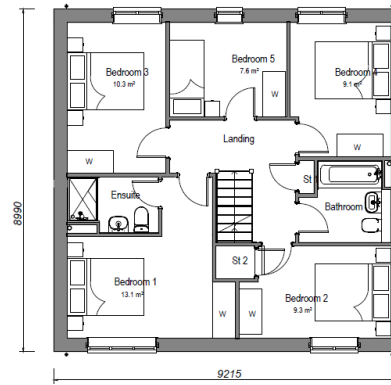
Client	Crest Nicholson (Eastern)		
Job no.	CRES190101	Date	12.03.21
Dwg no.	HT.Buckingham.a	Rev.	D
Author	SC	Checker	VM
Status	PLANNING	Scale	1:100 at A3
Client ref		Office	Portishead



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	9	

Page 185

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Building 300, The Grange,
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Hampshire, SO26 0ME
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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



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.			



Page 186

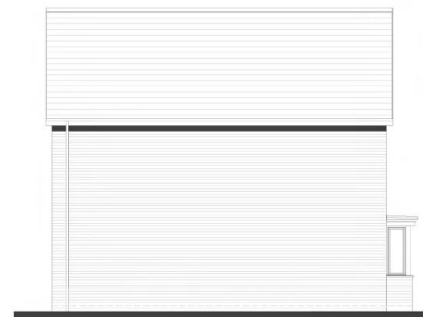
A3



Front Elevation



Side Elevation



Rear Elevation



Ground Floor Plan



First Floor Plan



Side Elevation

House type	Chesham		Variation	Option	PLOT No.
Bedrooms	3	Persons	6	As Drawn - 19, 50, 114, 248	
Sq. ft.	997	Sq.m	92.6	Handed - 18, 113, 119, 239, 253	

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 Building 202, The Grange,
 Romney Road,
 Market Harborough,
 Leicestershire, LE16 1JH
 T: 01534 307103 F: 01534 307276

Portsmouth Office
 121's, Hobbs Bridge Business Park,
 Dulish Road,
 Portsmouth,
 Hampshire, PO26 0AL
 T: 02374 307103 F: 02374 307276

Rev	Description	Date	AW	CH
A	Updated to planning	28.03.21	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 A5
Client ref.		Office	Portsmouth

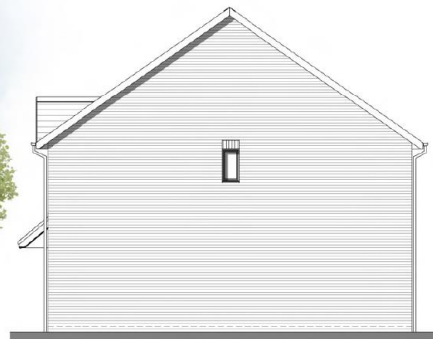


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A3



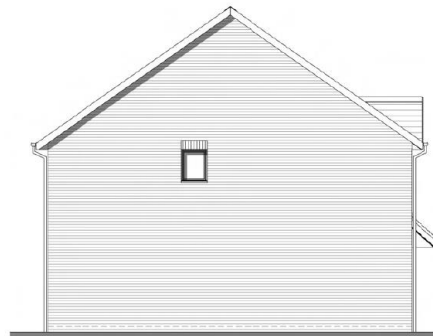
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

PLOT No.
As Drawn - 221
Handed - 220

Page 187

Romsey Office
Building 303, The Grange,
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Hampshire, SO24 1AG,
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Portsmouth Office
Unit 6, Middle Bridge Business Park,
Drove Road,
Portsmouth,
Hampshire, PO1 2JN,
T: 01329 407009 F: 01329 347276

Rev	Description	Date	Au	Ch
A	Issued for planning	28.05.21	SC	VM
B	Dimensions added to drawing	11.06.21	SC	VM
C	Plot numbers updated to suit SL G1 C	03.09.21	SC	-

Date	Au	Ch
28.05.21	SC	VM
11.06.21	SC	VM
03.09.21	SC	-



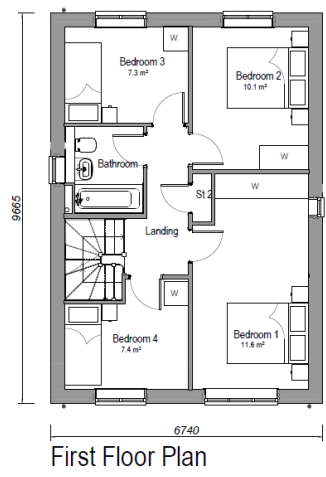
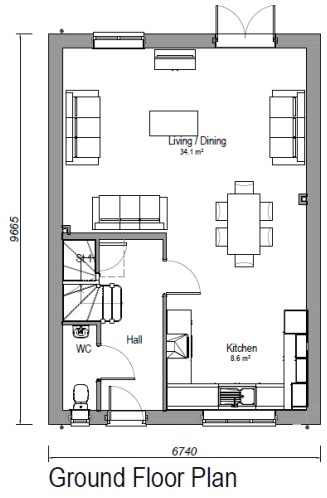
Project	Diaper Farm, Stowmarket		
Drawing	House Type - Cranleigh Elevations		
Client	Crest Nicholson (Eastern)	Date	12.03.21
Job no.	CRES190101	Rev	C
Dwg no.	HT.Cranleigh.e	Scale	1:100 at A3
Author	SC	Checker	VM
Status	PLANNING	Office	Portsmouth
Client ref.			

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A3

Page 188



House type	Cranleigh	Variation	Option	PLOT No. As Drawn - 221 Handed - 220
Bedrooms	4	Persons	6	
Sq ft	1164	Sq m	108.1	

Romsey Office
 Building 300, The Grange,
 Romsey Road,
 Michelmarsh, Romsey,
 Hampshire, SO26 0ME.
 T:01794 367703 F:01794 367276

Portsmouth Office
 Unit 5, Middle Bridge Business Park,
 Bristol Road,
 Portsmouth,
 BR10, SO20 6PN
 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	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_ype - 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

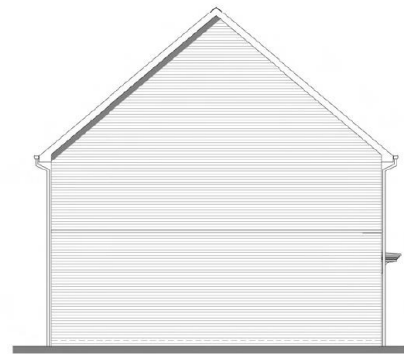


Front Elevation

Side Elevation



Rear Elevation



Side Elevation

PLOT No.
As Drawn - 85, 86, 199, 201
Handed - 87, 200, 202

Romsey Office
Building 100, The Grange,
Rumsey Road,
Michelemark, Romsey,
Hampshire, SO26 0JW,
T: 01794 367033 F: 01794 367276

Portsmouth Office
Unit 5, Middle Bridge Business Park,
Broad Road,
Portsmouth,
Hampshire, PO2 0JW,
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



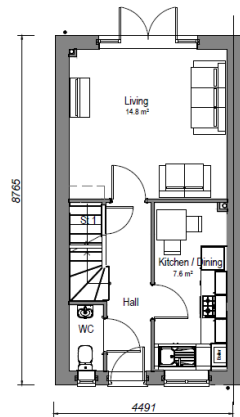
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Project: Diaper Farm, Stowmarket
Drawing: House Type - Ashtead Elevations

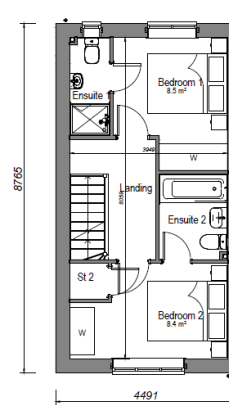
Client:	Crest Nicholson (Eastern)	Date:	12.03.21
Job no.:	CR2519C101	Rev:	F
Dwg no.:	HT.ASHTEAD	Author:	SC
Status:	PLANNING	Checker:	VM
Client ref.:		Scale:	1:100 at A3
		Office:	Portsmouth



A3



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	

Romsey Office
 Building 300, The Grange,
 Romsey Road,
 Michelmersh, Romsey,
 Hampshire, SO26 0RE
 T: 01794 367703 F: 01794 367276

Portishead Office
 Unit 5, Middle Bridge Business Park,
 Bristol Road,
 Portishead,
 Bristol, BS20 6PN
 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	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

Romsey Office
Building 500, The Grange
Romsey Road,
Romsey, Hampshire, Romsey,
Hampshire SO26 0NL
T: 01794 367262 F: 01794 367276

Portsmouth Office
Unit 5, Middle Bridge Business Park,
Bristol Road,
Portsmouth, Hampshire, Portsmouth,
Hampshire PO20 8PH
T: 02376 420700 F: 02374 367276

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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	-



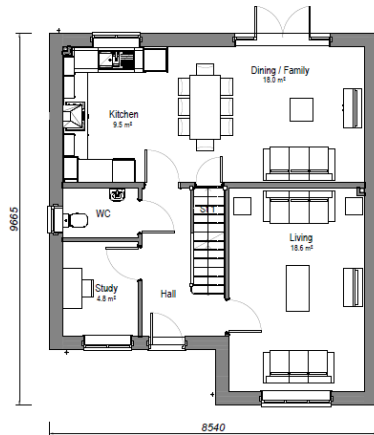
Project Diaper Farm, Stowmarket

Drawing House Type - Dartford - Option 1 Elevations

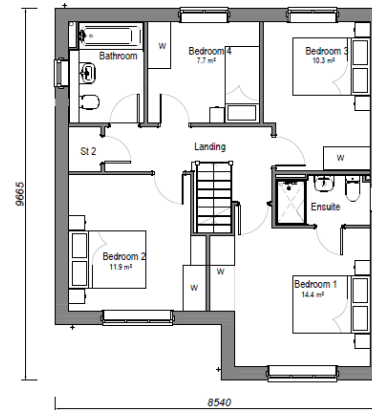
Client	Crest Nicholson (Eastern)	Date	12.03.21
Job no.	CRES190101	Rev.	E
Dwg no.	HT.Dartford-1e	Scale	1:100 at A3
Author	SC	Checker	VM
Status	PLANNING	Office	Portsmouth
Client ref			



A3



Ground Floor Plan



First Floor Plan

Page 192

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
 Building 200, The Grange,
 Romsey Road,
 Michelmersh, Romsey,
 Hampshire, SO51 0AE
 T: 01794 367703 F: 01794 367276

Portsmouth Office
 Unit 5, Middlebridge Business Park,
 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 SL 01 D	03.09.21	SC	-
E	Plot numbers updated to suit SL 01 J	16.03.22	GC	-

scale 1:100



Project	Diaper Farm, Stowmarket		
Drawing	ouse_ype - Dartford Floor Plans		
Client	Crest Nicholson (Eastern)	Date	12.0.21
Job no.	CRESS0101	Rev.	E
Dwg no.	_Dartford.p	Scale	1:100 at A
Author	SC	Checker	VM
Status	PLANNING	Office	Portsmouth
Client ref.			



A3



Front Elevation



Side Elevation



Rear Elevation

PLOT No.
As Drawn - 96
Handed - 95

Romsey Office
Building 300, The Grange,
Romsey Road,
Romsey, Hampshire, SO26 0NL
T: 01734 367613 F: 01734 362276

Portsmouth Office
Unit 5, Middle Bridge Business Park,
Roston Road,
Portsmouth, Hampshire, PO2 0PH
T: 02320 481009 F: 02320 481009

Rev	Description	Date	Au	Ch
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 SL01 D	03.09.21	SC	-
D	Brick band extended along side elevation	28.11.21	BM	VM
E	Plot numbers updated	04.04.22	EBE	VM

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



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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.			



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
 T: 01794 367033 F: 01794 367276

Portsmouth Office
 Unit 5, Middle Bridge Business Park,
 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)	Date	12.0 .21
Job no.	CRES190101	Rev.	C
Dwg no.	Filey.p	Author	SC
Author	SC	Checker	VM
Status	PLANNING	Scale	1:100 at A
Client ref.		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

Romsey Office
 Building 305, The Grange,
 Romsey Road,
 Michelmersh, Romsey,
 Hampshire, SO51 0AE
 T 01794 367553 F 01794 367276

Portsmouth Office
 Unit 5, Middle Bridge Business Park,
 Bristol Road,
 Portsmouth,
 Hants, PO20 6PH
 T 023276 407000 F 023276 367276

Rev	Description
A	Updated to planning
B	Dimensions added to drawing
C	Plot numbers updated to suit SL 01 D
D	Garblet 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.			



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A3



Front Elevation



Side Elevation



Rear Elevation



Side Elevation

PLOT No.
As Drawn - 256
Handed - 2, 91

Romsey Office
Building 350, The Grange,
Romsey Road,
Micklemere, Romsey,
Hampshire, SO51 0AH
T: 01794 367763 F: 01794 367276

Portsmouth Office
Unit 5, Middle Bridge Business Park,
Bristol Road,
Portsmouth,
Bristol, BS20 6PN
T: 01275 407000 F: 01794 367276

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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	Colour added
E	Plot 34 note amended and brick band added to side elevations
F	Plot numbers updated to suit SL 01 J
G	Plot numbers amended

Date	Au	Ch
28.05.21	SC	VM
11.06.21	SC	VM
03.09.21	SC	-
21.09.21	SC	-
18.11.21	BK	-
16.03.22	GC	-
04.04.22	EBE	VM

scale 1:100



Project Diaper Farm, Stowmarket

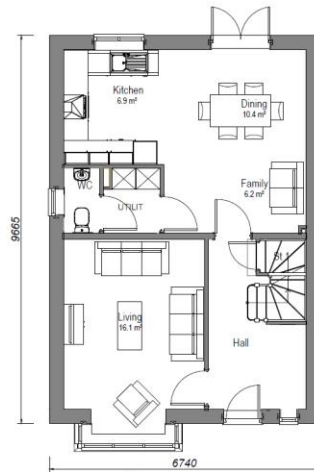
Drawing House Type - Romsey Elevations

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

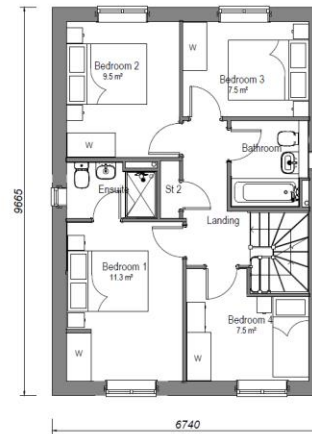


A3

Page 197



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

Romsey Office
Building 560, The Grange,
Romsey Road,
Mickens, Romsey,
Hampshire, SO51 0AE
T: 01794 367763 F: 01794 367276

Portsmouth Office
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Bristol Road,
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Bristol, BS20 6PN
T: 01202 407006 F: 01794 367276

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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.:	CRE5190101	Rev.:	F
Dwg no.:	Romsey-p	Scale:	1:100 at A
Author:	SC	Checker:	VM
Status:	PLANNING	Office:	Portsmouth
Client ref.:			



Page 198

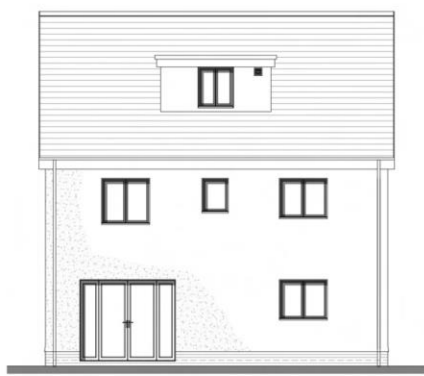
A3



Front Elevation



Side Elevation



Rear Elevation



Side Elevation

PLOT No.
As Drawn - 141, 174
Handed - 140, 165

Romsey Office
Building 202, The Grange,
Romsey Road,
Nicholmans, Romsey,
Hampshire, SO51 0AE
T: 01294 367123 F: 01294 367276

Portsmouth Office
Unit 5, Middle Bridge Business Park,
Bristol Road,
Portsmouth,
Hants, PO1 2BN
T: 01293 407000 F: 01294 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 D	03.09.21	SC	-

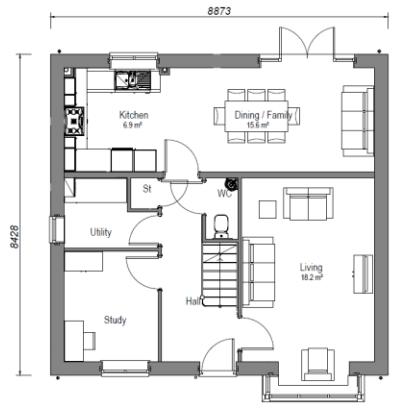


Project	Diaper Farm, Stowmarket		
Drawing	House Type - Windsor Elevations		
Client	Crest Nicholson (Eastern)		
Job no.	CRES190101	Date	12.03.21
Dwg no.	HT.Windsor.e	Rev.	C
Author	SC	Checker	VM
Status	PLANNING	Scale	1:100 at A3
Client ref.		Office	Portsmouth

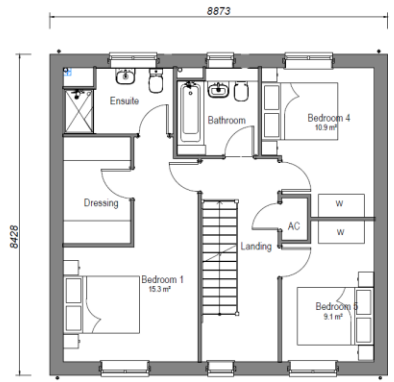


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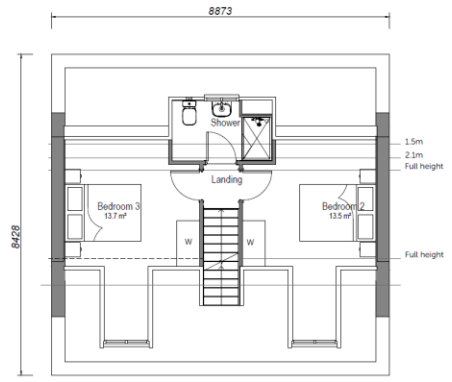
A3



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	

Romsey Office
Building 305, The Grange,
Romsey Road,
Michelmersh, Romsey,
Portsmouth,
Hampshire, SO51 0AE.
T: 01794 367703 F: 01794 367276

Portsmouth Office
Unit 5, Middle Bridge Business Park,
Bristol Road,
Portsmouth,
Hampshire, SO5 0JH.
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 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



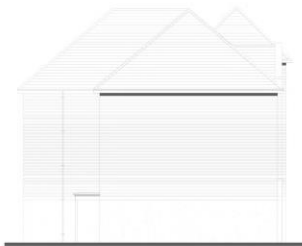
A1



Front Elevation



Side Elevation



Side Elevation



Rear Elevation

Romsey Office
 Building 300, The Grange
 Romsey Road,
 Romsey, Hampshire, SO23 6PN
 T: 01794 347700 F: 01794 347276

Portsmouth Office
 Unit 15, Hable Thorne Business Park
 Station Road,
 Portsmouth,
 Hampshire, SO23 6PN
 T: 01794 407000 F: 01794 347276

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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 kinda 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	Recompensation 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.	CRES19001	Rev	G
Dwg no.	P.205-216.4	Scale	1:150 at A1
Author	VM	Checked	VM
Status	PLANNING	Office	Portsmouth

Client ref:

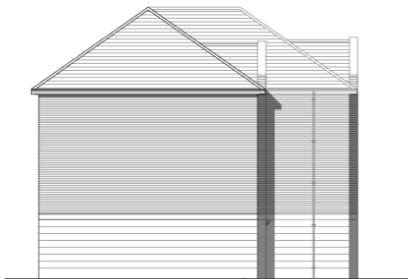




Front Elevation



Side Elevation

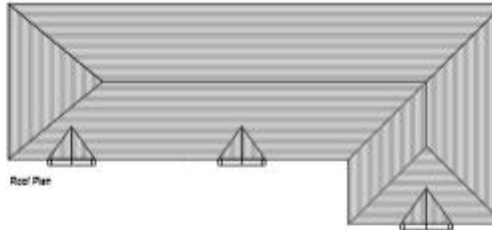


Side Elevation



Rear Elevation

Proposed Apartment Block – amended roof/floor plans Slide 36



Roof Plan



Second Floor Plan



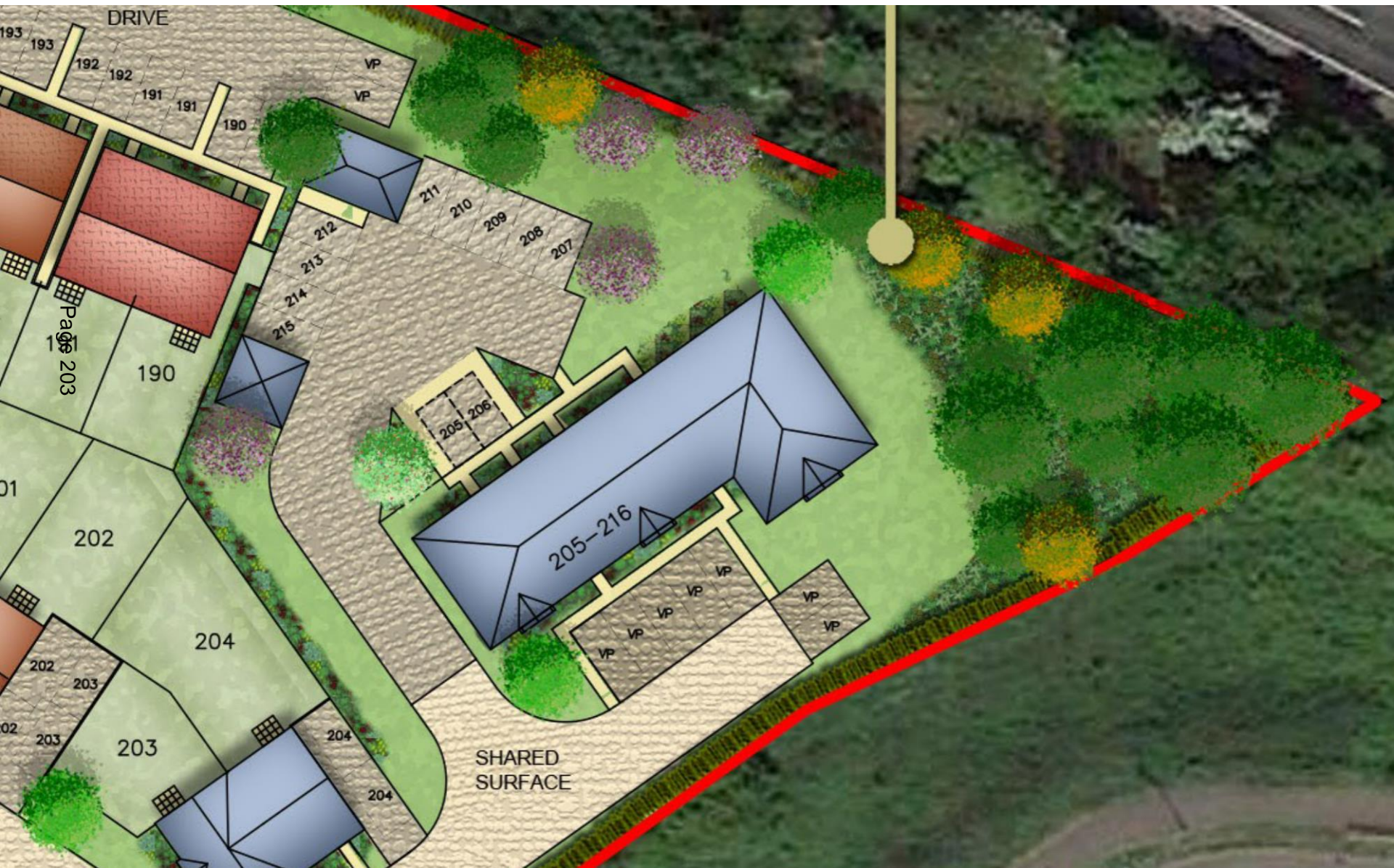
First Floor Plan



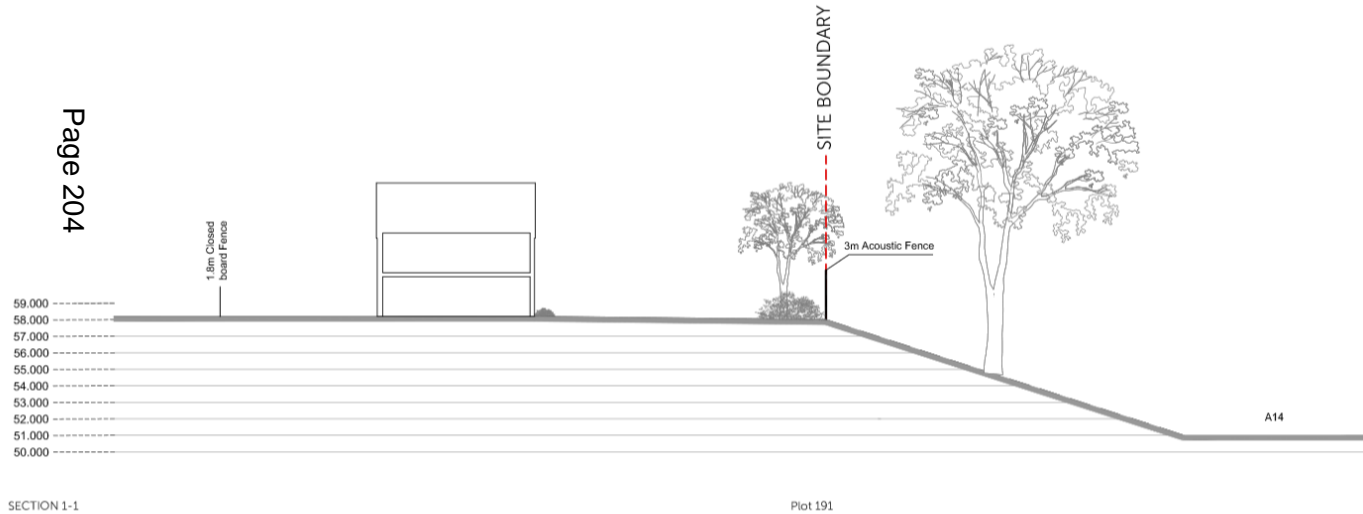
Ground Floor Plan



SUMMARY OF COSTS			
APARTMENT BLOCK			
NO. OF UNITS	3		K211
NO. OF FLOORS	3		1.0
TOTAL COST	600	£1.2M	
NO. OF UNITS	3		K211
NO. OF FLOORS	3		2.0
TOTAL COST	600	£1.2M	
NO. OF UNITS	3		K211
NO. OF FLOORS	3		2.1
TOTAL COST	600	£1.2M	
NO. OF UNITS	3		K211
NO. OF FLOORS	3		2.2
TOTAL COST	600	£1.2M	



Page 204



Agenda Item 7b

Committee Report

Item No: 7B

Reference: DC/22/03093

Case Officer: Vincent Pearce

Ward: Claydon & Barham

Ward Members: Cllr Timothy Passmore. Cllr John Whitehead

RECOMMENDATION –

Endorse the submitted design code

Description of Development

Presentation of a draft Design Code for approval by Council, as local planning authority, as required by Schedule 3, Part 7 of the S106 Agreement dated 09.12.2021 that accompanies the hybrid planning permission that contains an outline planning permission element [hybrid] ref: 1856/17, dated 7 January 2022 for development that includes:

'Phased development for the erection of up to 269 dwellings and affordable housing, together with associated access and spine road including works to Church Lane, doctor's surgery site, amenity space including an extension to Church grounds, reserved site for pre-school and primary school and all other works and infrastructure.

For the avoidance of doubt - This is report does not relate to a planning application nor does it relate to a discharge of condition. It relates to confirmation of compliance with a S106 Agreement obligation.

For that reason it does not follow the usual Committee report format.

Location

Land North-West of, Church Lane, Barham, Suffolk

Submission made for: Taylor Wimpey

By Agent: James Bailey Associates

Parish: Barham

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

Has a Committee Call In request been received from a Council Member: No

Has the application been subject to Pre-Submission Advice: Yes

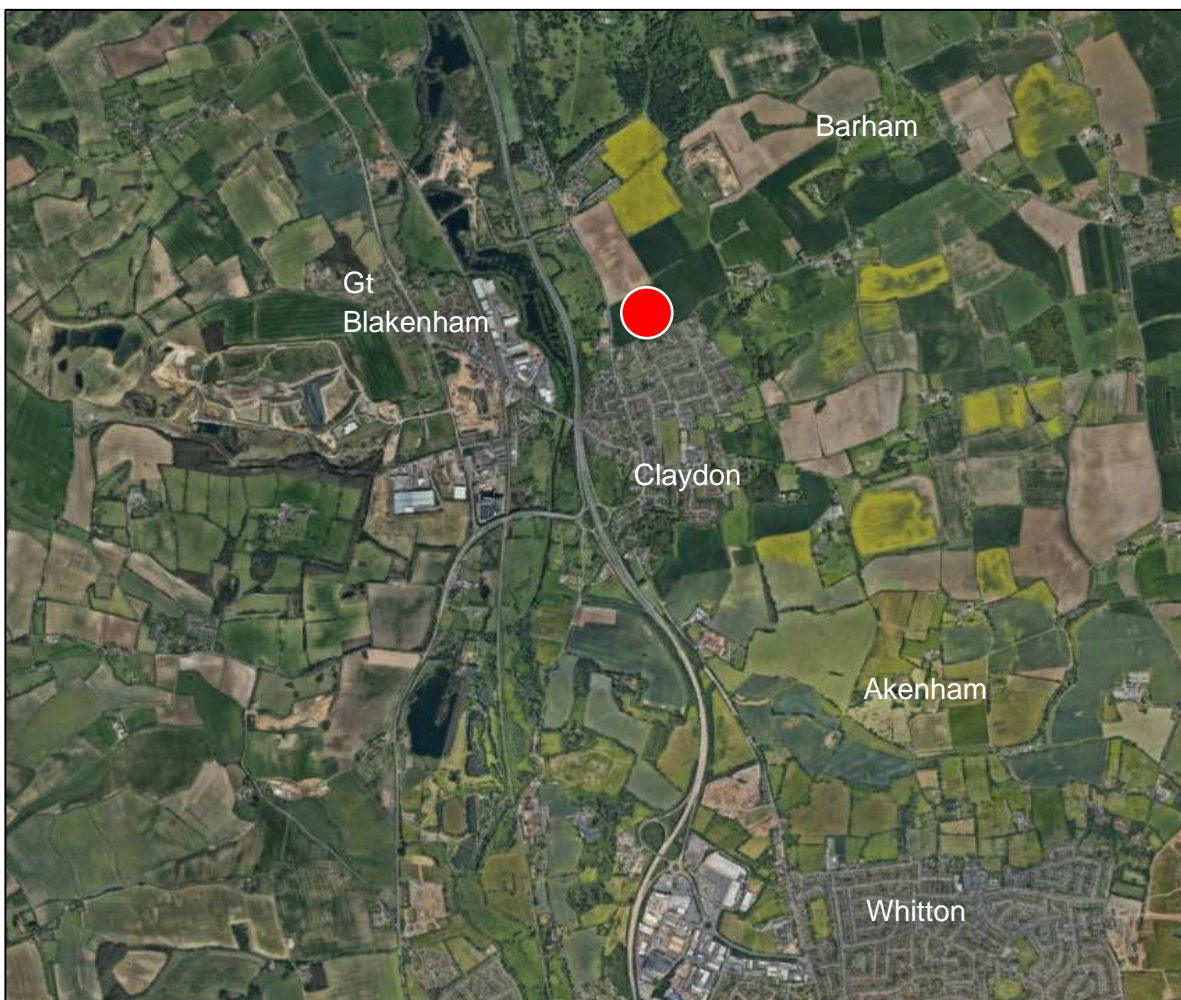
PART ONE – REASON FOR REFERENCE TO COMMITTEE

The submitted Design Code is referred to Committee for the following reason:

- The Chief Planning Officer considers that this submission warrants consideration by the Committee because if acceptable it will form a material planning consideration in the determination of Reserved Matters submissions on this site.

Those Reserved Matters will automatically be a matter for the Committee as the size of development exceeds the threshold described within the Formal Scheme of Delegation under which the Chief Planning Officer is normally able to determine such matters.

In such circumstances, it is important to ensure that any Design Code which underpins those details has been considered and endorsed by Members. A Design Code approved under Delegated Authority by officers might be considered to unduly tie the hands of the Committee when determining Reserved Matters based on the Design Code, if members fundamentally disagree with the key principles in the Design Code.



CLA figure 1: **Site in its general local context**

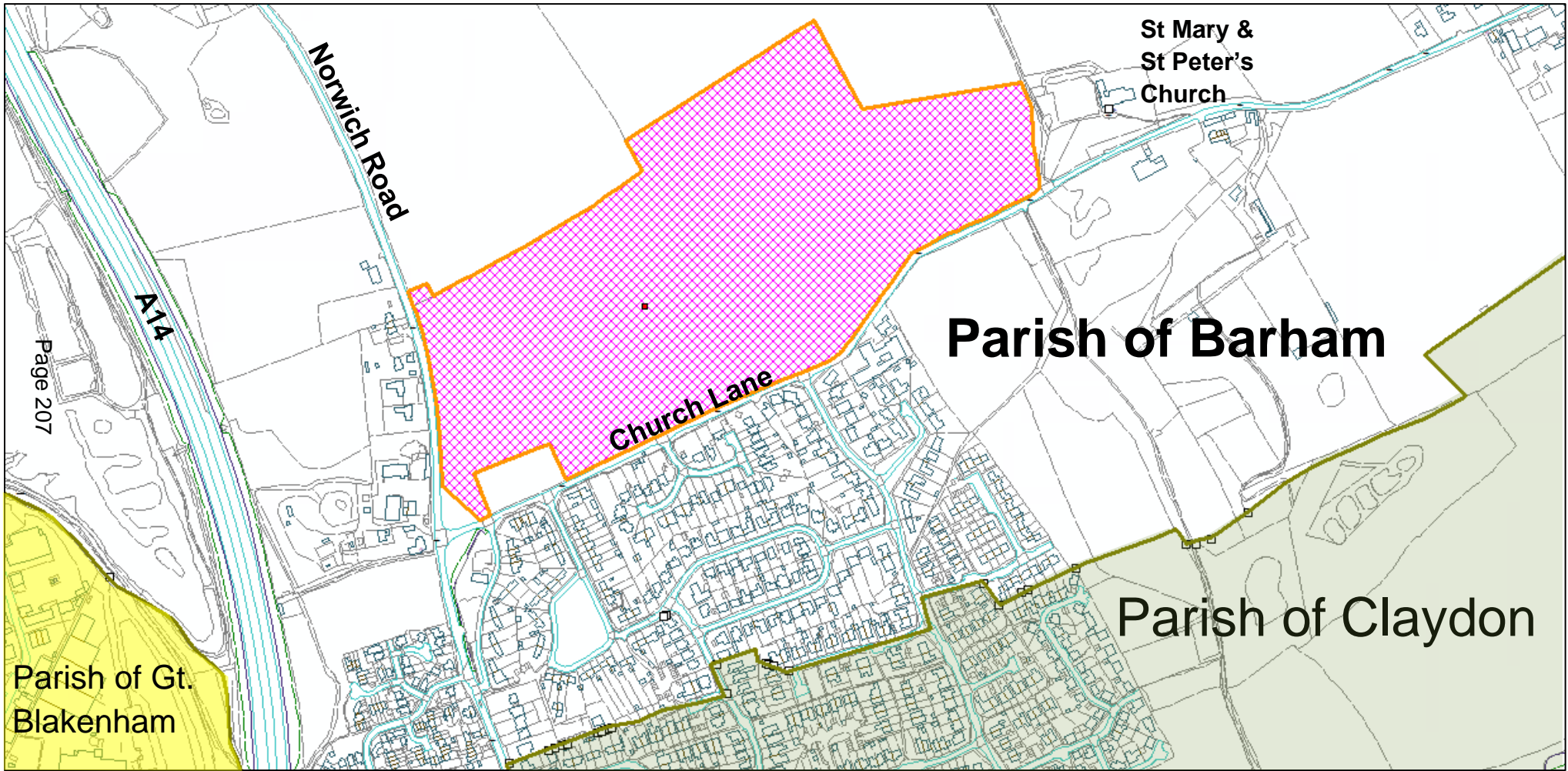


figure 2: The site in its immediate local context



figure 3: **The amended submitted Design Code. [17 October 2022]** front cover

It should be noted that the submitted design code¹ has evolved through:

- [i] local discussion [Taylor Wimpey and the local community] and local suggestions; and,
- [ii] regular pre-submission and post submission meetings with officers of the Council's Development Management Service, its specialist consultants and relevant officers from Suffolk County Council.

Submitted with the Design Code is a Statement of Community Involvement which describes the extent to which Taylor Wimpey actively sought to engage with the Community in respect of working up a development proposal for this site.

In preparing this Design Code, Taylor Wimpey has shown a genuine commitment to pursuing a collaborative approach and this is to be welcomed.

Members attention is also drawn to the fact that a report in respect of DC/22/03231 'Reserved Matters for 104 dwellings' on the same site as that to which the Design Code relates [both Taylor Wimpey] also appears later-on this agenda. Members are also being asked to consider and if appropriate determine that application.

¹ Members are advised that a further amended Design Code is expected reflecting recent amendments to the text required by officers. That version will supersede the 17 October version. Those agreed further amendments will be described in the relevant sections of this report. The amended Design Code are expected to be received in time for the Committee meeting on 9 November 2022.

An agreed Design Code effectively sets a baseline for design quality, against which the Council as local planning authority can assess relevant developments and, in this case, the Reserved Matters submission.

It can provide the Council with a tool to resist future attempts to ‘*value engineer*²’ the scheme by holding a developer’s feet to the flames because it is difficult at that stage for a developer to deny having not appreciated the design quality expectations of the Council if it is set down in an agreed Design Code prepared by the landowner/developer and approved by the local planning authority.

Paragraph 135 of the NPPF2021 reinforces the need to ensure the approved design quality is not diluted in the period after approval of planning permission and completion. It states:

“Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).” Paragraph 135 NPPF 2021

An agreed Design Code is one of the ‘arrows’ in a local planning authority’s ‘quiver’ to resist any attempt to diminish quality and the Council can draw encouragement from paragraph 135 to take a strong line if any such attempt is made.

Why are Members being asked to consider the merits of a submitted Design Code only to find an associated Reserved Matters submission based on the principles in that Design Code appearing on the same agenda. Isn’t that somewhat presumptuous?

Officers had hoped to present the Design Code submission to Members at a meeting ahead of any meeting to consider the merits of a Reserved Matters submission. However:

- [i] In preparing advanced Committee schedules it was clear that the high number of planning applications requiring determination by Members was such that the Design Code needed to be given less priority in terms of urgency. Members of course have been experiencing that pressure first-hand in the form of long agendas and complex cases.
- [ii] In the interim negotiations in respect of the Reserved Matters submission proceeded quickly and the emerging Design Code informed those negotiations - the case officer leading both negotiations for the Council.
- [iii] Members are also reminded that the basic estate layout was established and reinforced as a strong blue-print by the addition of condition 2 to the outline planning permission effectively requiring the layout to accord with the illustrative layout that accompanied the outline planning application as a specifically identified approved drawing.

The Chief Planning Officer considers it expedient and proper that both items are considered on the same agenda and that the Design Code precedes the Reserved Matters report.

² ie: save money on build costs by ‘watering down’ design quality. eg: poorer quality cheaper materials, less architectural detailing, less landscaping]

A Design Code for the Chilton Woods development was agreed at the same meeting as Reserved Matters were considered in Babergh in 2021

Having reports in respect of the Design Code and associated Reserved Matters details on the same agenda does not fetter Members in any way. The Committee is free to determine both applications as it may see fit, subject of course to the consideration of the normal tests of ‘reasonableness’ and having regard to all relevant material planning considerations.

The matrix below identifies the permutations across both agenda items that are open to Members in terms of decision taking:

Please note that the explanation of options below is provided by officers for the sake of clarity and transparency. The reason for both submissions appearing on the same agenda is not of Taylor Wimpey’s doing. Officers’ advice is that the submitted amended Design Code is a good and comprehensive example of its type, is tailored to this site and is one that will prove and has proved instrumental in shaping high quality Reserved Matters details.

	1	2	3	4	5
DC/22/03093 Design Code	APPROVE	APPROVE	APPROVE	DEFER	REFUSE
DC/22/03231 Reserved Matters	APPROVE	DEFER	REFUSE	!	!

figure 4: **Possible decision matrix for the reports in respect of this site that are both on today’s agenda. [DC/22/03093: Design Code submission and DC/22/03231 agenda Reserved Matters submission]**

Explanations for options above:

Scenario 1: Design Code is acceptable and the RM accord with the approved Design Code and there are no other material planning considerations that suggest RM should not be approved.

Scenario 2: Design Code is acceptable but there are elements within the RM submission outside of those addressed by the Design Code that Members require to be clarified or matters upon which they require further information or where they require amendment. In this scenario deferring consideration of RM would allow officers to follow up those matters and return the RM to Committee at a later date with an updated position.

Scenario 3: Design Code is acceptable but:

the RM do not accord with the approved Design Code and result it policy contravening ‘adverse’ impacts [eg poor design quality]; or

the RM do accord with the approved Design Code but there are other material planning considerations outside of those addressed by the Design Code, that warrant the RM not being approved on the basis of significant harm that is contrary to other relevant planning policies.

Scenario 4: If the Committee determines to defer a decision on the Design Code indicating they require an element/s be clarified or they identify matters upon which they require further information or where they require amendment and for the matter to come back to Committee at a later date then, it may be prudent to defer consideration of the merits of the Reserved Matters submission until those Design Code matters have been resolved.

If however, the deferral is conditional with the Chief Planning Officer being instructed to approve the Design Code under delegated Authority if he can secure x, y and/or z then, Members may wish to proceed with the consideration of the merits of the RM submission. In such circumstances they may wish to determine the matter having had regard to the nature of instruction to the Chief Planning Officer in respect of the matters x, y and/or z associated with the preceding Design Code submission

Scenario 5: If the Committee determines to reject the Design Code on grounds that are reasonable, Members may proceed with the consideration of the RM submission as that is likely also to be unacceptable on the basis that it has been developed to accord with the evolving Design Code. It may also be unacceptable for other reasons outside of those related to the Design Code.

Members may feel it appropriate to defer consideration of the RM submission to

[i] afford Taylor Wimpey an opportunity to amend and revise the current RM submission to satisfactorily address the issues that were identified by the Committee as being unacceptable in the Design Code and which have translated across into the RM details.
or,

[ii] afford Taylor Wimpey an opportunity to withdraw it, given the favourable officer recommendation [in both reports] and give them an opportunity to submit fresh alternatives based on an amended Design Code.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of relevant guidance and policies

National Model Design Code 2021

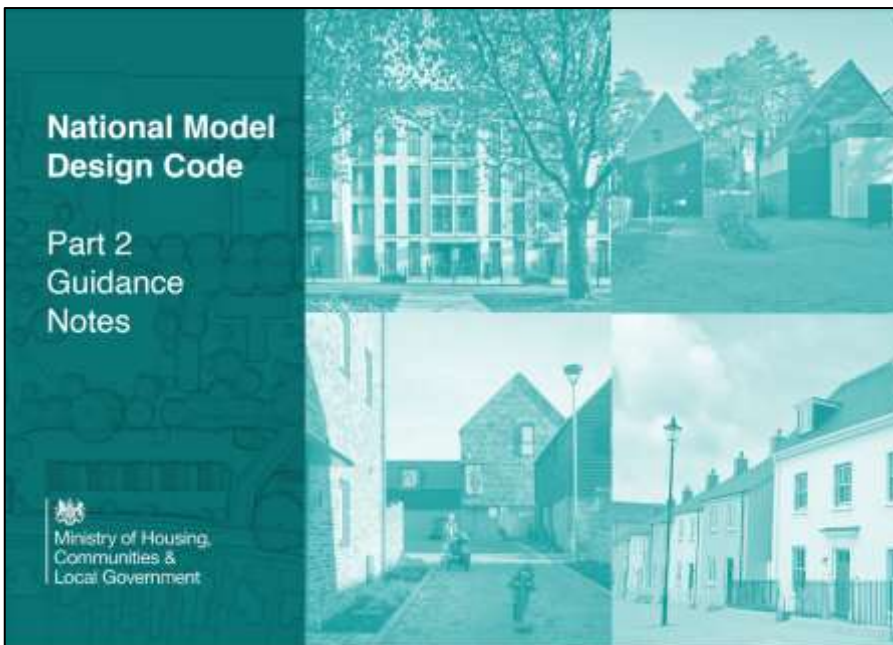


figure 5:
National Model Design Code – front covers of Parts 1 and 2

The Key Elements of the Design Code.

The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.

Design Codes should be organised to explore the following:

If the design code covers...		URBAN EXTN.	INFILL SITE	SMALL SITES
Context				
C.1.i	Character Types	*	*	*
C.1.ii	Site Context	*	*	*
C.1.iii	Site Assessment	*	*	*
C.2.i	Historic Assessment	*	*	*
C.2.ii	Heritage Assets	*	*	*
Movement				
M.1.i	Street Network	*	*	*
M.1.ii	Public Transport	*	*	*
M.1.iii	Street Hierarchy	*	*	*
M.2.i	Walking + Cycling	*	*	*
M.2.ii	Junction+Crossings	*	*	*
M.2.iii	Inclusive Streets	*	*	*
M.3.i	Car Parking	*	*	*
M.3.ii	Cycle Parking	*	*	*
M.3.iii	Services + Utilities	*	*	*
Nature				
N.1.i	Network of Spaces	*	*	*
N.1.ii	OS Provision	*	*	*
N.1.iii	Design	*	*	*
N.2.i	Working with Water	*	*	*
N.2.ii	SUDS	*	*	*
N.2.iii	Flood Risk	*	*	*
N.3.i	Net Gain	*	*	*
N.3.ii	Biodiversity	*	*	*
N.3.iii	Street Trees	*	*	*

If the design code covers...		URBAN EXTN.	INFILL SITE	SMALL SITES
Built Form				
B.1.i	Density	*	*	*
B.1.ii	Whether Buildings Join	*	*	*
B.1.iii	Types and Forms	*	*	*
B.2.i	Blocks	*	*	*
B.2.ii	Building Line	*	*	*
B.2.iii	Height	*	*	*
Identity				
I.1.i	Local Character	*	*	*
I.1.ii	Legibility	*	*	*
I.1.iii	Masterplanning	*	*	*
I.2.i	Design of buildings	*	*	*
Public Space				
P.1.i	Primary	*	*	*
P.1.ii	Local+Secondary	*	*	*
P.1.iii	Tertiary	*	*	*
P.2.i	Meeting Places	*	*	*
P.2.ii	Multi-functional	*	*	*
P.2.iii	Home Zones	*	*	*
P.3.i	Secured by Design	*	*	*
P.3.ii	Counter Terrorism	*	*	*
Uses				
U.1.i	Efficient Land Use	+	+	+
U.1.ii	Mix	*	*	*
U.1.iii	Active Frontage	*	*	*
U.2.i	Housing for All	+	+	+

If the design code covers...		URBAN EXTN.	INFILL SITE	SMALL SITES
U.2.ii	Type	+	+	+
U.3.i	Schools	*	+	+
U.3.ii	Community Facilities	*	+	+
U.3.iii	Local Services	*	+	+
Homes and Buildings				
H.1.i	Space Standards	+	+	+
H.1.ii	Accessibility	+	+	+
H.2.i	Light, Aspect, Priv.	+	+	+
H.2.ii	Security	+	+	+
H.2.iii	Gardens+Balconies	+	+	+
Resources				
R.1.i	Energy Hierarchy	+	+	+
R.1.ii	Energy Efficiency	+	+	+
R.1.iii	Nhood Energy	+	+	+
R.2.i	Embodied Energy	+	+	+
R.2.ii	Construction	+	+	+
R.2.iii	MMC	+	+	+
R.2.iv	Water	+	+	+
Lifespan				
L.1.i	Management Plan	+	+	+
L.1.ii	Participation	+	+	+
L.1.iii	Community	+	+	+

* Issues that you would expect to be covered in a code

+ Issues that may be covered elsewhere and so not included in the code

figure 6: Extract from The National Design Code referencing the ten key themes within the National Design Guide

The coloured sub-sections reflect the ten key themes within the National Design Guide.

National Design Guide 2021



figure 7:
National Design Guide – front cover

The Key Elements of the Design Guide.

At the heart of the National Design Guide is the idea that well designed places address and bring together three key elements:

CHARACTER
COMMUNITY
CLIMATE

The National Design Guide advocates that achieving the goal of a well-designed place requires attention being given to ten key characteristics that together, if secured on the ground, go to creating what can be recognised as a well-designed place.

These are:

CONTEXT: enhances the surroundings
IDENTITY: attractive and distinctive
BUILT-FORM: a coherent pattern of development
MOVEMENT: accessible and easy to move around
NATURE: enhanced and optimised
PUBLIC SPACES: safe, social and inclusive
USES: mixed and integrated
HOMES and BUILDINGS: functional, healthy and sustainable
RESOURCES: efficient and resilient
LIFESPAN: made to last



figure 8: **The three C's wheel in the National Design Code**

“Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the various themes for securing good design.”

The National Design Guide takes a holistic view beyond the narrow approach found in some traditional local government development management environments of simply caring about what buildings look like. Embracing the wider criteria taken into account by the Urban Design discipline; namely- creating environments where people, buildings, spaces, activity and opportunities can interact positively to create a better place.

The following policies are considered the most important to the consideration of this Design Code submission. Members are reminded that this is not a planning application. The Design Code is not required to deal with the principle of residential use as a land use as that has been established by the grant of outline planning permission.

The policies are all contained within the adopted Development Plan for Mid Suffolk District which comprises:

Mid Suffolk Core Strategy Focused Review 2012

Mid Suffolk Core Strategy 2008

Mid Suffolk Local Plan 1998

Mid Suffolk Core Strategy Focused Review 2012

Policy FC1: Presumption in favour of Sustainable Development

FC1.1 Mid Suffolk approach to delivering Sustainable Development

Mid Suffolk Core Strategy 2008

Policy CS3 Reduce contributions to Climate Change

Policy CS4 Adapting to Climate Change

Policy CS5 Mid Suffolk's Environment

Policy CS9 Density and mix

Mid Suffolk Local Plan 1998

GP1 Design and Layout of development

“ POOR DESIGN AND LAYOUT WILL NORMALLY BE REFUSED IN NEW DEVELOPMENT. THE DISTRICT PLANNING AUTHORITY WILL NORMALLY GRANT PERMISSION FOR PROPOSALS WHICH MEET THE FOLLOWING DESIGN CRITERIA:-

- PROPOSALS SHOULD MAINTAIN OR ENHANCE THE CHARACTER AND APPEARANCE OF THEIR SURROUNDINGS, AND RESPECT THE SCALE AND DENSITY OF SURROUNDING DEVELOPMENT;

- MATERIALS AND FINISHES SHOULD BE TRADITIONAL, OR COMPATIBLE WITH TRADITIONAL MATERIALS AND FINISHES AND SHOULD RESPECT LOCAL ARCHITECTURAL STYLES WHERE APPROPRIATE;

- THE SITING OF BUILDINGS AND THE CREATION OF OPEN SPACES BETWEEN EXISTING AND PROPOSED BUILDINGS SHOULD MAINTAIN OR ENHANCE THE CHARACTER OF THE

SITE, WITH ATTENTION TO THE TREATMENT OF BOUNDARIES PARTICULARLY ON THE EDGE OF SETTLEMENTS;

- LAYOUTS SHOULD INCORPORATE AND PROTECT IMPORTANT NATURAL LANDSCAPE FEATURES, INCLUDING EXISTING TREES, SHRUBS AND HEDGEROWS;

- PROPOSALS SHOULD MAKE PROPER PROVISION FOR THE GARAGING, PARKING AND TURNING OF MOTOR VEHICLES AND FOR FOOTWAYS AND ACCESS IN A MANNER THAT DOES NOT DOMINATE THE APPEARANCE AND DESIGN OF THE LAYOUT;

- LANDSCAPING SHOULD BE REGARDED AS AN INTEGRAL PART OF DESIGN PROPOSALS;

- THE INTERRELATIONSHIP BETWEEN BUILDINGS AND OPEN SPACES IN ANY LAYOUT SHOULD ACT TO MINIMISE OPPORTUNITIES FOR CRIMINAL ACTIVITY, CONSISTENT WITH GOOD LAYOUT AND ARCHITECTURAL DESIGN.”

H13 Design and layout of housing development

“ NEW HOUSING DEVELOPMENT WILL BE EXPECTED TO ACHIEVE A HIGH STANDARD OF DESIGN AND LAYOUT AND BE OF A SCALE AND DENSITY APPROPRIATE TO THE SITE AND ITS SURROUNDINGS. PROPOSALS FOR RESIDENTIAL DEVELOPMENT SHOULD TAKE ACCOUNT OF THE FOLLOWING:-

- DESIGN AND LAYOUT SHOULD RESPECT THE CHARACTER OF THE PROPOSAL SITE AND THE RELATIONSHIP OF THE PROPOSED DEVELOPMENT TO ITS SURROUNDINGS;

- DESIGN SHOULD COMPLEMENT THE SCALE, FORM AND MATERIALS OF TRADITIONAL BUILDING IN THE AREA;

- AMENITIES OF NEIGHBOURING RESIDENTS SHOULD NOT BE UNDULY AFFECTED BY REASON OF OVERLOOKING OR LOSS OF DAYLIGHT;

- DWELLINGS SHOULD HAVE ADEQUATE PRIVACY, SUFFICIENT DAYLIGHTING AND SUNLIGHTING AND BE PROVIDED WITH PRIVATE AMENITY SPACE OR GARDENS;

- LANDSCAPE FEATURES, INCLUDING HEDGES AND TREES, SHOULD BE RETAINED UNLESS THIS IS IMPRACTICABLE OR UNNECESSARY;

- HISTORICAL, ECOLOGICAL OR ARCHITECTURAL FEATURES OF A SITE SHOULD BE RETAINED UNLESS THIS IS IMPRACTICAL OR UNNECESSARY, AND WHERE POSSIBLE ENHANCED;

- ROAD LAYOUTS SHOULD BE DESIGNED TO THE STANDARDS AND REQUIREMENTS OF THE COUNTY HIGHWAYS AUTHORITY;

- ROAD LAYOUTS SHOULD REDUCE TRAFFIC SPEEDS IN RESIDENTIAL AREAS AND PROVIDE FOR THE SAFETY OF PEDESTRIANS AND CYCLISTS;

- DWELLINGS SHOULD HAVE SATISFACTORY ACCESS TO THE ADJACENT HIGHWAY AND CAR PARKING PROVISION IN ACCORDANCE WITH THE APPROVED PARKING STANDARDS OF THE DISTRICT PLANNING AUTHORITY.

WHEN GRANTING PLANNING PERMISSION THE DISTRICT PLANNING AUTHORITY MAY INCLUDE CONDITIONS TO SECURE THE SATISFACTORY PROVISION OF A LANDSCAPING SCHEMES AND ITS SUBSEQUENT MAINTENANCE FOR A PERIOD OF NOT LESS THAN 5 YEARS.”

H14 A range of house types to meet different accommodation needs

H15 Development to reflect local characteristics

The National Planning Policy Framework 2021

The National Planning Policy Framework (NPPF) 2021 contains the Government’s planning policies for England and sets out how these are expected to be applied. Planning law continues to require that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. The policies contained within the NPPF are a material consideration and should be taken into account for decision-taking purposes.

Particularly relevant elements of the NPPF include:

- Chapter 2: Achieving Sustainable Development
- Chapter 4: Decision Making
- Chapter 5: Delivering a Sufficient Supply of Homes
- Chapter 9: Promoting Sustainable Transport
- Chapter 11: Making Effective Use of Land
- Chapter 12: Achieving Well-Designed Places
- Chapter 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Chapter 15: Conserving and Enhancing the Natural Environment

Members attention is drawn in particular to Chapter 12 and the emphasis within this latest update to national policy on matters of design, which stresses the importance of design coding for new developments.

Other Considerations

- Building for a Healthy Life (2020)
- Suffolk County Council- Suffolk’s Guidance for Parking (2014 most recently updated in 2019)
- Joint Babergh and Mid Suffolk Landscape Character Assessment (2015)

The national Planning Practice Guidance (PPG) provides guidance and advice on procedure rather than explicit policy; however, it has been taken into account in reaching the recommendation made on this application. The National Model Design Code forms part of the PPG.

Neighbourhood Plan Status

This application site is not within an area with a made Neighbourhood Development Plan and nor is one being prepared

Consultations and Representations

This submission was not subject to the usual consultation but Taylor Wimpey did undertake public consultation as described in their supporting Statement of Community Involvement

A: Summary of Consultations

Parish Council

Claydon and Whitton Parish Council in a response uploaded on 17 June 2022 stated:

“Councillors noted the application, but offered no comment”

PLANNING HISTORY

REF: 1856/17	Outline planning application (with all matters reserved except for access and spine road) for phased development for the erection of up to 269 dwellings and affordable housing, together with associated access and spine road including works to Church Lane, doctor's surgery site, amenity space including an extension to the Church grounds, reserved site for Pre-School and Primary School and all other works and infrastructure (amended description).	DECISION: GTD 07.01.2022
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PART THREE – EVALUATION OF SUBMITTED DESIGN CODE

1.0 The Site and Surroundings

- 1.1 The site is within the Parish of Barham.
- 1.2. Claydon contains a number of services and facilities including a local convenience shop, primary school, secondary school and community/village hall, and is identified as a Key Service Centre in the Core Strategy.
- 1.3. The site is surrounded by open fields, bounded by Norwich Road to the west and Church Lane to the south of the site. The site is well related to the village and located immediately to the north of the existing settlement boundary.
- 1.4. Opposite the junction with Church Lane and Norwich Road to the west is the Grade II listed Henry VIII Farmhouse. Adjacent to the farmhouse, to the west of Norwich Road, are single storey commercial units accessed off Norwich Road. Beyond to the north and west is agricultural land and the A14.
- 1.5. Within the site is one hedgerow (running east to west to the western side of the site). The site is bounded by hedges on all boundaries, with high hedgerows interspersed with trees along the field boundary of the site to Church Lane. Immediately adjacent to the east boundary of the site is St Mary and St Peter's Church (Grade I listed building), with the churchyard boundary delineated by mature trees and hedgerows. Around 200m to the north east of the site is Barham Quarry, which is allocated to be extended bringing the quarry within 175m of the application site.
- 1.6. To the south of Church Lane is the existing settlement boundary for Claydon and a number of residential dwellings. To the south of Church Lane there is a mix of residential properties, of which mainly the rear gardens back onto the lane. At the north and southern ends, the properties front the lane. There are a broad mix of housing types dating from the later C20 including bungalows, terraced, semi-detached and detached properties. The predominant height of residential buildings in the area are two storeys. There are intermittent trees along either side of Church Lane to the south of the site, some of which are subject to Tree Preservation Orders. All protected trees are separated from the development site by Church Lane Barham however.

- 1.7. To the south of the site, on the corner of Church Lane and Norwich Road is the existing Claydon and Barham GP Surgery. This is a single storey temporary structure set within a hard-surfaced car park, bounded by mature hedgerow and trees.
- 1.8. The site topography is such that the site is sloping with the highest level to the north and east sections of the site where the Church is located, and the lowest to the south west of the site. To the west of the site is Norwich Road, the A14 and the River Gipping. The site is visible to the surrounding area. The site is not in an area of special character designation such as an Area of Outstanding Natural Beauty, but is within the vicinity of a Special Landscape Area, with land around the River Gipping to the west of the application site being covered by this designation. It also is within the Site of Special Scientific Interest (SSSI) Impact Risk Zone. The site is within the Mineral Consultation Area set by Suffolk County Council's Minerals Core Strategy 2008. The site is also within a Groundwater Source Protection Zone relating to groundwater as the site is located over a Principal Aquifer.
- 1.9. The site is not in, adjoining or near any Conservation Area. The significant listed buildings near this site are St Mary and St Peter's Church referred to above, Shrubland Hall (Grade II* with historic park), Barham Manor including listed garden wall and gateway (Grade II) and King Henry VIII Farmhouse (Grade II).
- 1.10. Barham Hall is a large, detached property set in substantial grounds. Shrubland Hall is a historic complex containing a number of designated heritage assets set within the Grade I registered park and garden, which is located approximately 800m from the northern site boundary. The top of the built form of Shrubland Hall is visible from the eastern end of the application site.
- 1.11. The Historic Environment Record identifies a number of archaeological finds within the vicinity of the site.
- 1.12. The site is located entirely in Flood Zone 1.
- 1.13. There are public rights of way along the east boundary of the site (Bridleway 17 and 18), and the site is adjacent to National Cycle Route 51 which runs along Norwich Road. Claydon is on a regular bus route with services running Mondays to Saturdays between Ipswich and Stowmarket.

2.0 The Proposal

- 2.1. The matter before the Committee is the consideration of a Design Code to inform Reserved Matters details on this site, where outline planning permission has been granted for up to 269 dwellings. The residential component of the scheme is but one part of the wider outline planning permission.
- 2.2. Included in the S106 also are:
 - Provision of a school site
 - Provision of a community centre site

- Provision of extension land for St Mary and St Peter's Church [to include a car park]
- Additional Public Open Space [only this element from this list above is part of the Design Code -along with the residential element]

2.3 Much of the above appears sits with Pigeon Developments [*the development promoter*] to provide under the terms of the associated S106 Agreement.

3.0 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, then that determination must be made in accordance with the plan unless material considerations indicate otherwise.

3.2. The principle of residential development being acceptable on this site has already been established by the grant of Outline planning permission. Under 1856/17 the access points were approved.

3.3 Condition 2, attached to that outline permission requires the development to be carried out in accordance with specific approved drawings and documents which include an indicative masterplan the details of which are reproduced below:



figure 9: **The indicative masterplan** [*to be given significant weight as a material planning consideration as a result of the imposition of condition 2 attached to the outline planning permission to which the Design Code relates*]

4.0 The vital S106 requirements that have prompted the submission of the Design Code

[please note that there are four requirements and this report describes them one at a time but provides an officer comment after each, rather than at the end. To avoid any confusion the four requirements are shown in *blue text*]

4.1 Schedule 2, Part 7 of the S106 Agreement requires the following of a prospective developer of the site:

- “1. Prior to the submission of the first reserved matters application relating to a Phase the Owner covenants to prepare the Design Code to be submitted to the District Council for its written approval.*

Officer comment is respect of submission of the Design Code [Requirement 1]

The required Design Code, dated 10 June 2022, was submitted to the Council. It was subsequently assigned the reference DC/22/03093 upon ‘validation’ by the Council.

A Reserved Matters submission for 104 dwellings, dated 22 June 2022, was submitted to the Council. It was subsequently assigned the reference DC/22/03231 upon ‘validation’ by the Council on 17 June 2022.

Members are advised that Taylor Wimpey has complied satisfactorily with requirement 1 of Part 7 [Schedule 2] of the S106 Agreement associated with the outline planning permission.



- 2. Prior to the submission of the Design Code to the District Council in accordance with paragraph 1 above, the Owner covenants that it will have engaged with the local community of Barham and Claydon and Whitton and consulted with the Parish Councils of Batham and Claydon and Whitton on the content of the Design Code and made any necessary reasonable amendments to the Design Code as a result of the consultation.*

Officer comment is respect of pre-submission community involvement by Taylor Wimpey [Requirement 2]

As part of their Design Code submission Taylor Wimpey has provided a 45-page Statement of Community Involvement. The executive summary within that Statement sets out:

- The pre-submission consultation undertaken with communities in Barham, Claydon and Whitton; and,
- The days and times of community workshops that were held; and,
- The level of participation [described as 50 people]; and,
- The nature of changes made following feedback from the community.

The full text of the Executive Statement is reproduced below. The full Statement is available on-line.

“Executive Summary

Taylor Wimpey (TW) is making a reserved matters application and submitting a design code for Land East of Norwich Road, Barham, which was granted outline planning permission in January 2022. TW is fully committed to consulting the local community and stakeholders about its proposals to bring forward a cohesive and sustainable scheme that delivers attractive housing and complements the villages of Barham and Claydon.

TW commissioned Grasshopper Communications to consult the community on the project that meets the requirements of Mid Suffolk District Council's Statement of Community Involvement, the National Planning Policy Framework, and the Localism Act.

The consultation process was undertaken during the months of April and May 2022. Alongside engagement with local political stakeholders, including Barham Parish Council and Claydon & Whitton Parish Council, TW ran two community workshops, using a range of tools to ensure local residents were notified of the consultation and encouraged to participate. The main consultation event was the face-to-face workshop held in Claydon on Wednesday 4th May, where 38 people attended.

Over 50 people participated in the consultation, providing a wide variety of comments over a range of topics, although these were not necessarily pertinent to TW's application. Many comments focused on details of the already consented outline scheme and TW was careful to always clarify which elements had already been consented. These topics included the positioning of open spaces within the layout, transport issues such as access points and parking along Church Lane, housing mix, drainage issues, road closures during construction, and the community use site.

The feedback received from the local community and stakeholders has informed the development of the proposals and resulted in the following changes to the plans:

- *The proposed village green has been moved further north into the centre of the site. In the plans shown at consultation, the green was situated on the northern edge of Barham Church Lane. Residents suggested it was unsafe to place an open*

space designated for play next to one of the busier roads in the area, regardless of mitigation. Following additional further feedback from the MSDC officers preferring a more central village green, TW incorporated this into the plan.

- *Existing hedgerow along northern edge of Church Lane to be fully retained and 'gapped-up' where necessary (with the exception of agreed locations where new roads are to be cut through).*
- *2m wide landscape strip on northern edge of proposed Cycle Path running parallel with Church Lane retained to offer further Landscape Buffering.*
- *Southern village green & central pair of Local Areas for Play now combined in to one meaningful central open space to accommodate a broader range of users due to its size.*
- *New, enlarged central village green now provides opportunities for suitable landscape buffering between play spaces and adjacent roads.*
- *New 'Green Footpath Link' added to northern section of development providing attractive link to new central village green.*
- *Some lower density housing accommodated on the southern boundary.*
- *More organic approach to housing facing Norwich Road proposed.*
- *Generous visitor parking proposed to housing facing Norwich Road to prevent un-controlled parking on existing carriageway*
- *Affordable housing units partially redistributed in southern section of development [note: maximum 15 no. clusters]*
- *[Natural]³ speed restraints added to central spine road [ie speed tables]"*

Reproduced verbatim from Section 1, pages 4-5, of Taylor Wimpey's submitted Statement of Community Involvement.

Members are advised that Taylor Wimpey has complied satisfactorily with requirement 2 of Part 7 [Schedule 2] of the S106 Agreement associated with the outline planning permission.

³ The original text does not place the word natural in brackets but the case officer has done so as a 'natural' speed restraint is one that relies on road alignment/geometry [eg incorporation of bends to slow traffic]. The inclusion of speed tables is a perfectly legitimate and effective method of traffic management [in this case to encourage slow speeds] but cannot be said to be natural.

3. *The Owner covenants not to Commence Development on a Phase until the written approval of the District Council has been given for the Design Code PROVIDED THAT if the District Council fails within forty (40) working days to respond or provide substantive comments on the Design Code or issue its final decision the Owner shall be entitled to engage Clause 15 and seek approval of the Design Code through Dispute Resolution.*

Officer comment is respect of ‘Dispute Resolution’ [Requirement 3]

Dispute Resolution was not triggered as officers worked closely with Taylor Wimpey to provide regular constructive feedback as part of a positive and constructive approach to negotiation. Necessary deadlines were met.

Members are advised that The Council has complied satisfactorily with requirement 3 of Part 7 [Schedule 2] of the S106 Agreement associated with the outline planning permission and that Taylor Wimpey has made further changes to the Design Code in the light of comments made by officers. In particular the section on sustainability has been extensively expanded and detail added



4. *The Owner covenants to construct each Phase in accordance with the approved Design Code”*

Officer comment is respect of construction being in accordance with the approved Design Code [Requirement 4]

This requirement will not be triggered until such time as the commencement of the first phase of development occurs. Before construction can begin, Taylor Wimpey must first secure the Council’s approval of a Design Code.

Next Steps

If Members agree the Design Code now before the Committee, then Taylor Wimpey must proceed to the second stage and secure approval of Reserved Matters.

The Reserved Matters submission [DC/22/03231] is on the same Agenda for consideration by Members as the Design Code submission.

[1] If Members agree the Design Code at the meeting ; and.[1a] Members find that the Reserved Matters details accord with the Approved Design Code; and,

[2] If Members subsequently find the Reserved Matters details to be acceptable and agree to approve them:

THEN,

[3] Subject to successfully discharging any pre-commencement conditions and undertaking any pre-commencement S106 requirements that may apply, Taylor Wimpey can commence.

At that point, requirement 4 of Part 7 [Schedule 2] of the S106 Agreement applies

The Submitted Design Code

The format of the submitted Design Code closely follows the Government's advice as set out in its National Model Design Code and the National Design Guide.

The content is organised around the ten key characteristics of a well-designed place that underpin both the national Model Design Code and the National Design Guide.

As can be seen from the contents page extract of the submitted Design Code, each characteristic has its own section within the Design Code.

	Section 1: Introduction. Outlines the purpose of this document;
	Section 2: Context. Considers the site and its surroundings in terms of the local physical, and social setting, as well as the technical and physical context;
	Section 3: Movement. Sets out site-wide codes related to multiple modes of movement, based on principles of sustainable places;
	Section 4: Nature. Establishes the principles for the design of landscaped areas and public open spaces, as well as the criteria for ecological bio-diversity and water and flood management, which are essential for a sustainable environment;
	Section 5: Built Form. Sets out codes related to the density, buildings and blocks typology, streetscenes and scale of the built form;
	Section 6: Identity. Sets out codes related to configuration of building and spaces which will respond to and consider local character, as well as meet established urban design principles aimed at increasing legibility and way-finding;
	Section 7: Public Space. Sets out codes relating to the streets typology and to the characteristics of the public open space as safe, multi-functional areas for socialising;
	Section 8: Uses. Sets out the principles for an efficient land use, outlining the extent of provision for each land use;
	Section 9: Homes and Buildings. Sets out the expected level of space standards provision and good design principles for the proposed dwellings and their private amenity spaces;
	Section 10: Resources. Sets out the requirements for energy efficient design of homes;
	Section 11: Lifespan. Sets out requirements to ensure the longevity and adaptability of the development, focusing on a management plan and the participation of the local community in place-shaping; and
	Section 12: Summary.

figure 10: The submitted Design Code sections

The aim of the submitted Design Code is described within the document as:

“To provide a balance between open greenspace and built-space. To create a neighbourhood with a strong sense of place that responds to the existing character of Barham. In this context, the development will create a townscape that is varied and sympathetic to its environment whilst moving the community towards a more sustainable future, through an increase in housing choice.”







Section 3 of the Design Code: Movement

Opportunities and constraints are identified as follows. These are reasonable



opportunities

-  POTENTIAL AREA FOR RESIDENTIAL DEVELOPMENT
-  POTENTIAL AREA OF GREEN INFRASTRUCTURE (SUDS) WILL INCLUDE SUSTAINABLE DRAINAGE FEATURES & CHILDREN'S PLAY AREAS
-  POTENTIAL PRIMARY ACCESS POINT
-  POTENTIAL SECONDARY ACCESS POINT
-  POTENTIAL FUTURE LINK TO PRIMARY SCHOOL SITE
-  POTENTIAL PRIVATE DRIVE ACCESS POINT
-  POTENTIAL PEDESTRIAN/CYCLE ACCESS POINTS
-  EXISTING PUBLIC RIGHTS OF WAY (PROW)
-  POTENTIAL LOCATIONS OF SUSTAINABLE DRAINAGE (SUDS) FEATURES (SWALES)
-  POTENTIAL LOCATIONS OF ATTENUATION BASINS

-  OPPORTUNITY FOR DWELLINGS TO FRONT ONTO EXISTING ROADS
-  OPPORTUNITY FOR DWELLINGS TO OVERLOOK AREAS OF PUBLIC OPEN SPACE
-  OPPORTUNITY FOR CHILDREN'S PLAY AREAS
-  OPPORTUNITY FOR STRENGTHENED PLANTING ALONG BORDER WITH THE PRIMARY SCHOOL SITE
-  OPPORTUNITY FOR STRENGTHENED BOUNDARY PLANTING
-  SENSITIVE EDGE - OPPORTUNITY FOR STRENGTHENED PLANTING ALONG BORDER WITH THE CHURCH

constraints





-  EXISTING GRADE I LISTED CHURCH OF ST MARY & PETER'S
-  NEW DWELLINGS SHOULD RESPECT THE PRIVACY AND AMENITY OF THE CHURCH
-  EXISTING TREES & VEGETATION (SUBJECT TO TREE SURVEY)
-  SITE TOPOGRAPHY CONTOURS DEVELOPABLE AREA OF THE SITE SLOPES AT APPROXIMATELY 20 M

figure 11: The Opportunities plan from the Design Code

In this section the Design Code looks at:

- Delivering a connected network
- The street network and street hierarchy
- Providing bus connectivity
- Creating pedestrian/cycle routes and linkages



figure 12: **Extract from the Design Code illustrating one of the suggested enhanced connectivity measures that should be employed**

- Active travel
- Parking and servicing [commits to meeting SCC Parking standards]
- E.V. charging and cycle parking
- Accessibility for service and emergency vehicles
- Location of utilities

All of these chime with Committee expectations and set a valuable base line.

Within the Movement section the Design Code describes how movement and the associated corridors will be linked to the three key themes within the National Model Design Code and National Design Guide:

Climate Change

- Trees to provide shade and passive cooling effect
- Rainwater swales along both sides of the spine road
- Fruit trees, orchards and meadow grass to provide habitats and food for wildlife

Character

- Linear landscape features
- Landscape focal points

Community

Community orchard

Formal and informal play locations

Incidental meeting spaces with seating

Path network within site and connecting it to the wider area

Again these are all welcomed expressions of adapting new development for the challenges ahead both from climate change and post covid behaviour changes.

The diagram taken from Section 3 Movement of the Design Code illustrates these principles within the context of the overall residential layout.



figure 13: **An example from the Design Code of how the Three c's are to be made real within the development.**

Section 4: Nature

This section looks at:

Network of spaces
Open space provision

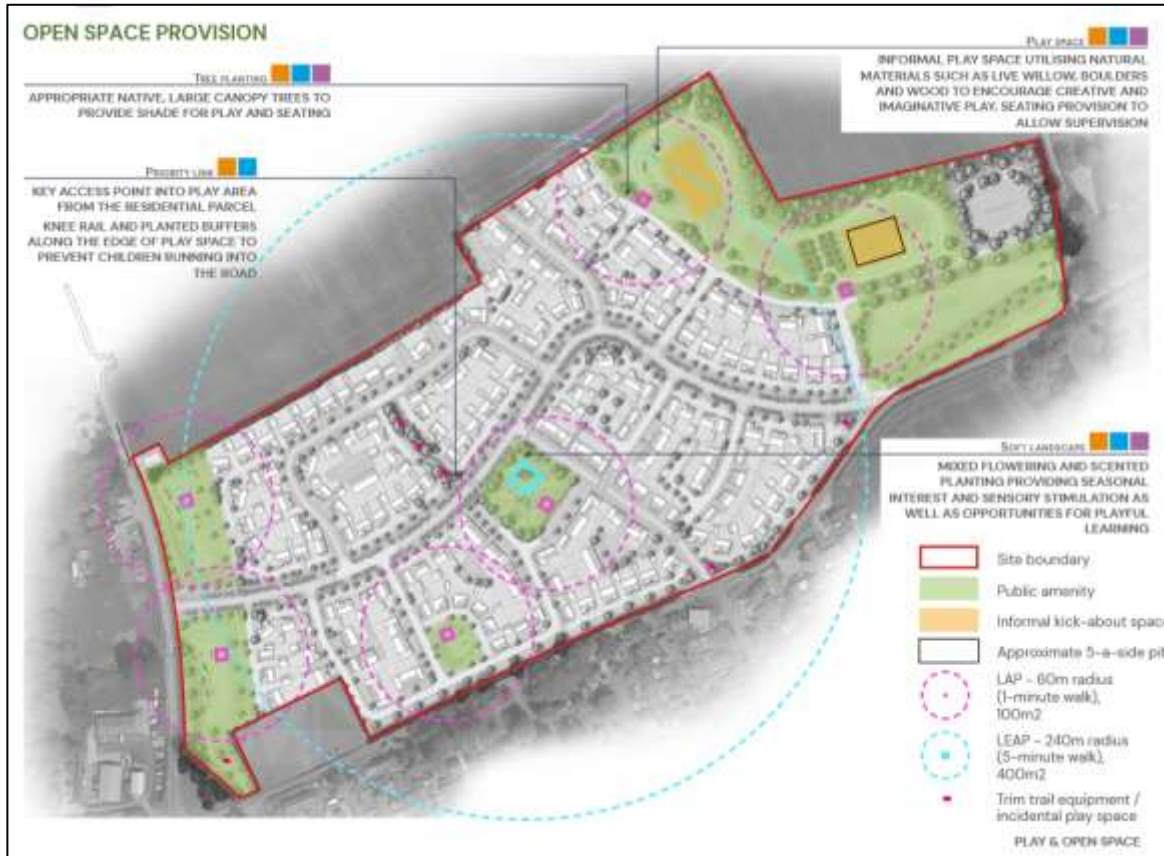


figure 14: Delivering extensive areas of useable open space for the community

Play requirements



figure 15: Promoting and delivering active adventurous play areas, including natural play

Green edges

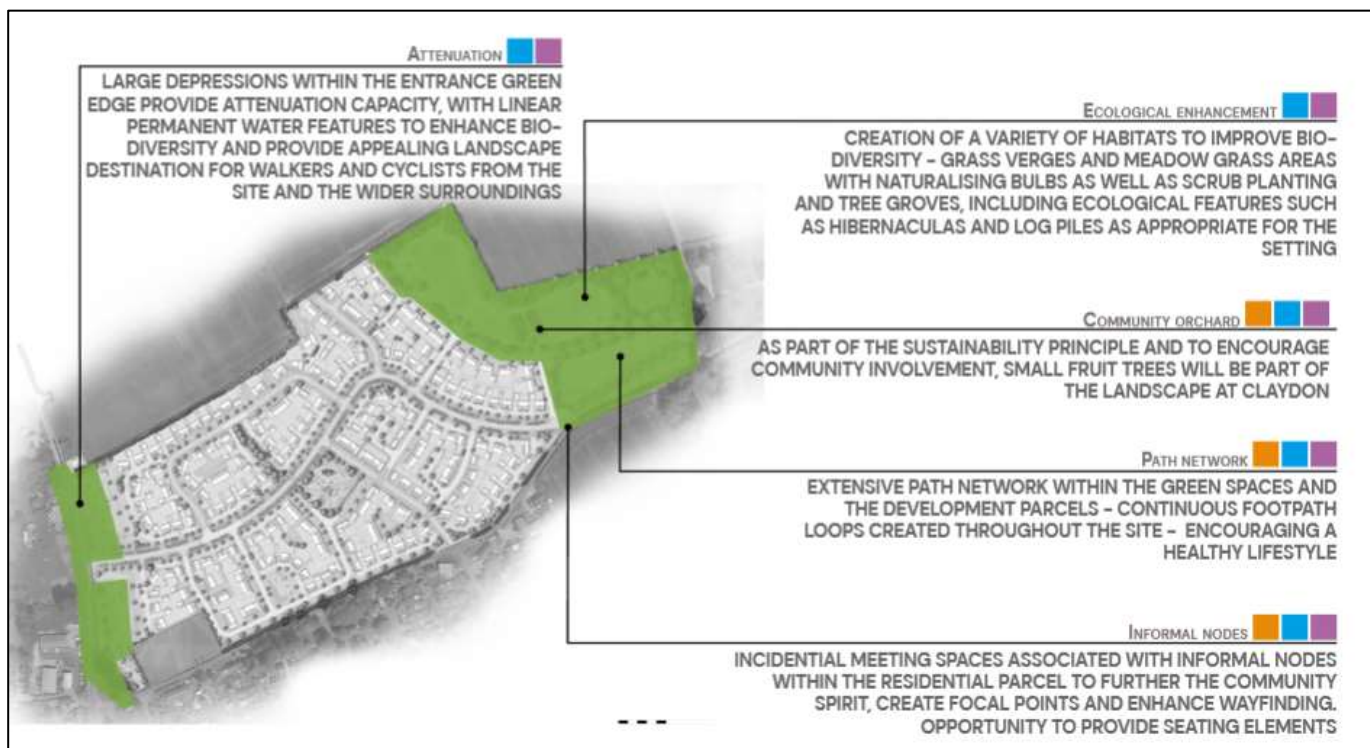


figure 16: **Example from the Design Code showing the extent to which the impact of the development will be softened by landscaping and open space**

Village Green
Pocket green
SuDS



figure 17: **An illustration from the Design Code showing how natural drainage basins are to be created that offer opportunities for enhanced biodiversity**

Biodiversity
Trees

Section 5: Built Form: This looks at

Density



figure 18: **Suggested Density Map from the Design Code**

Building Types and forms
Height

Section 6: Identity

This section looks at

Defining Character Areas within the development

These are described as follows:

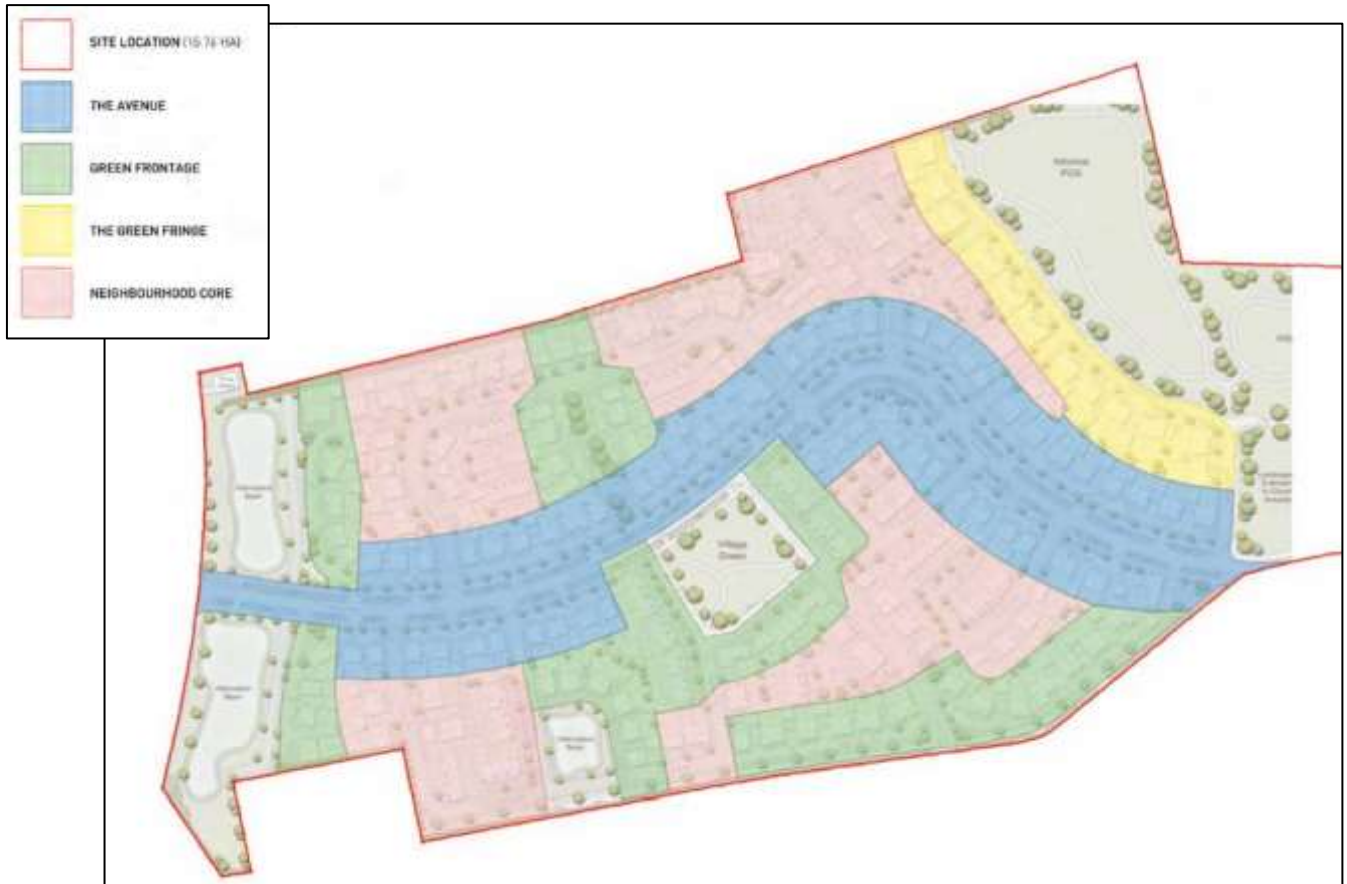


figure 19: **Suggested Character Areas**

Legibility
Building typology
Materials
Facing details
Green frontage



figure 20: **Advocacy for green screens taken from the Design Code**

Section 6: Public Space

This addresses the following

- Quality
- Principles for streets - facilitating place making, in addition to enabling movement, with specific reference to the street hierarchy and typology
- Principles for social interaction - outlining the design principles for streets and other public spaces, such as public squares, enabling them to fulfil a social function to bring people together and act as a focus for community life



figure 21: **Example from the Design Code showing how the three C's will be translated into play and meeting areas**

- Multi-functional streets



figure 22: **Example from the Design Code illustrating how streets will be more than conduits for movement**

Section 8: Uses

This section looks to bring together how the various uses within the overall initial hybrid proposal will be brought together to create an active dynamic place with a real sense of place. These uses include:

- Residential
- Green infrastructure
- Public open space
- Extension to church ground
- Amenity areas
- SuDS
- Housing mix
- Housing for all
- Type
- Community
- School
- Community facilities
- Local service

Section 9: Homes and buildings :This looks at

Delivering Quality

[by reference to space standards, accessibility, security, health & wellbeing]

[lighting aspect and privacy]

[gardens and balconies]

Green fringe

Neighbourhood core

- Schemes that are well connected and integrated into their surroundings
- Layouts that are responsive to the context of the site, including topography, landscape, and existing buildings
- Distinctive character and good architectural quality
- Well defined streets and spaces with plenty of visual markers
- Good walkable neighbourhoods that prioritise pedestrians and cyclists
- Attractive public and green spaces
- An interconnected network of green spaces and parks
- Easy access to community facilities, such as shops, schools and workplaces
- Well-designed homes and a mix of housing to suit local requirements
- Good provision for cycle and bin storage

Section 10: Resources: looks at

Place-making, design and wellbeing [TW bringing together urban design and healthy environments]

Enhancing ecological value

Green Travel [TW developing a walkable and cycleable neighbourhood]

Community networks [TW exploring how social networks can be accelerated]

Energy efficiency

Waste water heat recovery [WWHR]

EV charging

Use of air source heat pumps

Improved insulation and fabric efficiency

100% low energy light fittings

LED recessed downlights

Sustainable materials

Off-site construction techniques

Low flow taps and showers, dual flush toilets

Section 11: Lifespan: looks at

Developing a Management Plan for common areas
Integrating Participation
Community Management

The Code describes Community Management as follows:

- “ 11.7 Community management is the management of a common resource by the people who use it through the collective action of volunteers and stakeholders. The community management of neighbourhoods is a valuable way of engendering a sense of ownership and responsibility as well as building social cohesion.
- 11.8 Community management could be facilitated in a number of ways, for example:
- Encouraging, or setting informal community management groups, which would oversee and look after community projects, such as tree planting;
 - Neighbourhood Planning Groups;
 - Community management of public spaces;
 - Community management of buildings and facilities; and
 - Community management of local energy networks.”

Paragraph 129 of the NPPF provides specific guidance on deciding applications relating to design codes, stating, *“Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.”*

Whilst the Development Plan provides the starting point for determination, the NPPF (2021) is an important material consideration which makes specific reference to three key documents which provide key guidance that is used to assess design codes. These documents include the National Model Design Code (2021), National Design Guide (2021) and Building for a Healthy Life (2020).



figure 23: **Cover of Building for a Healthy Life document [2020]**

The Building for a Healthy Life guide is built around 3 main themes:

- Integrated Neighbourhoods
- Distinctive Places
- Streets for All

with 14 contributory elements. The chart below shows how it is interrelated to the National Design Guide and the National Design Code.

Integrated Neighbourhoods	National Planning Policy Framework	National Design Guide
Natural connections	91a; 102c and e; 104d; 127b; 127f	B3; M1; M2; N1; R3
Walking, cycling and public transport	20c; 91a; 91c; 127e	B1; B3; M1; R3
Facilities and services	102; 103	B1; B3; N1; P3; U1; U3
Homes for everyone	60-62	B1; B2; U2; U3
Distinctive Places		
Making the most of what's there	122d; 127c; 127d; 153b; 184	C1; C2; I1; B2; R3
A memorable character	122d; 127c; 127d	C2; I1; I2; I3; B3
Well defined streets and spaces	91a	B2; M2; N2; N3; P1; P2; H2; L3
Easy to find your way around	91b; 127b	I1; M1; M2; U1
Streets for All		
Healthy streets	91b; 102c and e; 110a-d	M1; M2; N3; P1; P2; P3; H1; H2
Cycle and car parking	101e; 127f; 105d	B2; M1; M3
Green and blue infrastructure	20d; 91b; 91c; 127f; 155; 170d; 174	C1; B3; M1; N1; N2; N3; P1; P3; H1; R3; L1
Back of pavement, front of home	127a-b; d; f	M3; H3; L3
Generally	7; 8; 124; 125; 126; 127; 130	15; 16; 17; 20-29; 31-32
Using the tool as a discussion tool	39; 40-42; 125; 128; 129	

figure 24: **Extract from the Building for a Healthy Life document showing linkages to National Design Guide/Design Code**

The synergies within the submitted Design Code and the Building a Healthy Life document are obvious.



1

Inclusion of an additional attenuation basin on the basis that the single basin shown indicatively on the outline illustrative layout lacked insufficient capacity to accommodate the calculated residential flow [the extended basins can now also accommodate the predicted flow from the new school site to the north]

2

Inclusion of a central green space with a 'village green' character enclosed by frontage development as a focal hub from which radiate green connectivity corridors. This space replaced a less defined triangular area of open space on the southern edge of the site.

3

Replacement of a proposed semi-circular crescent with a wide green corridor that is part of a wider network of green links

4

Whilst the open space pin the outline layout provided some limited separation between the new development and existing properties in Church Lane its loss is compensated for by [2] above and by the current layout setting back new development from the site edge, thereby achieving some separation

1

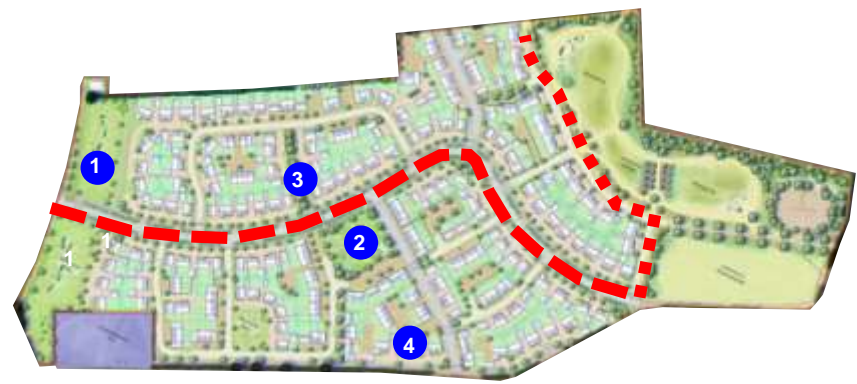


figure 25: Comparing the outline masterplan layout [top] with the amended RM layout [bottom]



figure 25: **Comparing the outline uses plan [top] with the amended RM layout [bottom]**

Delivery

A phasing scheme for delivery of the development is the subject of condition 4 on the Outline permission.

A management plan has been prepared which will demonstrate who is responsible for managing different parts of the development, ensuring it is maintained for its lifetime. Taylor Wimpey will also take long-term stewardship meaning all proposals for the site will pass through them and include a compliance check against this proposed Design Code. Any variation required in the Code relating to matters of detail for a phase will be required to pass formally through the Local Planning Authority.

PART FOUR – CONCLUSION

Planning Balance and Conclusion

1. The proposed design code accords with Council policy.
2. The Design Code has been developed following developer led local consultation, that resulted in significant amendments to the initial Design Code.
3. The Design Code as presented provides a comprehensive and holistic approach to the development to ensure relevant elements are brought forward and delivers upon key design principles in a contextually specific manner to develop a scheme that is sustainable
4. The proposed Design Code has been conceived having regard to the National Design Guide (2021) and the National Model Design Code (2021) and covers in appropriate detail those issues which it would be expected should be covered
5. The proposed Design Code also has regard to the principles of Building for a Healthy Life (2020) and draws upon the key approaches contained within that document.
6. The Design Code will pave the way to creating high-quality, well-designed place which comprises sustainable development, embodying the spirit and aspiration of paragraph 8 and chapters 8, 9, 12 and 15 of the NPPF (2021).
7. As to the use of the Design Code, Members attention is drawn to paragraph 134 of the NPPF states that *“development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”*
8. Key aspects of the Design Code that will be incorporated into the future development here include a landscape led approach, ecological benefits, social recreational

spaces, interconnected network of walking and cycling connections and distinctive places. These will secure an inviting, safe, sustainable and high-quality environment for future residents and the wider community within neighbouring areas.

9. The proposed Design Code commits future development to using materials from the traditional Suffolk palette in prominent locations and at focal points. This is an important principle to have established if the development is to have local distinctiveness.
10. It points the way to the use of sustainable energy sources and sets the course away from continued use of gas boilers
11. This application lays the foundations for a well-conceived and cohesive development that can be achieved through subsequent reserved matters applications.
12. It provides valuable diagrammatic examples and plans that provide a strong prescriptive guide to what will be expected. These set a high but achievable benchmark for the delivery of quality.
13. It is considered that there are no material considerations which indicate that the proposed Design Code is unacceptable or inappropriate to achieve its purpose in guiding good design in the delivery of this strategic site and achieving a well-designed place.
14. The endorsement of the Design Code will be an important step forward in the delivery of this strategic site which forms a notable element in the provision of future homes in the district and contributes meaningfully to the housing land supply position of the District.

RECOMMENDATION

That the Design Code be endorsed as a material planning consideration in the determination of future Reserved Matters submission on this site

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Application No: DC/22/03093

Location: North-West of Church Lane,
Barham, Suffolk

Page No.

Appendix 1: Call In Request	N/A	
Appendix 2: Details of Previous Decision	<p><i>Outline pp.</i></p> <p>Outline planning application (with all matters reserved except for access and spine road) for phased development for the erection of up to 269 dwellings and affordable housing, together with associated access and spine road including works to Church Lane, doctor's surgery site, amenity space including an extension to the Church grounds, reserved site for Pre-School and Primary School and all other works and infrastructure (amended description).</p> <p><i>1856/17</i></p> <p><i>7 January 2022</i></p>	
Appendix 3: Town/Parish Council/s	Claydon and Whitton Parish Council in a response uploaded on 17 June 2022	
Appendix 4: National Consultee Responses	none	
Appendix 5: County Council Responses	<i>none</i>	
Appendix 6: Internal Consultee Responses	<i>none</i>	
Appendix 7: Any other consultee responses	none	
Appendix 8: Application Site Location Plan	Yes	



Babergh and Mid Suffolk District Councils



Appendix 9: Application Plans and Docs	Yes	
Appendix 10: Further information	<i>Hybrid [including outline] permission decision notice</i> <i>Hybrid permission S106</i>	

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/22/03093

Application Summary

Application Number: DC/22/03093

Address: Land North West Of Church Lane Barham Suffolk

Proposal: Application for confirmation of compliance with a Section 106 Planning Obligation - Design Code in Schedule 3, Part 7 of Planning Obligation dated 09.12.21 relating to Outline Planning Permission 1856/17

Case Officer: Vincent Pearce

Consultee Details

Name: Mrs Charmaine Greenan

Address: Valley View, Church Lane, Claydon Ipswich, Suffolk IP6 0EG

Email: Not Available

On Behalf Of: Claydon And Whitton Parish Clerk

Comments

Councillors noted the application, but offered no comment.

Philip Isbell – Chief Planning Officer
Sustainable Communities

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

Website: www.midsuffolk.gov.uk



OUTLINE PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND)
ORDER 2015

Correspondence Address:

Pigeon Investment Management Ltd
Linden Square
146 Kings Road
Bury St Edmunds
Suffolk
IP33 3DJ

Applicant:

Pigeon Investment Management Ltd And Mr
John Cutting
Pigeon Investment Management Ltd And Mr
John Cutting
C/O Agent

Date Application Received: 08-May-17

Application Reference: 1856/17

Date Registered: 09-May-17

Proposal & Location of Development:

Outline planning application (with all matters reserved except for access and spine road) for phased development for the erection of up to 269 dwellings and affordable housing, together with associated access and spine road including works to Church Lane, doctor's surgery site, amenity space including an extension to the Church grounds, reserved site for Pre-School and Primary School and all other works and infrastructure (amended description).

Land North West Of, Church Lane, Barham, Suffolk

Section A – Plans & Documents:

This decision refers to drawing no./entitled as the defined red line plan with the site shown edged red. Any other drawing showing land edged red whether as part of another document or as a separate plan/drawing has not been accepted or treated as the defined application site for the purposes of this decision.

The plans and documents recorded below are those upon which this decision has been reached:

Site Plan 016-013-002 E - Received 10/12/2018
Affordable Housing Plan 016-013-004 D - Received 10/12/2018
Storey Heights Plan 016-013-007 C - Received 10/12/2018
Church Access Plan 0068/S/001 A - Received 10/12/2018
Walking Routes 0068/1002 - Received 10/12/2018
Land Use Plan 0068/1005 - Received 10/12/2018
Illustrative Landscape Masterplan BMD.16.013.DR.001 F - Received 10/12/2018
Utilities and Services Strategy Report 11564 - 0068 - Received 08/05/2017
Tree Survey and Arboricultural Impact Assessment - Received 08/05/2017

Travel Plan 1601-86/TP/01A - Received 08/05/2017
Transport Assessment 1601-86/TA/01A - Received 08/05/2017
Sustainability and Renewable Energy Statement - Received 08/05/2017
Ecology Appraisal including Great Crested Newt Survey - Received 08/05/2017
Planning, Design and Access Statement - Received 08/05/2017
Phase 1 Contamination Assessment 773932-REP-ENV-001 3 - Received 08/05/2017
Landscape Visualisation Assessment BMD.16.013.RP.002 - Received 08/05/2017
Heritage Statement 16-1082 - Received 08/05/2017
Archaeological Evaluation BRH 006 - Received 08/05/2017
Site Location Plan 016-013-001 A - Received 08/05/2017
Flood Risk Assessment 617736-REP-CIV-FRA 6 - Received 29/06/2017
Heritage Statement Addendum - Received 22/12/2017
Ecological Survey/Report Great Crested Newts - Received 22/12/2017
Landscape Statement - Received 27/06/2018
Landscape Statement - Received 10/12/2018
Skylark Mitigation Area 0068-304 - Received 01/11/2019
Developable Area Densities Plan - Received 01/11/2019
Indicative Masterplan - Received 01/11/2019
Indicative School Layout Plan - Received 01/11/2019
Transport Assessment Addendum 1601-86-TN-01 - Received 01/11/2019
Claydon Church Lane Improvement Works 1601-86-PL13 A - Received 01/11/2019
Station Road and Norwich Road Improvement Works 1601-86-PL12 A - Received 01/11/2019
Delivery Statement - Received 01/11/2019

Section B:

Mid Suffolk District Council as Local Planning Authority, hereby give notice that **FULL AND OUTLINE PLANNING PERMISSION HAS BEEN GRANTED** in accordance with the application particulars and plans listed in section A subject to the following conditions:

Conditions relevant to all phases of development

Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

1. Prior to the commencement of development, any changes to the current phasing of the development as shown on plan 0068/1005 Land Use (Parameters) Plan received 10th December 2018 a Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Plan shall detail each element of the development including the residential dwellings, the primary school and pre-school site, community use site, highways infrastructure, SuDs/surface water drainage, areas of open space, extension to the church grounds and car park and ecology/wildlife areas. For the avoidance of doubt this condition does not need to be agreed or discharged if no changes are made to the aforementioned plan. The development shall only be carried out in complete accordance with the approved phasing plan, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of proper phased planning of the development.

2. The development hereby permitted shall be carried out in accordance with the drawings/documents listed under Section A above and/or such other drawings/documents as may be approved by the Local Planning Authority in writing pursuant to other conditions of this permission or such drawings/documents as may subsequently be approved in writing by the Local Planning Authority as a non-material amendment following an application in that regard.

Reason: For the avoidance of doubt and in the interests of proper planning of the development.

Landscaping

3. Before any works commence details of advance planting shall be submitted to and approved in writing by the Local Planning Authority.

These details shall include any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows and indicate any to be retained. The soft landscaping plan should also include plant species, quantity, location and sizes of the proposed planting. Tree pit details will also need to be provided for the different planting environments, where proposed.

Implementation shall be carried out in accordance with an implementation timetable agreed in writing with the Local Planning Authority.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

4. With the exception of any site clearance works, site investigation works, tree protection works and this advance planting, 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 work schedule for a minimum of 10 years for the landscaping provided by condition 3 above. Both new and existing planting will be required to be included in the plan. The approved landscape management plan shall then be implemented as agreed.

Reason: To support plant establishment and ensure appropriate management is carried out and to maintain functionality and visual aesthetic.

Archaeology

5. No development shall take place until an Archaeological Management Plan is submitted to and agreed in writing by the Local Planning Authority. The Archaeological Management Plan shall cover the areas indicated as Extension to Church Grounds, Agricultural Land Retained as Meadow and the Informal Open Space in between these two areas as shown on the plan 0068/1005.

Development shall only take place in accordance with the approved Archaeological Management Plan which shall confirm that there will be no below-ground disturbance in this area both during and post construction works, including the new road leading to the Church of St Mary and St Peter's from the development site and car park shown on plan 0068/1005 highlighted as "Extension to Church Grounds" which will be built up and there shall be no below-ground disturbance. Furthermore there will be no burials, ploughing, site stripping, landscaping, planting, services, fencing, attenuation or machinery movement within the areas covered by the Archaeological Management Plan.

Reason: To safeguard archaeological assets including the area of the Anglo-Saxon settlement 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). This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Building height

6. The development hereby permitted shall be restricted to up to two storeys in height, and single storey for the area highlighted in pink on plan 0068/1005 received on 10th December 2018. For the avoidance of doubt this does not permit two and a half storey buildings with accommodation in roof spaces.

Reason: To enable the Local Planning Authority to secure an orderly and well-designed development to ensure minimal detriment to residential amenity and the environment.

Foul water disposal (Anglian Water)

7. Prior to the construction above damp proof course for any building, 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 development, the foul water drainage works must have been carried out in complete accordance with the approved scheme.

Reason: To prevent environmental and amenity problems arising from flooding.

8. No hard-standing areas shall be constructed until the works have been carried out in accordance with the surface water strategy so approved.

Reason: To prevent environmental and amenity problems arising from flooding.

Surface Water Disposal

9. Concurrent with the first reserved matters application a site wide 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 Qbar 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 flowpaths 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.

The surface water drainage scheme shall include a timetable for its implementation or phased implementation and shall demonstrate that the surface water drainage necessary in adjacent phases to develop any phase will be either in place or shall be developed concurrently so as not to delay the development in any phase from being built out and brought into use.

The scheme shall be fully implemented as approved.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development.

10. Concurrent with the first reserved matters application for any phase agreed under condition 9 above, details of the implementation, maintenance and management of the surface water drainage scheme for that phase shall be submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

11. Within 28 days of practical completion of the last dwelling or unit within a phase agreed under condition 9, 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 for that phase.

Reason: To ensure 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.

12. No development shall commence on any phase agreed under condition 9 until details of a construction surface water management plan detailing how surface water and storm water will be managed on the site during construction is submitted to and agreed in writing by the local planning authority for that phase. The construction surface water management plan shall be implemented and thereafter managed and maintained in accordance with the approved plan.

Reason: To ensure the development does not cause increased pollution of the watercourse in line with the River Basin Management Plan. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Mid Suffolk District Council as Local Planning Authority, hereby give notice that **FULL PLANNING PERMISSION HAS BEEN GRANTED** in accordance with the application particulars and plans listed in section A subject to the following conditions:

Full consent – Accesses, spine road and associated infrastructure; the following conditions (13 to 23) shall only apply to the part of the development for which Full planning permission has been granted.

Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

13. The development hereby granted Full planning permission shall be begun not later than the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Landscaping

14. With the exception of any site clearance works, site investigation works, tree protection works and advance planting, no development shall take place until there has been submitted to and approved, in writing, by the Local Planning Authority a scheme of soft landscaping for the development hereby granted Full planning permission, 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 also 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, where proposed. The details shall be implemented as agreed.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

15. With the exception of any site clearance works, site investigation works, tree protection works and advance planting, no development for which Full planning permission has been granted shall take place until there has been submitted to and approved, in writing, by the Local Planning Authority a landscape management plan and work schedule for a minimum of 10 years. Both new and existing planting, SuDS, surface treatments will be required to be included in the plan. The approved landscape management plan shall then be implemented as agreed.

Reason: To support plant establishment and ensure appropriate management is carried out and to maintain functionality and visual aesthetic.

Highways

16. Before the development is commenced, details of the spine road, accesses to/from this spine road and associated works (including layout, levels, gradients, surfacing and means of surface water drainage), the extent of which is shown on plan 0068/1005 received 10th December 2018 and as indicated on plans 1601-86-PL01-B (Preliminary Access Arrangements Overview), 1601-86-PL02 (Norwich Road residential site access), 1601-86-

PL04 (Church Lane site access opposite Thornhill Road), 1601-86-PL05 (Church Lane turning head) and 1601-86-PL07 (Church Lane diversion) appended to Transport Assessment 1601-86/TA/01A received 8th May 2017. These details shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall then be implemented as such.

Reason: To ensure that suitable highway improvements are provided for the spine road and associated junctions.

17. The spine road and associated works detailed and agreed in condition 19 of this permission shall be delivered in their entirety by the 150th dwelling, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To enable the Local Planning Authority to secure an orderly and well-designed development with highway infrastructure provided in appropriate phases to ensure no detriment to highway safety.

18. Before the any access on the spine road is first used visibility splays shall be provided as shown on Drawing Nos. 1601-86-PL02 (Norwich Road residential site access), 1601-86-PL04 (Church Lane site access opposite Thornhill Road), 1601-86-PL05 (Church Lane turning head) and 1601-86-PL07 (Church Lane diversion) and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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

19. Before development commences on the spine road and associated work, details shall be submitted to and approved in writing by the Local Planning Authority for the spine road and associated works showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before any of the spine road 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

20. Before development commences on the spine road and associated works, details of the construction methodology for the spine road and associated works shall be submitted to and approved in writing by the Local Planning Authority and shall incorporate the following information:

- a) Details of the hours of work/construction of the development within which such operations shall take place and the hours within which delivery/collection of materials for the said construction shall take place at the site.
- b) Details of the storage of construction materials on site, including details of their siting and maximum storage height.

- c) Details of how construction and worker traffic and parking shall be managed.
- d) haul routes for construction traffic on the highway network and monitoring and review mechanisms.
- e) Details of any protection measures for footpaths surrounding the site.
- f) Details of any means of access to the site during construction.
- g) Details of the scheduled timing/phasing of development for the overall construction period.
- h) Details and use of any wheel washing to be undertaken, management and location it is intended to take place and details of measures to prevent mud from vehicles leaving the site during construction.
- i) Details of the siting of any on site compounds and portaloos.
- j) Details of the method of any demolition to take place, including the recycling and disposal of said materials resulting from demolition.

The construction shall at all times be undertaken in accordance with the agreed methodology approved in writing by the Local Planning Authority. The approved scheme shall be adhered to for the duration of the construction period in the related phase.

Reason: To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Residential amenity

21. No burning of demolition or construction waste and materials shall be permitted at any time.

Reason: To ensure the amenity of residents is maintained.

22. No noise from construction or demolition works shall take place outside of the following hours:

Monday to Friday: 08:00 to 18:00

Saturday: 08:00 to 13:00

No works shall take place on Sundays or Public Holidays

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

23. Prior to the commencement of development on this phase, including any demolition works, a Construction Method Statement (CMS) for this phase shall be submitted in writing for approval. The CMS shall include details of the management of;
- o Construction traffic and Deliveries, including mitigation for mud and dirt on the highway
 - o Noise and Vibration
 - o Dust
 - o Lighting
 - o And any other site specific impacts that may affect off site receptors and members of the public.

The agreed CMS shall be followed unless otherwise agreed in writing with the local planning authority.

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

Mid Suffolk District Council as Local Planning Authority, hereby give notice that **OUTLINE PLANNING PERMISSION HAS BEEN GRANTED** in accordance with the application particulars and plans listed in section A subject to the following conditions:

Outline consent – Main Residential Phase; the following conditions (24 to 52) shall only apply to the Main Residential Phase for which Outline planning permission has been granted and reference to a “phase” in these conditions (24-52) is reference to a phase within this Main Residential Phase

Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

24. Application for the approval of the reserved matters must be made before the expiration of TWO YEARS from the date of this permission. The development hereby permitted should be begun before the expiration of TWO YEARS from the date of approval of the last of the reserved matters to be approved.

Reason: A reduced time limit is imposed to ensure there is a realistic prospect of housing being delivered in 5 years in line with paragraph 77 of the NPPF as the Local Planning Authority's decision to grant planning permission has been made on the basis of not being able to evidence a sufficient five year supply of housing. Furthermore a time limit is required to be imposed by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

25. Before any development is commenced within a phase of the Main Residential Phase, approval of the details of the appearance, scale and layout of the building(s) and the landscaping of the site (hereinafter called "the reserved matters") for that phase shall be obtained in writing from the Local Planning Authority.

Reason: To enable the Local Planning Authority to secure an orderly and well-designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Development Plan. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Landscaping

26. No works or development shall take place within a phase of development until a Tree Protection Plan (and accompanying Method Statement[s] if appropriate) have been submitted to, and approved in writing by, the Local Planning Authority for that phase. The submitted details are to be guided by the recommendations set out in BS5837 Trees in Relation to Construction. Unless otherwise agreed, all approved tree protection measures are to be installed prior to the commencement of development work to implement that phase.

The approved tree protection measures are to be maintained in good condition and observed throughout the construction period. Unless otherwise agreed in writing by the Local Planning Authority, the following activities may not be undertaken at any time within the identified Construction Exclusion Zones and fenced areas:

- the storage and/or siting of:
- vehicles, fuel, materials, site huts or other buildings or ancillary equipment:
- raising or lowering of ground levels;
- installation of underground services, drains etc..

Reason: This condition is required and to be agreed pre-commencement to ensure existing trees are protected during site works to protect and conserve landscape qualities and the satisfactory appearance of the development in accordance with policy CS5 of the Mid Suffolk Core Strategy 2008. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

27. No development shall take place in a phase 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 that phase, which shall include the timetable for delivery of the scheme, any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows within that phase 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. The agreed scheme shall be implemented as such for each phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

28. No development shall take place in a phase until there has been submitted to and approved, in writing, by the Local Planning Authority a landscape management plan for a minimum of 10 years for that phase. Both new and existing planting will be required to be included in the plan. The landscape management plan shall be adhered to as agreed for that phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

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

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Highways

30. Before development commences in any phase, details of the areas to be provided for the loading, unloading, manoeuvring and parking of vehicles including electric vehicle charging points, powered two vehicle provision, secure cycle storage for each dwelling in that phase shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme for any dwelling shall be carried out in its entirety before first occupation of the associated dwelling and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

31. Before development commences in any phase, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage) in that phase, shall be submitted to and approved in writing by the Local Planning Authority for that phase.

Reason: To ensure that roads/footways are constructed to an acceptable standard. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

32. No dwelling or building shall be occupied until the carriageways and footways serving that dwelling or building 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.

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

33. Before development commences in any phase, details shall be submitted to and approved in writing by the Local Planning Authority for that phase showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access for that phase 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

34. Before development commences in any phase, details of the construction methodology for that phase shall be submitted to and approved in writing by the Local Planning Authority and shall incorporate the following information:
- a) Details of the hours of work/construction of the development within which such operations shall take place and the hours within which delivery/collection of materials for the said construction shall take place at the site.
 - b) Details of the storage of construction materials on site, including details of their siting and maximum storage height.
 - c) Details of how construction and worker traffic and parking shall be managed.
 - d) haul routes for construction traffic on the highway network and monitoring and review mechanisms.
 - e) Details of any protection measures for footpaths surrounding the site.
 - f) Details of any means of access to the site during construction.
 - g) Details of the scheduled timing/phasing of development for the overall construction period.
 - h) Details and use of any wheel washing to be undertaken, management and location it is intended to take place and details of measures to prevent mud from vehicles leaving the site during construction.
 - i) Details of the siting of any on site compounds and portals.
 - j) Details of the method of any demolition to take place, including the recycling and disposal of said materials resulting from demolition.

The construction shall at all times be undertaken in accordance with the agreed methodology approved in writing by the Local Planning Authority. The approved scheme shall be adhered to for the duration of the construction period in the related phase.

Reason: To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

35. Before development commences in any phase, details of the areas to be provided for storage of Refuse/Recycling bins shall be submitted to and approved in writing by the Local Planning Authority for that phase. The approved scheme for any dwelling shall be carried out in its entirety before first occupation of the associated dwelling and shall be retained thereafter.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

36. Prior to the occupation of any dwelling in a phase details of the travel arrangements to and from the site for residents of the dwellings for that phase, in the form of a Travel Plan shall be submitted for the approval in writing by the local planning authority in consultation with the highway authority. This Travel Plan should be based on the submitted Framework

Travel Plan (dated February 2017) and current national Travel Plan guidance and also contain the following:

- o Baseline travel data based upon the information provided in the submitted Transport Assessment, with suitable measures, objectives and 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.
- o Appointment of a Travel Plan Coordinator to implement the Travel Plan in full and clearly identify their contact details in the Travel Plan.
- o A suitable approach to monitoring the vehicular trips generated by residents in accordance with the Suffolk Travel Plan Guidance.
- o A suitable approach to monitoring the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan, or as agreed with the local planning authority in consultation with the highway authority, to be submitted to and approved in writing by the local planning authority for a minimum of five years, or one year after the occupation of the 269th dwelling (whichever is the longest duration) using the same methodology as the baseline monitoring.
- o A suitable marketing strategy to ensure that all residents on the site are engaged in the Travel Plan process.
- o A suitable scheme to provide a car and/or cycle club for all residents on the site with suitable measures, objectives and targets to reduce the vehicular trips made by residents across the whole development.
- o An indicative Travel Plan budget that demonstrates that the Travel Plan will be suitably funded.
- o A copy of a resident's travel pack that includes a multi-modal voucher to incentivise residents to use sustainable travel in the local area.

No dwelling within a phase shall be occupied until the Travel Plan has been agreed for that phase. 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 unless otherwise agreed 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, and objectives SO3 and SO6 of the Mid Suffolk Core Strategy Development Plan Document (2008) and Core Strategy Focused Review (2012).

Note: The Travel Plan and Resident Travel Pack should be produced in accordance with Suffolk County Council's Travel Plan Guidance (www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/information-for-developers)

Ecology and Biodiversity

37. Prior to development progressing beyond slab level 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) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;

- e) persons responsible for implementing the enhancement measures;
- f) 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).

38. Prior to first occupation of any dwelling a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior occupation 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 organization 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 UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species)

39. Prior to first occupation of any dwelling within a phase, a lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority for that phase. 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 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, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

Market housing types and sizes

40. Concurrent with the submission of reserved matters for a phase, the market housing mix for a phase shall be submitted to and agreed in writing with the local planning authority. This shall include a schedule of the mix of house types and sizes to be provided within the reserved matters, which shall be broadly in accordance with the indicative housing mix submitted at outline stage with predominantly two and three bedroom dwellings, unless housing need evidence indicates otherwise. The approved details shall be adhered to in the reserved matters applications submitted for that phase.

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).

Service ducting for broadband infrastructure

41. Prior to the commencement of any phase of residential development, a strategy to facilitate super-fast broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority for that phase. The strategy shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure. The development of each phase shall be carried out in accordance with the approved strategy for that phase.

Reason: To ensure that the needs of future residents to connect to the internet does not necessarily entail engineering works to an otherwise finished and high quality living environment and to meet the requirements of paragraph 112 of the National Planning Policy Framework 2019. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Level access

42. Prior to first occupation, a level access compliant to Part M4(1): Category 1 – Visitable Dwellings of Building Regulations 2010 Approved Documents (2021 as amended) shall be provided for all dwellings hereby permitted to connect the main entrance of the dwelling to paths within the curtilage and the carriageway adjacent to the dwelling, except where non-stepped access is adequately demonstrated to not be feasible, to ensure ease of access for those using wheelchairs or other mobility aids.

Reason: To ensure accessibility to all into all dwellings, to create inclusive dwellings in line with the duties under the Equality Act 2010 (as amended).

Mineral safeguarding assessment

43. With the exception of any site clearance works, site investigation works and tree protection works no development in any phase shall take place unless a Mineral Safeguarding Assessment and Minerals Management Plan for that phase has been

submitted to and approved in writing by the local planning authority in consultation with the minerals planning authority. The Mineral Safeguarding Assessment shall assess the potential for the onsite reuse of mineral resource arising from groundwork, drainage and foundation excavations in accordance with an agreed methodology. The Minerals Management Plan will identify for each phase of development the type and quantum of material to be reused on site, and the type and quantum of material to be taken off site and to where. The development shall then be carried out in accordance with the Mineral Management Plan unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the safeguarding of appropriate minerals in accordance with policy MP10 of Suffolk County Council's Minerals and Waste Local Plan (2020).

Contamination

44. No development shall take place within a phase until for that phase:
- 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Archaeology

45. No development shall take place within a phase 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 for that phase. 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.

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). This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

46. No dwelling shall be occupied on a phase until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 45 and the provision made for analysis, publication and dissemination of results and archive deposition for that phase.

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).

Fire Hydrants

47. Prior to the first occupation of a phase on the site, details of the provision of fire hydrants shall be submitted to and approved, in writing, by the Local Planning Authority for that phase. The fire hydrants shall be carried out in accordance with these details in their entirety and in accordance with the timetable as may be agreed.

Reason: To ensure the site is suitably served by fire hydrants.

Residential Amenity

48. Before submission of the first reserved matters application for any residential phase, a noise survey shall be carried out to assess the impact of noise from the A14 dual carriageway, with reference to British Standard 8233 for internal noise levels and World Health Organisation Standards for external noise levels during the day and night time periods, identify the need for any noise mitigation measures by way of site layout and design, noise barriers and façade treatments for any dwelling, and be submitted to and agreed in writing with the Local Planning Authority for that phase. The agreed scheme shall be implemented prior to occupation of any dwelling and retained as such in perpetuity for that phase.

Reason: To avoid any significant adverse impacts from road transport noise on the future occupiers and habitation of the proposed dwellings. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

49. No burning of demolition or construction waste and materials shall be permitted at any time.

Reason: To ensure the amenity of residents is maintained.

50. No noise from construction or demolition works shall take place outside of the following hours:
Monday to Friday: 08:00 to 18:00
Saturday: 08:00 to 13:00
No works shall take place on Sundays or Public Holidays

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

51. Prior to the commencement of development on any Phase, including any demolition works, a Construction Method Statement (CMS) for that Phase shall be submitted in writing for approval. The CMS shall include details of the management of;
- o Construction traffic and Deliveries, including mitigation for mud and dirt on the highway
 - o Noise and Vibration
 - o Dust
 - o Lighting
 - o And any other site specific impacts that may affect off site receptors and members of the public.
- The agreed CMS shall be followed unless otherwise agreed in writing with the local planning authority.

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

52. Notwithstanding Section 55 (2)(a)(ii) of the Town and Country Planning Act 1990 as amended and the provisions of Article 3, Schedule 2 Part 1 Class AA of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification):- no enlargement of a single storey dwellinghouse/bungalow, including the area shown in pink on plan 0068/1005, by the construction of additional storeys or structure shall be erected, except pursuant to the grant of planning permission on an application made in that regard.

Reason: To enable the Local Planning Authority to retain control over the development in terms of impact to the setting and therefore significance of adjacent heritage assets, and for that impact to remain as assessed through the planning application and to not increase in magnitude by first floor extension to single storey dwellings.

Outline consent – Community Use Site; the following conditions (53 to 80) shall only apply and are relevant to the Community Use Site
Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

53. Application for approval of reserved matters of the Community Use Site use hereby permitted must be made not later than the expiration of six years beginning with the date of this permission, and the development must be begun not later than the expiration of two

years from the final approval of the reserved matters or, in the case of approval on different dates the final approval of the last such matter to be approved.

Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004. An extended time limit is given to enable the marketing of the community use site as per the associated Section 106 agreement, and subsequent submission of reserved matters.

54. Before any development is commenced in relation to the Community Use Site hereby approved, approval of the details of the appearance, scale and layout of the building(s) and the landscaping of the Community Use Site (hereinafter called "the reserved matters") shall be obtained in writing from the Local Planning Authority.

Reason: To enable the Local Planning Authority to secure an orderly and well-designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Development Plan in relation to the Community Use/ Office Space/ Local Shops Phase. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Landscaping

55. No works or development shall take place within the Community Use Site until a Tree Protection Plan (and accompanying Method Statement[s] if appropriate) have been submitted to, and approved in writing by, the Local Planning Authority. The submitted details are to be guided by the recommendations set out in BS5837 Trees in Relation to Construction. Unless otherwise agreed, all approved tree protection measures are to be installed prior to the commencement of development work to implement that phase of this planning permission.

The approved tree protection measures are to be maintained in good condition and observed throughout the construction period. Unless otherwise agreed in writing by the Local Planning Authority, the following activities may not be undertaken at any time within the identified Construction Exclusion Zones and fenced areas:

- the storage and/or siting of:
- vehicles, fuel, materials, site huts or other buildings or ancillary equipment:
- raising of lowering of ground levels;
- installation of underground services, drains etc..

Reason: This condition is required and to be agreed pre-commencement to ensure existing trees are protected during site works to protect and conserve landscape qualities and the satisfactory appearance of the development in accordance with policy CS5 of the Mid Suffolk Core Strategy 2008. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement

56. No development shall take place in the Community Use Site 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 that phase, which shall include the timetable for delivery of the scheme, any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows within that phase 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. The agreed scheme shall be implemented as such for this phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

57. No development shall take place in the Community Use Site until there has been submitted to and approved, in writing, by the Local Planning Authority a landscape management plan for a minimum of 10 years for that phase. Both new and existing planting will be required to be included in the plan. The landscape management plan shall be adhered to as agreed for that phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

58. Prior to the commencement of the construction of any development within the Community Use Site 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: 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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Highways

59. Before the development is commenced, details of the accesses to/from the Community Use Site and associated works (including layout, levels, gradients, surfacing and means of surface water drainage), as indicated on plans 1601-86-PL03 (Church Lane Surgery Access) appended to Transport Assessment 1601-86/TA/01A received 8th May 2017. These details shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall then be implemented as such.

Reason: To ensure that suitable highway improvements are provided for the spine road and associated junctions.

60. Before the access is first used visibility splays within the Community Use Site shall be provided as shown on Drawing 1601-86-PL03 and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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

61. Before development commences in the Community Use Site, details of the areas to be provided for the loading, unloading, manoeuvring and parking of vehicles including electric vehicle charging points, powered two vehicle provision, secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority for that phase. The approved scheme shall be carried out in its entirety before first use of any development in the Community Use Phase and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

62. Before development commences in the Community Use Site, details of the 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 for that phase.

Reason: To ensure that roads/footways are constructed to an acceptable standard. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

63. No building in the Community Use Site shall be occupied until the carriageways and footways serving the building 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.

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

64. Before development commences in the Community Use Site, details shall be submitted to and approved in writing by the Local Planning Authority for that phase showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access for that phase 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

65. Before development commences in the Community Use Site, details of the construction methodology for that phase shall be submitted to and approved in writing by the Local Planning Authority and shall incorporate the following information:
- a) Details of the hours of work/construction of the development within which such operations shall take place and the hours within which delivery/collection of materials for the said construction shall take place at the site.

- b) Details of the storage of construction materials on site, including details of their siting and maximum storage height.
- c) Details of how construction and worker traffic and parking shall be managed.
- d) haul routes for construction traffic on the highway network and monitoring and review mechanisms.
- e) Details of any protection measures for footpaths surrounding the site.
- f) Details of any means of access to the site during construction.
- g) Details of the scheduled timing/phasing of development for the overall construction period.
- h) Details and use of any wheel washing to be undertaken, management and location it is intended to take place and details of measures to prevent mud from vehicles leaving the site during construction.
- i) Details of the siting of any on site compounds and portaloos.
- j) Details of the method of any demolition to take place, including the recycling and disposal of said materials resulting from demolition.

The construction shall at all times be undertaken in accordance with the agreed methodology approved in writing by the Local Planning Authority. The approved scheme shall be adhered to for the duration of the construction period in the related phase.

Reason: To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

66. Before development commences in the Community Use Phase, details of the areas to be provided for storage of Refuse/Recycling bins shall be submitted to and approved in writing by the Local Planning Authority for that phase. The approved scheme shall be carried out in its entirety before the development is brought into use for that phase 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Residential Amenity

67. The use of the Community Use Site hereby permitted shall not OPERATE outside of the following times, unless otherwise agreed:

Weekdays: 08:00 to 19:00

Saturdays: 08:00 to 19:00

Sundays and Public Holidays: 10:00 to 16:00

Reason: To protect the amenity of surrounding residents from disturbance from the proposed use, and considering the potential for other uses within Class E of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking

and re-enacting that Order with or without modification) to come forward on the site at a later time under permitted development rights.

68. No deliveries shall be received at, or despatched from, the Community Use Site outside of the following times, unless otherwise agreed:

Weekdays: 08:00 to 18:00

Saturdays: 08:00 to 13:00

Sundays and Public Holidays: NONE

Reason: To protect the amenity of surrounding residents from disturbance from the proposed use, and considering the potential for other uses within Class E of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification) to come forward on the site at a later time under permitted development rights.

69. Prior to the first use or occupation of the Community Use Site as hereby permitted, a competent person shall have ensured that the rating level of noise emitted from any of the site's plant, equipment and machinery (including air conditioning plant) shall not exceed 5dB(A) above the background levels determined at facades of noise-sensitive premises. The assessment shall have been made in accordance with the current version of British Standard 4142 and confirmation of the findings of the assessment shall have been submitted to, and agreed in writing by, the Local Planning Authority and shall be adhered to thereafter.

Reason: To protect the amenity of surrounding residents from disturbance from the proposed use, and considering the potential for other uses within Class E of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification) to come forward on the site at a later time under permitted development rights.

70. No burning of demolition or construction waste and materials shall be permitted at any time.

Reason: To ensure the amenity of residents is maintained.

71. No noise from construction or demolition works shall take place outside of the following hours:

Monday to Friday: 08:00 to 18:00

Saturday: 08:00 to 13:00

No works shall take place on Sundays or Public Holidays

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

72. Prior to the commencement of development on any Phase, including any demolition works, a Construction Method Statement (CMS) for that Phase shall be submitted in writing for approval. The CMS shall include details of the management of;
- o Construction traffic and Deliveries, including mitigation for mud and dirt on the highway
 - o Noise and Vibration
 - o Dust
 - o Lighting
 - o And any other site specific impacts that may affect off site receptors and members of the public.

The agreed CMS shall be followed unless otherwise agreed in writing with the local planning authority.

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

Biodiversity and ecology

73. Prior to development progressing beyond slab level 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) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) 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).

74. Prior to first occupation of any dwelling a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior occupation 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 organization 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 UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species)

75. Prior to first occupation of any building within the Community Use Phase, a lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority for the phase which the building is within. 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 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, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

Contamination

76. No development shall take place within the Community Use Site until for that phase:
- 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Archaeology

77. No development shall take place within the Community Use 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 for that phase. 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.

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). This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

78. No building shall be occupied on the Community Use Site until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 77 and the provision made for analysis, publication and dissemination of results and archive deposition for that phase.

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).

Fire Hydrants

79. Prior to the first occupation of the Community Use Site, details of the provision of fire hydrants shall be submitted to and approved, in writing, by the Local Planning Authority for that phase. The fire hydrants shall be carried out in accordance with these details in their entirety and in accordance with the timetable as may be agreed.

Reason: To ensure the site is suitably served by fire hydrants.

Sustainability

80. Concurrent with the submission of any reserved matters for the Community Use Site a scheme for the provision and implementation of water, energy and resource efficiency measures, during the construction and operational phases of the development for that phase 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 of that phase. The scheme shall be constructed and the measures provided and made available for use in accordance with such timetable as may be agreed.

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.

Outline consent – Education Phase; the following conditions (81 to 106) shall only apply and be relevant to the Primary School and Pre-School site known as the Education Phase in this decision notice

Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

81. Application for approval of reserved matters of the Education Phase hereby permitted must be made not later than the expiration of three years beginning with the date of this permission, and the development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates the final approval of the last such matter to be approved.

Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

82. Before any development is commenced in relation to the Education Phase hereby approved, approval of the details of the appearance, scale and layout of the building(s) and the landscaping of the Education Phase (hereinafter called "the reserved matters") shall be obtained in writing from the Local Planning Authority.

Reason: To enable the Local Planning Authority to secure an orderly and well-designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Development Plan in relation to the Community Use/ Office Space/ Local Shops Phase. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Landscaping

83. No works or development shall take place within the Education Phase of development until a Tree Protection Plan (and accompanying Method Statement[s] if appropriate) have been submitted to, and approved in writing by, the Local Planning Authority for that phase. The submitted details are to be guided by the recommendations set out in BS5837 Trees in Relation to Construction. Unless otherwise agreed, all approved tree protection measures are to be installed prior to the commencement of development work to implement that phase of this planning permission.

The approved tree protection measures are to be maintained in good condition and observed throughout the construction period. Unless otherwise agreed in writing by the Local Planning Authority, the following activities may not be undertaken at any time within the identified Construction Exclusion Zones and fenced areas:

- the storage and/or siting of:
- vehicles, fuel, materials, site huts or other buildings or ancillary equipment:
- raising of lowering of ground levels;
- installation of underground services, drains etc..

Reason: This condition is required and to be agreed pre-commencement to ensure existing trees are protected during site works to protect and conserve landscape qualities and the satisfactory appearance of the development in accordance with policy CS5 of the Mid Suffolk Core Strategy 2008. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

84. No development shall take place in the Education Phase 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 that phase, which shall include the timetable for delivery of the scheme, any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows within that phase 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 for that phase. 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. The agreed scheme shall be implemented as such for the phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

85. No development shall take place in the Education Phase until there has been submitted to and approved, in writing, by the Local Planning Authority a landscape management plan for a minimum of 10 years for that phase. Both new and existing planting will be required to be included in the plan. The landscape management plan shall be adhered to as agreed for that phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

86. Prior to the commencement of the construction of any development within the Education Phase details of SuDS shall be submitted to and approved in writing by the Local Planning Authority for that phase. This should include; detailed topographical plans, a timetable for their implementation and a management and maintenance plan. The development shall only take place in accordance with the approved details.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Highways

87. Before the development is commenced, details of the accesses to/from the Education Phase and associated works (including layout, levels, gradients, surfacing and means of surface water drainage), as indicated on plans 1601-86-PL06 (School Access Arrangements, Visibility Splays and Pumping Station Location) appended to Transport Assessment 1601-86/TA/01A received 8th May 2017. These details shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall then be implemented as such.

Reason: To ensure that suitable highway improvements are provided for the spine road and associated junctions.

88. Before the access is first used visibility splays within the education phase shall be provided as shown on Drawing 1601-86-PL06 and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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

89. Prior to first occupation of the school a Travel Plan must be submitted and approved in writing by the Local Planning Authority in accordance with Suffolk County Council's published School Travel Plan requirements for the Education Phase. The Travel Plan must include the following:
- a) a commitment to undertake a survey for travel to and from the site for employees, pupils and visitors within six months of occupation;
 - b) targets for modes of transport for journeys made by employees, pupils and visitors each year for a period of five years;
 - c) proposals for rectifying failures to meet modal shift targets for a period of five years following the occupation of the building;
 - d) the proposed arrangements for the monitoring of the Travel Plan for a minimum period of five years.

The Travel Plan shall be kept up to date through regular review and shall be available for examination by the Local Planning Authority at any time during the five year monitoring period.

Reason: In the interest of sustainable development as set out in the NPPF, and relevant LPA Policies.

Note: The School Travel Plan must be produced, implemented and monitored in accordance with Suffolk County Council's School Travel Plan Guidance (www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/school-travel-plans/)

90. Before development commences in the Education Phase details of the areas to be provided for the loading, unloading, manoeuvring and parking of vehicles including electric vehicle charging points, powered two vehicle provision, secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority for that phase. The

approved scheme shall be carried out in its entirety before the development in that phase is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

91. Before development commences in the Education Phase, details of the 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 for that phase.

Reason: To ensure that roads/footways are constructed to an acceptable standard. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

92. No building shall be occupied until the carriageways and footways serving that building 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.

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

93. Before development commences in the Education Phase, details shall be submitted to and approved in writing by the Local Planning Authority for that phase showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access for that phase 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

94. Before development commences in the Education Phase, details of the construction methodology for that phase shall be submitted to and approved in writing by the Local Planning Authority and shall incorporate the following information:
- a) Details of the hours of work/construction of the development within which such operations shall take place and the hours within which delivery/collection of materials for the said construction shall take place at the site.
 - b) Details of the storage of construction materials on site, including details of their siting and maximum storage height.
 - c) Details of how construction and worker traffic and parking shall be managed.
 - d) haul routes for construction traffic on the highway network and monitoring and review mechanisms.
 - e) Details of any protection measures for footpaths surrounding the site.
 - f) Details of any means of access to the site during construction.
 - g) Details of the scheduled timing/phasing of development for the overall construction period.

- h) Details and use of any wheel washing to be undertaken, management and location it is intended to take place and details of measures to prevent mud from vehicles leaving the site during construction.
- i) Details of the siting of any on site compounds and portaloos.
- j) Details of the method of any demolition to take place, including the recycling and disposal of said materials resulting from demolition. The construction shall at all times be undertaken in accordance with the agreed methodology approved in writing by the Local Planning Authority. The approved scheme shall be adhered to for the duration of the construction period in this phase.

Reason: To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Ecology and biodiversity

95. Prior to development progressing beyond slab level 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) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) 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).

96. Prior to first occupation of any dwelling a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior occupation 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 organization 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 UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species)

97. Prior to first occupation of any building within the Education Phase, a lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority for the phase which the building is within. 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 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, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

Contamination

98. No development shall take place within the Education Phase until for that phase:
- 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Archaeology

99. No development shall take place within the Education Phase 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 for that phase. 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.

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). This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

100. No building shall be occupied on the Education Phase until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 99 and the provision made for analysis, publication and dissemination of results and archive deposition for that phase.

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).

Mineral safeguarding

101. With the exception of any site clearance works, site investigation works and tree protection works no development in relation to the Education Phase shall take place unless a Mineral Safeguarding Assessment and Minerals Management Plan for that

phase has been submitted to and approved in writing by the local planning authority in consultation with the minerals planning authority. The Mineral Safeguarding Assessment shall assess the potential for the onsite reuse of mineral resource arising from groundwork, drainage and foundation excavations in accordance with an agreed methodology. The Minerals Management Plan will identify for each phase of development the type and quantum of material to be reused on site, and the type and quantum of material to be taken off site and to where. The development shall then be carried out in accordance with the Mineral Management Plan unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the safeguarding of appropriate minerals in accordance with policy MP10 of Suffolk County Council's Minerals and Waste Local Plan (2020).

Fire hydrants

102. Prior to the first use of the pre-school and primary school on the Education Phase, details of the provision of fire hydrants shall be submitted to and approved, in writing, by the Local Planning Authority for that phase. The fire hydrants shall be carried out in accordance with these details in their entirety and in accordance with the timetable as may be agreed.

Reason: To ensure the site is suitably served by fire hydrants.

Sustainability

103. Concurrent with the submission of any reserved matters for the Education Phase of the development a scheme for the provision and implementation of water, energy and resource efficiency measures, during the construction and operational phases of the development for that phase 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.

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.

Residential amenity

104. No burning of demolition or construction waste and materials shall be permitted at any time.

Reason: To ensure the amenity of residents is maintained.

105. No noise from construction or demolition works shall take place outside of the following hours:

Monday to Friday: 08:00 to 18:00

Saturday: 08:00 to 13:00

No works shall take place on Sundays or Public Holidays

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

106. Prior to the commencement of development on the Education Phase, including any demolition works, a Construction Method Statement (CMS) for the Education Phase shall be submitted in writing for approval. The CMS shall include details of the management of;
- o Construction traffic and Deliveries, including mitigation for mud and dirt on the highway
 - o Noise and Vibration
 - o Dust
 - o Lighting
 - o And any other site specific impacts that may affect off site receptors and members of the public.
- The agreed CMS shall be followed unless otherwise agreed in writing with the local planning authority.

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

Outline consent – Church Grounds Extension; the following conditions (107 to 119) shall only apply and are relevant to the extension to the Church Grounds Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

107. Application for approval of reserved matters of the Church Grounds Extension Phase hereby permitted must be made not later than the expiration of five years beginning with the date of this permission, and the development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates the final approval of the last such matter to be approved. The reserved matters shall broadly follow the indicative plans submitted with this application reference Church Access Plan 0068/S/001 A received 10/12/2018.

Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004. An extended time limit is given to enable the transfer of the land to the Church of St Mary and St Peter from the landowner and subsequently reserved matters application to be submitted.

108. Before any development is commenced in relation to the Church Grounds Extension Phase hereby approved, approval of the details of the layout, landscaping and appearance (including surfacing materials and any lighting), of the footpath to/from the extension of grounds to St Mary and St Peter's Church indicatively shown in plan 0068/1005 shall be obtained in writing from the Local Planning Authority.

Reason: To enable the Local Planning Authority to secure an orderly and well-designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Development Plan in relation to the Community Use/ Office Space/ Local Shops Phase. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

109. The footpath to/from the extension of grounds to St Mary and St Peter's Church indicatively shown in plan 0068/1005 shall be provided and made available for public use

prior to the occupation of the 250th dwelling, and thereafter remain open and free from obstruction in perpetuity.

Reason: To ensure provision of the footpath link for the benefit of the wider community.

Landscaping

110. No works or development shall take place within the Church Grounds Extension Phase of development until a Tree Protection Plan (and accompanying Method Statement[s] if appropriate) have been submitted to, and approved in writing by, the Local Planning Authority for that phase. The submitted details are to be guided by the recommendations set out in BS5837 Trees in Relation to Construction. Unless otherwise agreed, all approved tree protection measures are to be installed prior to the commencement of development work to implement that phase of this planning permission. The approved tree protection measures are to be maintained in good condition and observed throughout the construction period. Unless otherwise agreed in writing by the Local Planning Authority, the following activities may not be undertaken at any time within the identified Construction Exclusion Zones and fenced areas:
- the storage and/or siting of:
 - vehicles, fuel, materials, site huts or other buildings or ancillary equipment;
 - raising of lowering of ground levels;
 - installation of underground services, drains etc..

Reason: This condition is required and to be agreed pre-commencement to ensure existing trees are protected during site works to protect and conserve landscape qualities and the satisfactory appearance of the development in accordance with policy CS5 of the Mid Suffolk Core Strategy 2008. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

111. No development shall take place in the Church Grounds Extension Phase 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 that phase, which shall include the timetable for delivery of the scheme, any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows within that phase 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. The agreed scheme shall be implemented as such for each phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

112. No development shall take place in the Church Grounds Extension Phase until there has been submitted to and approved, in writing, by the Local Planning Authority a landscape management plan for a minimum of 10 years for that phase. Both new and existing

planting will be required to be included in the plan. The landscape management plan shall be adhered to as agreed for that phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

113. Prior to the commencement of the construction of any development within the Church Grounds Extension Phase details of SuDS shall be submitted to and approved in writing by the Local Planning Authority for that phase. This should include; detailed topographical plans, a timetable for their implementation and a management and maintenance plan.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Biodiversity and ecology

114. Prior to development progressing beyond slab level 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) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) 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).

115. Prior to first occupation of any dwelling a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior occupation 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 organization 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 UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species)

116. Prior to the installation of any lighting within the Church Grounds Extension Phase hereby permitted, 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 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, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

117. In the event that contamination that was not previously identified is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority. All development shall cease and shall not recommence until: 1) a report has been submitted and agreed in writing by the Local Planning Authority which includes results of an investigation and risk assessment together with proposed remediation scheme to deal with the risk identified and 2) the agreed remediation scheme has been carried out and a validation report demonstrating its effectiveness has been approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with paragraph 183 of the NPPF.

Residential amenity

118. No burning of demolition or construction waste and materials shall be permitted at any time.

Reason: To ensure the amenity of residents is maintained.

119. No noise from construction or demolition works shall take place outside of the following hours:

Monday to Friday: 08:00 to 18:00

Saturday: 08:00 to 13:00

No works shall take place on Sundays or Public Holidays

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

Outline consent – Agricultural Land retained as Meadow; the following conditions (120 to 122) shall only apply to and are relevant the extension to the Meadow Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

Ecology

120. Prior to development progressing beyond slab level on any phase as shown in Land Use Plan 0068/1005 received 10th December 2018, 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) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) 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).

121. Prior to first occupation of any dwelling on any phase as shown in Land Use Plan 0068/1005 received 10th December 2018, a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior occupation 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 organization 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 UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

122. Prior to the occupation of any dwellings on any phase as shown in Land Use Plan 0068/1005 received 10th December 2018, a management plan for the Meadow identified on Land Use Plan 0068-1005 submitted 10th December 2018 shall be submitted and agreed in writing with 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 15-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The plan shall 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 ensure the meadow area is established to a high condition and distinctiveness to secure measurable biodiversity net gains in line with the NPPF and to conserve Priority Species to allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).

SUMMARY OF POLICIES WHICH ARE RELEVANT TO THE DECISION:

FC01 - Presumption In Favour Of Sustainable Development
FC01_1 - Mid Suffolk Approach To Delivering Sustainable Development
FC02 - Provision And Distribution Of Housing
CS01 - Settlement Hierarchy
CL03 - Major utility installations and power lines in countryside
CS04 - Adapting to Climate Change
CS05 - Mid Suffolk's Environment
CS06 - Services and Infrastructure
HB01 - Protection of historic buildings
CS09 - Density and Mix

GP01 - Design and layout of development
 HB07 - Protecting gardens and parkland of historic interest
 HB14 - Ensuring archaeological remains are not destroyed
 H07 - Restricting housing development unrelated to needs of countryside
 H13 - Design and layout of housing development
 H14 - A range of house types to meet different accommodation needs
 CL09 - Recognised wildlife areas
 H15 - Development to reflect local characteristics
 H16 - Protecting existing residential amenity
 CL08 - Protecting wildlife habitats
 T10 - Highway Considerations in Development
 CL11 - Retaining high quality agricultural land
 T04 - Planning Obligations and highway infrastructure
 T09 - Parking Standards
 T11 - Facilities for pedestrians and cyclists
 T12 - Designing for people with disabilities
 T13 - Bus Service
 RT04 - Amenity open space and play areas within residential development
 RT12 - Footpaths and Bridleways
 SC04 - Protection of groundwater supplies
 SC08 - Siting of new school buildings
 SC10 - Siting of local community health services
 H04- Proportion of Affordable Housing
 NPPF - National Planning Policy Framework

NOTES:

1. **Statement of positive and proactive working in line with the National Planning Policy Framework (NPPF)**

The proposal has been assessed with regard to adopted development plan policies, the National Planning Policy Framework and all other material considerations. The NPPF encourages a positive and proactive approach to decision taking, delivery of sustainable development, achievement of high quality development and working proactively to secure developments that improve the economic, social and environmental conditions of the area. In this case the applicant took advantage of the Council's pre-application service prior to making the application. The opportunity to discuss a proposal prior to making an application allows potential issues to be raised and addressed pro-actively at an early stage, potentially allowing the Council to make a favourable determination for a greater proportion of applications than if no such service was available.

2. **Section 106 Agreement Note**

This planning permission has been granted having regard to a related Section 106 planning obligation. Reference should be made to that planning obligation in conjunction with this decision notice.

3. **Phasing of Community Infrastructure Levy (CIL)**

The phasing of community infrastructure levy (CIL) payments may be very important to your cash flow and viability of your proposed development, especially when if a major

development and/or includes any Self Build Housing aspirations. If any form of phasing is intended, you will need to ensure such phasing is expressly detailed in the planning application prior to determination.

1. You should ensure phasing is clear within the description of development, any conditions imposed and any planning obligations.
2. You will need to also ensure the planning case officer is aware of the intention to phase the development.
3. You will need to include a phasing plan with the application that shows the relevant phases of the development with a clear linear sequence of such phases that align with the phasing of CIL payments that you would find acceptable.

You are strongly advised to contact the infrastructure team (telephone 01449 724563 or email infrastructure@baberghmidsuffolk.gov.uk) prior to any planning application to discuss the detailed phasing details appropriate for your application. Please remember that any commencement of development without phasing agreed upfront is likely to trigger the entire CIL payment to be paid within a very short time period. Importantly we wish to ensure phasing intentions are supported and your development is not faced with any unexpected CIL payment/s that would be detrimental to the development.

4. **Public Rights of Way note**

The granting of planning permission is separate to any consents that may be required in relation to Public Rights of Way, including the authorisation of gates. These consents are to be obtained from the Public Rights of Way & Access Team at Suffolk County Council, as the Highway Authority. To apply to carry out work on the Public Right of Way or seek a temporary closure, visit <http://www.suffolkpublicrightsofway.org.uk/home/temporary-closure-of-a-public-right-of-way/> or telephone 0345 606 6071. To apply for structures, such as gates, on a Public Rights of Way, visit <http://www.suffolkpublicrightsofway.org.uk/home/land-manager-information/> or telephone 0345 606 6071.

1. Nothing should be done to stop up or divert the Public Right of Way without following the due legal process including confirmation of any orders and the provision of any new path. If you wish to build upon, block, divert or extinguish a public right of way within the red lined area marked in the application, an order must be made, confirmed, and brought into effect by the local planning authority, using powers under s257 of the Town and Country Planning Act 1990. In order to avoid delays with the application this should be considered at an early opportunity.
2. The alignment, width, and condition of Public Rights of Way providing for their safe and convenient use shall remain unaffected by the development unless otherwise agreed in writing by the Rights of Way & Access Team; any damage resulting from these works must be made good by the applicant.
3. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of the Public Right of Way with a retained height in excess of 1.37 metres must not be constructed without the prior approval of drawings & specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Applicants are strongly encouraged to discuss preliminary proposals at an early stage, such that the likely acceptability of any proposals can be determined, and the process to be followed can be clarified. Construction of any

retaining wall or structure that supports the Public Right of Way or is likely to affect the stability of the right of way may also need prior approval at the discretion of Suffolk County Council.

4. If the Public Right of Way is temporarily affected by works which will require it to be closed, a Traffic Regulation Order will need to be sought from Suffolk County Council.

5. The applicant must have private rights to take motorised vehicles over the Public Right of Way. Without lawful authority it is an offence under the Road Traffic Act 1988 to take a motorised vehicle over a Public Right of Way other than a byway. We do not keep records of private rights and suggest a solicitor is contacted.

- Public footpath - only to be used by people on foot, or using a mobility vehicle.

- Public bridleway - in addition to people on foot, bridleways may also be used by someone on a horse or someone riding a bicycle.

- Restricted byway - has similar status to a bridleway, but can also be used by a 'non-motorised vehicle', for example a horse and carriage.

- Byway open to all traffic (BOAT) - can be used by all vehicles, including motorised vehicles as well as people on foot, on horse or on a bicycle. In some cases, there may be a Traffic Regulation Order prohibiting forms of use.

6. Public Rights of Way & Access is not responsible for maintenance and repair of the route beyond the wear and tear of normal use for its status and it will seek to recover the costs of any such damage it is required to remedy.

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

5. **Anglian Water note**

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.

6. **Highways Notes**

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.

The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification. The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works,

bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.

7. **Local Lead Flood Authority Notes**

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 2003.

Any discharge of surface water to a watercourse that drains into an Internal Drainage Board catchment may be subject to payment of a surface water developer contribution.

8. **Archaeology Note**

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.

9. **Contamination Notes**

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.

Babergh and Mid Suffolk District Councils have adopted Community Infrastructure Levy (CIL) charging which affects planning permissions granted on or after 11th April 2016 and permitted development commenced on or after 11th April 2016. If your development is for the erection of a new building, annex or extension or the change of use of a building over 100sqm in internal area or the creation of a new dwelling or holiday let of any size your development may be liable to pay

CIL and you must submit relevant documents to our Infrastructure Team telling us more about your development, who will pay CIL and when the development will start. You will receive advice on the amount you have to pay and what you have to do and you can find more information about CIL on our websites here:

[CIL in Babergh](#) and [CIL in Mid Suffolk](#) or by contacting the Infrastructure Team on: infrastructure@baberghmidsuffolk.gov.uk

This relates to document reference: 1856/17

Signed: Philip Isbell

Dated: 7th January 2022

**Chief Planning Officer
Sustainable Communities**

Important Notes to be read in conjunction with your Decision Notice

Please read carefully

This decision notice refers only to the decision made by the Local Planning Authority under the Town and Country Planning Acts and DOES NOT include any other consent or approval required under enactment, bylaw, order or regulation.

Please note: depending upon what conditions have been attached to the decision, action may be required on your part before you can begin your development. Planning conditions usually require that you write to the Local Planning Authority and obtain confirmation that you have discharged your obligations. You should read your decision notice in detail and make a note of the requirements placed on you by any conditions. **If you proceed with your development without complying with these conditions you may invalidate your permission and put your development at risk.**

Discharging your obligations under a condition:

You should formally apply to discharge your conditions and the relevant application forms are available on the Council's website. The Local Planning Authority has 8 weeks to write to you after you submit the details to discharge your conditions. You should always account for this time in your schedule as the Local Planning Authority cannot guarantee that conditions can be discharged quicker than this. A fee is applicable for the discharge of planning conditions.

Building Control:

You are reminded that the carrying out of building works requires approval under the Building Regulations in many cases as well as a grant of planning permission. If you are in doubt as to whether or not the work, the subject of this planning permission, requires such approval, then you are invited to contact the Building Control Section of Babergh and Mid Suffolk District Councils.

Appeals to the Secretary of State

1. If the applicant is aggrieved by the decision of the Local Planning Authority to refuse permission or consent, or to grant permission or consent subject to condition, they may appeal to the Secretary of State for Communities and Local Government. The applicant's right of appeal is in accordance with the appropriate statutory provisions which follow:

Planning Applications: Section 78 Town and Country Planning Act 1990

Listed Building Applications: Section 20 Planning (Listed Buildings and Conservation Areas) Act 1990

Advertisement Applications: Section 78 Town and Country Planning Act 1990
Regulation 15

Town and Country Planning (Control of Advertisements) Regulations 2007

Notice of appeal in the case of applications for advertisement consent must be served within eight weeks of receipt of this notice. Notice of Householder and Minor Commercial Appeals must be served within 12 weeks, in all other cases, notice of appeal must be served within six months of this notice. If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice. If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within six months of the date of this notice, whichever period expires earlier.

Appeals must be made on a form which is obtainable from The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN or online at <https://www.gov.uk/government/publications/modelnotification-notice-to-be-sent-to-an-applicant-when-permission-is-refused>

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he/she will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him/her that permission for the proposed development could not have been granted by the Local Planning Authority, or could not have been so granted otherwise than subject to the conditions imposed by it, having regard to the statutory requirements*, to the provisions of the Development Order, and to any directions given under the Order. The Secretary of State does not in practice refuse to entertain appeals solely because the decision of the Local Planning Authority was based on a direction given by him/her.

2. If permission or consent to develop land or carry out works is refused or granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State and the owner of the land claims that the land has become incapable of reasonable beneficial use by the carrying out of any development or works which has been or would be permitted they may serve on the Council of the district in which the land is situated, a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of Section 137 of the Town and Country Planning Act 1990 or Section 32 Planning (Listed Buildings and Conservation Areas) Act 1990.

*The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70 and 72(1) of the Act.

**LAND AT NORWICH ROAD,
BARHAM**
DESIGN CODE

PREPARED BY PEGASUS DESIGN ON BEHALF OF
TRUSTEES OF TAYLOR WIMPEY EAST ANGLIA
OCTOBER 2022 | P21-3283_2K

“THE CREATION OF HIGH QUALITY, BEAUTIFUL AND SUSTAINABLE BUILDINGS AND PLACES IS FUNDAMENTAL TO WHAT THE PLANNING AND DEVELOPMENT PROCESS SHOULD ACHIEVE. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, CREATES BETTER PLACES IN WHICH TO LIVE AND WORK AND HELPS MAKE DEVELOPMENT ACCEPTABLE TO COMMUNITIES...”

(PARA. 126, NPPF 2021)

ABOUT PEGASUS DESIGN

Pegasus Group's experience embraces all types of projects within the development industry from large scale urban extensions and strategies for area regeneration to renewable energy and residential schemes.

Our work supports planning applications and we have an exceptional understanding of the development control process and planning policy requirements in relation to design. Our design team is well regarded and is increasingly involved in expert design review and witness work.

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

CONTENTS

	THE VISION	4
01	INTRODUCTION	6
02	CONTEXT	8
03	MOVEMENT	32
04	NATURE	55
05	BUILT FORM	71
06	IDENTITY	78
07	PUBLIC SPACE	92
08	USES	99
09	HOMES AND BUILDINGS	102
10	RESOURCES	108
11	LIFESPAN	114
12	SUMMARY	117

NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED

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Prepared by Pegasus Design on behalf of Taylor Wimpey East Anglia

Pegasus Design is part of Pegasus Group Ltd

October 2022 Project code P21-3283

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**Taylor
Wimpey**

The Vision

THE DESIGN AIMS TO PROVIDE A BALANCE BETWEEN OPEN GREENSPACE AND BUILT-SPACE, TO CREATE A SAFE WALKABLE NEIGHBOURHOOD WITH A STRONG SENSE OF PLACE THAT RESPONDS TO THE EXISTING CHARACTER OF BARHAM. IN THIS CONTEXT, THE DEVELOPMENT WILL CREATE A TOWNSCAPE THAT IS VARIED AND SYMPATHETIC TO ITS ENVIRONMENT WHILST MOVING THE COMMUNITY TOWARDS A MORE SUSTAINABLE FUTURE, THROUGH AN INCREASE IN HOUSING CHOICE.

About Taylor Wimpey

TAYLOR WIMPEY ARE ONE OF THE UK'S LEADING NATIONAL HOMEBUILDERS OPERATING AT A LOCAL LEVEL FROM 23 REGIONAL BUSINESSES. THEY ARE INTEGRATING SUSTAINABILITY INTO THE WAY THEY WORK, TO CREATE A STRONGER BUSINESS FOR THE LONG TERM AND GENERATE VALUE FOR ALL THEIR STAKEHOLDERS. THEIR COMMITMENT TO SUSTAINABILITY ENCOMPASSES DESIGNING AND BUILDING THRIVING NEW COMMUNITIES FOR THEIR CUSTOMERS, OPERATING SAFELY AND RESPONSIBLY, CREATING A GREAT PLACE TO WORK FOR THEIR EMPLOYEES, AND PLAYING THEIR PART IN PROTECTING THE ENVIRONMENT FOR FUTURE GENERATIONS.

Page 299



PREVIOUS TAYLOR WIMPEY DEVELOPMENTS

PREVIOUS TAYLOR WIMPEY DEVELOPMENTS

01 INTRODUCTION

- 1.1 This Design Code has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Taylor Wimpey East Anglia, in consultation with Mid Suffolk District Council, to accompany the Reserved Matters Planning Application (RMA) for the residential development of Land at Norwich Road, Barham, comprising the erection of 269 dwellings and affordable housing, together with associated access and spine road including works to Church Lane, amenity space including an extension to the Church grounds, and all other works and infrastructure.
- 1.2 This Design Code is prepared in accordance with S106 obligations associated with the initial outline approval for development of the site (LPA Ref: 1856/17).
- 1.3 It is anticipated that the Design Code will include the necessary and appropriate level of detail to satisfy the local authority of the quality of design proposed, as well as developing the following key objectives:
- Build upon and refine the development principles established in the outline planning application, and the accompanying Design and Access Statement;
 - Ensure the overall coordination and consistency across the development;
 - Provide a level of certainty to the landowner, Local Authority, Developer and the community;
 - Set the context for more detailed design work and the subsequent reserved matters applications.
- 1.4 The purpose of this Design Code is:
"...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users."
(Para. 029, PPG, Reference ID: 14-029-20140306)

- 1.5 The Design Code achieves this purpose by adhering to a document structure that is based on the criteria set out within the National Design Guide (NDG). The NDG provides guidance on how to create well-designed and well-built places that benefit people and communities. It outlines ten characteristics which are at the core of a well-designed place.
- 1.6 According to the NDG, Well-designed places have individual characteristics which work together to create its physical **Character**. The ten characteristics help to nurture and sustain a sense of **Community**. They work to positively address environmental issues affecting **Climate**. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.
- 1.7 The ten characteristics for well-designed places, as set out in the NDG, are as follows:
1. Context – Enhances the surroundings;
 2. Identity – Attractive and distinctive;
 3. Built Form – A coherent pattern of development;
 4. Movement – Accessible and easy to move around;
 5. Nature – Enhanced and optimised;
 6. Public Spaces – Safe, social and inclusive;
 7. Uses – Mixed and integrated;
 8. Homes and Buildings – Functional, healthy and sustainable; and
 9. Resources – Efficient and resilient;
 10. Lifespan – Made to last



NDG CRITERIA GUIDE
 THE TEN CHARACTERISTICS OF WELL DESIGNED PLACES

1.8 The structure of the Design Code, therefore, follows the ten characteristics and explores the specific implications of the NDG’s principles of well-design places to the development at Land off Norwich Road, Barham. The following document sections are therefore set out:

	Section 1: Introduction. Outlines the purpose of this document;
	Section 2: Context. Considers the site and its surroundings in terms of the local physical, and social setting, as well as the technical and physical context;
	Section 3: Movement. Sets out site-wide codes related to multiple modes of movement, based on principles of sustainable places;
	Section 4: Nature. Establishes the principles for the design of landscaped areas and public open spaces, as well as the criteria for ecological bio-diversity and water and flood management, which are essential for a sustainable environment;
	Section 5: Built Form. Sets out codes related to the density, buildings and blocks typology, streetscenes and scale of the built form;
	Section 6: Identity. Sets out codes related to configuration of building and spaces which will respond to and consider local character, as well as meet established urban design principles aimed at increasing legibility and way-finding;
	Section 7: Public Space. Sets out codes relating to the streets typology and to the characteristics of the public open space as safe, multi-functional areas for socialising;
	Section 8: Uses. Sets out the principles for an efficient land use, outlining the extent of provision for each land use;
	Section 9: Homes and Buildings. Sets out the expected level of space standards provision and good design principles for the proposed dwellings and their private amenity spaces;
	Section 10: Resources. Sets out the requirements for energy efficient design of homes;
	Section 11: Lifespan. Sets out requirements to ensure the longevity and adaptability of the development, focusing on a management plan and the participation of the local community in place-shaping; and

Section 12: Summary.

1.9 This document and the design principles established within it have been formed with due regard to the outline parameter plans, layout, proposed access, Design and Access Statement and other supporting plans and documents that are submitted in support of the outline application.

1.10 This Design Code has been structured in alignment with the Ministry of Housing, Communities and Local Government “National Model Design Code” (NMDC), a document which aims to:

“...provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.”

(NMDC, p. 1)

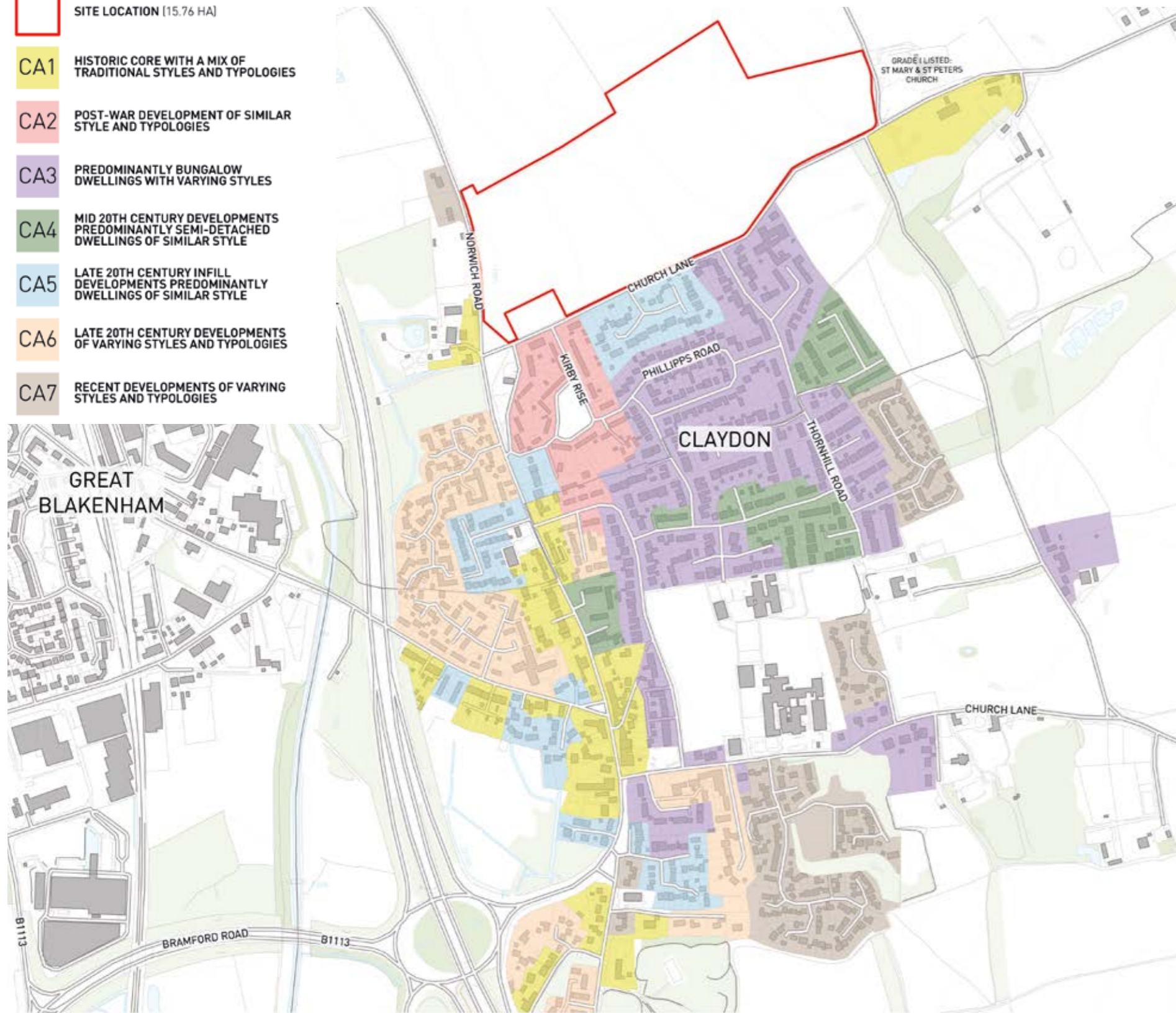
1.11 As part of the Section 106 agreement associated with the approved outline planning application, a number of requirements are set out as criteria to be covered by the Design Code, as follows:

1. Good Design
2. Climate Change
3. Measurable Reductions
4. Use of Renewable Energy
5. Sustainable Travel (walking/cycling/public transport initiatives)
6. Creating a Sustainable Development
7. Creating better places to live.

02 CONTEXT

KEY

- SITE LOCATION (15.76 HA)
- CA1 HISTORIC CORE WITH A MIX OF TRADITIONAL STYLES AND TYPOLOGIES
- CA2 POST-WAR DEVELOPMENT OF SIMILAR STYLE AND TYPOLOGIES
- CA3 PREDOMINANTLY BUNGALOW DWELLINGS WITH VARYING STYLES
- CA4 MID 20TH CENTURY DEVELOPMENTS PREDOMINANTLY SEMI-DETACHED DWELLINGS OF SIMILAR STYLE
- CA5 LATE 20TH CENTURY INFILL DEVELOPMENTS PREDOMINANTLY DWELLINGS OF SIMILAR STYLE
- CA6 LATE 20TH CENTURY DEVELOPMENTS OF VARYING STYLES AND TYPOLOGIES
- CA7 RECENT DEVELOPMENTS OF VARYING STYLES AND TYPOLOGIES



- 2.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken as a basis for informing the proposals.
- 2.2 An understanding of the context, history and the cultural characteristics of the site and its surroundings influences the siting and the design of new developments. Awareness and understanding of the context also contribute to the perception of the development forming part of a sustainable location in proximity to existing communities. Viewing the development as part of the wider context helps creating a positive sense of place, which fosters a sense of belonging and contributes to well-being, inclusion and community cohesion.

CHARACTER TYPES

- 2.3 The National Design Guide states that well-designed new development is influenced by:

"...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;"

(Para. 53, NDG 2021)
- 2.4 The Design Code considers the character and settlement form of several of the village's residential areas in more detail, illustrated on the existing character areas plan opposite, to inform the layout and design of the development proposals. Both villages of Claydon and Barham were considered as part of this character analysis, so that to establish the local vernacular at the site's context.
- 2.5 The Local Character Assessment Plan opposite identifies the distinctive characteristics of the built-form in each of the character areas. The built form, including buildings arrangement, urban grain, architectural detailing, materials and plots setting, will help inform the design principles for development proposals within the site.

LOCAL CHARACTER ASSESSMENT PLAN

CA1 HISTORIC CORE



CA2 POST WAR DEVELOPMENT



CA3 PREDOMINANTLY BUNGALOW DWELLINGS



CA4 MID 20TH CENTURY DEVELOPMENTS



CA5 LATE 20TH CENTURY INFILL DEVELOPMENTS



CA6 LATE 20TH CENTURY DEVELOPMENTS



CA7 RECENT DEVELOPMENTS





PROMINENT MATERIALS & ARCHITECTURAL DETAILING

- 2.6 There are a range of building materials and details throughout Claydon and Barham. These vary depending on their time of construction. Within the historic core along both Norwich Road and Station Road, the Victorian properties are constructed of a mix of buff, red or red-multi brick with prominently slate roofs or clay plain tiles.
- 2.7 Painted brickwork and Render are used occasionally throughout the village, adding visual interest to the overall character. Examples can be found in both the historic core and recent developments.
- 2.8 The more modern and recent development in the local area are constructed with a mix of red and buff brick, with red and brown pantiles roofs or clay plain tiles. Articulation and interest to the building frontages is achieved in a number of ways, including the use of projecting gables and the use of coloured render.
- 2.9 Additionally, the Suffolk Design Guide, which is a Supplementary Planning Guidance document (revised in 2000), identifies the following guiding characteristics as part of the traditional Suffolk palette of materials:

TRADITIONAL COLOURS:

- Orange / Red
- Cream / White
- Grey / Black
- Roofs darker than Walls

TRADITIONAL WALLING:

- Good quality Bricks
- Avoid Yellow and Brown
- Smooth Renders (White, Ivory, Cream, Buff)
- Dark Plinths
- Black Weather-Boarding (Upper Storey or Lower Lean-to)
- Separate fully boarded Garages forming outbuildings

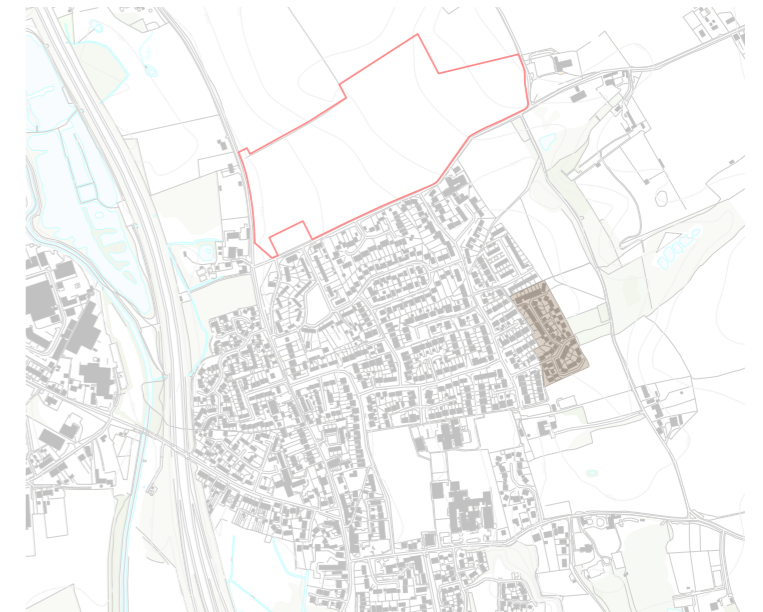
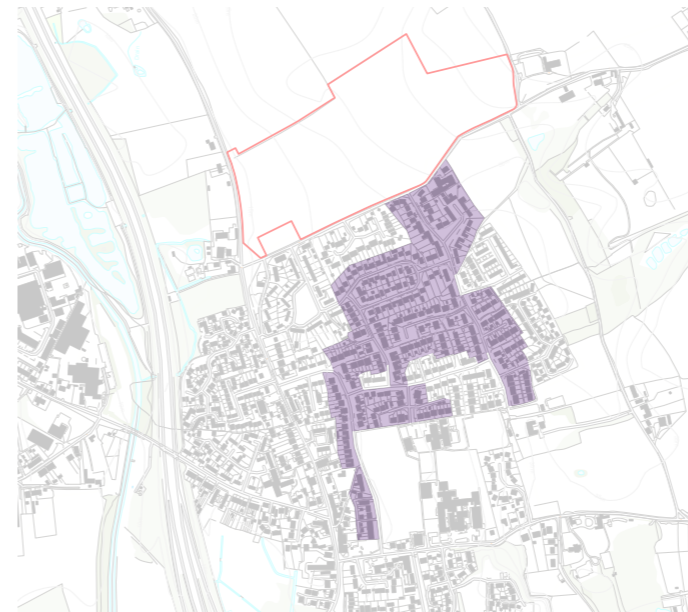
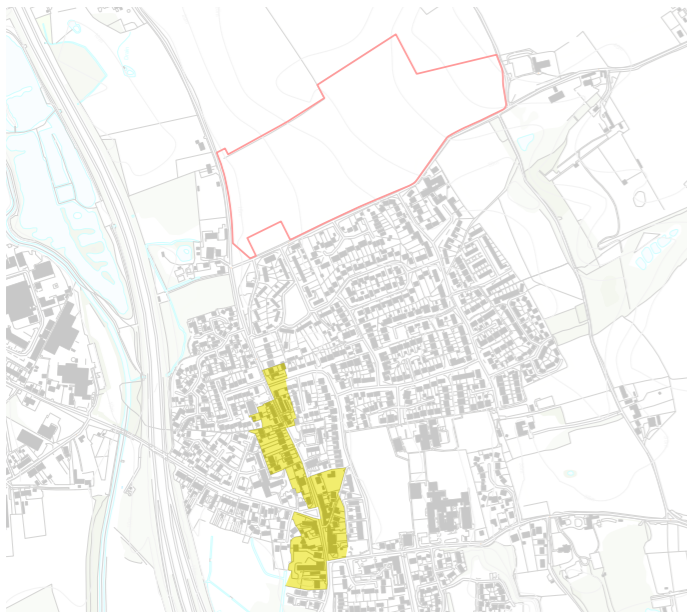
TRADITIONAL ROOFING:

- Black or Orange Pan Tiles / Grey Slates
- Clay plain tiles
- Slate tiles
- Avoid Light or Brown coloured Tiles
- Black Rainwater Goods

- 2.10 The Design Code considers four character areas out of the seven areas identified as part of the analysis. These four character areas are situated in close proximity to the site and would be relevant to informing the design proposals for the site.



SELF-BUILD DEVELOPMENT OFF NORWICH ROAD



CA1 : HISTORIC CORE : NORWICH ROAD

- 2.11 Terraced buildings line the street and are characteristically two storeys in high, with a few instances of one-and-a-half and three storey dwellings.
- 2.12 In the Village centre buildings typically sit on the edge of pavements with small front walled gardens in few locations..

CA3 : LATE 20TH CENTURY INFILL : OLD RECTORY CLOSE

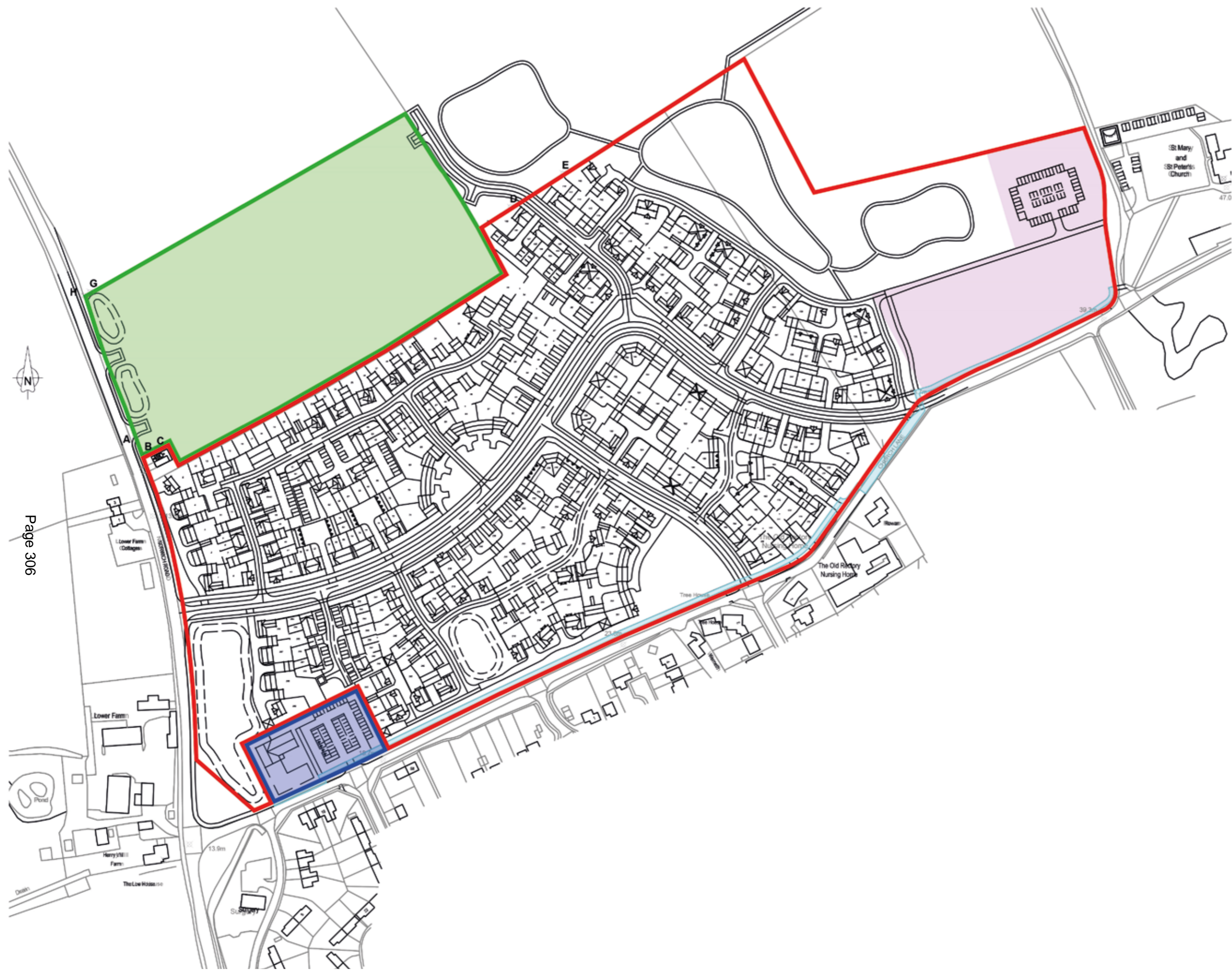
- 2.13 There are a few examples of infill developments throughout the village, with Old Rectory Close neighbouring the site. This is an inward facing development with a mix of two storey detached and one-and-a-half semi-detached dwellings, benefiting from large front gardens which provide a sense of openness.

CA5 : BUNGALOWS : PHILLIPS ROAD

- 2.14 Throughout Claydon there is a prominence of bungalows, these are generally set back from the road with large front and rear gardens. The low density and low building heights create a relaxed atmosphere.

CA7 : RECENT DEVELOPMENT : HEREFOR D DRIVE

- 2.15 This development has a distinct character; the dwellings are typically two storey with a mix of colourful render and brick. Along the green edge the larger dwellings benefit from views across neighbouring fields while those along the street create a close-knit street typology.



- KEY**
- Sale Boundary
 - Primary School Site
 - Community Use Site
 - Church Footpath
 - Church Extension Site

LAND USE CONTEXT PLAN

SITE CONTEXT

PLANNING HISTORY

- 2.16 Taylor Wimpey acquired the site which is part of the outline planning permission Ref. 1856/17 (with all matters reserved except for access and spine road) for phased development for the erection of up to 269 dwellings and affordable housing, together with associated access and spine road including works to Church Lane, doctor's surgery site, amenity space including an extension to the Church grounds, reserved site for Pre-School and Primary School and all other works and infrastructure. A resolution to grant outline planning permission was obtained on 27th January 2021.
- 2.17 This Design Code covers the area identified within the red line shown in the plan at opposite page, which aligns with the extent of the Reserved Matters Application for the site. Therefore, the area covered by this Design Code excludes the sites for the primary school at the north and the community hub at the south-west.



CONTEXT PARISH BOUNDARIES PLAN



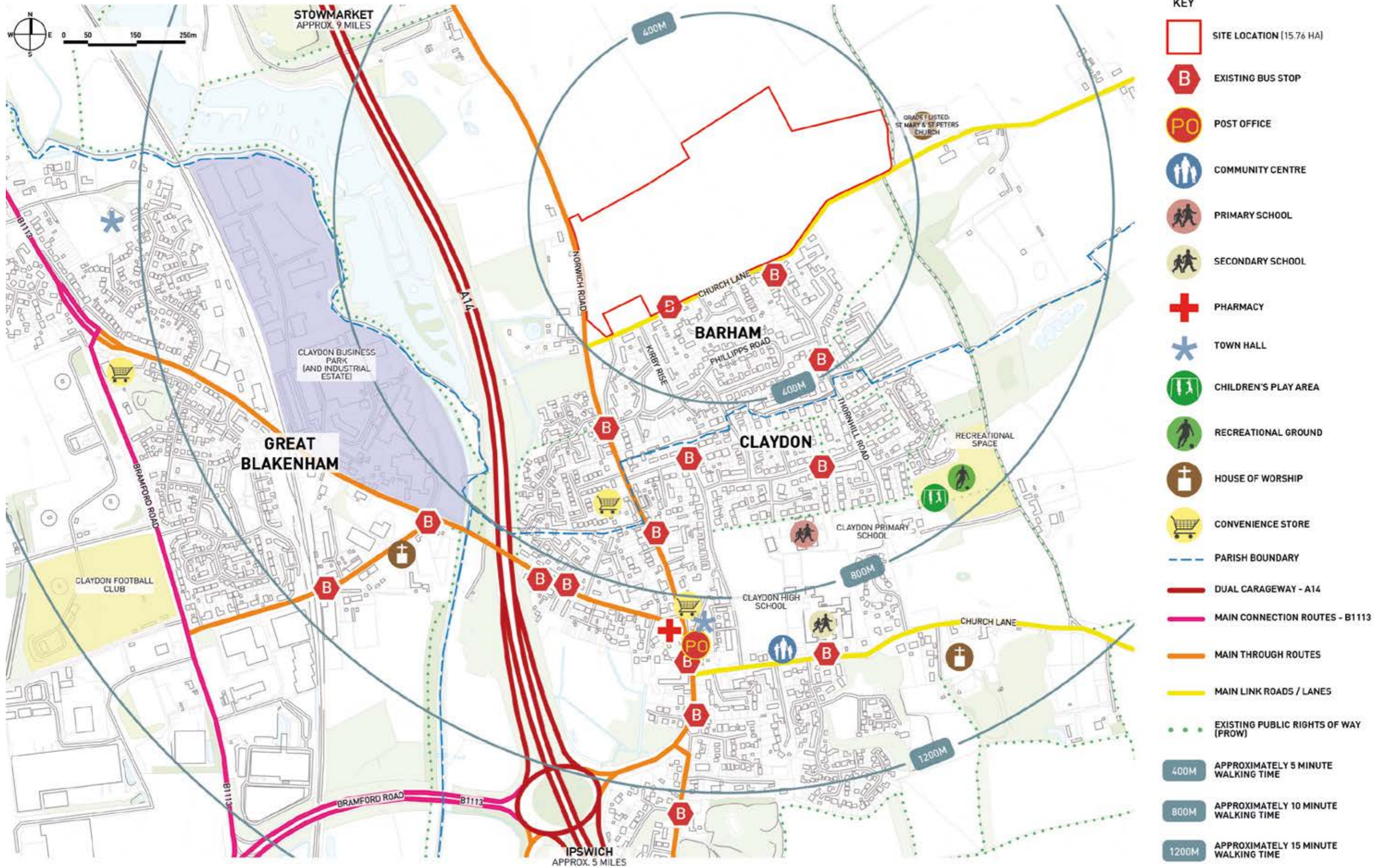
KEY
SITE LOCATION



SITE LOCATION PLAN

THE SITE

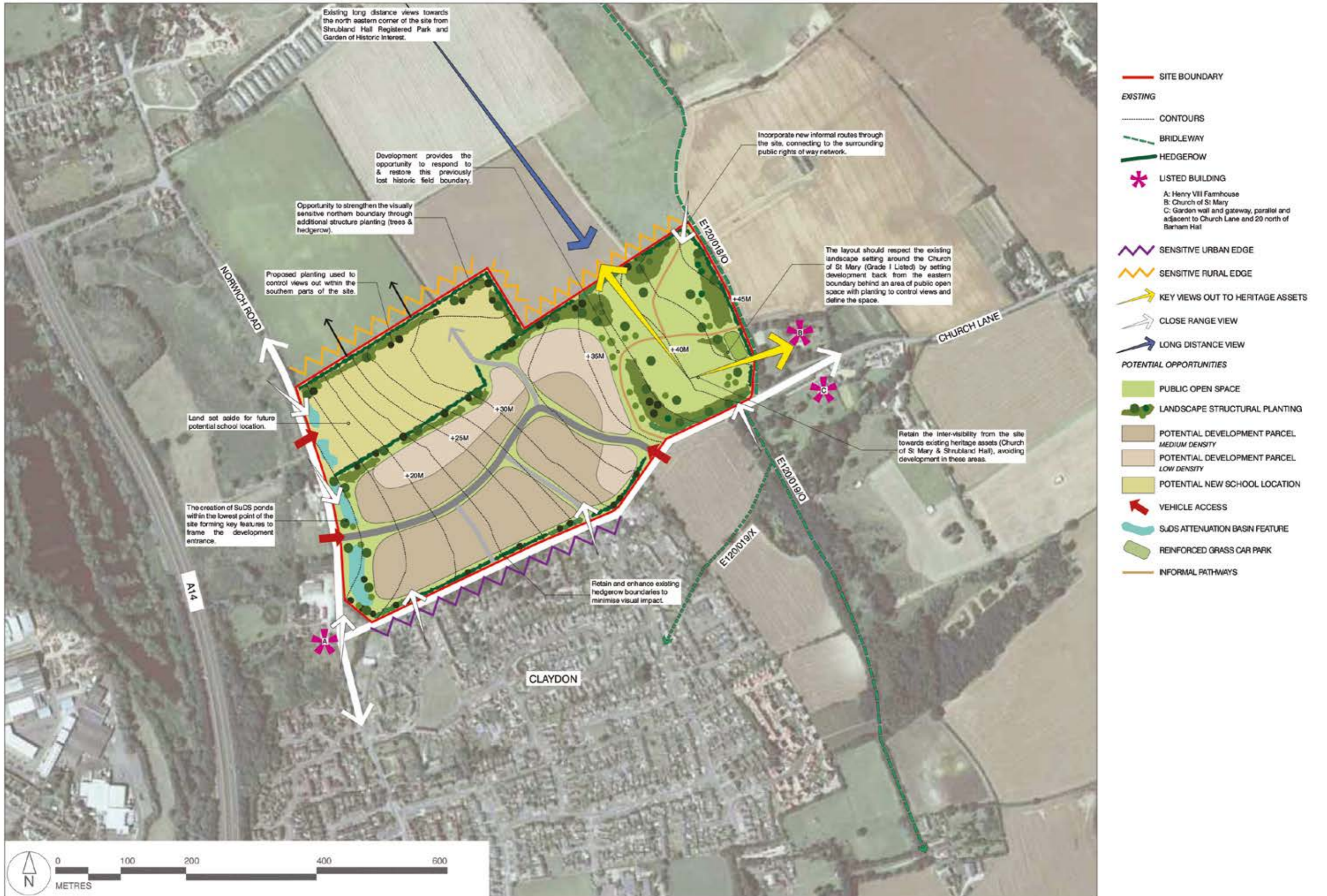
- 2.18 The site is within the boundary of Barham village and located to the south-west of the village which is formed of pockets of settlements. The 15.7 hectares site is in arable use.
- 2.19 To the south of the site is Church Lane, Barham, connecting to Norwich Road along the west boundary. These roads define a strong physical boundary to the site and provide access to residential and commercial properties to the south and west of the site. To the south of Church Lane there is a mix of residential properties, of which mainly the rear gardens front onto the lane. At the north and southern ends, the properties front the lane. There are a broad mix of housing types dating from the later C20 including bungalows, terraced, semi-detached and detached properties. The predominant height of residential buildings in the area are two storeys.
- 2.20 Along part of Church Lane there is a mature tree belt which runs along the rear gardens of the residential properties and are demarcated by close board timber fencing.
- 2.21 To the east of the site is the Grade I listed Church of St Mary and St Peter. The churchyard boundary is delineated with mature trees and hedgerows. High hedgerows run interspersed with trees along the field boundary of the site to Church Lane. To the south of the church is Barham Hall, a large, detached property set in substantial grounds, of which the garden wall and gateway are Grade II listed.
- 2.22 To the south-west corner of the site at the corner of Norwich Road and Church Lane is Barham and Claydon surgery. This is a single storey temporary structure set within a hard surfaced car park, bounded by mature hedgerow and trees. Norwich Road, bounds the site to the west. Opposite the junction with Church Lane and Norwich Road to the west is the Grade II listed Henry VIII Farmhouse. Adjacent to the farmhouse, to the west of Norwich Road, are single storey commercial units accessed off Norwich Road. Beyond to the north and west is agricultural land and the A14.
- 2.23 To the north of the site are arable fields with native hedgerows defining field boundaries. Some distance to the north is Shrubland Hall which is Grade II* listed. This is a historic complex containing a number of designated heritage assets set within the Grade I registered park and garden, which is located approximately 800m from the northern site boundary.



SERVICES & LOCAL FACILITIES PLAN

SERVICES AND FACILITIES

- 2.24 Claydon (with part Barham) is one of the largest villages in district and is designated as a Key Service Centre under Policy CS1 of the Mid Suffolk Core Strategy. It is approximately 4 miles to the north-west of Ipswich and 8 miles from Stowmarket.
- 2.25 The village of Claydon has a wide range of local services and facilities including shops, post office, pub, primary and secondary schools, Barham and Claydon surgery, community hall, as well as a range of small business units.
- 2.26 Claydon also benefits from good bus links to Ipswich and Stowmarket and other locations. The site has good vehicular access from the south by the A14, junction 51 and the A140, via Norwich Road from the north, and from junction 52 of the A14 from the south via Ipswich Road onto Norwich Road.
- 2.27 Situated in close proximity to Claydon's local facilities, coupled by good vehicular connectivity to services the village offers and to major vehicular routes in the area, and supported by a choice of alternative modes of movement such as walking, cycling and public transport, the site is within a sustainable location, making it suitable for a residential-led development.



INITIAL ASSESSMENT - LANDSCAPE OPPORTUNITIES AND CONSTRAINTS

SITE ASSESSMENT

“Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation...”

(Para. 43, NDG 2021)

2.28 Technical studies were carried out in support of the consented outline planning application, aimed at assessing the site and its potential for a residential development. The provided summaries of these reports demonstrate that the site is suitable for development and set out the required mitigation where relevant.

LANDSCAPE AND VISUAL IMPACT

2.29 The landscape of the site is a typical arable field with vegetated boundaries on all sides. The site is contained along most part of the southern boundary to Church Lane by mature hedgerow with intermittent trees. At the southern corner, the hedgerow is less dense, affording views of the fields from Church Lane. There is a small copse of trees at the junction with Church Lane and Norwich Road. Along the western boundary of the site to Norwich Road, there is an open grass verge and ditch.

2.30 The northern boundary to the site is to the adjacent open fields. An established mature hedgerow and trees form the eastern boundary to the adjacent to the Church grounds.

2.31 The site forms part of a rolling landscape with its high point at the north-east, sweeping down to the valley towards the River Gipping to the west.

2.32 The Landscape and Visual Appraisal (LVA, April 2017) submitted with the approved outline planning application provides further information on the landscape characteristics of the site. The appraisal was undertaken to understand, define and record the context, character, setting and sensitivity of the Site, in order to consider its capacity and that of the surrounding landscape and visual resource to accommodate the nature of change proposed.

2.33 The LVA has identified visual receptors that currently share intervisibility with the site and are of the greatest visual sensitivity to the type of development proposed. These comprise:-

- distant views from Shrubland Hall;
- views from the adjacent Church of St Mary and surrounding churchyard;
- residents of Barham Hall (between viewpoints 9 & 11) and other residents adjacent to the Site on Church Lane;
- users of public rights of way: to the south of the Site, on the northern edge of Claydon (viewpoint 8); running along the east boundary of the site and on to the north of the site.

2.34 The most significant views of the Site are from receptors directly adjacent to and in close proximity to its boundaries. There are distant views from Shrubland Hall but these could be mitigated through sensitive design of the layout, form and green infrastructure of the development.

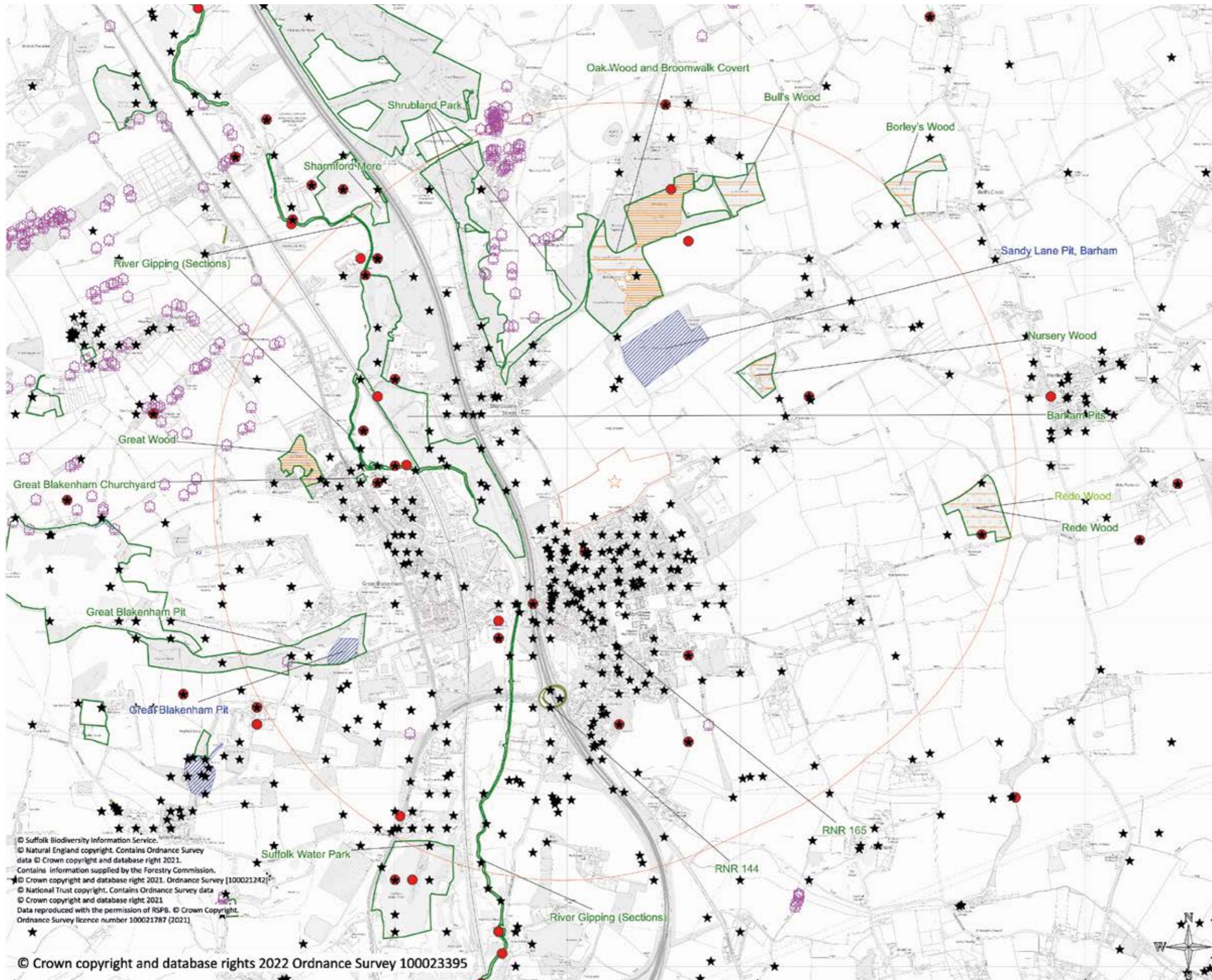
2.35 On the basis of the appraisal, the LVA has made the following design and layout recommendations:

- The scale of development should reflect that of the adjacent settlement edge of Claydon, comprising a mix of single and two storey residential properties.
- The layout should respect and maintain existing intervisibility with Shrubland Hall (with its surrounding Grade I listed Registered Park & Garden of Special Historic Interest) and the areas of the Site surrounding the Church of St Mary (Grade I), avoiding built form in the visually prominent highest north eastern corner of the Site.
- The layout should respect the existing landscape setting around the Church of St Mary. Constraining development to the existing line of the settlement on the east edge of Claydon would provide space to respect this setting, within which blocks of woodland planting can be introduced to define a public open space, as described further below.
- In achieving the above, the layout for development would be focussed on the lower areas of topography, to the middle and western areas of the Site. Lower density development should be sited toward the visually sensitive eastern parts of the site.

- Development along the boundaries should be orientated facing out, particularly along the south boundary to address Church Lane, forming a positive edge to the Site and interacting with the existing northern settlement edge of Barham.



SHRUBLAND HALL CONTEXT PLAN



- Data Enquiry**
- ☆ Search Point
 - Search Area
- Protected, Locally Scarce and Rare Species**
- ★ Record Locations (for grids of 6 fig. or greater)
- Schedule 9 Species**
- Record Locations (for grids of 6 fig. or greater)
- Ancient/Veteran/Notable Trees**
- ☆
- Roadside Nature Reserve**
-
- County Wildlife Sites**
-
- County GeoSites**
-
- SSSI**
- ▨
- LNR**
- ▨
- SPA**
- ▨
- SAC**
- ▨
- RAMSAR**
- ▨
- NNR**
- ▨
- SWT Reserve**
- ▨
- Ancient Woodland Inventory**
- ▨
- AONB**
- ▨ Suffolk Coast and Heaths or Dedham Vale
- National Park**
- ▨ The Broads
- Other Public or Conservation Ownership/Management**
- ▨ Forestry Commission, National Trust (public access), RSPB (public access)

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ECOLOGY AND BIODIVERSITY

- 2.36 A Preliminary Ecological Appraisal (PEA) was carried out (April 2017) to support the approved outline planning application for the development.
- 2.37 The PEA was based on a desk study to obtain and review records of protected / notable species and habitats within a defined search area from the centre of the site. Additionally, a Phase 1 Habitat Survey was carried to obtain a baseline ecological information over the area. All habitat types present on site and dominant plant species were recorded on a map.
- 2.38 The PEA has identified three statutory designated sites within 2 km from the site:
- Sandy Lane Pit, Barham Site of Special Scientific Interest (SSSI);
 - Great Blakenham Pit SSSI; and
 - Rede Wood Local Nature Reserve (LNR).
- 2.39 Eight non-statutory designated sites were highlighted within 1 km from the site:
- River Gipping (Sections) County Wildlife Site (CWS);
 - Barham Pits CWS (including wetland habitat);
 - Shrubland Park CWS;
 - Oakwood / Broomwalk Cover CWS;
 - Nursery Wood CWS;
 - Mid Suffolk 166 CWS & Roadside Nature Reserve (RNR) 165;
 - Mid Suffolk 166 CWS & RNR 144; and
 - Mid Suffolk 188 CWS & RNR 106.
- 2.40 Two Habitats of Principal Importance were highlighted within 500 m from the site:
- Deciduous woodland; and
 - Woodpasture and parkland.
- 2.41 Suffolk Biodiversity Information Service (SBIS) holds records of plants, invertebrates, reptiles, great crested newt (GCN), birds, badger, bats, brown hare, hedgehog, and invasive species within the search radius.
- 2.42 Five habitats were identified during the Phase 1 Habitat Survey including improved grassland, arable, species-poor intact hedgerow, species-poor hedge with trees, and dry ditch.
- 2.43 Recommendations in the PEA include:
- NOTABLE HABITATS:**
- 2.44 Generic mitigation is recommended to avoid / minimise generation of excessive litter, dust, noise and vibration during the construction phases of the proposed development.
- PROTECTED SPECIES:**
- 2.45 In light of the findings it is considered further pond work for (great crested newt) GCN is required. Advisory notes have also been prepared below for reptiles, birds, badger, bats, hedgehog and brown hare in order to help achieve a neutral developmental impact for the respective species / species groups:
- Reptiles: Clearance of vegetation and any excavation works should be undertaken when the species are active and can readily disperse. This should also be timed around the nesting bird season unless an ecologist is present to check for the presence / absence of active nests. Habitat displacement / manipulation should be undertaken using a staged approach to allow reptiles to naturally move out of the area. Accordingly, this displacement / manipulation should consist of the gradual removal of suitable habitat, working west to east (dispersing any animals towards the adjacent allotment area);
 - Birds: Any vegetation removal, or actions that will impact upon vegetation, should be carried out outside of the peak nesting bird season. Works must also adhere to the schedule of reptile mitigation if clearing to ground. Any suitable habitats to be lost should be replaced within the site with native and locally appropriate species. Artificial lighting should be standardised within the development plans where it cannot be otherwise reasonably avoided. In instances where it is deemed necessary, it should be designed and positioned to minimise any adverse impacts on the retained surrounding vegetation. Such measures include the use of hoods and cowls and directional lighting away from adjacent areas of scrub / trees.
 - Badger: All site excavations and trenches must either be covered overnight or have a basic ramp fitted during the construction phase to enable any animals that fall within to easily find means of escape.
 - Bats: In terms of bat activity and disturbance, works should be undertaken during daylight hours and artificial lighting should be avoided wherever possible. Where this is not possible (i.e. during certain construction activities), light spillage onto any linear features should be avoided by the use of directional lighting (i.e. the use of hoods and / or cowls).
 - Hedgehog: Site clearance to be undertaken with due consideration for the likely presence of this species, especially around hedgerows. Hedgehog friendly fences / walls / gates also to be installed.
 - Brown hare: A dense woody buffer using native species such as hawthorn and blackthorn is recommended along the northern boundary.

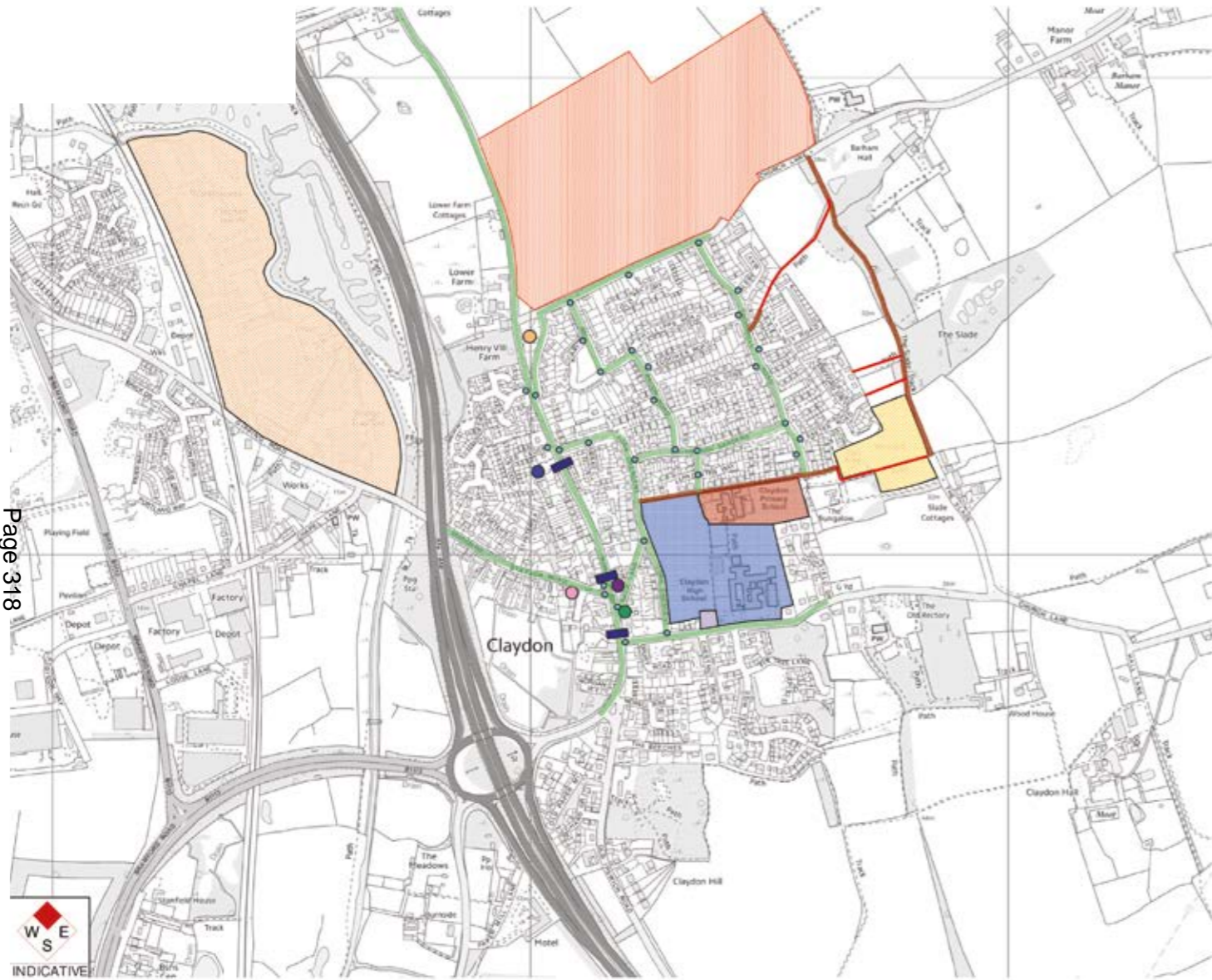


FLOOD MAP FOR THE SITE AREA - EXTRACT FROM ENVIRONMENT AGENCY FLOOD MAPS FOR PLANNING

HYDROLOGY AND DRAINAGE

2.46 A specialist consultant has reviewed the hydrology and drainage issues pertinent to the development, and mitigation measures if necessary. A Flood Risk Assessment was carried out in May 2017 in support of the consented outline planning application. The Assessment concluded that:

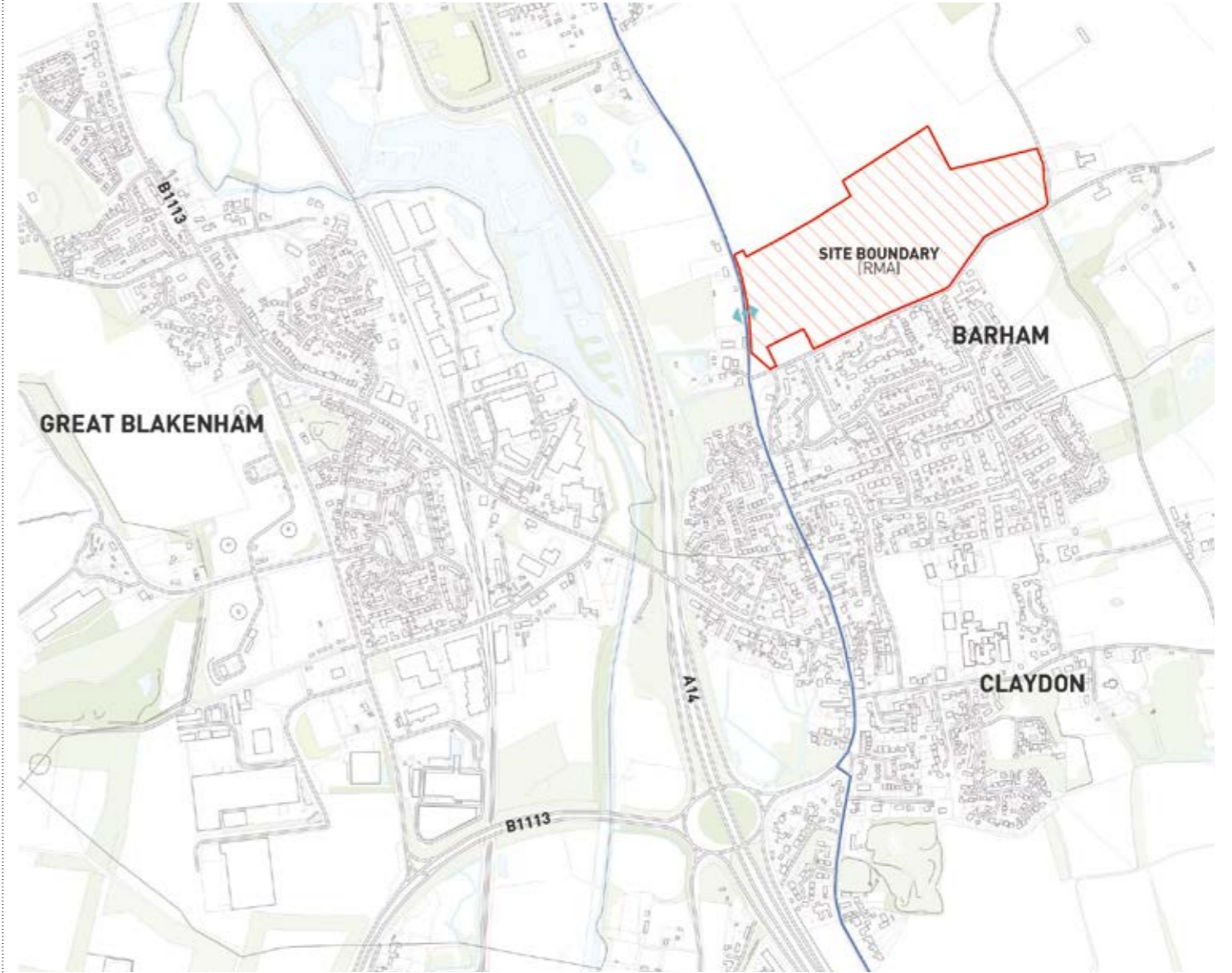
- Fluvial Flooding – The proposed site is shown to lie in the low probability flood zone (Flood Zone 1) according to the Environment Agency flood maps.
- Other sources of flooding – Other flood risks to the site have been assessed as low and the site is therefore considered to be at a low risk of flooding from all sources. This includes risk of flooding from surface water (both off-site and on-site), infrastructure flooding, water bodies and groundwater.
- Surface water drainage strategy – Surface water drainage will be dealt with by a mix of infiltration where ground conditions are suitable and by an off-site discharge to the Anglian Water sewer where infiltration is not feasible. Connection will be to manhole O521 at a rate of 34.7 l/s.
- Foul water drainage strategy – The foul water drainage strategy shows a connection to the AW sewer at AW manhole 9300 located in Norwich Road to the south of the site. It is proposed to discharge foul water from the site via a new pumping station at a rate of 5 l/s. The AW pre-development report identified that the proposals would be likely to have a detrimental effect on the public sewerage network. A Developer Impact Assessment (DIA) was therefore produced to identify mitigation measures which confirmed that appropriate mitigation measures could be provided off-site at Norwich Road and at Claydon-Ipswich pumping station.



PEDESTRIAN ACCESSIBILITY PLAN

Key:

- | | |
|-------------------------------------|----------------------------------|
| Application Site | Pharmacy |
| Recreational Space | Cooperative Food Store |
| Barham & Claydon Community Centre | Barham & Claydon Surgery |
| Claydon High School | Uncontrolled Pedestrian Crossing |
| Claydon Primary School | Controlled Zebra Crossing |
| Industrial Estate and Business Park | Footway |
| Post Office | Footpath |
| Town Hall and Bakery | Public Right of Way |



CYCLE ROUTE PLAN

KEY

- | |
|--------------------------------|
| SITE LOCATION (RMA) |
| CYCLE ROUTE 51 |
| CYCLE CONNECTION INTO THE SITE |

ACCESS

- 2.47 A Transport Assessment was prepared in April 2017, in support of the consented outline planning application.
- 2.48 The Transport Assessment provides an overview of the planning policies which are relevant to the outline application, and demonstrates that the proposals are in accordance with the National Planning Policy Framework as well as with local guidance and policies. The Assessment concluded the following:
 - An audit has been carried out of existing levels of accessibility at the site by all modes of transport and concludes that there is a good level of connection to a range of services and facilities within an easy walking or cycling distance from the site.
 - The proposed access works and internal layout have been designed with reference to relevant design guidance and are considered to represent a safe and suitable provision for the movements of people by sustainable travel modes.
 - A forecast of vehicular traffic which may be generated by the development proposal has been carried out using a trip generation database. The residential element of the results have been compared with a survey of a local residential street to ensure the forecasts are representative.
 - An assessment of the likely impact of the vehicular traffic associated with the development has been carried out. Traffic models have been created for key local junctions using recent traffic survey data for each. The application of future year scenarios, both with and without development traffic, has demonstrated that the proposals will not have a detrimental impact on the operation of the local highway network.
 - In summary, the development proposals are in accordance with the National Planning Policy Framework as the residual impacts of development are not severe.

- 2.49 Additionally, the proposals (as set out in the outline stage) align with the principles underpinned within Babergh and Mid Suffolk District Council’s Local Cycling and Walking Infrastructure Plan, according to which Norwich Road forms an integral part of the the walking and cycling network in the area.
- 2.50 As part of the Infrastructure Plan, Babergh and Mid Suffolk are set to agree a cycling and walking plan as a wishlist of 200 improvement schemes, one of which include the delivery of better segregation from traffic on B1113, between Bramford (to the south) and Claydon. The pedestrian and cycle connection point into the site off Norwich Road contributes to facilitating this strategy.



LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN – EXTRACT FROM BABERGH AND MID SUFFOLK DISTRICT COUNCIL’S LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)





UTILITIES

2.51 A Utility Report was prepared in May 2017, in support of the consented outline application, to establish required level of utilities mitigation to be associated with the proposed development. The report's findings are as follows:

- Points of Connection are available for all services.
- The water reinforcement will be the largest element of the provision of services to the proposed site.
- The gas reinforcement costs will be covered by National Grid.
- Depending on the location of the various elements within the development there may be some diversionary action required.
- BT Fibre is available to the site.
- The loading allowances included for the three form entry Primary School allows future expansion of the development and therefore provides robust analysis of the sites utility demands.



CHURCH OF ST MARY AND ST PETER

HERITAGE ASSESSMENT SUMMARY

- 2.52 A Heritage Statement was prepared in May 2017, in support of the previously approved outline application (LPA ref. 1856/17)
- 2.53 The Heritage Statement states that the earliest record of activity within the vicinity of the site is Roman remains as the site is Combretovium – a Roman fort at a crossing point to the north on the River Gipping. There is evidence of a late C6-C9 Saxon settlement to the north of the site near the location of the mineral's extraction site.
- 2.54 Claydon was described in 1865 as being a large village featuring a railway station and a population of 501. The area of the parish was 950 acres.
- 2.55 In 1888, the south of Church Lane was another series of fields with the rectory placed within its own enclosure approximately equidistant along Church Lane between Norwich Road and Barham Hall.
- 2.56 By 1957, Claydon had expanded northwards with development along Norwich Road, however it was not until the 1960s that Claydon really grew substantially to its present size.
- 2.57 The rectory survived as part of this development but was demolished by the time of the 1978 1989 1:10,000 OS survey to make way for Old Rectory Close.

- 2.58 As set out in the Heritage Statement, nearby heritage assets with potential to be affected by the proposed development have been identified and assessed. The heritage assets potentially affected are the Grade I listed Church of St Mary and St Peter, Grade II listed Henry VIII Farmhouse, Grade II listed Barham Hall garden wall and gateway, and Shrubland Hall (Grade II* listed hall set within a Grade I registered park and garden).
- 2.59 The Statement considers the impact of the development on their heritage significance with reference to the indicative layout provided with the outline planning application. Subject to detailed design and mitigation features that can be secured at the reserved matters stage, the Heritage Assessment concluded that there is potential to accommodate the scale of development proposed with only modest adverse impact on the significance of the Church of St Mary and St Peter, and minor impact on the significance of Shrubland Hall. The scale of harm would fall within the less than substantial harm bracket with reference to the NPPF tests. The Statement concludes that, subject to detailed design, there would be no material adverse impact on the significance of Barham Hall garden wall and gateway, or Henry VIII Farmhouse.

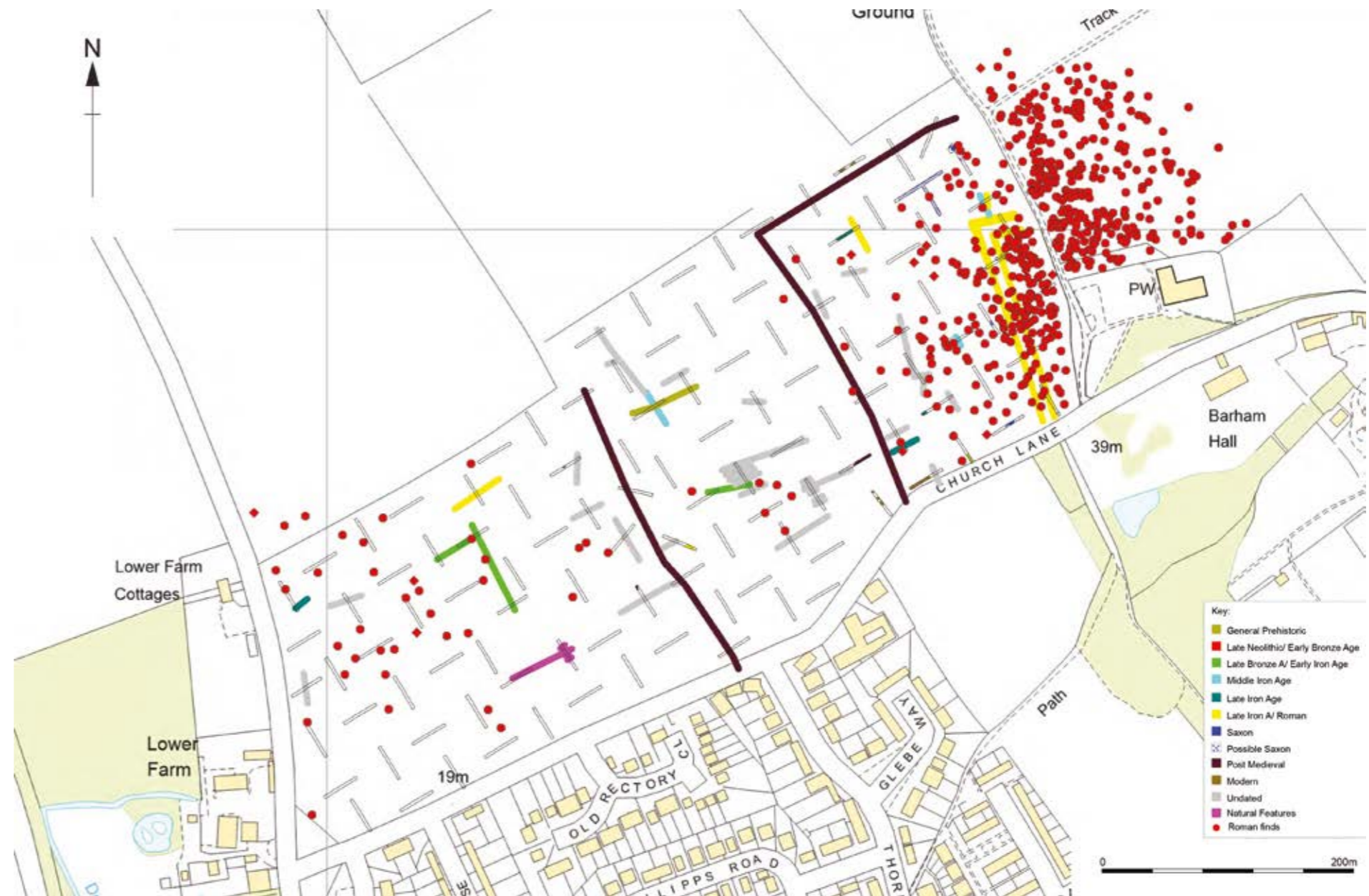


BARHAM HALL GARDEN WALL AND GATEWAY

ARCHAEOLOGY ASSETS

- 2.60 An Archaeological Evaluation Report was carried out in January 2017 in support of the consented outline planning application.
- 2.61 One hundred and sixteen archaeological evaluation trenches were excavated on land off Norwich Road, Barham and Claydon, in order to inform any archaeological mitigation strategies associated with an application for outline planning permission.
- 2.62 The evaluation was carried out in conjunction with a geophysical survey of the site and a detailed analytical report of metal detected finds from the site was also commissioned.
- 2.63 Archaeological deposits were identified in fifty-five of the trenches with the remaining sixty-one being empty. Pottery recovered from these deposits shows activity on the site from the Neolithic through the Bronze Age and Iron Age. Settlement continued through the transition to Roman rule and on into the Anglo-Saxon period. A number of both dated and undated ditches were recorded, mainly representing a succession of field systems but also a probable Late Iron Age to Roman double ditched enclosure.
- 2.64 Analysis of the metal detected finds suggests high status Anglo-Saxon activity to the east of the site with direct evidence of settlement shown by the excavation of a sunken featured building, containing an inhumation which has been radiocarbon dated to the late sixth to early seventh centuries, and the identification of a buried dark earth deposit. Evidence of further possible structures was identified in the form of a number of postholes, again possibly relating to the Anglo-Saxon period.
- 2.65 The conclusions of the report are that there has been multi-period occupation of the site with evidence dating from the late Neolithic through to the late Anglo-Saxon periods. The surviving archaeological deposits present are of regional significance. Further archaeological mitigation may therefore be required in archaeologically sensitive areas.
- 2.66 The assessment concludes that the areas of highest sensitivity from an archaeological perspective are at the eastern end of the site in proximity to the church. Accordingly, this has been accommodated into the indicative layout with these areas kept free of residential development, retained as open space and land to be given to the church. This approach has been agreed in pre-application discussions with Suffolk County Council Archaeological Service.

Page 323



DISTRIBUTION OF ROMAN METAL DETECTOR FINDS



- KEY**
- SITE LOCATION (15.76 HA)
- OPPORTUNITIES:**
- POTENTIAL AREA FOR RESIDENTIAL DEVELOPMENT
 - POTENTIAL AREA OF GREEN INFRASTRUCTURE (5.4HA) (WILL INCLUDE SUSTAINABLE DRAINAGE FEATURES & CHILDREN'S PLAY AREAS)
 - ➔ POTENTIAL PRIMARY ACCESS POINT
 - ↔ POTENTIAL SECONDARY ACCESS POINT
 - ↔ POTENTIAL FUTURE LINK TO PRIMARY SCHOOL SITE
 - ↔ POTENTIAL PRIVATE DRIVE ACCESS POINT
 - ✳ POTENTIAL PEDESTRIAN/CYCLE ACCESS POINTS
 - EXISTING PUBLIC RIGHTS OF WAY (PROW)
 - ⋯ OPPORTUNITY FOR PEDESTRIAN AND CYCLE ROUTES (INCLUDING SAFE ROUTES TO SCHOOL)
 - ↔ OPPORTUNITY FOR GREEN CONNECTING CORRIDOR
 - ✳ POTENTIAL LOCATIONS OF SUSTAINABLE DRAINAGE (SUDS) FEATURES (SWALES)
 - ✳ POTENTIAL LOCATIONS OF ATTENUATION BASINS
 - ▲ OPPORTUNITY FOR DWELLINGS TO FRONT ONTO EXISTING ROADS
 - ▲ OPPORTUNITY FOR DWELLINGS TO OVERLOOK AREAS OF PUBLIC OPEN SPACE
 - ✳ OPPORTUNITY FOR CHILDREN'S PLAY AREAS
 - ✳ OPPORTUNITY FOR STRENGTHENED PLANTING ALONG BORDER WITH THE PRIMARY SCHOOL SITE
 - ✳ OPPORTUNITY FOR STRENGTHENED BOUNDARY PLANTING
 - ✳ SENSITIVE EDGE - OPPORTUNITY FOR STRENGTHENED PLANTING ALONG BORDER WITH THE CHURCH
- CONSTRAINTS:**
- EXISTING GRADE I LISTED CHURCH OF ST MARY & PETER'S
 - ▲ NEW DWELLINGS SHOULD RESPECT THE PRIVACY AND AMENITY OF THE CHURCH
 - ✳ EXISTING TREES & VEGETATION (SUBJECT TO TREE SURVEY)
 - SITE TOPOGRAPHY CONTOURS DEVELOPABLE AREA OF THE SITE SLOPES AT APPROXIMATELY 20 M
- SITE FEATURES PLAN**

OVERVIEW OF SITE CONTEXT

2.67 The results of the various site studies were used to inform and structure the development proposals at the outline planning application stage. These are illustrated, where appropriate, on the site features plan presented opposite:

- Opportunity for the provision of a sustainable development, which can accommodate up to 300 dwellings, supported by public open space, landscaping, a new attenuation area and children's play areas;
- Proximity to the Church of St Mary and St Peter, situated to the east of the site, requires mitigation to protect the setting of this Grade I listed building, such as a landscape open space acting as a buffer;
- Proposed dwellings at the interface with this buffer will need to respect the church's setting, in scale, height and density;
- Primary access points to the site should be obtained off Norwich Road to the west and Church Lane to the south-east;
- Potential for a bus route through the site, along a primary route, supporting the existing network of public transport;
- Landscape buffer will be required along the site's southern edge, to protect the private amenity of existing plots situated in this location;
- Opportunities for additional landscape buffer along the site's western edge, incorporating Sustainable Drainage Systems, as this is the lower part of the site;
- Opportunity for dwellings fronting Norwich Road, contributing to the street scene;
- Opportunities to incorporate pockets of green amenity public open spaces, as well as 'village green' type of spaces, featuring formal children's play area, to contribute to the attractiveness and sustainability of the scheme;
- Retention and integration of vegetation in order to enhance the setting of the development, which shall assist in creating a 'sense of place';
- Opportunities for creating recreational activities within the proposed green open space, encouraging new and existing residents to use the space near their home; and
- Retention of existing hedgerows along the site's boundaries to protect and enhance existing habitats and contribute to biodiversity

03 MOVEMENT

“Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.”

Para. 75, NDG 2021)

- 3.1 An audit of existing levels of accessibility at the site by all modes of transport was carried out as part of the Transport Assessment, submitted as part of the consented outline planning application. The audit has concluded that there is a good level of connection to a range of services and facilities within an easy walking or cycling distance from the site.
- 3.2 The Transport Assessment has set out the access strategy for the proposals, while placing an emphasis of alternative modes of transport, such as cycling, walking and using public transport, as attractive and reasonable means of movement within and out of the site, which contribute to the development’s sustainability. This principle is to be carried out forward and maintained as integral part of future Reserved Matters Applications to the site.
- 3.3 Proposals for Land off Norwich Road, Barham will be required to follow the **Movement** principles set out within the National Design Guide (NDG), forming part of the ten characteristics for well-designed places. Three overarching targets are outlined in the NDG to promote a sustainable movement strategy and ensure the place is accessible and easy to move around:
 - A connected network for all modes of transport;
 - Active travel; and
 - Well-considered parking, servicing and utilities infrastructure for all modes and users.

- 3.4 Design parameters for the development at Land off Norwich Road are coded for each of these overarching Movement goals, as set out below.

A CONNECTED NETWORK

- 3.5 A connected network and hierarchy of routes for all modes of transport, according to the NDG, form the circulatory system of any settlement and its design will determine how easy and safe it is to get around for all and how it links destinations to public transport. In alignment with the Ministry of Housing, Communities & Local Government’s “Guidance Notes for Design Codes” (2021), design parameters are coded for the following Movement components:
 - The street Network;
 - Public Transport; and
 - Street Hierarchy.

THE STREET NETWORK

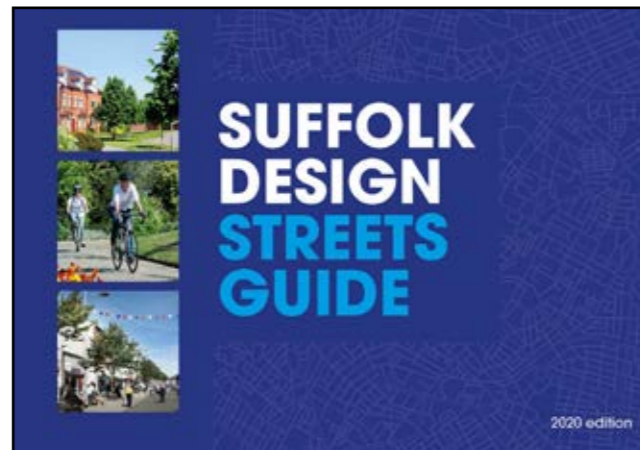
- 3.6 The “Guidance Notes for Design Codes” highlights the main characteristics of a connected street network:

“A connected street network is one that provides a variety and choice of streets for moving around a place. It is direct, allowing people to make efficient journeys. Direct routes make walking and cycling more attractive and increase activity, making the streets feel safer and more attractive. Connected street networks form the basis of most of our beautiful and well-used places. They are robust, flexible and have been shown to stand the test of time.”

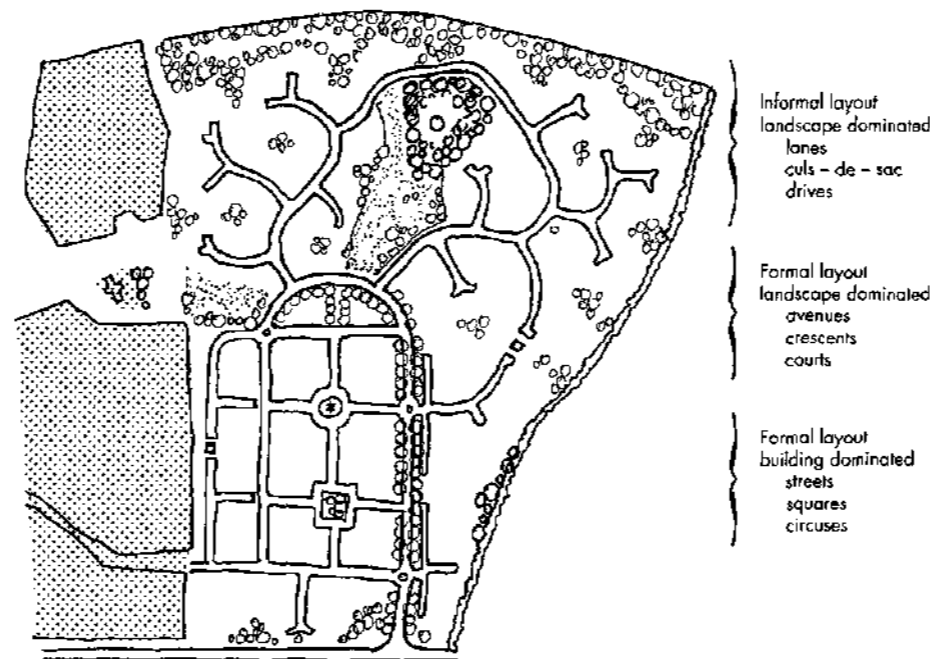
(Guidance Notes for Design Codes, p. 8)
- 3.7 A well-connected street network will be required to ensure that each street has more than one connection to another street, while cul-de-sacs are reserved for tertiary level street types. Additionally, connected streets will allow permeability for different users, offering a safe and secure movement corridor with high level street activity and passive surveillance.

3.8 The emerging “Suffolk Design – Street Guide” identifies the following design principles which underly a well-designed street network:

- Regarding the function of the street as public thoroughfare in a built environment, which has a public realm function and can cater for a variety of different users. Five principal functions are considered:
 - » Place
 - » Movement
 - » Access
 - » Parking
 - » Utilities
- Streets should be designed for users (pedestrians, cyclists, public transport users, equestrian and recreational users, as well as vehicles;
- Street should incorporate Sustainable Drainage Systems;
- Streets should facilitate crime prevention through environmental design;
- Incorporating a wide range of physical components within the street design, such as varied surfaces and kerbs, street furniture and trees and planting; and
- Incorporating utilities and lighting.



3.9 The adopted “Suffolk Design Guide for Residential Areas” SPG (revised in 2000) – Shape of Development section outlines the pattern of street networks in new developments. According to this guidance document, consideration should be given to creating road patterns more in keeping with traditional forms of settlements found in Suffolk. At the same time, it suggests that the hierarchical approach for the design of street network in a “tree-like” structure where road patterns are fanning out in a loose form, ending in cul-de-sacs may be suitable for small scale developments. Instead, in larger scale developments, there is a need to introduce road patterns which are joined in a network, lending the development shape and variety.

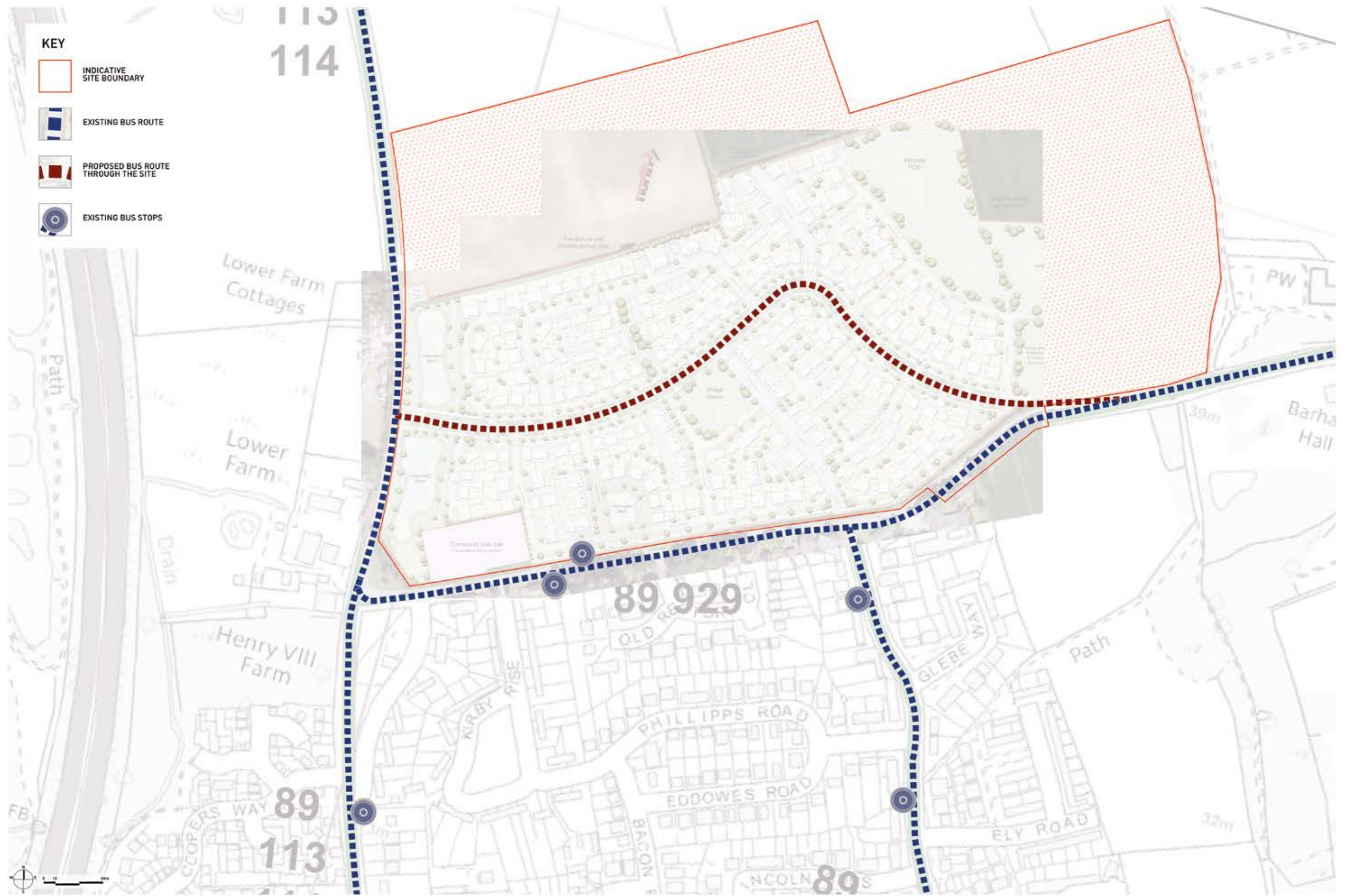


STREET PATTERNS AND THEMES – EXTRACT FROM SUFFOLK DESIGN GUIDE FOR RESIDENTIAL AREAS SPG / SHAPE OF DEVELOPMENT

3.10 In the context of the development at Land off Norwich Road, Barham, a connected street network will need to incorporate these principles, and comprise a street pattern which essentially limits the cul-de-sac arrangement, reserving it for tertiary level of streets.

3.11 At the same time, the network will need to incorporate vehicular connections and design criteria as identified in the Transport Assessment, submitted as part of the consented outline planning application, as follows:

- To achieve vehicular access to the residential development, a new priority junction is proposed from the eastern side of Norwich Road. The junction has been designed to accommodate bus movements from the site to Norwich Road.
- Visibility splays should be provided in accordance with the 85th percentile traffic speed recorded as part of the traffic survey.
- From the Norwich Road access junction, a spine road is proposed through the site in an east-west orientation. To the east, the spine road will link with Barham Church Lane where a realignment of the exiting carriageway will effectively divert Barham Church Lane traffic along the spine road.
- At this point, Barham Church Lane will be severed and closed to motorised traffic. The existing carriageway will remain, providing a link for pedestrians and cyclists.
- The spine road is proposed at a 6 metre width as discussed with Suffolk County Council. Access junctions from the spine road to development areas will be proposed as part of later reserved matters applications.
- A priority junction along the spine road will facilitate movements between the spine road towards Thornhill Road and Barham Church Lane. At Thornhill Road, the existing junction will incorporate a further arm to the north into the site. Some flexibility in the design approach to this junction is available where priorities may be altered.
- Vehicular access to the proposed doctor’s surgery will be achieved via a priority junction, located opposite the priority junction of Barham Church Lane and Kirby Rise.
- Access to the proposed primary school land may be provided via two priority junctions, one for access and one for egress, from the eastern side of Norwich Road. Alternatively, an access through the development from the proposed spine road may be provided.

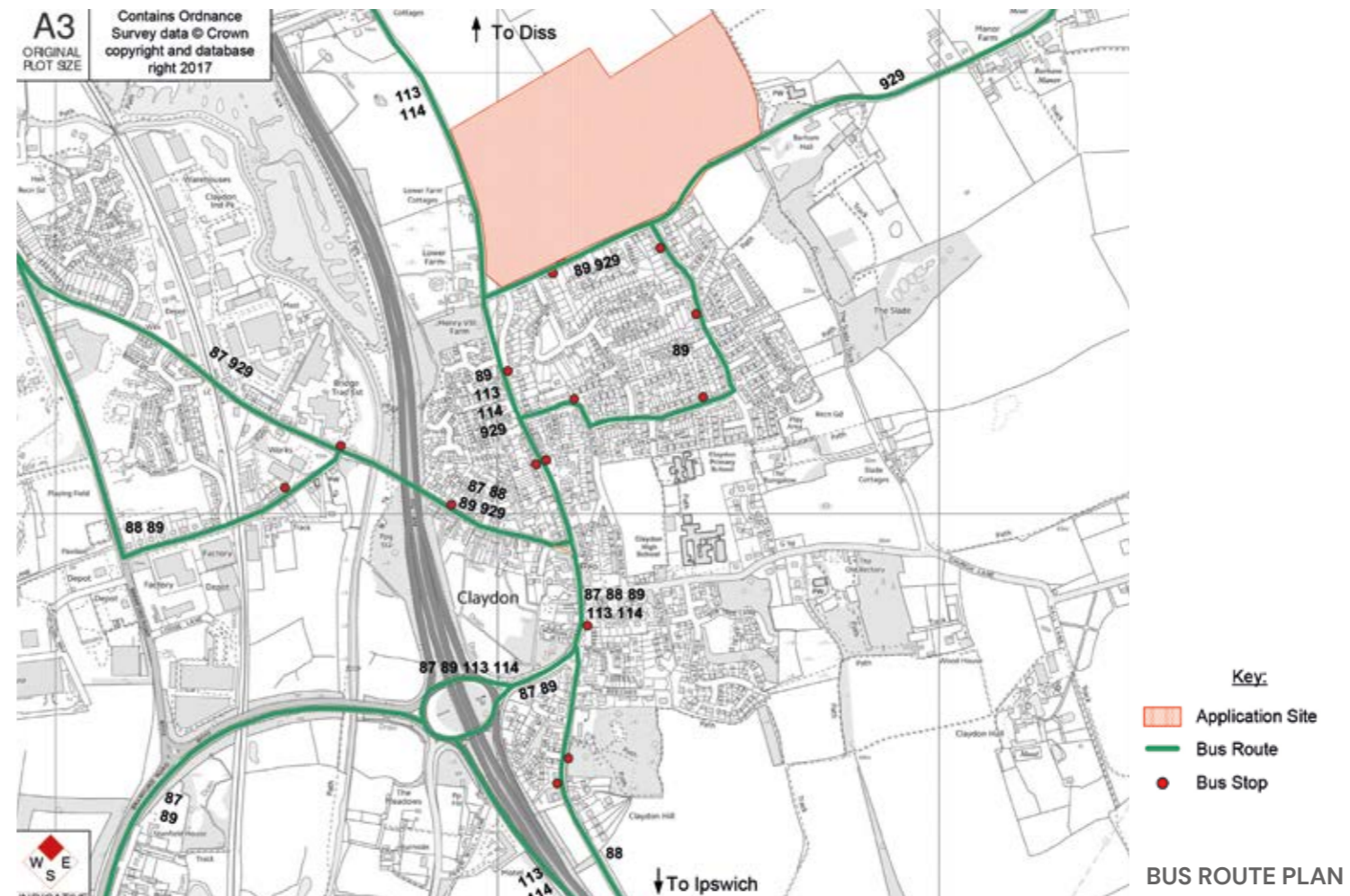


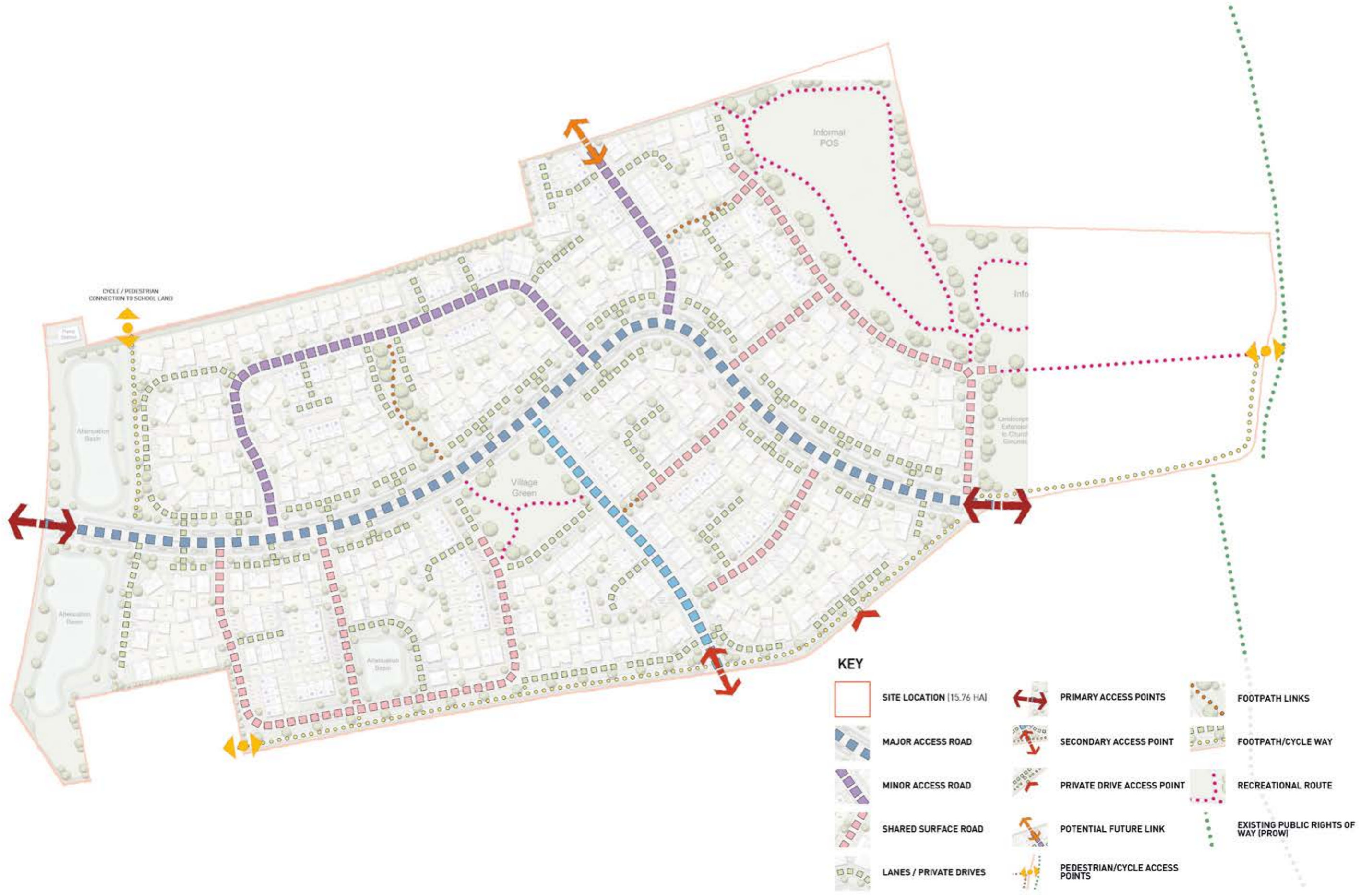
PUBLIC TRANSPORT

- 3.12 The “Guidance Notes for Design Codes” suggests that a connected network will require access to public transport, as a key to providing people with choice for everyday journeys beyond the immediate neighbourhood, as well as reduces the reliance on the private car.
- 3.13 Encouraging the use of public transport by new residents will potentially reduce the reliance on car journeys within the site’s area and contribute to a sustainable environment, which supports modes of transport other than car journeys. Future Reserved Matters Application for the development on the site will be required to demonstrate the means by which existing public transport services are incorporated into the proposals.
- 3.14 In the context of proposals for the development of Land at Norwich Road, Barham, a number of bus services operate in close proximity to the site. These include:
 - Bus route 87: Stowmarket – Needham Market – Ipswich (Sunday only, 4 services per day);
 - Bus route 88/88A: Stowmarket – Needham Market – Claydon – Bramford – Ipswich (Regular 1 hourly service during the week and Saturdays);
 - Bus route 89: Stowmarket – Needham – Claydon – Ipswich (Regular 1 hourly service during the week and Saturdays);
 - Bus route 113: Ipswich – Claydon – Mendlesham – Eye – Diss (Regular service every 1-2 hours during the week and Saturdays); and
 - Bus route 114: Ipswich – Claydon – Debenham – Eye – Diss (Regular service every 1-2 hours during the week and Saturdays).
- 3.15 The nearest bus stop to the application site is located on the southern side of Barham Church Lane, to the southern site boundary.
- 3.16 The stop is serviced by the numbers 89 and 929, operating between Stowmarket and Ipswich. The 929 is a school service that provides journeys to Otley College.

- 3.17 Old Norwich Road is located to the south of Claydon and facilitates access to the northern outskirts of Ipswich. This route provides access to residential dwellings at its northern and southern extents, however, a section of the road is a designated bus way, improving journey times for commuters into Ipswich. This busway is for local buses and forms part of the route of the bus service 88.
- 3.18 The network of bus routes provides good connections to the train stations of Ipswich (to the south-east) and Needham Market (to the north-west), both of which are situated approximately 5km from the site and offer connectivity to employment, retail and leisure opportunities further away. Both train stations provide links to nation-wide destinations, including London, Birmingham, Manchester, Peterborough, Nottingham, Oxford and Plymouth.

- 3.19 The Transport Assessment, forming part of the consented outline planning application, sets out the access strategy for the proposed scheme, whereby the proposed new priority junction at the site’s vehicular access from the eastern side of Norwich Road. The junction has been designed to accommodate bus movements from the site to Norwich Road.
- 3.20 It is anticipated that the detailed planning application for the site will incorporate a bus route along the proposed spine road, connecting the site’s access off Norwich Road at the western boundary with Church Lane and the proposed access at the site’s south-eastern corner. Such link will facilitate a desirable connection between the new development and existing destinations within Claydon village centre to the west and Barham to the east, while relying on using alternative mode of transport as a sustainable approach to access and movement.





STREET HIERARCHY PLAN

STREET HIERARCHY

- 3.21 A connected network ought to incorporate a clear hierarchy of streets, to reflect the different role they play in a place, depending on the movement upon them, the built-form and uses around them and the design of the street space itself.
- 3.22 A clear hierarchy of streets is required to create an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.
- 3.23 The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.
- 3.24 Suffolk County Council’s “Suffolk Design Guide for Residential Areas” suggests that the scale and density of each part of a new development should reflect the type of road to which it relates, for example:

Higher order residential roads should have dwellings set well back from the carriageway, and possibly at a lower density. [...] Lower order roads will provide the opportunity to create a more closely integrated arrangement of buildings and spaces.

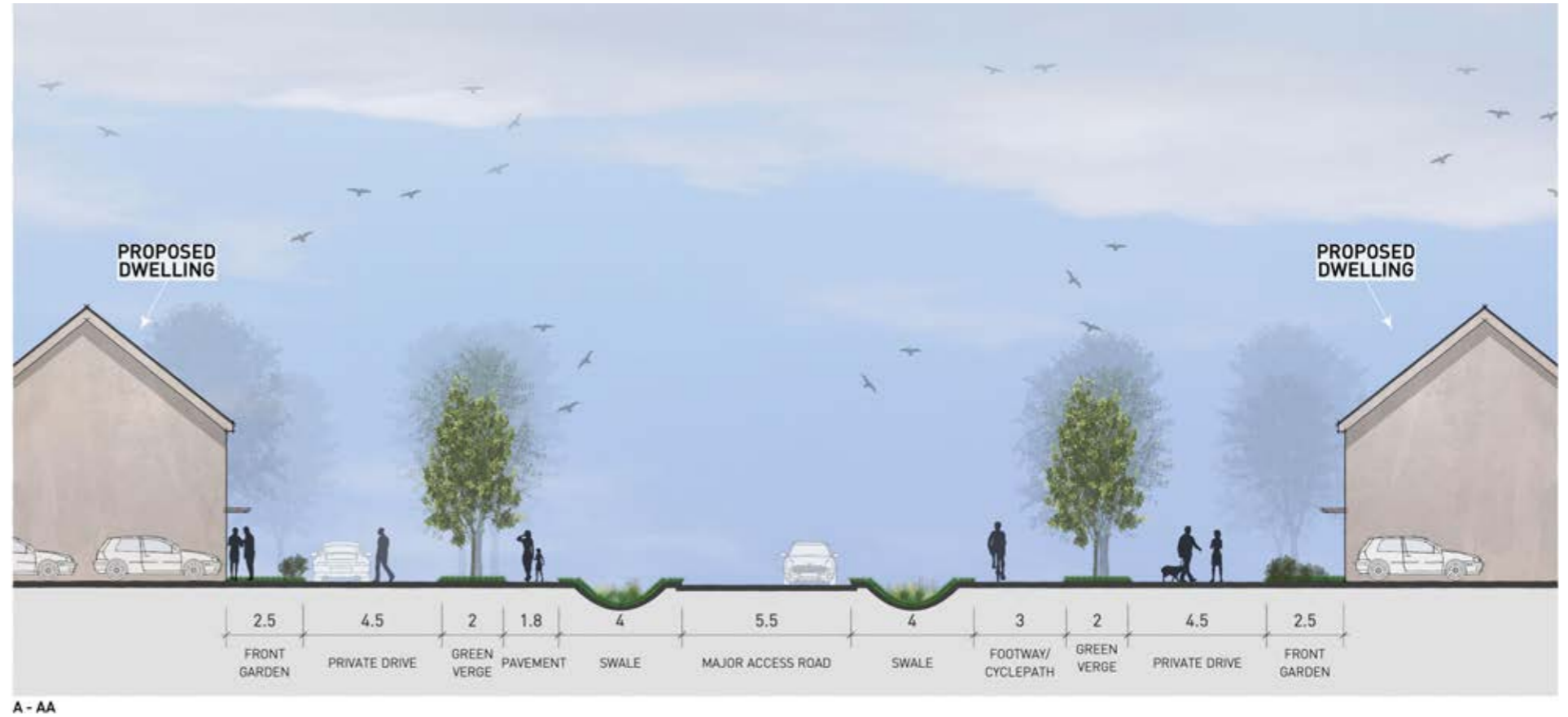
(Suffolk Design Guide for Residential Areas SPG / Shape of Development, p. 34)
- 3.25 According to this guidance document, the hierarchical road layout will help to ensure the progressive reduction in vehicle speeds in large development areas, assisting in accommodating pedestrians and cyclists, as well as contributing to site legibility and way-finding.
- 3.26 The Suffolk Design Guide then continues to outline the different types of road and their access requirements, as part of the hierarchical approach to the design of a connected network.
- 3.27 Residential access roads, according to the design guide, include:
 - Major Access Roads:
 - Major Access Roads are residential roads with footways that would not normally serve more than 300 dwellings and may give shared direct access to dwellings;
 - Minor Access Roads:
 - Minor Access Roads are residential roads with footways that provide direct access to dwellings and parking spaces, but would not normally serve more than 100 dwellings; and
 - Shared Surface Roads
 - Shared Surface Roads are residential roads without footway that would normally serve more than 50 dwellings if looped, or 25 dwellings in the form of cul-de-sac.
 - Shared driveways are unadopted paved areas that may serve up to five dwellings.

3.28 The design of the street network within the proposals for Land at Norwich Road, Barham, should meet the access requirements set out within the Suffolk Design Guide, as well as follow the principles outlined below:

MAJOR ACCESS ROAD

3.29 The spine road through the heart of the development, connecting Norwich Road to the west with Church Lane to the south east, is a key design feature within the site. The Avenue will be informed by the following design principles:

- No direct vehicular access from the major access road into individual properties;
- 5.5 – 6m wide central carriageway;
- 4m wide swale reservation either side ;
- 1.8m wide footway to the south of the swale;
- 3m wide footway/cycleway to the north of the swale;
- 2m wide green verges either side;
- 4.5m private drives either side;
- 2m building setback from private drives;
- Predominantly 2 storey-built form;
- Use of detached townhouses;
- Garages to the side of the units.



A - AA



DEVELOPMENT FRAMEWORK KEY PLAN



SECTION KEY PLAN

MAJOR ACCESS ROAD – ILLUSTRATIVE SECTION

MINOR ACCESS ROAD

3.30 The Minor Access Road will vary depending on the nature and typology of the roads/areas to be served as below:

3.31 **Minor Access Road A** – This typology links the proposed access point off Church Lane along the southern boundary of the site with The Major Access Road, and will be informed by the following design principles:

- 6m wide carriageway;
- 1.8m wide footway along the eastern side of the Minor Access Road;
- 3m wide footway/cycleway along the western side of the Minor Access Road;

3.32 **Minor Access Road B** – This typology links The Major Access Road with the Potential Site for Primary School to the north of the site, and will be informed by the following design principles:

- 5.5m wide carriageway;
- 2m wide footway along the eastern side of the Minor Access Road;
- 3m wide footway/cycleway along the western side of the Minor Access Road;

3.33 **Minor Access Road C** – This typology roads will feed the other parcels of residential development and be informed by the following design principles:

- 4.8m wide carriageway;
- 1.8m wide footways either side of the Minor Access Road;

3.34 The three different categories of the minor access road will be formed by the following general design principles:

- Typically, a 2-3m building setback, but variable depending on location;
- Predominantly 2 storey-built form;
- Typically, detached smaller dwelling types, but with the opportunity for semi-detached and terraces; and
- Parking typically provided to the side of the dwelling, in a tandem arrangement, or occasionally to the front.



C - CC



DEVELOPMENT FRAMEWORK KEY PLAN



SECTION KEY PLAN

MINOR ACCESS ROAD – ILLUSTRATIVE SECTION

SHARED SURFACE ROAD

3.35 The final adoptable street-type provided within the development are shared surfaces. The shared surface streets will be informed by the following design principles:

- 5.5m wide shared surface street (which may be reduced to 4.1m where no frontage development is present);
- Streets designed to encourage low vehicle movement and speeds, with a priority for pedestrians and cyclists;
- Predominant use of block paving to further emphasise the change in priority and informal feel;
- Varying building setback depending on the parking arrangement;
- Predominantly 2 storey-built form with bungalows proposed at the eastern part of development overlooking the eastern public open space;
- Wide range of dwelling types, from bungalows, short terraces to large, detached houses; and
- Parking provided to the side of the dwelling, in a tandem arrangement, or to the front.



NOTE: THE RECREATIONAL ROUTE FORMS PART OF THE GREEN PUBLIC OPEN SPACE.



DEVELOPMENT FRAMEWORK KEY PLAN



SECTION KEY PLAN

SHARED SURFACE ROAD – ILLUSTRATIVE SECTION

LANES/PRIVATE DRIVES

3.36 Typically situated alongside proposed public open space, private drives are the least formal streets proposed within the development and typically serve up to 5 dwellings only. The private drives will be informed by the following design principles:

- Typically 4.5m, but with the opportunity to vary the width;
- Extremely low vehicle movement and speeds, with a priority for pedestrians and cyclists;
- Use of block paving to further emphasise the change in priority and informal feel;
- More generous building setback to allow for informal front gardens and landscaping;
- Predominantly 2 storey-built form;
- Typically, large, detached dwellings with garages;
- Parking provided to the side of the dwelling, in a tandem arrangement, typically with garages.

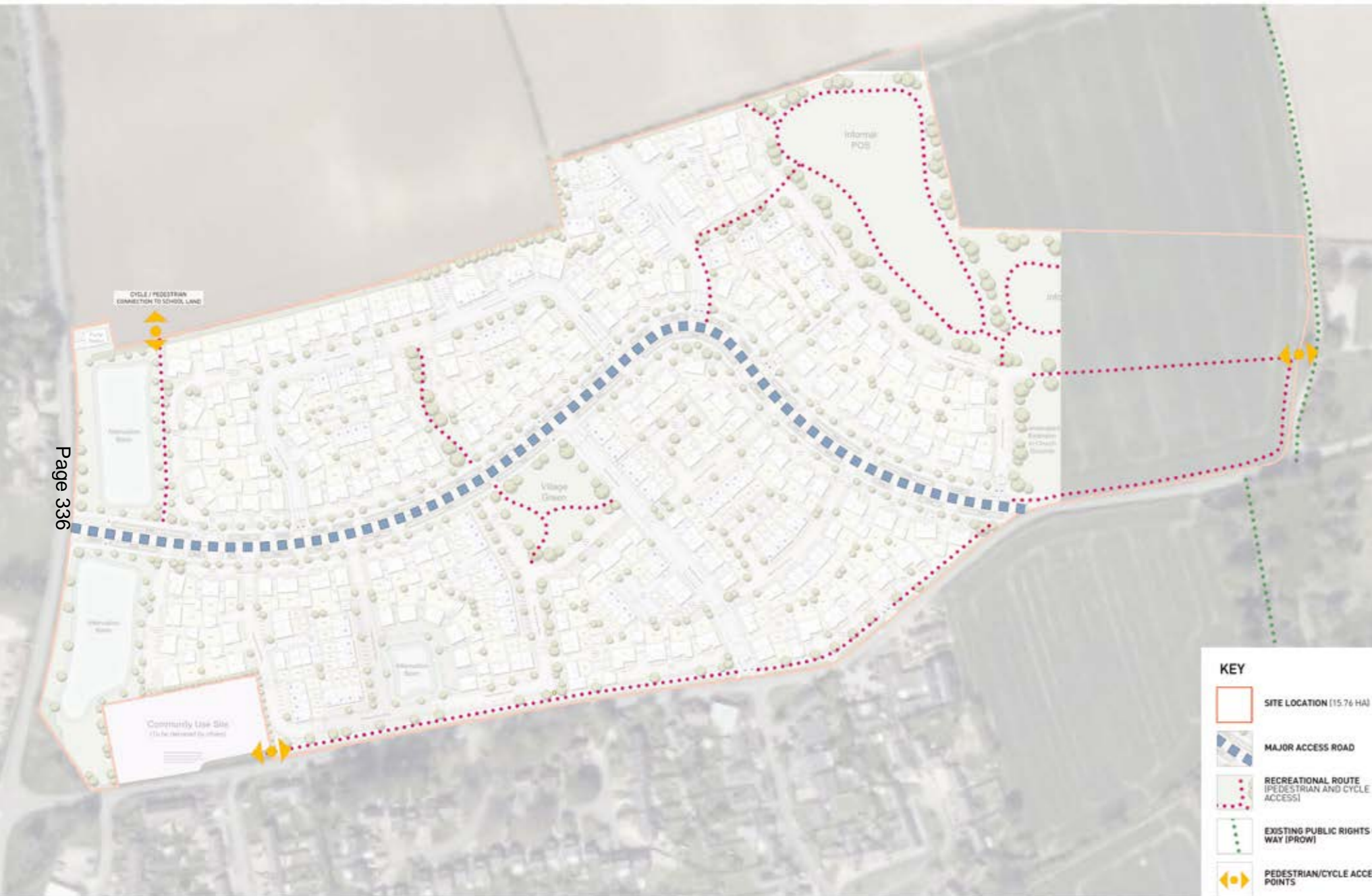


DEVELOPMENT FRAMEWORK KEY PLAN



SECTION KEY PLAN

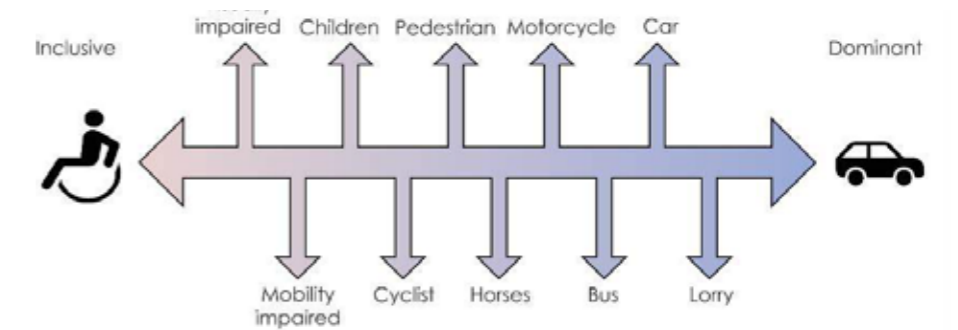
LANES/PRIVATE DRIVES – ILLUSTRATIVE SECTION



PEDESTRIAN AND CYCLE ACCESS STRATEGY

ACTIVE TRAVEL

- 3.37 “Active Travel” forms the second overarching Movement principle within the National Design Guide. The term refers to non-motorised and sustainable forms of transport, primarily walking and cycling. A well-design place will prioritise active travel by making walking and cycling easy, comfortable and attractive for all users, so they are seen as genuine choices for travel on local journeys. This means creating continuous, clear, relatively direct and attractive walking and cycling routes both within the site and into its surroundings.
- 3.38 The concept of “Active Travel” outlined in the NDG aligns with the principle of “Inclusive Streets”, which appears in the emerging “Suffolk Design – Street Guide” document. The “Suffolk Design-Street Guide” identifies the inclusion of all street users as a core principle in the design of streets, so that the two most important core principles of the street functions – “place” and “movement” – are being followed.
- 3.39 The design guide describes the range of street users on a sliding scale where users have a level of vulnerability, whereby, in general terms, vehicles (lorries, cars, buses etc.) are closer to the dominant end of the scale, and cyclists and pedestrians are at the inclusive and more vulnerable end of the scale.
- 3.40 Streets must be designed in consideration of all these users. This means a design which provides for all people regardless of age or ability.



INCLUSIVE VS. DOMINANT SCALE FOR STREET USERS; EXTRACT FROM SUFFOLK DESIGN STREET GUIDE

- 3.41 The design code, therefore, sets out the provisions required in order to achieve a scheme which prioritises an “Active Travel” approach, where non-motorised forms of movements are integrated into streets and open spaces to form a safe, accessible and attractive movement network. The following criteria for “Active Travel” have been outlined in this section, along with their associated design principles and requirements:
- **Walking and Cycling** – integrated approach to movement where pedestrian and cycle circulation form part of movement corridors, ensuring a safe and attractive setting for these users;
 - **Junctions and Crossings** – setting out the requirements and design principles for junctions and crossings to ensure they are safe, convenient and attractive for all users;
 - **Parking and Servicing** – the provision of well-considered parking, servicing and utilities infrastructure, ensuring they meet the requirements for all movement modes and users; and
 - **Services and Utilities** – although private cars will usually comprise most of the flow, streets must accommodate and manage a range of vehicles, including for maintenance or emergency purposes, but also for other vehicles, such as delivery vans and refuse vehicles, all of which will require regular access.

WALKING AND CYCLING ROUTES

- 3.42 The development of an integrated pedestrian/cycle network within the site of Land at Norwich Road is seen as a key part of the transport infrastructure. Pedestrians are to be led into the site from links created between areas of existing and proposed residential development.
- 3.43 Cycle use will be encouraged through the high degree of permeability within the layout. With local facilities located nearby and low vehicular speeds proposed within the development, cyclists will therefore find it safe and convenient to use the streets for cycling.
- 3.44 Future Reserved Matters Application for the site will be required to meet the principles of “Active Travel” as set out above, as well as make the following provisions for pedestrian and cycle access set out within the consented outline application, which in summary, include the following criteria:
- A 3 metre wide shared footway / cycleway is proposed along the northern side of the spine road through the site. The route would continue through the site along significant linkages such the route towards the northern extent of the site and along the link towards Barham Church Lane and Thornhill Road. On the southern side of the spine road, a 2 metre wide footway is proposed.
 - The shared use footway / cycleway continues from the junction with the spine road along the eastern side of Norwich Road at the frontage of the site. The route is proposed to extend northbound to the site boundary.
 - An additional 3m wide shared footway / cycleway will extend off the spine road in proximity to the site’s access point from Norwich Road, and will stretch northward as part of the landscape buffer along Norwich Road, forming a safe and attractive route to the school site.
 - To the south the route extends to Barham Church Lane where it continues along the northern side of the road. The route provides access to the Doctor’s surgery and continues eastwards behind the existing hedge.

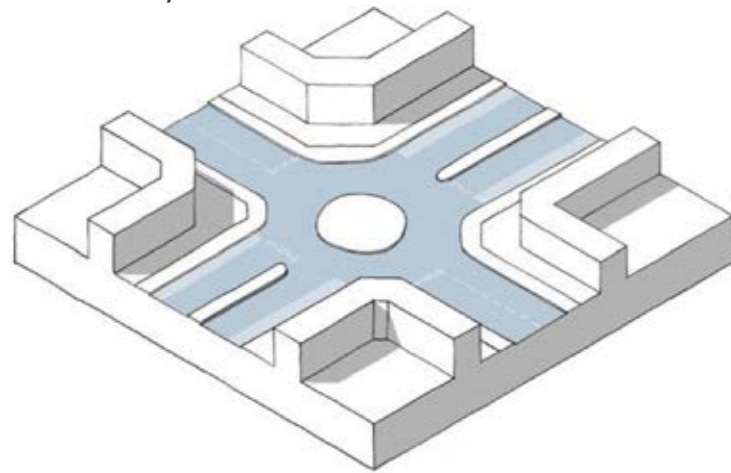
- The route continues east affording access to the St Mary and St Peter’s Church. At the eastern extent of Barham Church Lane, vehicular access is restricted, however pedestrian and cycle access will be provided across the spine road / Barham Church Lane.
- A pedestrian and cycle link will be provided at the north-eastern part of the site, connecting the spine road with the new parkland and green open space at the eastern edge of the development.
- Uncontrolled pedestrian crossings facilitate linkages across Barham Church Lane to the footway on the southern side on to Kirby Rise and Thornhill Road are proposed.
- The character of Barham Church Lane will naturally change following development and along with the proposed spine road, the local environment is likely to be conducive to cycling. This is expected to facilitate and encourage journeys by cycle to key destinations such as Claydon High School, the Co-Operative food store and the village centre, whilst an opportunity to join National Cycle Route 51 along Norwich Road is provided for journeys to surrounding areas.

JUNCTIONS AND CROSSINGS

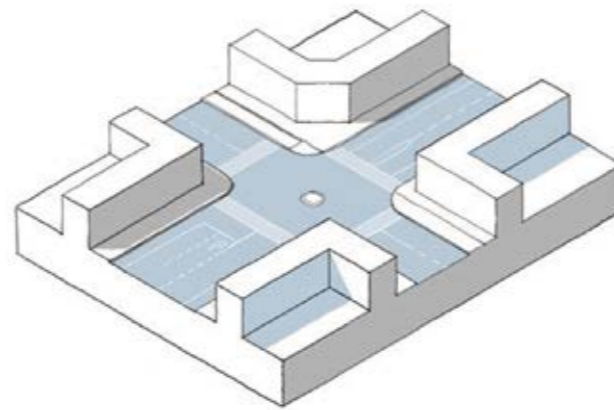
3.45 All junctions and crossings, according to the “Guidance Notes for Design Codes”, need to be safe, convenient and attractive for all users, while Manual for Streets sets out detail on different types of crossing that can be appropriate for a particular street typology.

3.46 In broad terms, the “Guidance Notes for Design Codes” outlines the following junction types:

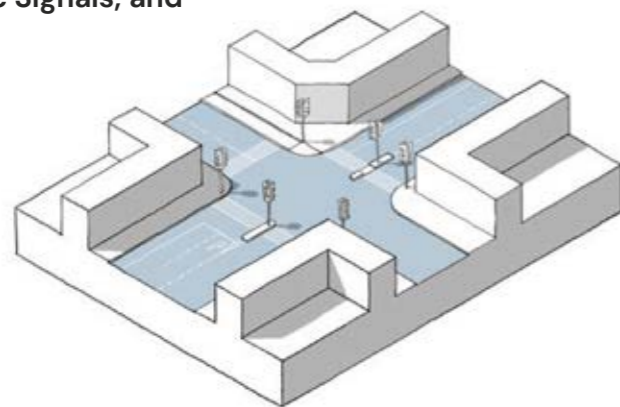
- Roundabouts;



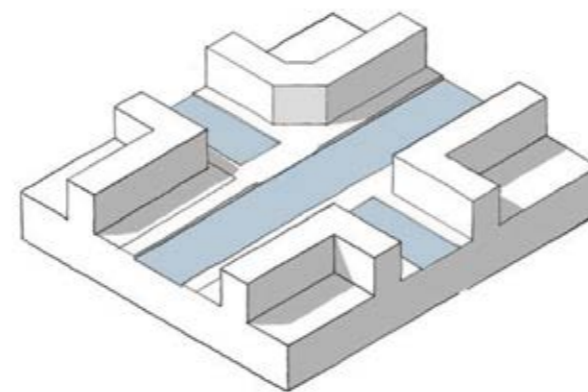
- Mini-Roundabouts;



- Traffic Signals; and



- Simple Junctions



3.47 Design proposals for the Land at Norwich Road will need to demonstrate that the choice of junctions and crossings is appropriate for the management of vehicular priority and pedestrian/cycle permeability on a connected street network which promotes “Active Travel”.

3.48 A key consideration in the design of junctions and crossing should be the guidance provided in The Cycle Infrastructure Design – Local Transport Note 1/20 (LTN 1/20). According to this guidance, accommodating the needs of cyclists within the movement corridors is essential for successful places. The document suggests that:

“It is essential that the needs of cyclists are taken into account in the design of all new and improved junctions, not just those on designated cycle routes, and that crossings are provided where cycle routes continue across busy highways. Safety is vital, but junctions and crossings should also enable cyclists to negotiate them in comfort without undue delay or deviation. Junctions should be designed to enable cycle movements in all permitted directions. The design of cycle facilities should take into account the volume and speed of motor traffic and the type and size of the junction.”

(LTN 1/20, p. 95)



3.49 Providing separation between conflicting streams of traffic (including pedestrian and cycle traffic) is fundamental to improving safety.

3.50 Therefore, The LTN 1/20 describes five core design principles which represent the key requirements for people wishing to travel by cycle or on foot. When people are travelling by cycle, they need networks and routes that are:

- **Coherent-**
Facilitating cycle movement in all permitted directions;
- **Direct-**
Minimising the distance and time required for cyclists to travel through a junction;
- **Safe-**
Promoting safety through the removal and management of conflicts between cyclists, motor vehicles and pedestrians;
- **Comfortable-**
Minimising the occasions when cyclists need to stop or to give way; and
- **Attractive-**
Encouraging the design of junctions as a place for people to gather.

3.51 The application of the above principles to the proposals for Land at Norwich Road should adhere to the detailed access drawings submitted as part of the consented outline planning application for the site. This includes the design of the vehicular access points and junctions, all of which are described in the detailed drawings in Appendix E of the Travel Assessment, prepared by TPA, as follows:

- The vehicular access point off Norwich Road – of a priority junction
- Church Lane surgery access – a priority junction
- Thornhill Road site access – a priority junction
- School access arrangement – a separate junction for incoming and outgoing traffic
- Church Lane diversion

3.52 To ensure a connected network of streets, junctions and crossing within the inner parts of the development should also:

- Incorporate, where possible, a raised table, designed to reduce vehicular traffic;



- Allow for ramps, paved raised tables and planting at key pedestrian crossings to facilitate a safe movement of pedestrians and enable a pedestrian/cycle priority crossing to roads in such locations;

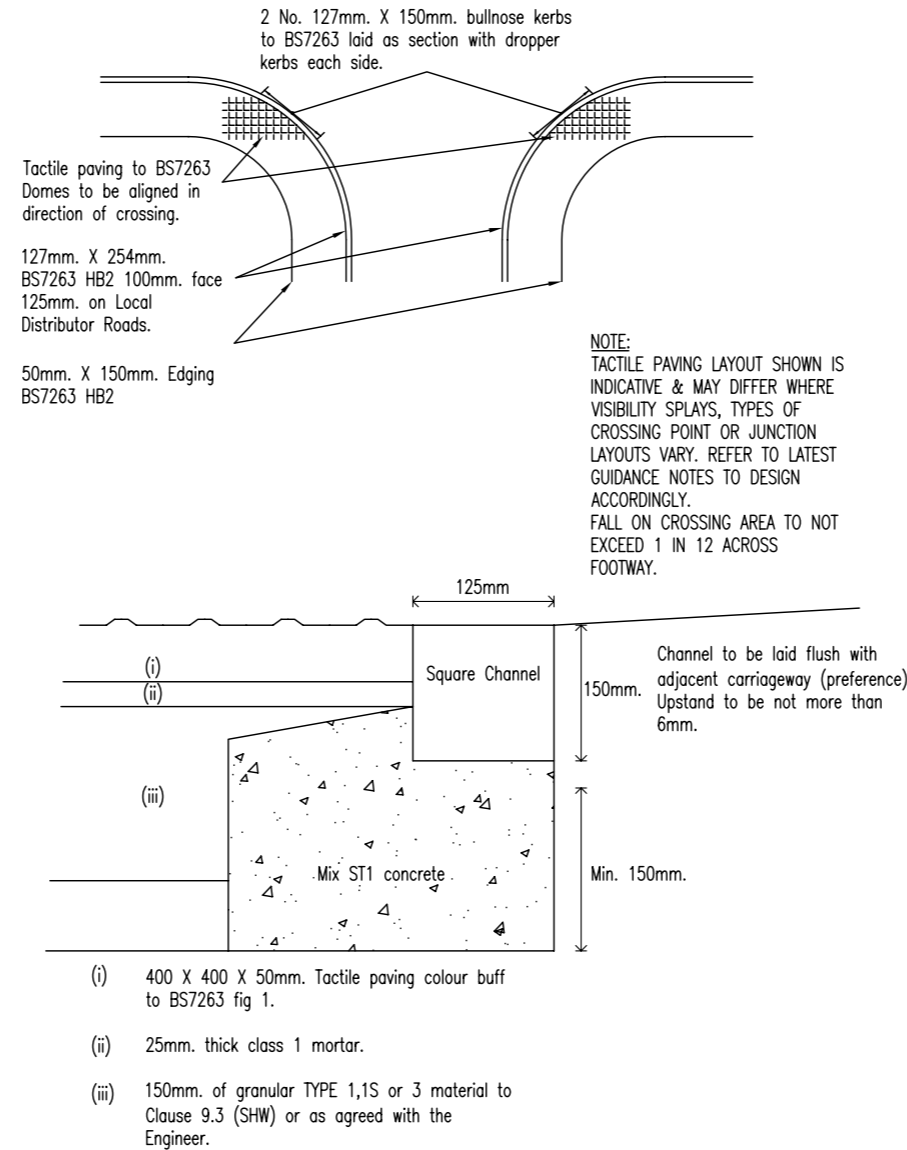


- Ramps should be introduced at junctions to delineate a change in street type, assisting in the progressive reduction of vehicular speeds, in accord with the principle of hierarchical street pattern outlined in the Suffolk Design Guide.

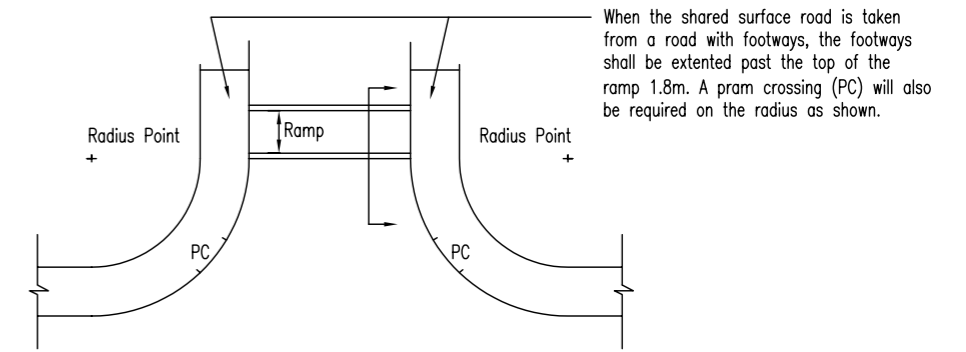


ILLUSTRATION OF A PEDESTRIAN/CYCLE PRIORITY CROSSING, INCORPORATING A PAVED RAISED TABLE AND SHRUB/TREE PLANTING TO ENCOURAGE A REDUCED VEHICULAR SPEED, ALLOWING A CONTINUOUS GREEN LINK THROUGH THE SCHEME.

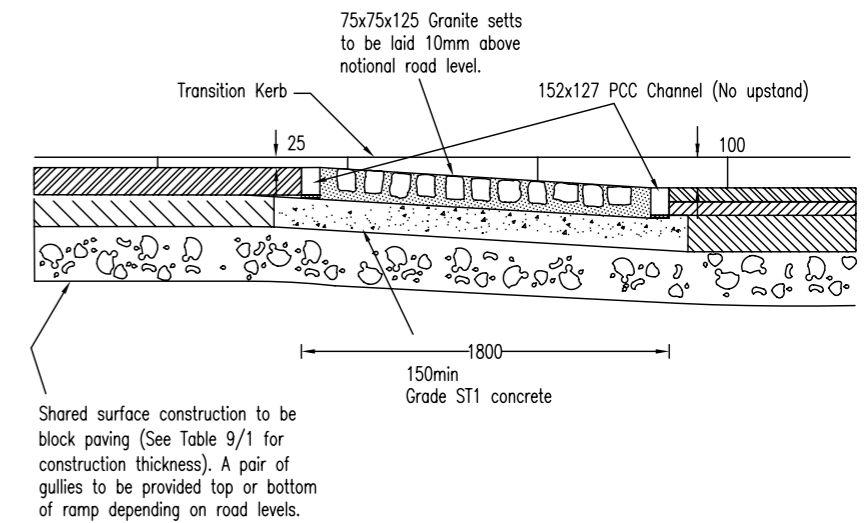
3.53 The detailed design of junction will be expected to meet the requirements set out in the Suffolk County Council's "Specification for Estate Roads" (May 2007), covering junction components such as lighting, ramps configuration and tactile paving.



TACTILE PAVING SPECIFICATION
EXTRACT FROM SCC'S SPECIFICATION FOR ESTATE ROADS"



NOTES: Bed granite setts in mortar to fill voids when setts laid. Maximum thickness of mortar joints, 12mm.



RAMP SPECIFICATION
EXTRACT FROM SCC'S SPECIFICATION FOR ESTATE ROADS"

PARKING AND SERVICING

3.54 The provision of well-considered parking, servicing and utilities infrastructure for all modes and users, form the third overarching principle for a movement strategy aimed at achieving a well-designed place, according to the NDG.

CAR PARKING

3.55 Car parking affects the quality of a place, both visually and in terms of how it is used, particularly by pedestrians, as pointed out in the "Guidance Notes for Design Codes". According to this guidance document:

"Well-considered parking is convenient, safe and attractive to use. It is also well-integrated into streets, blocks and plots and does not dominate the local environment."

(Guidance Notes for Design Codes, p. 13)

3.56 The parking standards relevant for the site at Norwich Road are set out within Suffolk County Council's "Suffolk Guidance for Parking" (adopted November 2014, third edition May 2019). This document provides a best practice guidance which can be used to develop appropriate local residential parking policies and guidance, with an emphasis on good design, as well as the ensuring the right amount is provided. At the base of this is a design-led approach to the provision of car parking spaces so that it is integrated into the public realm and streets, while being pedestrian, cycle and vehicle friendly.

3.57 Parking within the proposals for land at Norwich Road will be provided in a location that is both convenient and well overlooked. It will be designed to be as unobtrusive to the street scene as possible, with screening provided by the use of hedges and planting, where appropriate.

3.58 The main design principles for the proposed residential car parking strategy are as follows, in accordance with the Suffolk Guidance for Parking:

- Allocated parking will predominantly be provided on plot, within the curtilage, either to the front or side of dwellings, with individual bays and/or garages set back from the building line, to allow ease of access to dwellings;
- Allocated residential parking will be provided at a minimum rate of –
 - » 1 no. car space per 1-bedroom dwellings;
 - » 2 no spaces per dwelling for units with 2 and 3 bedrooms; and
 - » 3 no spaces per dwelling, for units with 4 and more bedrooms;
- Parking bay sizes are to be 5.0 x 2.5m, and for parallel parking 6.0m x 2.0m. In order to physically provide access to both sides of a parked car, those parking spaces located at the end of a row, against a boundary fence or wall of a building, will require an extra width of 300mm (total width of 3.1m). Additional width is required for disabled parking spaces to give a total width of 3.9m minimum.
- Aisle width – typically, right angled spaces require 6.0m minimum aisle width for reasonable manoeuvring, while parallel parking requires 3.0m minimum.
- Tandem parking (one vehicle behind the other, including one within a garage or car port) is acceptable on-plot, within the curtilage of a dwelling but should be avoided in areas which offer general access, e.g. parking courts.
- Where a minimum of three parking spaces is required, 'triple' tandem parking – where three spaces are provided in line, and accessed off adoptable road, should not be incorporated into the scheme, as it creates regular manoeuvring of cars and greater demand for on-street parking.
- Where parking is provided on street (via parallel or perpendicular bays) it will be carefully designed to be typically no more than 4 spaces appear in a row, and areas of landscaping and/or planting will be used to break up the appearance.

- The use of rear parking courts will only be used in exceptional circumstances. Where parking courts are utilised, they will serve no more than 6 dwellings, and will be designed to include good levels of natural surveillance and opportunities for active overlooking.
- Disabled parking will be provided in accordance with the appropriate standards.

ON-PLOT PARKING

3.59 The majority of parking spaces within the scheme would be on-plot parking arrangement, where the parking spaces are provided within the curtilage of the dwelling, such as in the form of a garage, car port, parking bay or private drive.

GENERAL GOOD DESIGN PRINCIPLES:

- Consideration should be adopted to provide accessible, secure and well supervised parking at all times.
- Allowance should be made for satisfactory vehicle manoeuvring and general highway safety.
- Care must be taken to ensure vehicles do not overhang the highway causing danger or obstruction to other road users, cycleways or footways.
- Well considered Visitor Parking should be provided to help alleviate the need for on-street parking.

TANDEM PARKING:

- Acceptable on-plot within the curtilage of the dwelling but should be avoided in areas such as Parking Courts.

TRIPLE PARKING:

- To be avoided on plots served directly from the Adoptable Highway.
- Acceptable when located on Private Driveways which are furthermore supplemented with adjacent visitor parking opportunities (Private Driveway width to be a minimum of 5m wide in this instance).

3.60 On-plot parking is to be provided in the following forms:

- Private Drive:
 - » Tandem parking is acceptable on-plot, within the curtilage of a dwelling but should be avoided in areas which offer general access, such as parking courts.
 - » Where a dwelling has car parking within its individual plot boundary, at least one parking space should be capable of enlargement to achieve a minimum width of 3300mm.

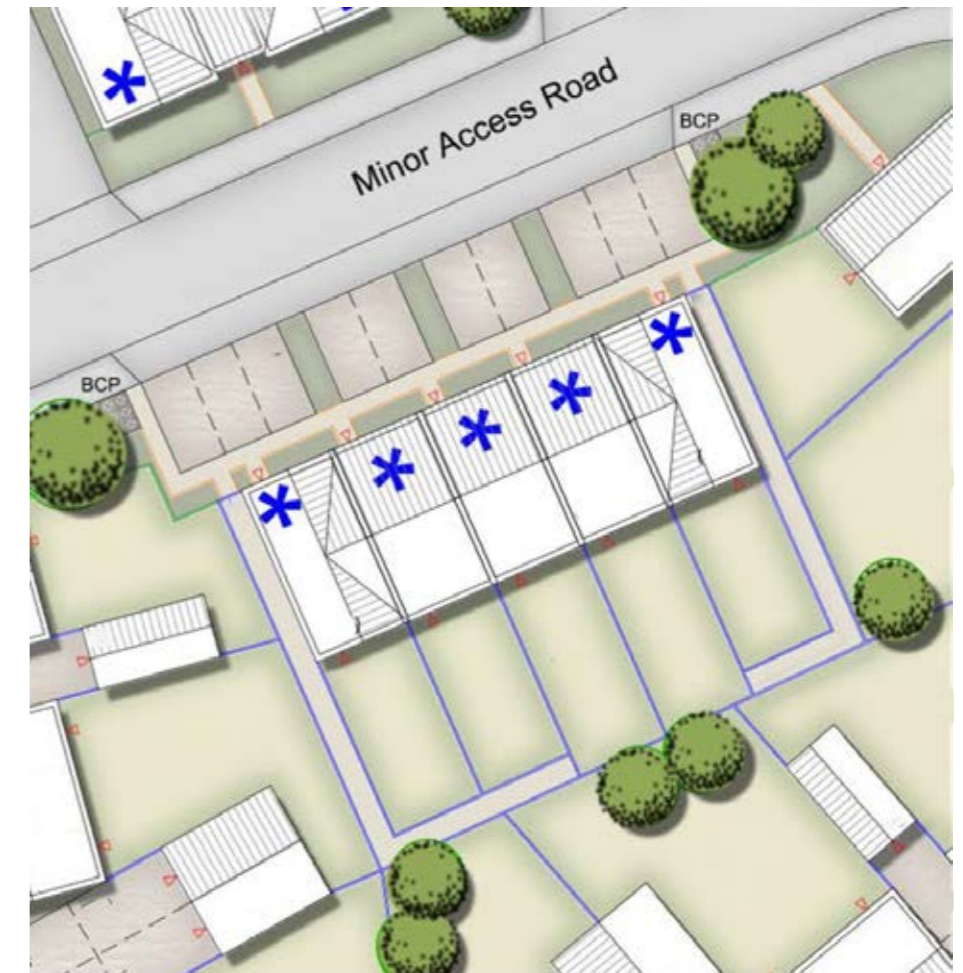


ON-PLOT GARAGE PARKING:
ACCESS OFF A SHARED PRIVATE DRIVE ALLOWING FOR TANDEM AND 'TRIPLE' TANDEM PARKING;
MIN. 6M IN FRONT OF THE GARAGE TO THE EDGE OF THE PRIVATE DRIVE

- Garages:
 - » Allocated garage spaces will be required to measure 7.0m x 3.0m (internal dimensions), with a clear doorway 2.4m wide. Such garages are considered large enough for the average sized family car and cycles, as well as some storage space.
 - » A garage space with clear measurement of 6.0 x 3.0m will also be acceptable, providing there is a provision of a shed, or a similar secured, covered storage, in the rear garden, to accommodate cycle storage.
 - » Garages will be set back a minimum of 6.0m from the rear edge of footpath or road to allow a car to be parked in front of the doors (and allowing room for opening) without it protruding into the highway.

- Frontage Parking:

- » Frontage parking include allocated parking bays to the front of dwellings, within the dwelling's curtilage;
- » Buildings should be set back from the back of the parking bay to allow sufficient depth for a 1m footpath, as well as for a semi-private front garden; and
- » Shrub and tree planting should be incorporated in between parking spaces to soften the street scene and provide screening from the street.



FRONTAGE PARKING:
INCORPORATE SHRUB AND TREE PLANTING; AND
ALLOW FOR SUFFICIENT DEPTH TO INCORPORATE A 1M FOOTPATH AND
A SEMI-PRIVATE SPACE FOR A FRONT GARDEN.

PARKING SQUARES

- 3.61 A parking square will typically serve apartments and should be designed as a pedestrian/vehicle shared surface. The parking square will be directly fronted by buildings to ensure overlooking, and will be linked to them by a safe and attractive route. The siting of trees will be used to informally manage parking, as well as to soften the appearance of the hard landscape.

PARKING COURTS

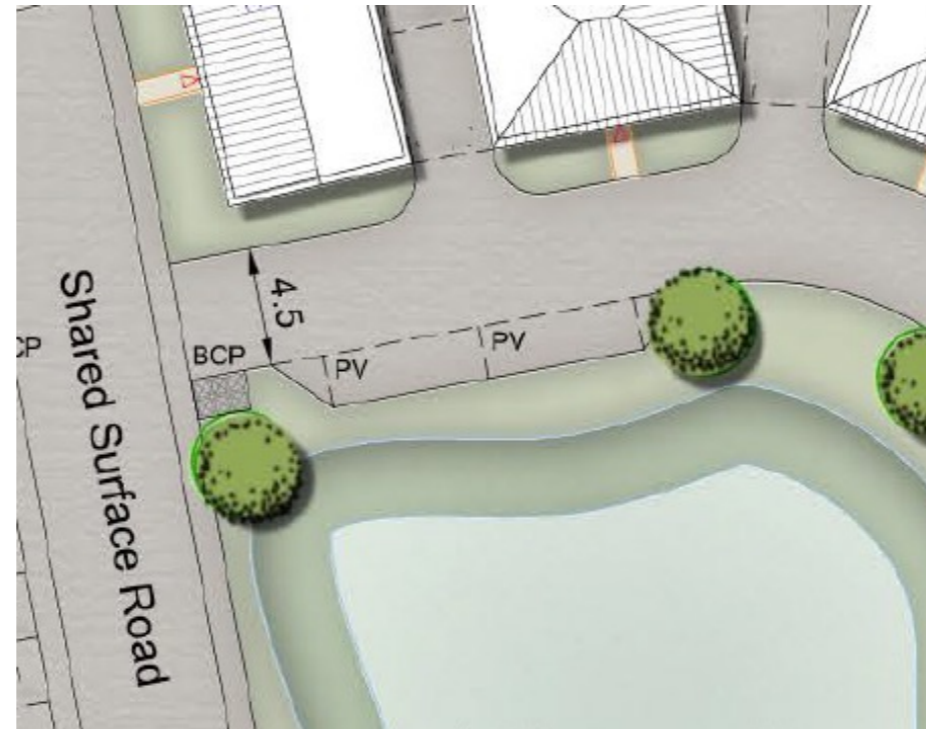
- 3.62 Parking courts would serve small groups of dwellings should be designed carefully, with connections to adjoining streets and have adequate lighting that minimise light pollution.
- 3.63 Parking courts should be designed so that the resident's parking space is located on the boundary of the rear garden. In this way, residents are more likely to use the parking court, rather than parking in inappropriate locations. Walking distance from the parking court to the resident's door should be less than 100m to encourage the use of the parking court.
- 3.64 Configuration of Parking court should follow the principles below:
- Overlooking onto the parking court should be achieved by increasing the number of habitable rooms facing it, while avoiding gable ends backing onto the court;
 - Soft landscaping and tree planting should be incorporated into parking courts to break the sequence of parking bays and to soften the court's appearance;
 - Boundary fencing should be designed to allow observation from dwellings over the parking spaces; and
 - The number of dwellings served off a parking court should be limited, and should generally be up to 10 dwellings.



PARKING COURTS:
 MAXIMISING WINDOWS OF HABITABLE ROOMS FACING THE COURT;
 INCORPORATING SOFT LANDSCAPING AND TREE PLANTING TO SOFTEN
 APPEARANCE, AS WELL AS BREAK THE HARD LANDSCAPING AND
 SEQUENCE OF PARKING BAYS; AND
 LIMIT THE WALKING DISTANCE FROM THE PARKING COURT TO THE
 RESIDENT'S DOOR TO NO MORE THAN 100M, TO ENCOURAGE THE USE
 OF THE PARKING COURT.

VISITOR PARKING SPACES

- 3.65 Visitor parking spaces include unallocated parking bays, which can be provided on-street on adoptable roads, often in the form of laybys, as part of private drives or incorporated into parking courts, alongside allocated parking spaces.
- 3.66 Allowance should be made for visitor car parking. A 0.25 space per dwelling (1 no. space per 4 no. dwellings) allowance will be made for visitor parking, in line with Suffolk Guidance for Parking.
- 3.67 Private drives could be widened to facilitate parking opportunities for visitors, in addition to the allocated spaces, within the curtilage of the dwellings. These opportunities could be utilised towards meeting the required level of visitor parking spaces set within the Suffolk Guidance for Parking document.
- 3.68 Visitor spaces are to be distributed throughout the scheme, to maximise the accessibility of this facility to all residents.



VISITOR PARKING – EXAMPLES SHOWN AS PART OF A PRIVATE DRIVES AND IN A PARKING COURT.

LOW EMISSION VEHICLE PARKING (ELECTRIC VEHICLE CHARGING)

- 3.69 The adopted Suffolk Guidance for Parking requires that all new developments in Suffolk are to provide sufficient electric charging infrastructure to cater for the growing demand of electric vehicles in the area.
- 3.70 Proposals for development on the site will be required to provide Electric Vehicle Charging facilities in compliance with the principles set out within the emerging Building Regulations part S.
- 3.71 All charging related equipment must be fully compliant with Building Regulations and certified with the relevant British Standards.
- 3.72 As set out in the emerging Approved Document S – Infrastructure for the Charging of Electric Vehicles (2021 Edition), Part S1 of the Building Regs states that a new residential building with **associated parking** must have access to an electric vehicle charge point.
- 3.73 The Approved Document defines an ‘**Associated Parking Space**’ as: ‘any parking space that is available within the site boundary of the building, for the use by the occupant of, or a visitor to, a dwelling in the building, including any parking space which is for the use of any occupant of, or any visitor to, any dwelling in a building containing more than one dwelling.’
- 3.74 The Approved Document also states that any cable route must be ‘a safe and unobstructed route from the power supply to the envisaged electric vehicle charge point location’.
- 3.75 The Note accompanying Para 1.1 in Section 1 of the Approved Document states ‘Where no associated parking spaces are provided, there is no requirement to install an electric vehicle charge point’.

CYCLE PARKING

- 3.76 Cycle parking spaces for individual dwellings will be provided within the curtilage of the dwelling, at a rate of 2 spaces per dwelling, in line with Suffolk Guidance for Parking.
- 3.77 Where cycle parking is to be accommodated within garages, then these will be of an appropriate size to ensure that there is room for both car and cycle parking. Where no suitably sized garage is available, cycle parking should be provided in secure covered areas, such as a shed at the rear garden.
- 3.78 For apartments, secure cycle parking will be provided in a communal facility



CYCLE PARKING – EXAMPLE SHOWS A SECURE COVERED CYCLE PARKING FOR A BLOCK OF FLATS, AS A COMMUNAL FACILITY.

SERVICES AND UTILITIES

3.79 Although private cars will usually comprise most of the flow, streets must accommodate and manage a range of vehicles, including for maintenance or emergency purposes, but also for other vehicles, such as delivery vans and refuse vehicles, all of which will require regular access. The geometric design for streets will be dictated by the larger vehicles.

EMERGENCY SERVICES

3.80 In most developments, ensuring adequate provision for access for a large fire appliance will enable all other emergency service vehicles to safely operate in the streets. A swept path analysis will be required to demonstrate adequate access for a fire appliance.

REFUSE VEHICLES

3.81 The Suffolk Waste Partnership is a strategic partnership of the county, district and borough councils, which work together to continuously improve waste management services throughout Suffolk and provide technical guidance for residential and commercial developments. Suffolk authorities currently operate a three-bin (recycling, garden and residual waste) system, as set out in the Partnership's guidance document: Waste Technical Guidance for Residential and Commercial Developments (February 2019).

3.82 In line with the Suffolk Waste Partnership's guidance document, adequate provision is required for waste segregation, storage and collection.

STORAGE CAPACITY

3.83 Appropriate amount of space is required to fit external storage containers for domestic waste (3 x 360 litre bins).

STORAGE AND COLLECTION POINTS

3.84 Storage points and collection points should be convenient for both the user and the service crews to access without presenting a risk to health and safety.

3.85 For individual dwellings (not flats) only, residents should not have to move waste more than 30m to any designated storage area within the boundaries of the property

3.86 For flats only: Residents should not have to move waste more than 30m (excluding vertical distance) to any designated storage area within the boundaries of the property.

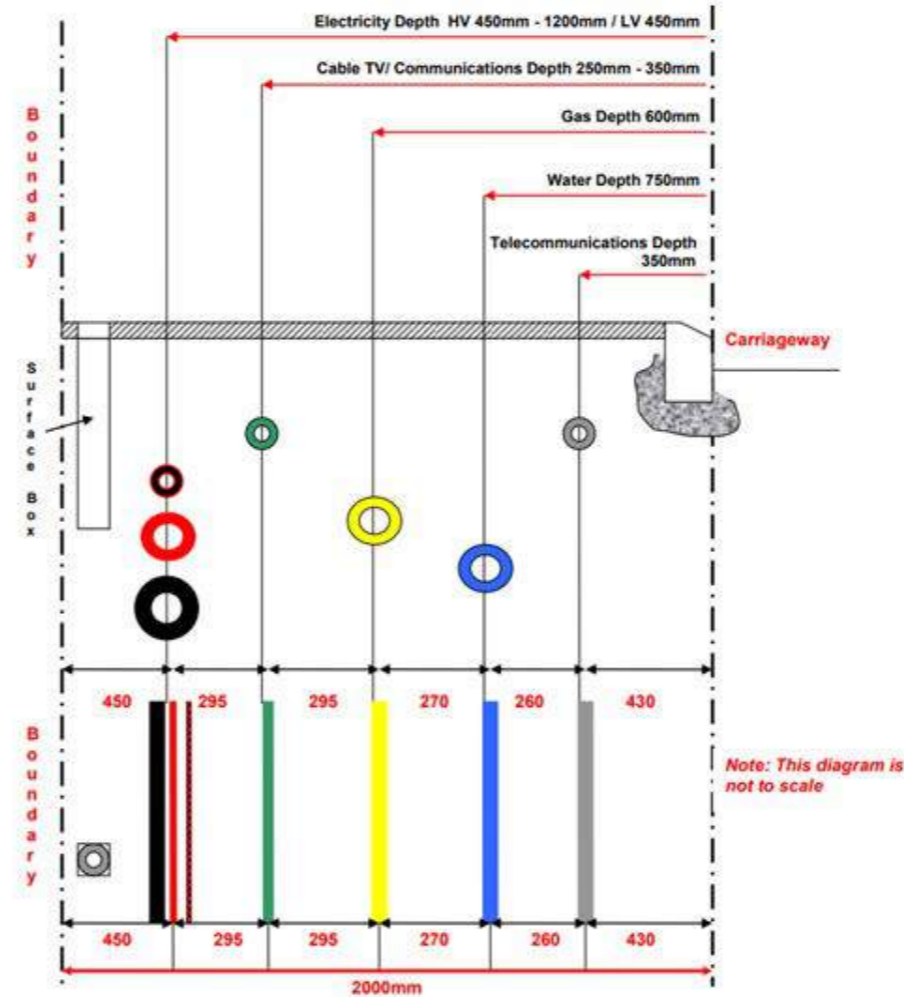
3.87 Any designated storage area within the boundaries of the property should not be more than 30m distance from the collection point, to minimise the distance householders need to move their waste.

3.88 Collection crews should not have to carry individual waste containers or move wheeled containers in order to facilitate their collection.

UTILITIES

- 3.89 The highway should also be considered a conduit for utilities. The requirement for public utilities is an essential part of development. The layout, installation, and maintenance of services all need to be considered in the design of streets to minimise obstruction and avoid barrowing of the footway during maintenance works.
- 3.90 Most streets will need to provide a route for statutory undertakers and other services and in the most cases these can be simply managed. The National Joint Utilities Group (NJUG) provides details of service arrangements and typical sections and the 2m section for typical service spacing shall be adhered to wherever possible.
- 3.91 In terms of preference, utilities should be within highway verges (not swales), then footways and least preferably within the carriageway. The utility corridors should be identified early in the development process and should not be confused with narrow 'maintenance' strips that are provided to allow the highway authority space to maintain the edge of the street and / or to include apparatus such as road signs and street-lights.
- 3.92 In shared surfaces the preference is to provide a utility corridor alongside the carriageway. This must be a minimum of 2m wide.
- 3.93 Other considerations regarding utilities applicable to the design of streets may include:
- The proximity of current and proposed public utilities needs to be considered when planting schemes are proposed and will require liaison with the utility providers.
 - Placement of cabinets, sub-stations, covers, pumping stations and other features of utilities should be identified at an early stage of the design. The number of covers should be minimised to reduce highway clutter and cabinets shall not be placed in visibility splays.
 - Suffolk Fire and Rescue Service requires, through a condition of planning permission, the prior agreement of the location and specification of fire hydrants within developments, this normally occurs when the water mains are being agreed.

Page 347



NATIONAL JOINT UTILITIES GROUP (NJUG) – 2M SECTION FOR TYPICAL SERVICE SPACING

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

COMMUNITY

OPPORTUNITY FOR COMMUNITY ORCHARD

- FORMAL AND INFORMAL PLAY LOCATIONS
- INCIDENTAL MEETING SPACES WITH SEATING
- PATH NETWORK CONNECTING THE SITE TO WIDER AREA



CHARACTER

- ORCHARD TREES
- LINEAR LANDSCAPE FEATURES WITHIN THE GREEN INFRASTRUCTURE TO REFLECT FEN-TYPE ELEMENTS (DRAINAGE DITCHES, HEDGEROWS)

VIEWS ALONG INTERNAL ROADS TERMINATE IN FOCAL TREE OR GROUP AND LEAD THE EYE TOWARDS THE GREEN EDGES AND INTERNAL GREEN SPACES

CLIMATE CHANGE

- TREES TO PROVIDE SHADE AND PASSIVE COOLING EFFECT TO THE NEIGHBOURHOOD
- RAINWATER SWALES AND BASINS AIDING RAINWATER ATTENUATION

FRUIT TREE ORCHARDS AND MEADOW GRASS AREAS PROVIDING FOOD AND HABITATS FOR WILDLIFE

PRINCIPLES OF THE NPPF

COMMUNITY

Through nodal spaces and footpath junctions incidental meeting spaces for residents will be created and equipped with seating and appealing planting.

An extensive footpath network within the site will provide unrestricted pedestrian movement within, into neighbouring parcels and the wider area.

Where space allows, community orchards will provide space to meet and expand horizons.

CHARACTER

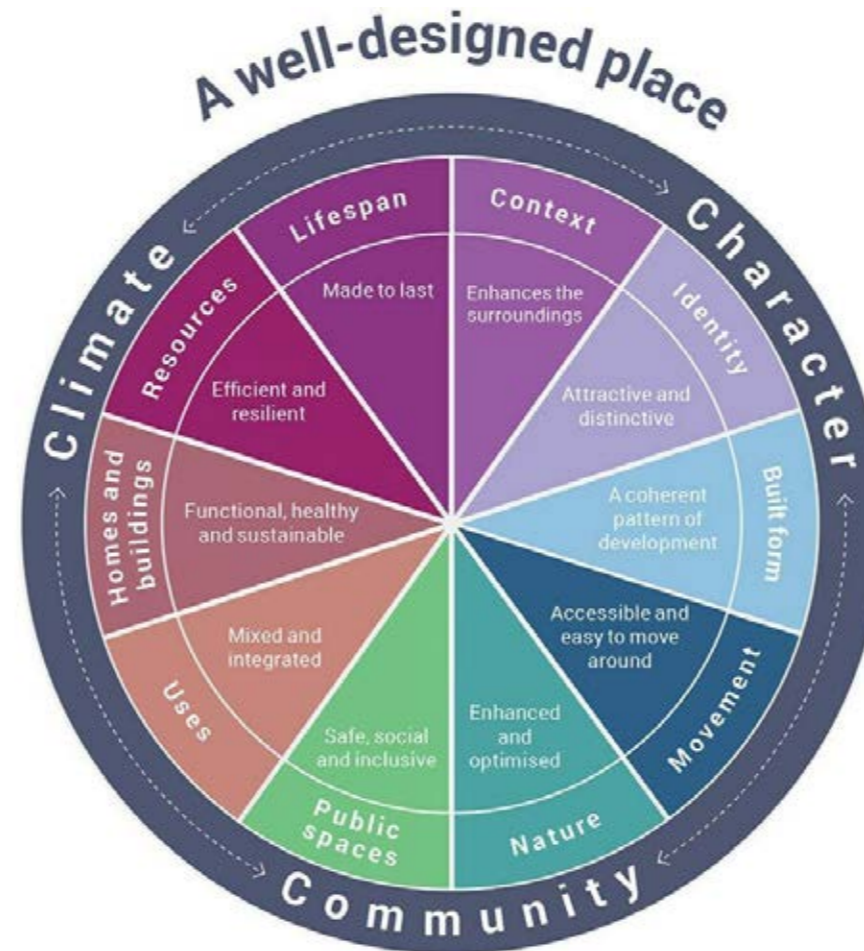
To improve legibility and instil a sense of place and belonging, distinct character will be created through the use of a variety of landscape elements. Each residential street will have a character tree species associated with it to provide markers for recognition and way-finding.

A varied, fen-type landscape will extend the green infrastructure into the development parcel, enhancing habitat connection and ecological benefits.

CLIMATE CHANGE

In a changing climate with hotter, drier summers, torrential rain events and warmer winters the landscape will seek to establish a varied environment through the use of species rich, partly native planting, creation of a network of seasonal swales and attenuation basins to alleviate extreme rain events and providing passive cooling using a variety of trees and climbing plants near buildings.

Green infrastructure to improve habitat connection.





- Legend
- Application boundary
 - Existing vegetation
 - Proposed native boundary planting
 - Proposed tree
 - Proposed public orchard
 - Proposed ornamental planting
 - Species rich amenity grass
 - Proposed swale
 - Informal play
 - Primary road
 - Private drive
 - Shared surface
 - Private parking area
 - Attenuation basin



LANDSCAPE MASTERPLAN

NETWORK OF SPACES

- 4.1 The development parcel is bookended between two large public open spaces at the eastern and western ends of the site, which are interconnected by the generous verges and raingardens along the central spine, thus creating a strong green and blue infrastructure link.
- 4.2 A central village green, connected by a north-south green corridor, combines well-located and overlooked play space as well as space for social interaction and gathering.
- 4.3 A smaller green pocket is situated in the lower western quadrant of the site to support the SUDs strategy and provide a doorstep green.



TREES IN VERGES



EXISTING AND PROPOSED NATIVE VEGETATION ALONG BOUNDARIES



PLANTED ROAD-SIDE RAINGARDEN



- ← - → Green Infrastructure links
- ◀ ····· ▶ Blue Infrastructure links (SUDs)
- ▬ Green Infrastructure POS
- ▬ Blue Infrastructure POS

GREEN & BLUE INFRASTRUCTURE LAYOUT

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

OPEN SPACE PROVISION



PLAY REQUIREMENTS

4.4 The Fields in Trust Guidelines (FIT) set out that any development of 1 - 200 dwellings is required to provide Local Areas for Play (LAPs) within a 100m walking (60m straight line) distance of residential units as well as a Local Equipped Area of Play (LEAP) within 400m walking (260m straight line) distance.

- Attenuation basins to be multi-use and incorporate informal play opportunities
- Green corridors and incidental meeting spaces, create opportunities to include informal seating and play items as well as trim trail equipment to enhance the overall play provision across the site
- Topography to be used to improve play experience (tunnels, mounds)
- The informal POS to the east of the site provides opportunity for ball games away from residential units in lieu of formal sport pitches

LAPS

- Not formally equipped
- 100m² minimum area with seating
- Min 5m buffer to residential units
- Imaginative play space with incidental play elements such as mounding, rocks, tree stems etc
- Planting to enhance the setting and provide buffer to movement corridors

LEAP

- Formally equipped for 4 to 8 year olds with toddler provision away from main activity zones
- Min 400m² with 20m buffer to residential properties



INCIDENTAL, NATURAL PLAY FEATURES



SPACE FOR KICK-ABOUT



LAP-TYPE SPACE WITH EARTH MOUNDING, ROCKS AND SEATING



SCULPTURAL SEATING AND PLAY FEATURES



LEAP-TYPE PLAY STRUCTURE IN NATURAL SETTING



INCIDENTAL PLAY ELEMENTS

- Mostly natural play items creating imaginative play areas that blend in well with their surroundings
- Fragrant and colourful planting to frame play spaces with native buffers where appropriate



MULTI-USE PLAY SUDS



UTILISING STEEP BANKS



MULTI-USE PLAY SUDS

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

DESIGN

GREEN EDGES

- 4.5 Two wide green corridors run along the eastern and western boundaries: the Entrance Green along Norwich Road to the west and the Eastern Green Edge to the east.
- Providing recreational routes for pedestrians and cyclists which meander through a landscape created by swales and attenuation basins and are framed and separated by lines and groves of native trees
 - Providing non-vehicular access to the school site along public green spaces
 - Creating informal nodes at connection points into residential parcel containing sculpted lawn areas, natural play elements and seating
 - Small orchard grove providing a destination as part of the 'productive landscape' which strives to encourage community spirit
 - Areas for ecological enhancement, comprising a variety of grasslands with differing mowing regimes to provide a mosaic of different habitats
 - Boundaries will be planted with a native scrub mix and trees on a loose grid with woodland meadow being established beneath
 - Wetland meadow to be established at bottom of swales where water levels allow and banks to be seeded with a tussock grass mixture
 - Special pollen and nectar meadow in proximity to productive landscape elements such as the orchards to encourage pollinators and improve cropping.

Page 354



COMMUNITY ORCHARD



ATTENUATION BASIN ON THE EDGE OF HOUSING



INFORMAL NODES AND MEETING SPACE ALONG PATH NETWORK

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

VILLAGE GREEN

- 4.6 Located in the centre of the residential parcel, this green space serves as a Village Green with play provision and socialising space where it can be easily accessed and overlooked.
- Located centrally at main junction of spine road and green corridor to serve all residents
 - Social gathering space with well overlooked play for all ages up to 8 years
 - Framed by tall trees and smaller, domestic varieties of natives as well as wildlife-friendly planting
 - Species-rich lawn mixture allows regular mowing whilst still providing wildlife benefits
 - Earth mounding to enhance play value, visual appearance and provide natural buffer towards streets



POCKET GREEN

- Multi-purpose space for rainwater attenuation and incidental play
- Nodal space incorporating natural play elements and seating
- SUDs meadow to be established within the basin and banks to be seeded with a tussock grass mixture

LEAP & LAP PLAY

WELL-OVERLOOKED PLAY OPPORTUNITIES CLOSE TO HOME FOR ALL AGES UP TO 8 YEARS

ATTRACTIVE CENTRE

POCKETS OF FRAGRANT, WILDLIFE-FRIENDLY PLANTING, LARGE TREES PROVIDING SHADE AND EARTH MOUNDING TO PROVIDE A STIMULATING SPACE FOR ALL

ATTENUATION

SMALL BASIN WITHIN THE POCKET GREEN PROVIDES ATTENUATION CAPACITY AND INCIDENTAL SPACE FOR SOCIALISING AND PLAY



CENTRAL GATHERING SPACE AND PLAY AREA



WELL-OVERLOOKED ATTENUATION BASIN

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

SUDS

- Two main attenuation basins within Entrance Green Edge – slopes to be shallow for access in key locations to allow use for recreation
- Terraces (benches) along slopes to improve access and break up long slopes
- Narrow, undulating swale within bottom of basins to permanently contain water to allow different habitat and visual enhancement
- Dense native thickets around headwalls of in- and outlets to limit access for health and safety reasons
- Opportunity for multi-functional space by creating access and providing low-key, natural, playable features within the dry, raised areas of the SUDs
- Smaller SUDs basin within central Pocket Green
- Rainwater swales along the main access road providing habitat connection and separation of footpath from road



RAINGARDEN
 SHALLOW DEPRESSIONS ALONG MAIN ROAD IN TERRACED ARRANGEMENT TO ALLOW FOR VARIETY OF HABITATS AND STORMWATER MANAGEMENT

MULTI-USE SPACE
 GENTLY SLOPED ACCESS TO BASIN



WILLOW SCULPTURE & PLAYABLE FEATURE

PERMANENT SWALE
 NARROW AND PERMANENTLY WET SWALE MEANDERING ALONG THE BOTTOM OF ATTENUATION BASIN TO PROVIDE HABITAT AND VISUAL FEATURE

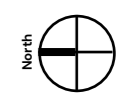
Page 356



ATTENUATION BASIN (DAVENTRY) – AT CONSTRUCTION

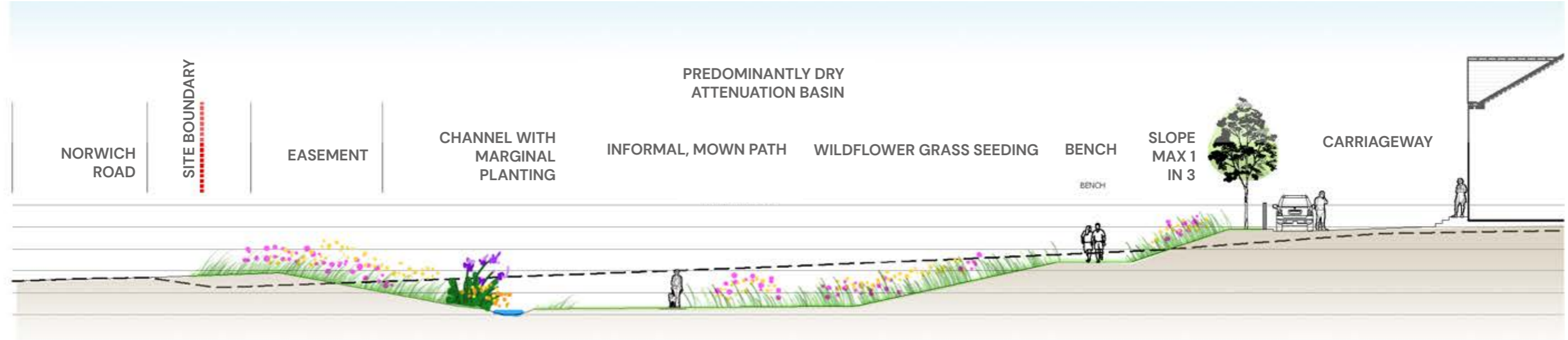


ATTENUATION BASIN (DAVENTRY) – AFTER ESTABLISHMENT OF LANDSCAPE



Page 357

ATTENUATION BASINS ALONG WESTERN SITE BOUNDARY



ILLUSTRATIVE SECTION A-AA

BIODIVERSITY



- 4.7 The choice of species proposed for any new development is not only based on locality and aesthetics but informed by climate change consideration.
- 4.8 The use of mainly native (UK) species outside of the private curtilage of dwellings ensures that plants are best equipped to thrive with the climate.
- 4.9 To respond to the hotter and drier conditions encountered the UK has been facing in recent years, we are increasingly using a higher percentage of more drought tolerant species and cultivars native to southern regions of continental Europe.
- 4.10 The rain gardens and attenuation basins will contain a species mix that is native, can withstand drought but also prolonged periods of water logging and is thus best suited for those conditions.

- NATIVE HEDGES AND BUFFER PLANTING
- NATIVE WETLAND PLANTING
- ORNAMENTAL SHRUBS AND HERBACEOUS
- WILDFLOWER MEADOW / ROUGH GRASSLAND

BIODIVERSITY AND PLANTING STRATEGY PLAN

NOTE: THE COLOUR-CODING / GROUPING OF THE IMAGES REFERS TO THE RESPECTIVE HATCHED AREAS AND ASSOCIATED LEGEND IN THE PLAN ON PAGE 64 (BIODIVERSITY AND PLANTING STRATEGY PLAN)



NATIVE HEDGE AND BUFFER MIXES



NATIVE WETLAND MIXES - SWALES AND RAINGARDENS

NOTE: THE COLOUR-CODING / GROUPING OF THE IMAGES REFERS TO THE RESPECTIVE HATCHED AREAS AND ASSOCIATED LEGEND IN THE PLAN ON PAGE 64 (BIODIVERSITY AND PLANTING STRATEGY PLAN)



Page 360

CHOISYA TERNATA
'SUNDANCE'

FERNS

CARYOPTERIS X
CLANDONENSIS
'HEAVENLY BLUE'

LONICERA NITIDA 'MAIGRUN'

SPIREA JAPONICA
'CANDLELIGHT'

CISTUS 'SILVER PINK'

PITTOSPORUM TENUIFOLIUM
'TOM THUMB'

ORNAMENTAL GRASS

HEBE 'MRS WINDER'

ORNAMENTAL SHRUBS AND HERBACEOUS



CEANOTHUS THYRSIFLORUS
VAR. REPENS

SYRINGA MEYERI 'PALIBIN'

HEBE ALBICANS

VIBURNUM DAVIDII

EUONYMUS 'EMERALD AND
GOLD'

SARCOCOCCA HOOKERIANA
'DIGYNA'

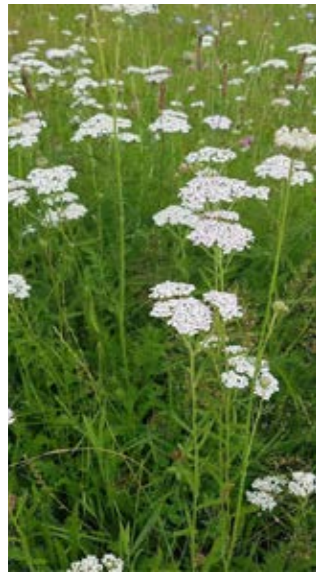
LAVENDAR 'MUNSTEAD'

PRUNUS LUSITANICA

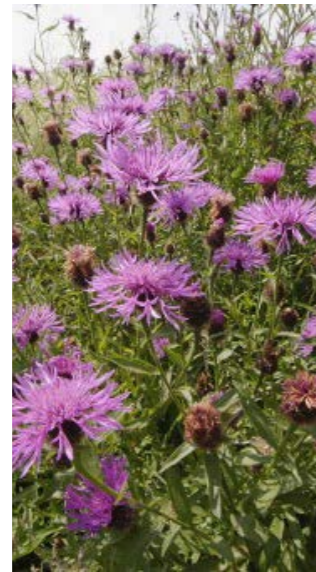
CORNUS SANGUINEA

ORNAMENTAL SHRUBS AND HERBACEOUS

NOTE: THE COLOUR-CODING / GROUPING OF THE IMAGES REFERS TO THE RESPECTIVE HATCHED AREAS AND ASSOCIATED LEGEND IN THE PLAN ON PAGE 64 (BIODIVERSITY AND PLANTING STRATEGY PLAN)



ACHILLEA MILLEFOLIUM



CENTAUREA NIGRA



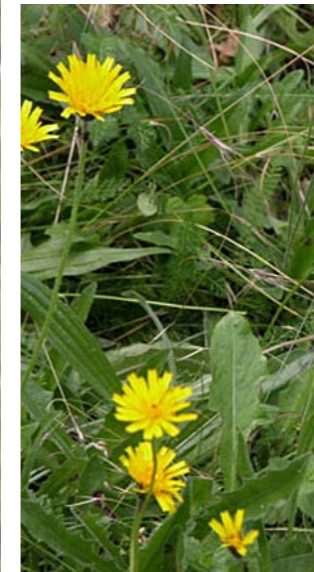
DAUCUS CAROTA



GALIUM VERUM



KNAUTIA ARVENSIS



LEONTODON HISPIDUS



LEUCANTHEMUM VULGARE



ROUGH GRASSLAND

WILD FLOWER MEADOW MIX



PLANTAGO LANCEOLATA



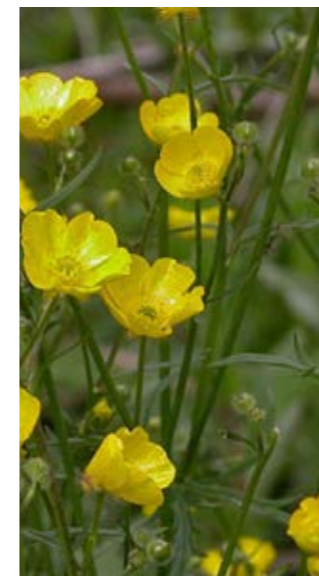
POTERIUM SANGUISORBA - (SANGUISORBA MINOR)



PRIMULA VERIS



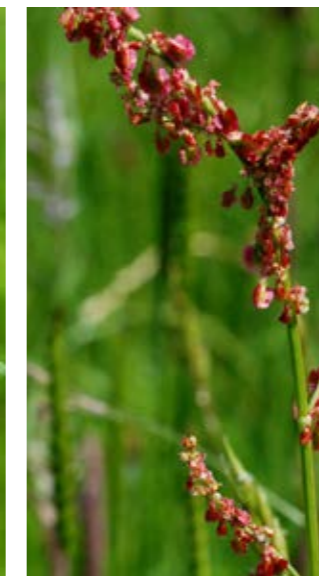
PRUNELLA VULGARIS



RANUNCULUS ACRIS



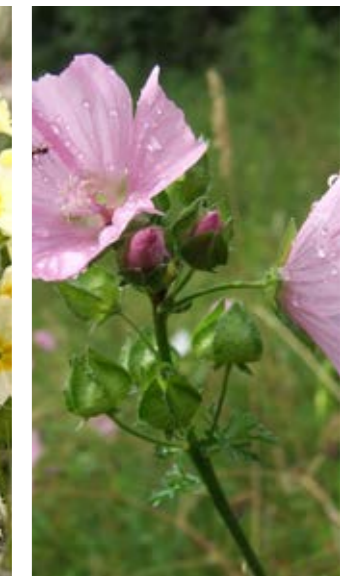
RHINANTHUS MINOR



RUMEX ACETOSA



PRIMULA VULGARIS



MALVA MOSCHATA

WILD FLOWER MEADOW MIX

STREET TREES

Page 362



EXISTING BOUNDARY
TREE AND KEY WOODY
VEGETATION RETAINED
WITHIN THE PROPOSALS

- Public Open Spaces
- Spine Road
- Parking Courts
- Residential Streets

- Significant new tree planting across the site with careful consideration to the species selection
- Trees to be predominately native species, especially within open spaces, or species of known wildlife value which will enhance the site's biodiversity
- Where space is restricted tree species will be small to medium and of narrow habit with relatively open crowns to allow light to filter throughout the canopies
- In open spaces, larger and longer lived, native species will be selected
- Selected to maximise the seasonal change, from spring blossom, summer fruits, autumn leaf colour and winter stem colour
- Indicative species are shown on the adjacent page. Selection to consider availability, current import restrictions and future management requirements
- Additional species (not featured) could include; *Acer campestre* 'Streetwise', *Alnus incana* 'Aurea', *Cercidiphyllum japonicum*, *Cercis siliquastrum*, *Crataegus x prunifolia*, *Tilia tomentosa* 'Brabant'

TREE STRATEGY PLAN

NOTE: THE COLOUR-CODING / GROUPING OF THE IMAGES REFERS TO THE RESPECTIVE HATCHED AREAS AND ASSOCIATED LEGEND IN THE PLAN ON PAGE 68 (TREE STRATEGY PLAN)



ACER CAMPESTRE
(FIELD MAPLE)



ALNUS GLUTINOSA
(COMMON ALDER)



CARPINUS BETULUS
(COMMON HORNBEAM)



MALUS SYLVESTRIS
(WILD CRAB APPLE)



QUERCUS ROBUR
(ENGLISH OAK)



PRUNUS AVIUM
(WILD CHERRY)



SORBUS ARIA
(WHITEBEAM)



TILIA CORDATA
(SMALL-LEAVED LIME)



BETULA PENDULA
(SILVER BIRCH)

PUBLIC OPEN SPACES



TILIA CORDATA
'RANCHO'



CARPINUS BETULUS
'FRANS FONTAINE'



PRUNUS 'SUNSET
BOULEVARD'



AMELANCHIER
LAMARCKII 'ROBIN HILL'



MALUS TSCHONOSKII



MALUS 'RUDOLPH'



SORBUS AUCUPARIA



CORNUS MAS



PYRUS X CALLERYANA
'CHANTICLEER'

SPINE ROAD

PARKING COURTS

RESIDENTIAL STREETS



“Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place.”

(Para. 61, NDG 2021)

COMPACT FORM OF DEVELOPMENT

- 5.1 A compact form of development will help to promote active travel to local facilities and services, so reducing dependence on the private car and enhancing the scheme’s sustainability.
- 5.2 Different levels of compactness should be offered throughout the development, to respond to the unique local context of each area within the scheme.
- 5.3 The degree of compactness within each area of the development is defined by:
 - The level of residential density; and
 - The buildings types and forms.

DENSITY

- 5.4 Well-designed new development makes efficient use of land with an amount and mix of development and open space that optimises density. It also relates well to, and enhances the existing character and context, such as interface with existing dwellings, heritage assets and open space. At the same time, the density will be required to relate to place-making components within the proposals, such as specific street types and proximity to proposed green amenity spaces or public open space.
- 5.5 A varied level of density, therefore, is expected within the proposals, to respond to and reinforce the different areas within the development, to reflect the surrounding context – existing and proposed.
- 5.6 Based on the consented outline planning application, *“development density will take into account the topography of the site, which rises to the east, as well as the potential to impact upon existing residential properties on Church lane.” (Extract from Planning Design and Access Statement (May 2017, submitted as part of the outline planning application, p. 24)*
- 5.7 In addition, the Design and Access Statement of the consented outline planning application sets out the gross density as 16 dwellings per hectare. This level of gross density excludes the site reserved for the school, and includes the significant green buffer to the church, which provides open space in excess of planning policy requirements.
- 5.8 Based on the above, it is expected that the density of the proposals for Land at Norwich Road will meet the following principles:
 - Low density should be incorporated along the eastern edge of the development, at the interface with the proposed informal public open space and the St Mary & St Peter’s Church grounds further to the east. The low density will contribute to a softer edge to the development in transition to the informal open space and the open countryside further beyond. It will also assist in protecting the setting of the existing Grade 1 Listed Church of St Mary and St Peter.

- Medium density should be incorporated into the development along the major access road, which facilitates the primary route for vehicular movement between the two access points – off Norwich Road at the western edge and off Church Lane at the south-eastern corner of the site. Medium density along this route will facilitate a formal appearance to this principal movement corridor, with dwellings – mostly detached houses – arranged along shared private drives which would restrict direct access to parking spaces. The arrangement of dwellings at medium density at this location will also offer opportunities for shrub and tree planting in front of dwellings, as part of semi-private front gardens, which will assist in providing a buffer between the main vehicular route at the public realm and the private realm.
- Medium-High Density will be expected in areas within the development which front formal green public open space, such as a “village green”, or a green corridor which comprises a key pedestrian/cycle path. Medium-high density will be achieved in these locations through incorporating semi-detached and terraced dwellings alongside larger detached houses, with a combination of shared private drives and frontage parking. The varied parking and access arrangement will assist in increasing the distance between the front of the dwellings and the public open space, forming a buffer between public and private realms.
- Higher density will be expected in the inner parts of the development, behind the houses fronting the primary vehicular routes and to the rear of dwellings fronting the open spaces. A larger portion of semi-detached and terraced houses will be proposed in these locations, alongside the larger detached houses, with private courts also used to increase the efficient use of the land.

BUILDING TYPES AND FORMS

- 5.9 A wide range of building types and forms should be incorporated into the proposed development. A variety within the built form will add interest to the street scene, aid street legibility and “way-finding”, as well as contribute to the sense of a coherent neighbourhood.
- 5.10 Taking cues from existing building types, forms and material palettes within the site’s surrounding will also assist in positively integrating the development to its local context. The design solution for the site should reflect the variety in townscape form that can be seen in Barham and in particular the area surrounding the site.
- 5.11 The distribution of different building types, sizes and forms throughout the site will be defined by the “urban grain” – a term referring to the arrangement of blocks containing buildings and plots of different sizes.
- 5.12 Similarly to the distribution of varied density throughout the site, the urban grain will affect the level of compactness in different areas within the development, as follows:
- 5.13 A loose urban grain should be incorporated along the eastern edge of the development, at the interface with the proposed informal public open space and the St Mary & St Peter’s Church grounds further to the east. The mostly large, detached family homes, arranged within relatively large plots, which are generally set back generously from the edge of the street/private drive, contribute to a softer edge to the development in transition to the informal open space and the open countryside further beyond.



LOOSE URBAN GRAIN AT THE INTERFACE WITH THE INFORMAL PUBLIC OPEN SPACE AT THE WESTERN EDGE OF THE DEVELOPMENT

5.14 A tighter urban grain, in comparison, should be provided within the inner parts of the development, such as in areas behind dwellings fronting the major access road / primary vehicular route, or behind areas fronting formal public open spaces, such as the “village green”. A tighter urban grain within these locations will contribute to an increased residential density, therefore achieve a greater compactness to the development. The frequent rhythm of change in the built form, resulting from the relatively narrow plot frontages, will contribute to adding interest to the street scene, as well as aid street legibility.



TIGHTER URBAN GRAIN WITHIN THE INNER PARTS OF THE DEVELOPMENT, FACILITATING A HIGHER RESIDENTIAL DENSITY AND A MORE COMPACT FORM OF DEVELOPMENT.

5.15 Other areas within the development, such as along the primary vehicular route, or at the frontage of formal open spaces, will display a varied, or mixed level of compactness associated with varying levels of urban grains, where larger plots accommodating detached houses are arranged alongside smaller plots, associated with semi-detached and terraced dwellings. Such “mixture” of urban grains helps achieving a balanced approach between high level of compactness which add interest to the street scene on the one hand, and a looser form which aid softening the transition from the built-up areas to the green amenity spaces on the other.



“MIXED” URBAN GRAIN AT THE FRONTAGE OF FORMAL OPEN SPACES AND ALONG THE PRIMARY VEHICULAR ROUTE: LARGER PLOTS / LOOSE URBAN FORM AROUND THE PUBLIC OPEN SPACE SURROUNDING THE LANDSCAPED AREA WITH THE ATTENUATION BASIN, AND A TIGHTER BUILDING FORM AT THE FRONTAGE OF A VILLAGE GREEN.

BUILDING LINE

5.21 Building line represents the extent by which the dwellings are set back from the street. The space in between the building and the edge of the street, defined by the building line, provides opportunities for soft landscaping, offering a semi-private buffer between the public and private realms. This space also assists in softening the transition between the built form and the amenity greenspaces, in cases where dwellings are positioned to form a frame around the public open space.

5.22 The depth of the building line, as well as the extent of its consistency, will vary across the development, as follows:

ALONG THE MAIN VEHICULAR ROUTE:

5.23 Along the main vehicular access road, building should generally be consistent and formal, resulting in coherent built form, which is appropriate to this location, where dwellings are lining the primary street through the development.

5.24 Dwellings will generally be accessed off shared private drives which stretches in parallel to the main vehicular route, increasing the opportunities for soft landscaping and tree planting, as well as allowing for a wider buffer between the private realm and the main road.

AT AREAS SURROUNDING PUBLIC OPEN SPACES:

5.25 Where fronting onto public open spaces and landscape buffers, building line will generally be irregular and inconsistent, adding to a less-formal appearance of the development in these locations. In broad terms, dwellings are to be set back behind generous front gardens in these locations, to allow for a soft transition between the built form and the green open space.

5.26 Often accessed from a shared private drive which runs parallel to the edge of the public open space, dwellings in these locations are positioned well away from the public realm, with the private drives adding depth to the semi-private area in front of dwellings.

AT INNER PARTS OF THE DEVELOPMENT:

5.27 Building line within the inner parts of the development should generally be formal and consistent, to give coherent built form along Minor Access Roads and Shared Surface Roads.

5.28 The combination of a wide range of building types, including detached, semi-detached and terraced dwellings, and a varied arrangement for car parking methods, the building line within these areas will display a degree of flexibility, resulting in an organised, consistent street scene, with some opportunities for soft landscaping to the front of dwellings.



Legend

-  Single Storey Dwelling / Garage shaded this
-  2 Storey Dwelling shaded this

HEIGHT

- 5.29 The proposed building height will be required to meet the principles set out as part of the consented outline planning application, and the Building Height Parameter Plan submitted as part of it.
- 5.30 The Design and Access Statement of the approved outline planning application has set out the building height strategy across the site in the “Scale” section. It suggested that the development will feature a range of storey heights, from single storey to 2.5 storeys, with bungalows particularly meeting the needs of an ageing population. It continued to say that it is anticipated that the majority of the proposed properties will be two storeys. The bungalows, according to the Storey Height Plan submitted as part of the outline application, will be mostly located at the eastern edge of the development, at the interface with the public open space around the Grade I listed building of the church.
- 5.31 The Design and Access Statement also suggested that within the overall site layout, a variation in building height and form can add visual interest to streets and aid orientation and legibility.
- 5.32 Overarching design principles are to be applied to and incorporated into the proposed massing of the buildings.
- 5.33 Key development frontages, such as those overlooking areas of public open space and following the primary movement route, will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development.
- 5.34 Landmark buildings, positioned within key locations such as important street intersections or at vista stops, should be designed as such so that they reinforce their prominent location. Larger or taller buildings, or by merit of materials and detailing and more distinctly recognisable landmark buildings should be located in these key locations.

06 IDENTITY

LOCAL CHARACTER

IDENTITY. ATTRACTIVE AND DISTINCTIVE

NPPF CHAPTERS: 8, 12, 15, 16

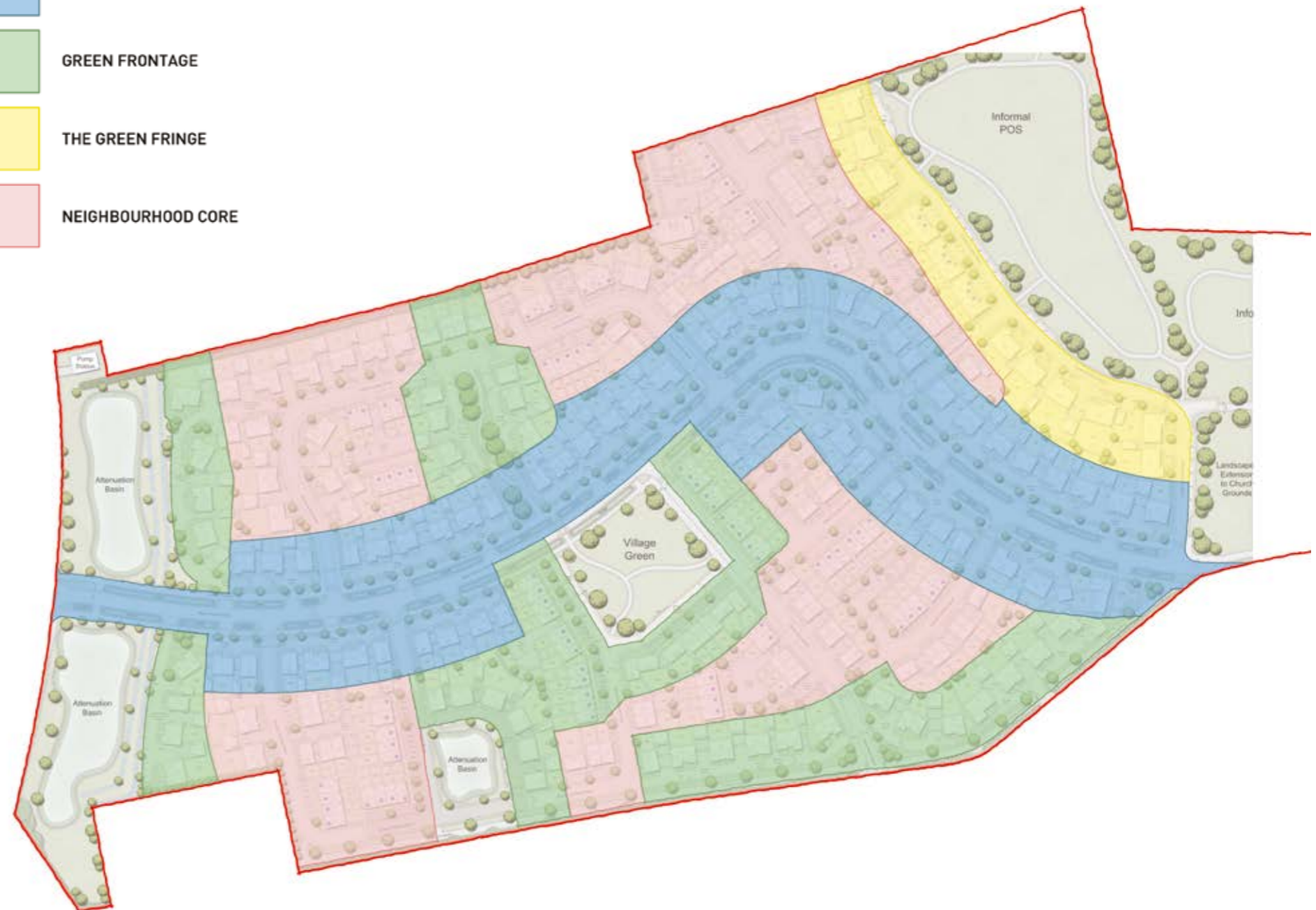
“The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses.”

(Para. 50, NDG 2021)

- 6.1 Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development.
- 6.2 The site has been split into 4 no. character areas, each with a clearly defined character relating to the site's context and surroundings. The following pages describe how the character areas should be designed in such a way to help create a varied and diverse townscape.
- 6.3 The character areas are detailed below as follows:
- CA1: Avenue Character Area
 - CA2: Lanes & Private Drives Character Area
 - CA3: Neighborhood Core Character Area
 - CA4: Green Fringe Character Area
- 6.4 Each character area is defined via a range of design components including building typology, density, height, enclosure, building detail, building materials and other key elements that shape the overall appearance of the identified character areas.

KEY

-  SITE LOCATION (15.76 HA)
-  THE AVENUE
-  GREEN FRONTAGE
-  THE GREEN FRINGE
-  NEIGHBOURHOOD CORE



CHARACTER AREAS PLAN

**CHARACTER AREA 1
THE AVENUE**

- 6.5 The Avenue character area runs adjacent to the Major Access Road, which runs through development linking Norwich Road to the west and Church Lane to the south east, and is characterised by the most formal development.
- 6.6 Green verges along the Major Access Road will be provided on both sides to accommodate Swale.
- 6.7 As The Avenue runs through the site, the consistency of street tree planting will help to provide a cohesive green character.
- 6.8 No direct vehicular access from the major access road into individual properties as they will be served by Private Drives off the major access road, with parking typically to the side of the property. Garages and parking spaces will be set back behind the building line, to avoid car dominating the street scene.
- 6.9 The use of consistent building lines and setbacks from the street will aid a cohesive character and help to define a more formal character.



CA1 THE AVENUE LOCATION PLAN

**CHARACTER AREA 2
GREEN FRONTAGE:**

- 6.10 The Green Frontage character area will cover dwellings in the centre of the site, and those overlooking Norwich Road, Church Lane, and the proposed small pocket of village green along the eastern half of the southern boundary of the site.
- 6.11 Dwellings will be accessed via private drives.
- 6.12 Varied building alignments will give the character area a more informal residential feel, with street alignments designed to provide convenient pedestrian routes through development to open space.
- 6.13 Wherever possible, views through development towards amenity open space or areas of planting will be incorporated.
- 6.14 The presence of smaller more intimate focal spaces and areas of soft landscaping to both the public and private realm will contribute to a more informal residential character.



CA2 GREEN FRONTAGE LOCATION PLAN

**CHARACTER AREA 3
GREEN FRINGE**

- 6.15 The Green Fringe character area contains development overlooking the proposed public open space within the eastern part of the site, adjacent to the existing Grade I Listed Church of St Mary and St Peter to the east.
- 6.16 Characterised by an informal and green character, the proposed dwellings located within the Green Fringe will be bungalows and benefit from views across areas of open space or landscaped planting, aiding the transition between built form and open space.
- 6.17 Dwellings within this character area will tend to be served via shared surface and private drive street typologies, thus creating more of an irregular street pattern to aid in the creation of a more informal character.



CA3 THE GREEN FRINGE LOCATION PLAN

**CHARACTER AREA 4
NEIGHBOURHOOD CORE**

- 6.18 The Neighbourhood Core character area covers development along the northern boundary of the site together with development to the south of the Avenue character area.
- 6.19 Characterised by a more formal character, the majority of dwellings within the Neighbourhood Core will be served via a mix of Minor Access Road, Shared Surfaces, and Private Drives depending on the nature of public realm to be created.
- 6.20 Parking predominantly to the side of the property with few cases of parking to the front of the property. Private parking areas are proposed in several locations serving small groups of dwellings.



CA4 NEIGHBOURHOOD CORE LOCATION PLAN

LEGIBILITY

6.21 Legibility of the development should be achieved through incorporating the following characteristics:

- A clear and walkable network of streets and other routes;
- Street hierarchy whereby movement is organised along a hierarchical network of streets of distinct character, as set out in the "Movement" section (section 03) of this document; and
- Landmark and keynode buildings – these should be positioned within key locations such as important street intersections or at vista stops, and should be designed as such so that they reinforce their prominent location. Larger or taller buildings, or by merit of materials and detailing and more distinctly recognisable landmark buildings should be located in these key locations, in order to aid site legibility and way-finding.

MASTERPLANNING

- 6.22 Consistent masterplanning principles should be applied to the design proposals, so that to create a distinctive local identity to the development, yet at the same time, facilitating the integration of the development into its surroundings.
- 6.23 Generating local identity within the development should be achieved through incorporating the following characteristics:
- Incorporating a consistent and hierarchical network of streets, following the street typologies and street configuration set out in Section 3: Movement, will aid contribute to a consistent appearance of the public realm;
 - Implementing a consistent planting and landscaping strategy, whereby the appearance and specification of hard surfaces and soft landscaping are consistent throughout the site and are reflective of the character areas identified to guide the development; and
 - Incorporating distinctive design to landmark buildings, to break the uniformity and hence aid site legibility and way-finding.
 -

THE IDENTITY OF BUILDINGS

- 6.24 The design of buildings should follow principles which correspond with the identified character areas set out in Section 06: Identity, so that a sense of place and local character is being reinforce in response to the local context.
- 6.25 The design of building should therefore follow the principles set out in the following pages, with specific reference to:
- Building types and forms; and
 - Blocks characteristics.

TYPES AND FORMS – CA1: AVENUE

CHARACTER AREA	Character Area 1 – THE AVENUE	
BUILDING TYPOLOGY	Detached houses predominantly; occasional semi-detached	
ROOFSCAPE	Broadly consistent ridge heights along Private Drives; Predominance of gables	
MATERIALS	Proposed	Reference to Local Character Area
	<p>Facing materials: Predominantly plain red brick, with multi-red brick at buildings within key locations, such as at key intersections or at vista stops. Occasional use of white render at front elevations, above dark plinth – at keynote buildings.</p> <p>Roofs: A combination of concrete red pantile and grey slate tile, with the latter predominantly at buildings in key locations.</p>	
BUILDING DETAIL	<p>Contemporary design approach.</p> <p>Plain contemporary casement windows with central vertical bar; Window reveal returns of 75mm.</p> <p>Plain contemporary door style.</p> <p>Flat entrance canopies.</p> <p>Bay windows could be used to define keynote dwellings.</p> <p>Chimneys /brick banding could be used to define keynote dwellings.</p> <p>Projecting gables with feature windows could be used adding interest to the street-scene.</p>	CA1 Historic Core (Chimneys, Bay Windows), CA7 Recent Development along Hereford Drive to the south of the site (more contemporary design approach).

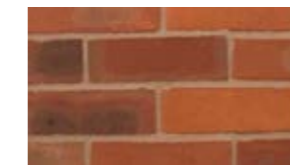
INDIVIDUAL PROPERTY IS SERVED BY PRIVATE DRIVES



- ROOF – SLATE TILES
- WINDOW – PLAIN CONTEMPORARY CASEMENT WINDOWS, GREY
- FACADE – RED-MULTI BRICK
- FLAT ENTRANCE CANOPY
- DOOR – GREY
- PARKING TO SIDE OF DWELLINGS OFF PRIVATE DRIVES, SET BACK BEHIND BUILDING LINE

GENERAL DWELLING – POTENTIAL FEATURES

MATERIALS PALETTE



MULTI-RED BRICK

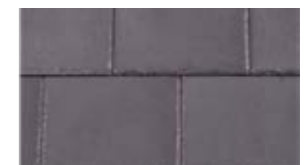


PLAIN RED BRICK

ROOF TILES



FENLAND FARMOUSE RED PANTILE



CAMBRIAN GREY SLATE TILE

TYPES AND FORMS – CA2: GREEN FRONTAGE

CHARACTER AREA	CHARACTER AREA 2 – GREEN FRONTAGE	
BUILDING TYPOLOGY	Dwellings are predominantly detached with the exception of few semi-detached dwellings when overlooking public open space along the western half of the southern boundary of the site.	
ROOFSCAPE	Pitched roofs with gables and occasional hipped roofs to animate public realm frontages.	
MATERIALS	Proposed	Reference to Local Character Area
	<p>Facing materials: Predominantly plain red brick, with multi-red brick at buildings within key locations, such as at key intersections or at vista stops. Occasional use of white, sand or ivory render at front elevations at keynote buildings.</p> <p>Roofs: A combination of duo pan red tile, clay plain tile and grey slate tile, with the latter predominantly at buildings in key locations.</p>	<p>CA5 Late 20th Century Infill Development (Old Rectory Close) – A mix of buff brick, red multi, and plain red brick works.</p>
BUILDING DETAIL	<p>Flat entrance canopies.</p> <p>Dwellings to be designed to ensure no blank walls front onto the public realm.</p> <p>Bay windows could be used to define keynote dwellings.</p>	<p>CA7 Recent Development along Hereford Drive to the south of the site (more contemporary design approach).</p> <p>CA4 Mid 20th Century development (a presence of flat entrance canopies throughout development).</p>

MATERIALS PALETTE



RED PLAIN BRICK



MULTI-RED BRICK

ROOF TILES



CAMBRIAN GREY SLATE TILE



FENLAND FARMHOUSE RED PANTILE



ROSEMARY CLAY CRAFTSMAN PLAIN TILE



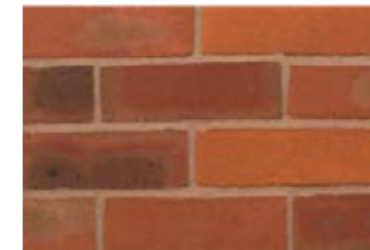
GENERAL DWELLINGS – POTENTIAL FEATURES

TYPES AND FORMS – CA3: GREEN FRINGE

CHARACTER AREA	CHARACTER AREA 3 – THE GREEN FRINGE	
BUILDING TYPOLOGY	Dwellings are predominantly detached or semi-detached.	
ROOFSCAPE	Pitched roofs with prominent gables to animate public realm frontages.	
MATERIALS	<p>Proposed</p> <p>Facing materials: Predominantly multi-red brick; black weather-boarding and black window and roofing components.</p> <p>Roofs: A combination of traditional pantile and clay plain tiles, with the latter predominantly at buildings in key locations.</p>	<p>Reference to Local Character Area</p> <p>CA3 Predominantly Bungalow Dwellings with Varying Styles – Phillips Road (Predominantly Plain Red and Red Multi Brick Works).</p>
BUILDING DETAIL	<p>Flat entrance canopies. Mono pitch canopies. Dwellings to be designed to ensure no blank walls front onto the public realm. Occasional use of projecting plinths. Cottage casement windows and cottage styled entrance doors. Occasional appearance of dormers, and typically positioned at the rear elevation of the dwelling.</p>	<p>CA7 Recent Development along Hereford Drive to the south of the site.</p>

Page 378

MATERIALS PALETTE



MULTI-RED BRICK

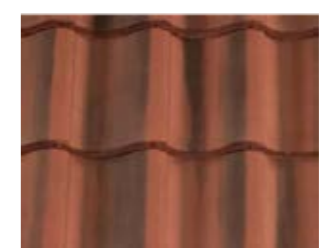


PLAIN RED BRICK

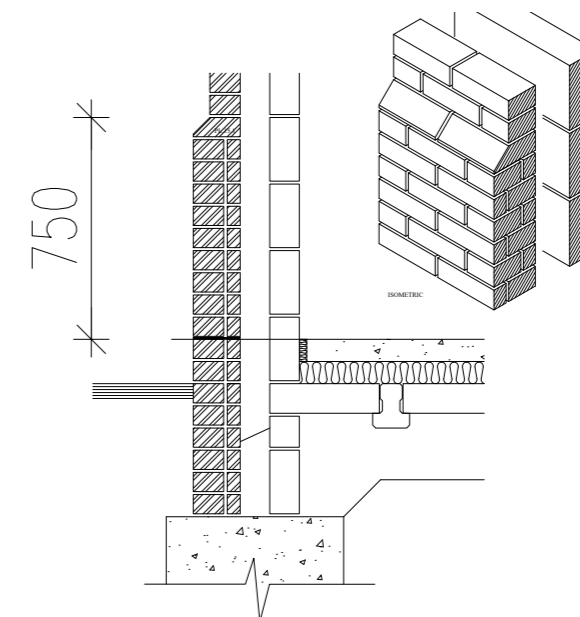
ROOF TILES



ROSEMARY CLAY PLAIN TILES



FARMHOUSE RED PANTILE



PROJECTING PLINTH

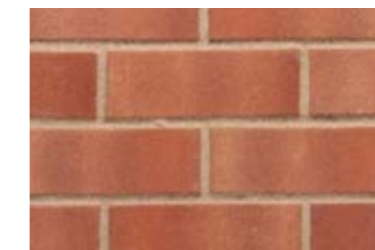
TYPES AND FORMS – CA4: NEIGHBOURHOOD CORE

CHARACTER AREA	CHARACTER AREA 4 - NEIGHBORHOOD CORE	
BUILDING TYPOLOGY	A mix of detached, semi-detached, and terraces.	
ROOFSCAPE	Broadly consistent ridge heights along Minor Access Road and Shared Surfaces; Occasional gable fronted building to mark intersection and to provide further interest.	
MATERIALS	<p>Proposed</p> <p>Facing materials: Predominantly plain red brick, with multi-red brick at buildings within key locations, such as at key intersections or at vista stops. Occasional rendered panels.</p> <p>Roofs: A combination of concrete pantile roofs and grey slate tiles.</p>	<p>Reference to Local Character Area</p> <p>CA5 Late 20th Century Infill Development (Old Rectory Close) – A mix of buff brick, red multi, and plain red brick works.</p>
BUILDING DETAIL	<p>Flat entrance canopies.</p> <p>Chimneys could be used to add interest to the roof-scape along the Minor Access Roads.</p> <p>Occasional gablets could be used where dwellings front onto key locations.</p> <p>Occasional appearance of dormers.</p>	<p>CA7 Recent Development along Hereford Drive to the south of the site.</p>

MATERIALS PALETTE

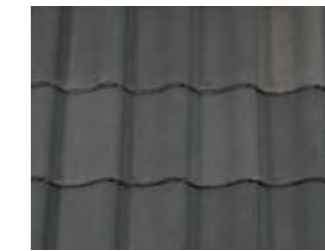


PLAIN RED BRICK



PLAIN RED BRICK

ROOF TILES



GREY PANTILE



RUSTIC RED PANTILE



FARMHOUSE RED PANTILE



SLATE - SANDTOFT

Page 379



INDICATIVE STREET-SCENE ILLUSTRATES POTENTIAL FEATURES WITHIN THE NEIGHBOURHOOD CORE CHARACTER AREA

BLOCKS – CA1: AVENUE

CHARACTER AREA	Character Area 1 – THE AVENUE
URBAN FORM	No direct vehicular access from the major access road into individual properties. Individual properties will be served by Private Drives off the major access road. Dwellings create a strong and formal frontage, with a greater presence and continuity of urban form. Consistent sense of massing and high-level of enclosure to the public realm. Dwellings on corners typically to be dual frontage. Strong rhythm in the street scene.
STREET TYPES	Major Access Road and Private Drives beyond.
PARKING	No parking provided along the Major Access Road. Parking to the side of dwellings off Private Drives, set back behind building line.
HARD LANDSCAPING	Major Access Road: Standard Tarmac. Raised Tables: Block Paving – Omega Charcoal – Various Patterns Options. Footway/Cycleway: Standard Tarmac. Private Drives: Block Paving – grey or brindle colour, various patterns options.
BOUNDARY TREATMENTS	Frontages – Hedgerows, low-level planting. Side boundaries facing public realm – green screen.

Page 380

HARD LANDSCAPING



MAJOR ACCESS ROAD – STANDARD TARMAC



RAISED TABLES/PRIVATE DRIVES – BLOCK PAVING IN COLOUR GREY OR BRINDLE; VARIOUS PATTERNS OPTIONS



FOOTWAY/CYCLEWAY – HERITAGE FINISH TARMAC (BUFF CHIPPINGS)

BOUNDARY TREATMENT PALETTE



FRONTAGES – HEDGEROWS – LOW



SIDE BOUNDARIES FACING PUBLIC REALM – GREEN SCREEN

NOTE:
A MAINTENANCE REGIME DOCUMENT WILL BE SUBMITTED AS PART OF RESERVED MATTERS APPLICATION.

BLOCKS – CA2: GREEN FRONTAGE

CHARACTER AREA	CHARACTER AREA 2 – GREEN FRONTAGE
URBAN FORM	Semi-formal development covers dwellings in the centre of the site, and those overlooking Norwich Road, Church Lane, and the proposed small pocket of village green along the eastern half of the southern boundary of the site, with variation in massing and levels of enclosure provided through variation in the built form. Dwellings on corners typically dual frontage to increase natural surveillance. More informal arrangement of dwellings to create variation in character. Direct access to dwellings off private drives (p). Dwellings will be accessed via private drives.
STREET TYPES	Private Drives (p), Private Parking Area (o).
PARKING	Parking to side of dwellings.
HARD LANDSCAPING	Private Drives: Block Paving – Grey or Brindle colours. Shared Surfaces: Block Paving – Grey colour.
BOUNDARY TREATMENTS	Frontages – Low level hedgerow. Side boundaries facing public realm – Side boundaries facing public realm – green screen.

Page 381

HARD LANDSCAPING



SHARED SURFACES – BLOCK PAVING – COLOUR: BRINDLE



PRIVATE DRIVES – BLOCK PAVING – COLOUR: GREY VARIOUS PATTERNS OPTIONS

BOUNDARY TREATMENT PALETTE



SIDE BOUNDARIES FACING PUBLIC REALM – GREEN SCREEN



FRONTAGES – HEDGEROWS – LOW

NOTE:
A MAINTENANCE REGIME DOCUMENT WILL BE SUBMITTED AS PART OF RESERVED MATTERS APPLICATION.

BLOCKS – CA3: GREEN FRINGE

CHARACTER AREA	CHARACTER AREA 3 – THE GREEN FRINGE
URBAN FORM	Less-formal development frontage, with greater variation in massing and levels of enclosure to create a greener and more permeable transition from development to open space to the east. All dwellings on corners to be dual frontage. More informal arrangement of dwellings to create variation in character. Direct access to dwellings off shared surfaces (p) and Private Drives (o).
STREET TYPES	Shared Surface Roads (p) and Private Drives (o).
PARKING	Parking to the front of dwellings (p). Parking to side of dwellings(o)
HARD LANDSCAPING	Private Drives – Block paved, colour: Brindle. Shared Surfaces – Block Paving – Colour: Grey.
BOUNDARY TREATMENTS	Frontages – Low level hedgerows and groundcover planting. Side boundaries facing public realm – Side boundaries facing public realm – green screen.

Page 382

HARD LANDSCAPING



SHARED SURFACES – BLOCK PAVING – GREY



SHARED SURFACES – BLOCK PAVING – BRINDLE

BOUNDARY TREATMENT PALETTE



SIDE BOUNDARIES FACING PUBLIC REALM – GREEN SCREEN



FRONTAGES – HEDGEROWS – LOW

NOTE:
A MAINTENANCE REGIME DOCUMENT WILL BE SUBMITTED AS PART OF RESERVED MATTERS APPLICATION.

BLOCKS – CA4: NEIGHBOURHOOD CORE

CHARACTER AREA	CHARACTER AREA 4 – NEIGHBORHOOD CORE
URBAN FORM	<p>Development along the northern boundary of the site together with development to the south of the Avenue character area.</p> <p>More formal character with the majority of dwellings served via a mix of Minor Access Road, Shared Surfaces, and Private Drives street typologies depending on the nature of public realm to be created.</p> <p>All dwellings on corners to be dual frontage.</p> <p>Parking predominantly to the side of the property with few cases of parking to the front of the property. Private parking areas are proposed in several locations serving small groups of dwellings.</p>
STREET TYPES	Minor Access Road, Shared Surfaces, and Private Drives.
PARKING	Parking to the side of dwellings (p), Parking to the front of dwellings (o). Private Parking Areas off Minor Access Road.
HARD LANDSCAPING	<p>Minor Access Road – Standard Tarmac.</p> <p>Shared Surface Road – Block Paving – Colour: Grey or Brindle.</p> <p>Private Parking Areas – Block Paving – Standard tarmac and occasional block paving.</p>
BOUNDARY TREATMENTS	<p>Frontages – Low hedgerows and lawn.</p> <p>Side boundaries facing public realm – Side boundaries facing public realm – green screen.</p>

Page 383

HARD LANDSCAPING



MINOR ACCESS ROAD – STANDARD TARMAC



SHARED SURFACES – BLOCK PAVING – COLOUR: GREY



SHARED SURFACES – BLOCK PAVING – COLOUR: BRINDLE

BOUNDARY TREATMENT PALETTE



FRONTAGES – HEDGEROWS – LOW



SIDE BOUNDARIES FACING PUBLIC REALM – GREEN SCREEN


NOTE:
A MAINTENANCE REGIME DOCUMENT WILL BE SUBMITTED AS PART OF RESERVED MATTERS APPLICATION.


LANDSCAPE CHARACTER


Page 384




ARCHITECTURAL CHARACTER AREAS

- 


CA-1: THE AVENUE
 INCORPORATING PRIMARY STREET CORRIDOR AND RAINGARDENS WITH AQUATIC PLANTING (SWALES).
 FRONTAGES TO BE FORMED BY OPEN GRASS PRIVATE AREAS WITH DEFENSIBLE STRIP OF PLANTING UP AGAINST THE BUILDINGS
- 


CA-2: GREEN FRONTAGES
 DELIVERING OPEN FRONTAGES ONTO ADJACENT OPEN SPACES WITH LOW TIMBER KNEE RAIL FENCING TO BOUNDARIES
- 

CA-3: GREEN FRINGE
 FRONTAGES TO BE FORMED BY TIMBER POST AND RAIL Paddock FENCING. OPPORTUNITY TO REINFORCE THE BOUNDARIES WITH STRUCTURAL HEDGE PLANTING. PLANTING PALETTE TO DELIVER ADDITIONAL SEASONAL INTEREST THROUGH SOFTER AND SHADE TOLERANT MIXES.
- 

CA-4: NEIGHBOURHOOD CORE
 FRONTAGES TO BE FORMED BY LOW CLIPPED HEDGEROWS OR GRAVEL STRIP TOWARDS BUILDING AND IF SPACE ALLOWS GRASS AREAS PROVIDING THE INTERFACE WITH THE CARRIAGEWAYS.
 OPPORTUNITY FOR MULTIPLE SUB-CHARACTER AREAS DELIVERED THROUGH INDIVIDUAL PLANTING PAlettes AND BY SELECTING DOMINANT TREE AND HEDGE SPECIES.


LANDSCAPE CHARACTER


- 


LCA-5: POS AREAS
 AMENITY OPEN SPACES INCORPORATING PLAY AND SUDS FEATURES
- 

LCA-6: WESTERN EDGE GREEN
 INCORPORATING SUDS ATTENUATION BASINS WHICH IS TO BE ACCESSIBLE TO THE PUBLIC

LCA-7: EASTERN EDGE GREEN

- 

LCA-7A: GREEN INTERFACE
 AREAS OF THE EASTERN OPEN SPACE WHICH ABUT THE PROPOSED RESIDENTIAL AREAS. THIS RELATIONSHIP TO BE CAREFULLY DESIGNED TO PROVIDE OPEN & ATTRACTIVE VIEWS INTO OPEN SPACE. OPPORTUNITY FOR GRASS SWARDS WITH AREAS OF LONGER GRASS TO ENHANCE VISUAL, AMENITY, LEISURE APPEAL AND ECOLOGICAL VALUE, WITH INFORMAL GROUPS OF TREE PLANTING.
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LCA-7B: NATURAL GREEN SPACE
 PREDOMINANTLY SPECIES RICH AMENITY GRASS AREAS WITH FRAMING OF ROUGH / WILDFLOWER GRASS SEEDING; PROVIDING OPPORTUNITIES FOR INFORMAL PLAY / KICK-ABOUT / PICNICS / FORAGING TRAIL
- 

LCA-7C: WILDERNESS AREAS
 OPPORTUNITY FOR CREATING LOW MAINTENANCE AREAS WHICH WOULD FOCUS ON HABITAT CREATION AND PROTECTION; OPPORTUNITY FOR FORAGING TRAIL

LANDSCAPE CHARACTER AREAS RELATING TO CHARACTER AREAS



DEFENSIBLE MIXED PLANTING AND FORMAL HEDGE WITH GRAVEL TO PRIVATE FRONTAGES AND ROBUST MIXED PLANTING TO STREETS



GREEN FRINGE



THE AVENUE PLANTED RAINGARDENS

Page 385



ILLUSTRATIVE EXAMPLE YOUNG NATIVE SHRUB PLANTING BEHIND HEADWALLS WHICH TO DISCOURAGE ACCESS



ILLUSTRATIVE EXAMPLE OF TIMBER POST AND RAILS TO BE IMPLEMENTED TO THE TOP OF HEADWALLS TO PREVENT FALL HEIGHT ISSUES



INFORMAL PLAY ELEMENTS



WILDERNESS AREA - UNDERSTOREY



LOW TIMBER KNEE RAIL DEFINING BOUNDARIES



TREE LINED PATHS IN CHURCH EXTENSION



WESTERN EDGE GREEN - SUDS BASIN WITH WATER CHANNEL



EASTERN EDGE GREEN - SPECIES RICH GRASS AND TREE PLANTING



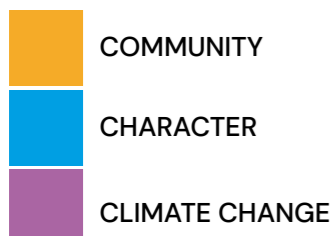
MEADOW WITH INFORMALLY MOWN PATHS

07 PUBLIC SPACE

“The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art.”

(Para. 99, NDG 2021)

- 7.1 The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices.
- 7.2 The quality of public spaces is partly about the way they are enclosed by buildings and partly the way that they are designed. Detailed proposals for the site will need to meet the requirements and follow the principles set out below, in relations the different types of street, along with their associated hierarchy principles outlined in Section 04-Movement, as well as with regard to public spaces.
- 7.3 Additionally, Manual for Streets defines common street types and functions, which this design code seeks to align with.
- 7.4 The Public Space section, therefore, outlines the principles for:
 - Streets – facilitating placemaking, in addition to enabling movement, with specific reference to the street hierarchy and typology outlined in Section 04-Movement; and
 - Social Interaction – outlining the design principles for streets and other public spaces, such as public squares, enabling them to fulfil a social function to bring people together and to act as a focus for community life.



STREETS

PRIMARY ROAD



Page 387

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

RAINGARDEN SWALES

BOTH SIDES OF SPINE ROAD TO FEATURE PLANTED RAINGARDEN SWALES TO ENHANCE HABITAT CONNECTION AND BIODIVERSITY

TREE AVENUE

AVENUE TREES IN GREEN VERGES ALONG BOTH SIDES OF THE SPINE ROAD TO CREATE A GREEN CORRIDOR THROUGH THE CENTRE OF THE DEVELOPMENT

PEDESTRIAN PRIORITY

RAISED TABLE CROSSING AT KEY INTERSECTIONS TO PROVIDE PRIORITY TO NON-MOTORISED TRAFFIC

- Main access from Norwich Road and Church Lane via Major Access Road - CA: The Avenue)
- Double-sided arrangement of raingardens and separate verge with avenue trees, segregating foot/cycle path from road
- Private frontages to be formed by open lawns where depth allows with defensible strip of planting up against the buildings
- Residential dwellings served by Minor Access Roads and via smaller shared surface streets and drives off The Avenue



INDICATIVE SECTION THROUGH SPINE ROAD

SEGREGATED FOOTPATH VERGE WITH STREET TREE

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

MINOR ACCESS ROAD



GREEN FRONTAGES

STRONG DEFINITION OF PRIVATE DEMISE THROUGH GREEN FRONTAGES

OFF-STREET PARKING

TREE BAYS TO BREAK UP PARKING BAYS ALONG THE ROAD VERGE AND TO PROVIDE CONTINUOUS TREE PLANTING

PEDESTRIAN PRIORITY

RAISED TABLE CROSSING AT KEY INTERSECTIONS TO PROVIDE PRIORITY TO NON-MOTORISED TRAFFIC

PLANTED TREE POCKETS

IN SUITABLE LOCATIONS TREES TO BE WITHIN PLANTED POCKETS

- Footpaths on both sides and tree planting on one side to provide shading to the public realm
- Private boundaries defined by low hedges with gravel strips or larger gravel areas with specimen shrubs
- Road surfaces and footpaths will be asphalt
- Parking bays demarcated with darker toned pavers in charcoal
- Raised block-paved tables in key locations to create safe crossing places for pedestrian priority

Page 388



PLANTED TREE POCKETS



PARKING BAYS WITH TREE PLANTING

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

SHARED SURFACE ROAD & PRIVATE DRIVES



SHARED SURFACE STREET WITH OFF-STREET PARKING AND PLANTING



SHARED PRIVATE DRIVE OVERLOOKING OPEN SPACE

PARKING COURTS



PARKING COURTS WITH TREE PLANTING

- Shared-surface with some street trees in key locations
- Private boundaries defined by low hedges with gravel strips or larger grass or gravel areas with feature shrubs

- Domestic character and dedicated off-street parking to limit car dominance on the streets
- Block paved with greening to edges

Page 389



STREET TREES

SHARED SURFACE STREETS WITH TREES IN KEY LOCATIONS

PRIVATE PARKING

MAXIMISING GREEN EDGES WITHIN PRIVATE PARKING COURTS TO SOFTEN APPEARANCE, NARROW CROWNED TREES WHERE SPACE ALLOWS

PEDESTRIAN SPACE

PRIORITY OF PEDESTRIANS AND CYCLISTS ON SHARED SURFACES WITH LOW DESIGN SPEEDS AND TRAFFIC CALMING MEASURES

PLAY STREET

PRIVATE DRIVES WITH VERY LOW DESIGN SPEED TO FUNCTION AS PLAY STREETS WITH PRIORITY TO PEDESTRIAN TRAFFIC AND USE; NO FORMAL TREE PLANTING EXCEPT ASSOCIATED WITH PRIVATE FRONTAGES

OFF-STREET PARKING

RUNS OF PARKING BAYS BROKEN UP BY TREE PLANTING BAYS TO CREATE GREEN COVER AND PASSIVE SHADING

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

SOCIAL INTERACTION

MEETING PLACES



INFORMAL PLAY & SEATING

INCIDENTAL PLAY AND MEETING SPACES WITHIN GREEN CORRIDOR. NATURAL OR SCULPTURAL PLAY FEATURE AS WELL AS TRIM TRAIL EQUIPMENT AND SEATING TO ENCOURAGE SOCIALISING AND PROVIDE BREAK OPPORTUNITY, TREE PLANTING TO PROVIDE SHADE

PLAY SPACE

FORMAL PLAY SPACES WITHIN THE DEVELOPMENT TO PROVIDE PLAY FOR ALL AGES, SEATING AND SURVEILLANCE. FRAGRANT AND STIMULATING PLANTING FRAMING THE SPACE AND CREATING BUFFER TO STREETS. PARKLAND TREES TO PROVIDE SHADE.



IMAGINATIVE SEATING ALONG THE WAY

MULTI-USE SUDS

ATTENUATION BASINS TO PROVIDE INCIDENTAL PLAY OPPORTUNITIES WHEN DRY AS WELL AS CREATING WILDLIFE HABITAT

SEATING OPPORTUNITIES

ALONG KEY FOOTPATH LINKS PROVIDE SEATING AT REGULAR INTERVALS TO ENCOURAGE USE BY ALL. PLACEMENT UNDERNEATH TREES FOR SHADING

INFORMAL NODES

INCIDENTAL MEETING SPACES TO FURTHER THE COMMUNITY SPIRIT, CREATE FOCAL POINTS AND ENHANCE WAYFINDING. OPPORTUNITY TO PROVIDE SEATING ELEMENTS



PLAYABLE SCULPTURES AND SEATING



VISUAL AND INTERACTIVE MULTI-PURPOSE ELEMENTS

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

MULTI - FUNCTIONAL STREETS

- All street types to include greening to private frontages and tree planting
- Private drives to function as play streets with very low vehicular speeds to allow safe space for use by residents
- Seating to informal nodes to encourage journeys by foot and community spirit
- The Avenue raingardens to alleviate rainfall and transport rainwater to basins at the bottom of the site

Page 391



LOW SPEED PRIVATE DRIVES AS BUFFER TO GREEN SPACES



SEATING TO INFORMAL NODES



SHARED SURFACE STREET WITH OFF-STREET PARKING AND PLANTING



INCIDENTAL NODE AT STREET JUNCTION



RAINWATER ACCUMULATION IN RAINGARDEN



LAND USE PLAN

USES. MIXED AND INTEGRATED

NPPF CHAPTERS: 2, 5, 6, 7, 8, 12

“Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use.”

(Para. 109, NDG 2021)

VARIETY AND ACTIVITY

8.1 The site covers a total area of 15.7 hectares. The proposals encompass the following uses:

RESIDENTIAL

8.2 The proposals incorporate a residential development area, providing up to 300 dwellings, at a gross density of 16 dph (excluding the school/doctors surgery site and including the extension to the church grounds), in line with the approved outline planning application.

8.3 The housing mix will include a range of house types, sizes and tenures. 35 % of the homes will be affordable and these will be fully integrated within the market housing, and be of a type and size that meets local needs.

GREEN INFRASTRUCTURE

8.4 The proposals will include green infrastructure in line with the approved outline planning application, and will comprise the following components:

PUBLIC OPEN SPACE

8.5 The proposed development will consist of a mix of formal and informal open spaces providing a range of recreational benefits for both new and existing residents.

8.6 Children’s play areas are to be provided as part of the landscape proposals, in line with the principles set out within the outline planning application, and in accord with subsequent discussions with the local authority. At the detailed design stage, the play areas will be designed to complement their attractive setting by incorporating natural materials and play elements, and new landscaping. The play areas will also be designed to offer disabled children the same play opportunities as other children.

8.7 The areas of open space accommodated on the Land Use Plan will provide a substantial new asset for informal recreational activities, including walking, picnicking and informal play.

EXTENSION TO CHURCH GROUND

8.8 Part of the open space at the eastern end of the site will be allocated for uses associated with the Church, including an additional access/egress to enhance safety and the creation of new overflow parking provision for peak events such as weddings and christenings. It is intended that this will be a low key construction with a new shingle-type drive providing an attractive entrance, and the car park in a ‘grasscrete’ style form to reduce any potential visual impact.

AMENITY AREAS

8.9 Part of a network of public open space designed to create a sense of place. These areas will have a more ‘cared-for’ appearance.

SUSTAINABLE DRAINAGE FEATURES (SUDS)

8.10 To accommodate the provision of drainage basins to manage excess surface water run-off during periods of heavy or persistent rainfall. The sustainable drainage (SuDS) features will also be designed to create new habitats for wildlife and contribute to the setting of the new homes.



LAND USE PARAMETERS PLAN – EXTRACT FROM OUTLINE PLANNING APPLICATION

HOUSING MIX

- 8.11 A successful community contain a rich mix of people, which will require a variety of housing in terms of tenure, type and construction. The development proposals will need to allow space for a range of dwelling types suitable for people of different ages and lifestyles.
- 8.12 The Design and Access Statement accompanying the consented outline planning application has set out in principle the mix for the proposed development. According to this Statement, a maximum of 300 units, including 35% affordable homes were proposed. The mix of units, according to this document, will reflect local needs and will include bungalows and self-build plots.

HOUSING FOR ALL

- 8.13 In accordance with development plan policy, 35% of the housing provided would be affordable, amounting to 105 units (out of up to 300 dwellings, as proposed in the approved outline planning application). This meets with the requirements of amended saved policy H4 of the 1998 Local Plan. Affordable housing will be provided in line with development plan and central government guidance, and will form an integral part of the total housing provision.
- 8.14 The precise amount, type, mix and tenure will be agreed with Mid Suffolk District Council Planning and Housing Officers at the time of a Reserved Matters application, but would accord with development plan policy.
- 8.15 This level of affordable housing provision is also in line with the S106 agreement associated with the approved outline planning application (local authority reference 1856/17), according to which 35% of the dwellings provided on site are to be affordable, unless otherwise agreed in writing with the District Council. The expected tenure split, according to the S106 agreement, is 71% of affordable housing are to be Affordable Rented Housing, and the remaining 29% of affordable units are to be Shared Ownership.

- 8.16 S106 Agreement requires that an affordable housing scheme is to be submitted to the District Council as part of the reserved matters application, incorporating the following mix, unless otherwise agreed with the District Council in writing:
- 10% x 1 bed 2-person flats
 - 6% x 2 bed 4-person flats
 - 9% x 2bed 3 and 4-person bungalows
 - 48% x 2bed 4-person houses
 - 27% x 3 bed 5 and 6-person houses

TYPE

- 8.17 As required by policy CS9 of the 2008 Core Strategy the scheme will incorporate a variety of houses for a range of households particularly families and elderly people. The scheme submitted as part of the outline planning application proposes a maximum of 300 dwellings. This would comprise a wide range of house types and sizes in line with the market demand and housing need as identified by Mid Suffolk District Council.
- 8.18 The Strategic Housing Market Assessment (2012) sets out an indication of the estimated proportionate demand for new housing stock by 2031 in Mid Suffolk, as follows:
- 1 bedroom: 14%
 - 2 bedroom: 25%
 - 3 bedroom: 43%
 - 4 bedroom+: 16%
- 8.19 The proposed scheme would provide a housing mix within these ranges or as otherwise agreed with Mid Suffolk District Council at Reserved Matters stage when the details of the layout and design are prepared.
- 8.20 S106 agreement also requires that the affordable housing are constructed in accordance with the outline planning permission, in agreed locations, and in clusters of no more than 15 units. They should be built to a standard of construction that meets HE requirements, NDSS 215 and Building Regulations part M4(2) and M4(3), provided that no more than 5% of the affordable housing units shall be required to meet Building Regulations part M4(2) and M4(3), unless otherwise agreed in writing through a reserved matters application.

COMMUNITY

- 8.21 Community facilities should be designed as integral part of the residential development, promoting a sustainable community.
- 8.22 The proposals forming part of the consented outline planning application include the following land use components:
- School;
 - Community Facilities; and
 - Local Services.

SCHOOL

- 8.23 According to the proposals within the approved outline planning application, and as included in the signed S106 agreement, land is to be reserved for education provision, in the form of a pre-school and a 3-form entry primary school, and is situated to the north of the residential development.
- 8.24 The education facilities will be brought forward by others and separately from a reserved matters application for the housing parcel.

COMMUNITY FACILITIES

- 8.25 The public open space incorporated within the proposals, in line with the approved outline planning application, will need to include:
- Local Areas of Play;
 - Green Public Open Spaces, including extension to the Church Grounds (including a new access/egress and the creation of a new overflow parking provision associated with the church) and in line with the principles set out in the Illustrative Landscape Masterplan, forming part of the approved outline planning application; and
 - Green corridor – aligning with the Illustrative Landscape Masterplan.

LOCAL SERVICES

- 8.26 Part of the site has been allocated as land for either a doctors surgery or another use to be agreed with the council, as part of the outline planning application. This will include space for car parking with vehicular access from Church Lane, with pedestrian and cycle links, and is due to be delivered by the current landowner.
- 8.27 As in the case of the provision of a school, the provision of a doctors surgery or alternative use, will be brought forward by others and separately from a reserved matters application for the housing parcel.

Page 395



ILLUSTRATIVE LANDSCAPE MASTERPLAN – EXTRACT FROM APPROVED OUTLINE PLANNING APPLICATION

09 HOMES & BUILDINGS



NPPF CHAPTERS: 8, 12

“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.”

(Para. 120, NDG 2021)

- 9.1 Ensuring the delivery of well-designed homes and buildings will depend on providing dwellings that:
- Meet a specific level of **Housing Quality**; with specific reference to-
 - » space standards; and
 - » accessibility.
 - Promote **Health and Well-Being**, with reference to-
 - » Lighting aspect and privacy; and
 - » Security; and the design of Gardens and balconies.

SPACE STANDARDS

- 9.2 New homes are to meet the following standards
- Nationally Described Space Standards (2015) a national document which sets out the minimum size of dwellings in relation to the bedspaces, and the expected level of associated storage;
 - The principles set out within the adopted Suffolk Design Guide for Residential Areas; and
 - S106 agreement, which sets out the specific space standard requirements for affordable housing. It requires that the affordable housing are constructed in accordance with the outline planning permission, in agreed locations, and in clusters of no more than 15 units.
- 9.3 Good practice principles should be followed at the detailed design as, as part of a reserved matters application, such as:
- Allowing for a minimum 1.9m-2m space between the front of the building and the edge of the footway or the parking bays, facilitating a semi-private space as a buffer between public and private realms, as well as offering opportunities for soft landscaping;
 - Allowing for a minimum of 1.5m between buildings; and
 - Minimising the use of gable end wall facing the street or other elements of the public realm, such as public open space.
- 9.4 It is expected that the arrangement of dwellings withing the street and their design will follow the principles set out within "Manual for Streets" 1 and 2.

Number of bedrooms	Number of bed spaces (persons)	1 Storey dwellings	2 Storey dwellings	3 Storey dwellings	Built-in storage
1b	1p	39(37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

NATIONALLY DESCRIBED SPACE STANDARDS.

ACCESSIBILITY

- 9.5 Accessible homes can be easily reached, entered and used by everyone, regardless of age and physical ability.
- 9.6 Incorporating measures to increase accessibility within the scheme will contribute to the development's sustainability, by ensuring the needs of varied groups of people are being met, particularly older or disabled people.
- 9.7 The signed S106 agreement requires that the proposed affordable housing meet further standards, increasing their accessibility to a more diverse age groups and lifestyles.
- 9.8 Affordable housing should be built, according to S106, to a standard of construction that meets HE requirements, NDSS 215 and Building Regulations part M4(2) and M4(3), provided that no more than 5% of the affordable housing units shall be required to meet Building Regulations part M4(2) and M4(3), unless otherwise agreed in writing through a reserved matters application.

FLEXIBLE HOMES

- 9.9 The increasing need for flexible homes has become more apparent in the past few years, where residents aspire to have the option of working from home in a home-office environment, as well as expect their homes to promote the occupants' health, wellbeing and fitness.
- 9.10 Future homes within the site's development are expected to accommodate opportunities for working from home, to meet this increasing demand, as well as minimise the need to travel and enhance the development's sustainability.
- 9.11 Parallel to the provision of a flexible home, proposals will be expected to promote the occupants' health and wellbeing by improving access to nature for communities through regenerating the natural environment on the site. Additionally, integrating green infrastructure into the new development, including parks, playing fields, woodlands and gardens, sustainable drainage features and planting, will enhance the quality of the natural environment in the immediate and wider context of the new homes. In turn, the integration of nature into the development helps creating a strong sense of place, supports water management, reduces flood risk and helps to enhance biodiversity.

LIGHTING ASPECT & PRIVACY

- 9.12 The Guidance Notes for Design Codes document suggests that:
“Good quality housing creates a pleasant indoor environment with adequate levels of natural lighting, and sunlight, without problems of overheating, good quality ventilation and privacy from overlooking.”
- 9.13 Guidance Notes for Design Codes, p. 75
- 9.14 Promoting such an indoor environment depends on:
- Internal layouts that maximise access to natural light;
 - Appropriate levels of glazing to ensure adequate internal lighting without problems of overheating;
 - Dual aspect apartments particularly on north facing blocks;
 - Application of privacy distances and their effect on layout; and
 - Front gardens and privacy strips.
- 9.15 Suffolk Design Guide for Residential Areas should be used as guidance for the arrangement of dwellings, particularly the section of “Shape of the Development” within this guide. In the “Privacy and Overshadowing” chapter of the Suffolk Design Guide (Shape of Development), the following principles are set out:
- Care will be needed to secure a good degree of personal privacy within the layout, to prevent the overlooking of areas of private gardens;
 - Upper floor windows of conventional cill height should be carefully located to avoid direct views into neighbouring private gardens;
 - Views into living rooms from the public side of buildings also require protection, achieved, for example, by means of screening large, front facing living room windows; and
 - A reasonable size of private garden size should always be provided, and a major part of that space should be arranged to receive sunlight, particularly during the months of British Summer Time.
- 9.16 In addition to meeting the requirements set out in the Suffolk Design Guide for Residential Areas, consideration should also be given to good practice design principle, such as:
- House frontages should be carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window; and
 - Internal habitable rooms should have high-levels of natural daylight and connect well to gardens and terraces.

SECURITY

- 9.17 Homes should be built to promote the sense of security for both its inhabitants and their neighbours.
- 9.18 The layout of dwellings should ensure that homes and places are easy to move around and safe and secure as set out in Secured by Design guidance. Layouts need to ensure natural surveillance from buildings to public spaces, encourage community interaction, engagement and participation and environmental control.
- 9.19 The Secured by Design / Homes 2019 document is a police initiative aimed at guiding specification, design and build of new homes to adopt crime prevention measures. The document sets out measures such as the design of dwellings boundaries, layout and orientation of dwellings, access, parking, planting and street lighting, all contributing to the safety of homes and streets.
- 9.20 In addition, the NPPF sets out the principle of safe homes as follows:
“...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 users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”
 (Para. 130 (f), NPPF 2021)

- 9.21 In addition to measures introduced within the Secured by Design document, good practice principles for designing crime out of developments will include:
- Convenient, safe and direct access for all residents;
 - Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in the methods of enclosure of private spaces;
 - Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities;
 - Control of access to private areas, particularly rear gardens and parking courts;
 - Clearly define public and private areas to create secure spaces:
 - » Provide public spaces with definable boundaries and clear functions;
 - » Use surface and/or boundary treatments to clearly indicate the transition between public and private space.
 - Design car parking provision that is secure and overlooked:
 - » Provide car parking provision either in private space/on the street or within designated spaces which are visible from a routinely habitable (Kitchen/Living) room window of that property.
 - » Provide carefully designed rear parking areas which are appropriately secured.

- Layout of roads and footpaths:
 - » Vehicular and pedestrian routes should be designed so that they are open, well used and direct.
 - » Where it is desirable to limit access, features such as rumble strips, change of surface or narrowing the carriageway should be used.
- Ensure good lighting:
 - » Reduce the fear of crime and create a safe place for pedestrians and vehicles.
 - » Areas within the Public open space should be overlooked as much as possible. These should discourage anonymous movement routes for persons up to no good.
 - » Ensure adequate maintenance
 - » Details of the long-term management of spaces within the development will be provided to minimise neglect and anti-social behaviour.
 - » Secure by Design: To reduce opportunities for crime, houses should be built to a minimum of SBD part 2 standard.



GARDENS AND BALCONIES

THE AVENUE

- Properties set well back from road and separated from it by wide raingardens and green verges
- Defensible planting to building frontages
- Private drives to function as play streets with very low vehicular speeds to allow safe space for use by residents

GREEN FRONTAGE

- Property frontages overlooking green spaces vary in depth
- Defensible planting to buildings, evergreen backbone species with colourful accents



VARIED, FLORIFEROUS MIXED PLANTING



MIXED PLANTING WITH ORNAMENTAL GRASSES



NARROW PLANTING STRIP TO BUILDING FRONTAGE FACING GREEN SPACE



MIXED FLOWERING PLANTING



PLANTED FRONTAGE



NARROW FRONTAGE WITH DEFENSIBLE PLANTING



HEDGE BOUNDARY WITH MAINTENANCE STRIP AND PLANTING TO BUILDING



FLOWERING HEDGE

GREEN FRINGE

- Large front gardens to be framed by clipped 1.5m high hedge with species-rich grass areas and narrow planting strip to building facade
- Narrow front gardens to be planted in their entirety to provide defensible space and screening from parking bays



CLIPPED HEDGE FRAMING FRONTAGE



FLOWERING, EVERGREEN HEDGING (CHOISYA TERNATA)

NEIGHBOURHOOD CORE

- Defensible clipped hedge planting to front
- Depth of front garden up to 2m: gravel with specimen shrubs
- Deeper frontages: maintenance strip to back of hedge and planting to facade



HEDGE TO FRONTAGE WITH MAINTENANCE STRIP BEHIND



LOW HEDGE



NARROW PLANTING TO PROVIDE DEFENSIBLE SPACE



MIXED FRONTAGE PLANTING



CLIPPED HEDGE TO FRONT GARDEN EDGE



HORNBEAM HEDGE

10 RESOURCES

NATIONAL PLANNING POLICY FRAMEWORK CHAPTERS 12, 14

“Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050.”

(Para. 135 NDG, 2021)

- 10.1 The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:
- An economic objective – to build a strong, responsive and competitive economy;
 - A social objective – to support strong, vibrant and healthy communities; and
 - An environmental objective – protecting and enhancing the natural, built and historic environment
- 10.2 To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.

PRIMARY TARGETS

- 10.3 Taylor Wimpey is highly committed to the delivery of sustainable places and communities and its overarching targets are set out below. In particular, Taylor Wimpey is committed to provide a consistent response within their developments to issues arising from climate change, as set out in this section of the design Code.

Our targets in brief

Our strategy focuses on three key areas and will see us make changes across our operations, supply chains and customer homes.

Building a better world

Climate change

Defend the planet and our future by playing our part in the global fight to stop climate change.

Key target

- Achieve our science-based carbon reduction target:
- Reduce operational carbon emissions intensity by 36% by 2025.
 - Reduce carbon emissions intensity from our supply chain and customer homes by 24% by 2030.

Key metric

- Greenhouse gas emissions per 100sqm completed homes (scope 1, 2 and 3) Tonnes CO₂e/100m².

Nature

Improve access to and enable enjoyment of nature for customers and communities by regenerating the natural environment on our developments.

Key target

- Increase natural habitats by 10% on new sites from 2023 and include our priority wildlife enhancements from 2021.

Key metrics

- Percentage increase in natural habitats on new sites.
- Percentage of new sites with our priority wildlife enhancements and number of enhancements implemented.

Resources and waste

Protect the environment and improve efficiency for our business and our customers by using fewer and more sustainable resources.

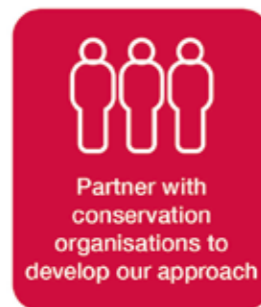
Key target

- Cut our waste intensity by 15% by 2025 and use more recycled materials. By 2022, publish a towards zero waste strategy for our sites.

Key metric

- Tonnes of construction waste per 100m² build.

6 Building a better world Taylor Wimpey plc Environment Strategy 2021



PLACEMAKING, DESIGN AND WELLBEING

- 10.4 Taylor Wimpey are committed to deliver schemes that promote social, environmental and economic sustainability, and the wellbeing of future residents. The aim is to encourage walking and cycling and to enable residents to adopt healthier lifestyles by integrating nature and green spaces, as well as access to leisure facilities. Factors such as noise, natural light, air quality and preventing overheating are considered inside all new homes.
- 10.5 Placemaking standards are based on best practice, such as the Building for a Healthy Life standard as below:
 - Schemes that are well connected and integrated into their surroundings
 - Layouts that are responsive to the context of the site, including topography, landscape, and existing buildings
 - Distinctive character and good architectural quality
 - Well defined streets and spaces with plenty of visual markers
 - Good walkable neighbourhoods that prioritise pedestrians and cyclists
 - Attractive public and green spaces
 - An interconnected network of green spaces and parks
 - Easy access to community facilities, such as shops, schools and workplaces
 - Well-designed homes and a mix of housing to suit local requirements
 - Good provision for cycle and bin storage

ENHANCING ECOLOGICAL VALUE

- 10.6 The aim is to improve access to nature for customers and communities by regenerating the natural environment on their sites. Also, integrate green infrastructure into new developments including parks, playing fields, woodlands and gardens, sustainable drainage features and planting. This helps create a strong sense of place, supports water management, reduces flood risk and helps to enhance biodiversity.

GREEN TRAVEL

- 10.7 Taylor Wimpey aims to design walkable neighbourhoods that prioritise pedestrians and cyclists and where customers can enjoy an active lifestyle and make sustainable transport choices. Placemaking standards encourage layouts that integrate paths and cycle routes that connect with existing networks and street design that encourages slower vehicle speeds and safer cycling conditions.
- 10.8 It is important to invest in public and community transport, walkways and cycle paths through the planning obligations and aim to install this infrastructure at an early stage.

COMMUNITY NETWORKS

- 10.9 When moving into a new home, people want to quickly feel part of a thriving community. However, it can take time for social networks to establish on new developments. We're exploring how we can accelerate this process.

ENERGY EFFICIENCY

- 10.10 Taylor Wimpey's house type portfolio demonstrates a commitment to energy efficiency and considers a response to climate change, ensuring that the homes they build are suited for the energy challenges we face at present and in the future. Their homes also incorporate a range which takes account of customer insight and has been further informed by the experiences of how people use their homes during the Covid 19 Pandemic.
- 10.11 Overall, Taylor Wimpey's new houses are better designed to integrate the services and equipment that are required to meet carbon reduction: WWHR (Waste Water Heat Recovery), FGHR (Flue Gas Heat Recovery), PV, car charging points and eventually air source heat pumps.
- 10.12 This aligns with the Government's approach to ensure that homes we build today are 'zero carbon ready' and to encourage low carbon, sustainable ways of living.
- 10.13 The new houses will have improved insulation and fabric efficiency to meet the new FEES requirement (Fabric Energy Efficiency Standard) which may include increased cavities or changes to other elements, such as windows or a combination of both.
- 10.14 The layout and design of the houses is predicated on emphasising the qualities of light and space, as well as a connection with outside, all qualities that contribute to health and well-being.
- 10.15 The houses include sustainable design features, from energy-efficient walls and windows, to insulated loft spaces. This reduces running costs for our customers and helps cut carbon emissions.
- 10.16 Inside the homes, energy-efficient fixtures and fittings are being used, including 100% low energy light fittings and LED recessed downlights.
- 10.17 All Taylor Wimpey homes have water meters fitted, as well as low flow taps and showers, and dual flush toilets.
- 10.18 Off-site construction techniques are being integrated, which can improve the performance of finished homes.
- 10.19 Taylor Wimpey's focus on build quality helps ensure that the finished homes achieve the specified energy efficiency standards, and that ventilation systems are installed correctly to provide good indoor air quality.

OPPORTUNITIES TO INCORPORATE NATURE AND SUSTAINABILITY

OUR VISION

"Our world – our home – is in trouble and we aren't standing on the sidelines watching. We want to be part of the solution – working together to minimise the impact we have on climate change and protecting our planet for future generations. We are committing to challenging, measurable targets based on science, to making changes in the way we work and to reducing our footprint. By thinking globally and acting locally, we will play our part to create a greener, healthier home for us all. Let's build a better world together."
(Taylor Wimpey Environment Strategy 2021)

INTEGRATING SUSTAINABILITY INTO OUR DEVELOPMENTS

- 10.20 Taylor Wimpey are committed to build great homes and create thriving communities by focusing on improving environmental performance, fostering community networks, supporting local economic activity, and helping customers adopt a more sustainable lifestyle.

ENERGY EFFICIENCY

- 10.21 New dwellings will include a range of sustainable design features ranging from highly energy efficient walls and windows, to insulated loft space. This reduces running costs for the new residents and helps cut carbon emissions.

BUILDING REGULATIONS

- 10.22 The proposed development will accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements.
- 10.23 The image below reflects Taylor Wimpey current standard specification in compliance with the 2013 building regulations Parts L&F:



FUTURE HOMES 3D ILLUSTRATIONS TAYLOR WIMPEY CURRENT HOME

10.24 However, The 2021 Part L&F is due to be published shortly and come into force in June 2022 with a 1 year transition to June 2023, where all plots not started will transition to the 2021 L&F specification. The specification illustrated on the enclosed render below reflects Taylor Wimpey understanding at this time based on information available currently, these images and the fabric and technological improvements are subject to change when the government FEES and Overheating consultation are published towards the end of 2021 and the SAP software is finalised in Spring 2022. At this time, Taylor Wimpey are committed to issue any revisions to the renders as their confirmed specification for 2021 L&F.

10.25 The 2025 FHS render below illustrates the variety of fabric and technological enhancements that Taylor Wimpey believe will be necessary for their House Type range to meet the FHS 2025. The exact specification would vary depending on the house type and construction methodology however this represents their 'best guess' at the moment. The government are due to issue a consultation on 2025 Future Homes Standard in early 2023 and this particular render, fabric and technological proposals at that point will be revisited and re-issued.

10.26 The render below intended to support the successful delivery of Taylor Wimpey Environment Strategy which illustrates how their environmental strategy will be delivered on their developments and homes.



FUTURE HOMES 3D ILLUSTRATIONS BUILDING REG 2022



FUTURE HOMES 3D ILLUSTRATIONS BUILDING REG 2025



FUTURE HOMES 3D ILLUSTRATIONS NATURE INTERVENTIONS BY 2023"

ENERGY COMMITMENTS

10.27 Taylor Wimpey recognise the incipient need to build sustainable homes and developments along with the emerging regulations that will shape how people use and live in their homes. As outlined in **Section 10 Energy Efficiency** of the Design Code document, Taylor Wimpey will look to provide energy commitments ahead of regulations where possible, i.e. Air Source Heat Pumps. This will be further detailed and established as part of the Reserved Matters Application for the residential phase.

EMBODIED ENERGY

- 10.28 Embodied energy is the energy consumed by all the processes associated with the production of a building.
- 10.29 Reducing embodied energy can be achieved by remodel and reuse of buildings where possible rather than rebuild, using low energy materials, designing to use materials efficiently, reducing the energy used in construction, the re-use of materials and design for disassembly and adaptability so that the carbon locked in the building can be retained or reused in future. This can be achieved by:
- Reuse and refurbishment in preference to new construction;
 - Energy used in construction;
 - Reuse of materials;
 - Design for disassembly; AND
 - Foundations that accommodate trees.



- 10.30 Taylor Wimpey's response to climate change incorporates measures to reduce embodied carbon. They already source many materials with lower embodied carbon and energy, for example:
- Timber frame can have a significantly lower carbon footprint than traditional "brick and block" building techniques, due to the materials and use of off-site construction techniques;
 - The glass mineral wool insulation used is made from recycled glass bottles;
 - Recycled uPVC makes up over 60% of the material used in Taylor Wimpey's window frames and cavity closers;
 - Use of recycled aggregates and recycled bricks and blocks; and
 - Chipboard flooring contains 30% recycled wood and 70% wood sourced from Forest Stewardship Council (FSC) certified.

SUSTAINABLE MATERIALS AND CONSTRUCTION TECHNIQUES

- 10.31 All demolition and construction processes and materials production and application have environmental impacts. In addition to embodied energy, issues relate to the impacts of extraction, pollution, ozone, water extraction, and waste disposal.
- 10.32 Taylor Wimpey test sustainable build technologies, including cross-laminated timber with wood fibre insulation and energy efficiency solutions, for example:
- Selecting, and partnering with responsible sourcing of suppliers who meet high standards of sustainability;
 - Sourcing timber from sustainably managed forests, certified by recognised schemes such as the FSC and PEFC, while requiring that all suppliers provide timber from legally logged sources, in line with Taylor Wimpey's Supply Chain policy and the EU Timber Regulation; and
 - Construction waste – waste reduction through providing guidance to relevant teams and introducing incentives for compliance.
- 10.33 Taylor Wimpey aim to use more sustainable and recycled materials in the homes, to reduce waste from sites and to adopt modern methods of construction that can improve efficiency and reduce environmental impacts.

10.34 Examples of more sustainable products and materials include:

- Glass mineral wool insulation supplied by Knauf, is made from recycled glass bottles. Around 6 million bottles were used to create the insulation for our homes in 2020
- Recycled uPVC makes up over 60% of the material used in our window frames and cavity closers supplied by Eurocell, our main window frame supplier that supplied almost half our window frames in 2020
- Around 93.5% of timber supplied by Group suppliers is FSC or PEFC certified
- Around 60% of the sanitary ware, 55% of timber frame, 81% of blocks and 80% of the bricks we buy are BES 6001 certified (the standard for responsible sourcing of construction products)
- Some sites are using 100% recycled aggregates and 75% recycled concrete blocks supplied by Sheehan Group
- Off-site construction techniques can improve the performance of finished homes. For example, Taylor Wimpey use off-site pre-insulated panelised systems for the top storey of 'room in the roof' house types and system roof which are pre-formed roof panels, including insulation that are placed together on site. Also, a wide range of pre-fabricated GRP canopies and chimneys stacks, floor cassettes and spandrels panels are used.

MODERN METHODS OF CONSTRUCTION (MMC)

10.35 'Modern methods of construction' is a term that embraces a range of off-site manufacturing and on-site techniques that provide alternatives to traditional housebuilding. Such techniques can contribute to the efficient use of resources.

10.36 MMC approaches, such as panelised systems and sub-assemblies, are seen to be enhancing the build process by increasing the speed of construction and improving quality; given the concerns about full volumetric construction, these alternatives are providing solutions sufficient for many housebuilders' and housing associations' needs at present.

10.37 Sub-assemblies and components (i.e. off-site manufactured gable spandrel panels and cassette roofs, door sets, floor cassettes, GRP dormers and canopies) and panelised construction (i.e. Timber Frame, Large Format Block (LFB) Structural Insulated Panels (SIPs) and Light Gauge Steel Frame (LGSF) are most widely adopted forms of MMC, and consideration should be given to maximising their use within the development.

WATER EFFICIENCY

10.38 Water scarcity is already a challenge in some parts of the UK and climate change will exacerbate this. Taylor Wimpey aim to reduce water use in their operations, to design their homes to be water efficient, in line with building regulations and to protect water quality during construction and remediation on their sites.

10.39 They integrate measures to manage surface water and reduce flood risk on their completed developments.

10.40 We have a target to reduce our metered mains water consumption by 10% by 2025.

10.41 All new Taylor Wimpey homes have low flow taps and showers, and dual flush toilets water and, in England and Wales, all homes have water meters fitted. Some developments include additional water saving features.

11 LIFESPAN

MANAGEMENT PLAN

- 11.1 Management and maintenance of places incorporate the processes associated with preserving their quality or condition. Good management and maintenance contribute to the resilience and attractiveness of a place and allows communities to have pride in their area.
- 11.2 According to the S106 agreement, the management plan will incorporate the following:
- **Affordable housing units** – these are to be transferred to a Registered Provider agreed with the District Council
 - **Open Space** – prior to implementation of the open space specification, the site owner will be request from the District Council a confirmation on whether the Parish Council Intends to be the Nominated Body for the maintenance and management of the open space. In the event that the open space is to be transferred to a Management Company instead, the site owner shall obtain the District Council's written approval of the details of the proposed Management Company;
 - **Church Extension Site** – the site owner is to offer this area to be transferred to the Church. In the event this transfer is not successful, the owner shall submit a Meadow Scheme to the District Council for approval for the Church Extension Site to form part of the area of land set aside as a Meadow. The owner will, thereafter, be responsible for the management and maintenance of this area, in accordance with the approved specification;
 - **Meadow** – the owner shall submit the Meadow Scheme for the Meadow to the District Council for approval. The owner shall implement the Meadow Scheme and shall, thereafter, be responsible for its management and maintenance in accordance with the Meadow Scheme. The same applies to the Additional Meadow.

PARTICIPATION

- 11.3 Participation has been integrated into the process of preparing the design code, in order to improve transparency, help to build trust, allow for valuable knowledge to be gained, increase a sense of ownership over the completed development and help to build community cohesion.
- 11.4 Taylor Wimpey is fully committed to consulting the local community and stakeholders about its proposals to bring forward a cohesive and sustainable scheme that delivers attractive housing and complements the villages of Barham and Claydon.
- 11.5 The consultation process was undertaken during the months of April and May 2022. Alongside engagement with local political stakeholders, including Barham Parish Council and Claydon & Whitton Parish Council, Taylor Wimpey ran two community workshops, using a range of tools to ensure local residents were notified of the consultation and encouraged to participate.

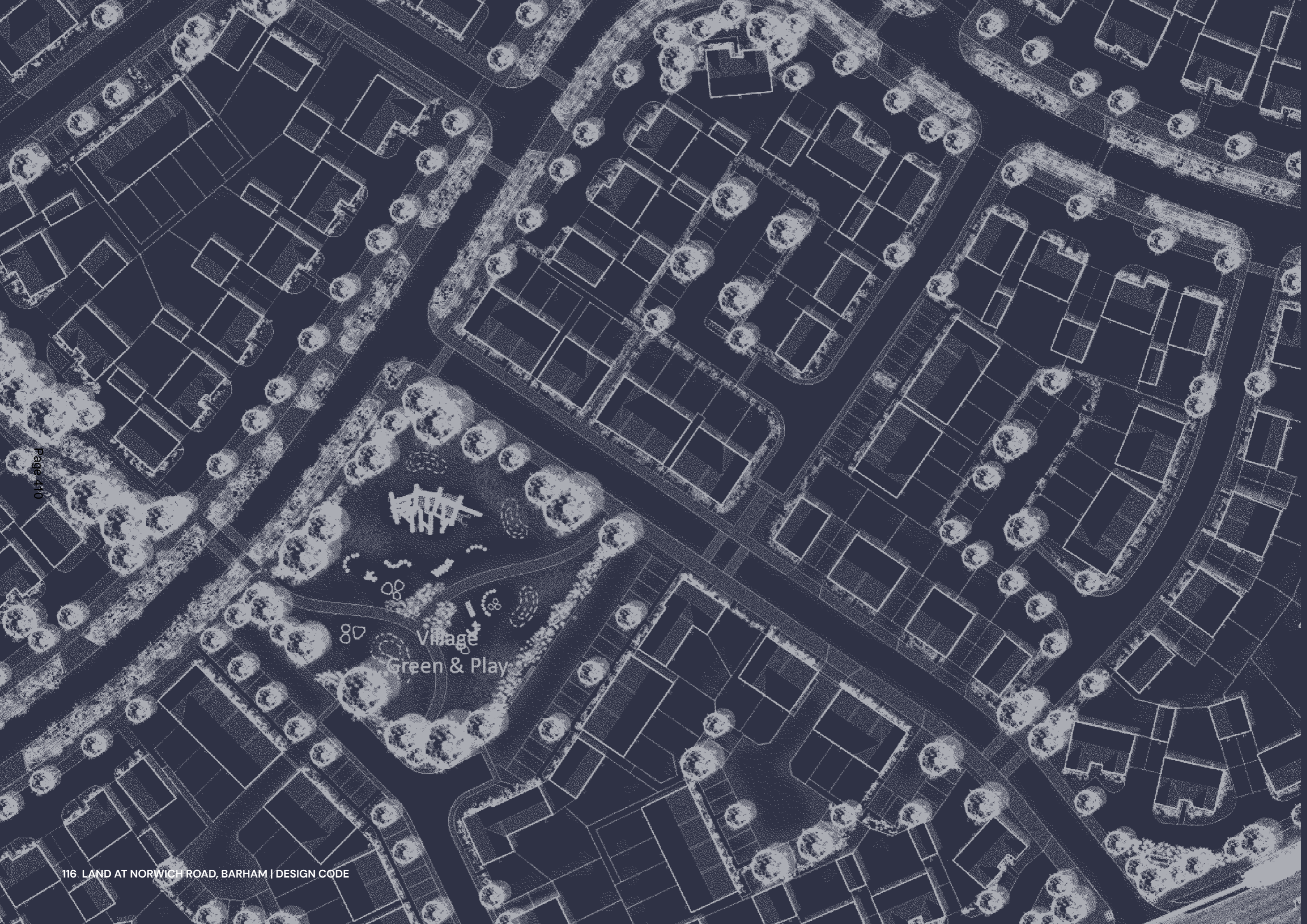
11.6 The feedback received from the local community and stakeholders has informed the development principles set out within the design code. The detailed layout for the site should therefore incorporate the following:

- The proposed village green will be positioned at the centre of the site. In the plans shown at consultation, the green was situated on the northern edge of Barham Church Lane. Residents suggested it was unsafe to place an open space designated for play next to one of the busier roads in the area, regardless of mitigation. This is in accord with additional further feedback from the MSDC officers preferring a more central village green.
- Existing hedgerow along northern edge of Church Lane to be fully retained and 'gapped-up' where necessary (with the exception of agreed locations where new roads are to be cut through).
- 2m wide landscape strip on northern edge of proposed Cycle Path running parallel with Church Lane to be retained, to offer further Landscape Buffering.
- Southern village green & central pair of Local Areas for Play are to be combined in to one meaningful central open space to accommodate a broader range of users due to its size.
- New, enlarged central village green is to provide opportunities for suitable landscape buffering between play spaces and adjacent roads.
- New 'Green Footpath Link' to be added to northern section of the development, providing attractive link to new central village green.
- Some lower density housing to be accommodated on the southern boundary.
- More organic approach to housing facing Norwich Road to be proposed.
- Generous visitor parking to be proposed to housing facing Norwich Road to prevent un-controlled parking on existing carriageway.
- Affordable housing to be partially redistributed in southern section of development (note: maximum 15no. unit clusters).
- Natural speed restraints to be added to central spine road (i.e. raised tables).

COMMUNITY MANAGEMENT

- 11.7 Community management is the management of a common resource by the people who use it through the collective action of volunteers and stakeholders. The community management of neighbourhoods is a valuable way of engendering a sense of ownership and responsibility as well as building social cohesion.
- 11.8 Community management could be facilitated in a number of ways, for example:
- Encouraging, or setting informal community management groups, which would oversee and look after community projects, such as tree planting;
 - Neighbourhood Planning Groups;
 - Community management of public spaces;
 - Community management of buildings and facilities; and
 - Community management of local energy networks.





Village
Green & Play

12 SUMMARY

- 12.1 This Design Code has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Taylor Wimpey East Anglia, in consultation with Mid Suffolk District Council, to accompany the Reserved Matters Planning Application (RMA) for the residential development of Land at Norwich Road, Barham.
- 12.2 The document is prepared in accordance with S106 obligations associated with the initial outline approval for development of the site (LPA Ref: 1856/17).
- 12.3 The Design Code will be a key document in the implementation of development at Norwich Road, Barham and will be used by the developer for delivering dwellings, infrastructure, services and setting out the landscape framework for the new community, in the process of bringing forward reserved matters application.
- 12.4 Structured on the basis of the National Design Guide and the ten characteristics of well-designed places it outlines, the Design Code covers key components essential for the design of an environment which facilitates a successful and sustainable community.
- 12.5 Specific documentation associated with the Reserved Matters Application for the site is to be agreed with the local authority.
- 12.6 The timetable for the delivery of the residential component of the development on the site is as follows:
- Submit Reserved Matters Application: June 2022; and
 - Site start date (excluding infrastructure works) – August 2023.
- 12.7 Reserved Matters documentation – checklist to be agreed with the local authority

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All paper sourced from sustainably managed forests.

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Key

	Primary School Site
	Additional Meadow
	Open Space
	Community Use Site
	Meadow
	Church Extension Site



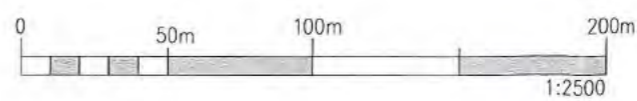
Rev	Date	Description
-	-	-
-	-	-

PIGEON
 Pigeon Investment Management Ltd
 Linden Square
 146 King's Road
 Bury St Edmunds
 IP33 3DJ

Project
 0068 BARHAM AND CLAYDON

Drawing Title
 S106 PLAN
 1856/17

Drawn	Check	Scale	@
JK	SBF	1:2500	A3
Date	Drawing No.	Rev	
24/05/2021	0068/108	-	





Key

Site Boundary

Area for Skylark mitigation
(13.06ha)



Notes

1. Do not scale from this drawing

Rev	Date	Description



Pigeon Investment Management Ltd
Linden Square
146 King's Road
Bury St Edmunds
IP33 3DU

Project

Land off Church Lane,
Barham

Drawing Title

Skylark Plot
Mitigation Area

Drawn	Check	Scale	@
AP	.	1:5,000	A3

Date	Drawing No	Rev
20/12/17	0068/304	.

This Deed is made the 9th day of December 2021

Between:

- (1) **MID SUFFOLK DISTRICT COUNCIL** of Endeavour House, 8 Russell Road, Ipswich IP1 2BX ("the District Council")
- (2) **SUFFOLK COUNTY COUNCIL** of Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP1 2BX ("the County Council")
- (3) **MR JOHN PHILIP CUTTING** and **MARGARET JACINTHA CUTTING** of White Lodge Farm, Church Lane, Barham, Ipswich IP6 0PU ("the Owner")

INTRODUCTION

1. The District Council is a local planning authority for the purposes of the Act for the area in which the Site is situated
2. The County Council is the local highway authority (except for trunk roads) the local education authority and is also a local planning authority for the purposes of the Act for the area in which the Site is situated and by whom the obligations contained in this Deed are enforceable
3. The ownership and other interests in the Site are as set out in the First Schedule
4. The Applicant has submitted the Application to the District Council for the Development and the District Council has resolved to grant planning permission for the Development pursuant to the Application subject to the prior completion of this Deed to regulate the Development and to secure the planning obligations contained in this Deed
5. The District Council enters into this Deed to the intent that the requirements of the District Council's policies are met and that any objections by the District Council to the grant of planning permission on the basis of those policies are overcome

6. The District Council and the County Council consider and the Owner acknowledges that the Development should not take place until certain restrictions regulating the use of the Site are imposed in the manner hereafter appearing and pursuant to Section 106 of the Act the parties have agreed to enter into this Deed in order to secure the planning obligations contained in this Deed
7. The District Council in resolving to approve the Application is satisfied that the planning obligations sought under the provisions of this Deed meet the tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended)

NOW THIS DEED WITNESSES AS FOLLOWS:

1. DEFINITIONS

For the purposes of this Deed the following expressions shall have the following meanings:

- | | |
|----------------------------|--|
| “Act” | the Town and Country Planning Act 1990 (as amended) |
| “Additional Meadow” | means the 1ha of land indicatively identified on the Plan and shaded blue to be provided as meadow pursuant to Part 9 of the Third Schedule or if agreed in the District Council’s absolute discretion in its capacity as local planning authority such other land as may be agreed between the Owner and the District Council in writing subject to a satisfactory planning permission and section 106 agreement (unless otherwise agreed in writing) |
| “Additional Meadow Scheme” | means the specification and timing for delivery of the Additional Meadow including the specifications plans and drawings showing but not limited to the location, layout and design and future maintenance and management of the Meadow (but FOR THE AVOIDANCE OF DOUBT not including the identity of the management body) to be agreed in writing with the District |

Council, in accordance with paragraph 1 of Part 9 of the Third Schedule

"Affordable Housing"

subsidised housing that will be available to persons who cannot afford to rent or buy housing generally available on the open market in accordance with and defined in Annex 2 of the NPPF

"Affordable Housing Nomination Agreement"

an agreement substantially in the form set out in the Seventh Schedule (subject to such amendments as may be reasonably required by the Registered Provider with a view to ensuring that the objectives of that agreement are met) dealing with the allocation of the Affordable Housing by a Registered Provider which shall apply to all of the Affordable Housing Units and "Nomination Agreement" shall have the same meaning

"Affordable Housing Scheme"

means the affordable housing scheme to be submitted to the District Council as part of the reserved matters application for written approval by the District Council for the provision of Affordable Housing as part of the Development detailing the following (unless otherwise agreed in writing):

- i) the plots and location;
- ii) bedroom numbers per Dwelling based on an indicative mix of (unless otherwise agreed in writing);

10% x 1 bed 2-person flats

6% x 2 bed 4-person flats

9% x 2 bed 3 and 4-person bungalows

48% x 2 bed 4-person houses

27% x 3 bed 5 and 6-person houses

iii) Dwelling size; and

iv) tenure

"Affordable Housing Units"

means thirty-five per cent (35%) of the Dwellings to be provided on the Site pursuant to the Planning Permission to be Occupied as Affordable Housing in accordance with the Affordable Housing Scheme and for the avoidance of doubt and unless otherwise agreed in writing with the District Council (such agreement not to be unreasonably delayed or withheld) will have a tenancy split of seventy-five per cent (75%) Affordable Rented Housing Units and shall be Occupied by persons allocated in accordance with a Choice Based Letting Scheme to which the District Council is a party or otherwise nominated by the District Council pursuant to the Nomination Agreement (as varied from time to time) and twenty-five per cent (25%) Shared Ownership and shall be Occupied by persons in accordance with the Government's Help to Buy Scheme (or any subsequent scheme)

BLLP on behalf of Mid
Suffolk District Council,
Suffolk County Council &
the owner

BLLP on behalf of Mid
Suffolk District Council,
Suffolk County Council &
the owner

"Affordable Rented Housing Units"

means housing made available by a Registered Provider as low-cost rental accommodation (as defined by the Housing and Regeneration Act 2008 Section 69) with a rent charged at a level up to 80% of the equivalent Market Rent including any service charges applicable

"Applicant"

Pigeon Investment Management Ltd of Salisbury House, Station Road, Cambridge CB1 2LA

"Application"

the application for planning permission to develop the Site in accordance with the application plans and other materials deposited with the District

Council validated on 9 May 2017 and bearing the District Council's reference number 1856/17

"BCIS Index"

the All In Tender Price Index published by the Building Cost Information Service of the Royal Institution of Chartered Surveyors or any successor organisation or (if that index shall cease to be published or is otherwise unavailable) such alternative basis of indexation as may be agreed between the District Council the County Council and the Owner

"BCIS Indexed"

the increase in any sum referred to in the Third and Fourth Schedule by an amount equivalent to the increase in the BCIS Index from the date hereof until the date on which such sum is payable to be calculated in accordance with Clause 11 of this Deed

"Chargee"

any mortgagee or chargee of the Registered Provider or any receiver or manager (including an administrative receiver) appointed by such mortgagee or chargee or any other person appointed by such mortgagee or chargee under its security documentation to enable such mortgagee or chargee to realise its security or any administrator (however appointed) including a housing administrator

"Chargee's Duty"

the tasks and duties set out in paragraph 1.7 of Part 2 of the Third Schedule

"Church"

the Church of St Mary & St Peter Barham Church Lane, Barham, Ipswich IP6 0EB

"Church Extension Site"

means the part of the Site shown for identification purposes only shaded pink on the Plan (or as may otherwise be agreed with the District Council or agreed pursuant to the Planning Permission)

"Church Extension Site Contribution"	means the sum of Sixty Thousand Pounds (£60,000) to be paid to the District Council to enable improvements to the Church car parking, improvements to the access route to and from the Church and the provision of cycle parking at the Church
"Church Extension Site Meadow"	shall mean the meadow to be created in the event the Church Extension Site is not transferred to the Church pursuant to Part 5 of Schedule 3
"Commencement of Development"	means the first carrying out of a material operation (as defined in Section 56(4) of the Act) in relation to the Development other than (for the purposes of this Deed and for no other purpose) operations consisting of site clearance, demolition work, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and lay of services, erection of any temporary means of enclosure, the temporary display of site notices or advertisements although for the purposes of this Deed Commencement of Development shall not include any material operation or otherwise on the Primary School Site or any part of the Site that is agreed to be for the provision of the Primary School and "Commence" and "Commencement" and "Commence Development" shall be construed accordingly
"Community Use Site"	means the area coloured red on the Plan to be used for either a doctor's surgery or as agreed in writing with the District Council for an alternative community use or if agreed in the District Council's absolute discretion in the Council's capacity as local planning authority such other land as may be agreed between the Parties in

	writing subject to a satisfactory planning permission and section 106 agreement
"Completion of Development"	means the date that the last Dwelling is first Occupied
"Design Code"	<p>means the Design Code to be submitted to the District Council prior to the submission of the first reserved matters application for the Residential Phase for written approval by the District Council having regard to the expectations of good design and planning for climate change pursuant to the NPPF ensuring the following:</p> <ul style="list-style-type: none"> i) establishing measurable reductions in carbon emissions through sustainable construction, use of renewable energy by optimising opportunities for sustainable travel including walking, cycling and public transport initiatives; ii) that the development delivers sustainable development; iii) creating better places in which to live and work <p>PROVIDED THAT the Design Code shall not be expected to exceed legislative requirements at the time of determination whether under Building Regulations 2010 (as amended) or otherwise</p>
"Development"	the development of the Site pursuant to the Application for phased development for the erection of up to 269 dwellings and affordable housing together with associated access and spine road including works to Church Lane, a Community Use Site, amenity space including an extension to the church grounds, reserved site for pre-school and primary school and all other works and infrastructure
"Dwelling"	a dwelling (including a house flat or bungalow and includes Affordable Housing Units) to be

constructed pursuant to the Planning Permission and "Dwellings" shall be construed accordingly

"Education Contribution"

means the sum of One Million Four Hundred and Thirty-One Thousand Two Hundred and Ten pounds (£1,431,210) to be paid to the County Council towards the provision of a new primary school including land acquisition costs serving the Development

"First Skylark Mitigation Monitoring Report"

a report prepared by a suitably qualified person following a survey to record the number of skylark present in proximity to plots identified in the Skylark Mitigation Scheme undertaken during the fifth nesting season following Commencement of Development providing the results of the survey

"Full Travel Plan"

the full travel plan to be agreed pursuant to the Planning Permission

"Habitats Sites"

means those sites on the Suffolk Coast which will be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations

"Habitats Sites Mitigation Contribution"

means the sum of up to £32,788.41 (thirty-two thousand seven hundred and eighty-eight pounds and forty one pence) to be calculated using the Habitats Sites Mitigation Contribution Calculation to be paid by the Owner to the District Council as a contribution towards the impact of development on the Habitats Sites

"Habitats Sites Mitigation Contribution Calculation"

means the sum of £121.89 (one hundred and twenty one pounds and eighty-nine pence) per Dwelling to calculate the Habitats Sites Mitigation Contribution

"HE"

Homes England or such other organisation as may from time to time be the Regulator of Social

	Housing within the meaning of Section 81 Housing and Regeneration Act 2008 or such other body with statutory force charged with regulating Registered Providers
"Highways PROW Contribution"	means the sum of One Hundred and Fifteen Thousand Five Hundred pounds (£115,500) to be paid to the County Council towards improvements to the public rights of ways within the vicinity of the Development
"Highways Village Contribution"	means the sum of eighty five thousand pounds (£85,000) to be paid to the County Council towards improvements to highways infrastructure within the villages of Barham and Claydon serving the Development
"Interest"	interest at four (4) per cent above the base lending rate of the Bank of England from time to time
"Management Company"	a company or body who will take over responsibility for the future maintenance of the Open Space and which definition may include a resident's association established for this purpose or a private limited company
"Market Housing Units"	those Dwellings which are general market housing for sale or rent on the open market and which are not Affordable Housing Units
"Market Rent"	means market rent as defined in the latest edition of the Red Book and certified by a member of the Royal Institution of Chartered Surveyors
"Marketing Specification"	means a scheme detailing how the Community Use Site shall be marketed including timing of implementation and duration to be agreed with the District Council in accordance with paragraph 2 of Part 3 of the Third Schedule or deemed to be

	approved by the District Council pursuant to paragraph 4 of Part 3 of the Third Schedule
"Market Value"	means the market value as defined by the Red Book or any replacement volume
"Meadow"	means the area identified as a meadow pursuant to the Planning Permission and as indicatively shown on the Plan and shaded orange (unless otherwise agreed in writing)
"Meadow Scheme"	means the specification for delivery of the Meadow and/or Church Extension Site Meadow (as appropriate) including the specifications plans and drawings showing but not limited to the location, layout and design and future maintenance and management (but FOR THE AVOIDANCE OF DOUBT not including the identity of the management body) of the Meadow to be agreed in writing with the District Council in accordance with paragraph 1 of Part 8 of the Third Schedule or the Church Extension Site Meadow in accordance with paragraph 2 of Part 5 of the Third Schedule
"Nominated Body"	means one of the following: <ul style="list-style-type: none"> a) the Parish Council; b) the Management Company; c) the Owner; or d) such other body (other than those listed above) as the District Council may agree
"Notice of Actual Commencement"	notice in writing to advise of the actual Commencement Date
"NPPF"	Means the National Planning Policy Framework (July 2021) as amended or replaced

"Occupation"	occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations and "Occupied" and "Occupy" shall be construed accordingly
"Open Market Value"	means the Market Value of the Affordable Housing Units but on the assumption that the Affordable Housing Units can be sold on the open market without restriction on price, tenure, ownership or occupation free from the implications contained in this Deed and assuming that the Affordable Housing Unit is newly completed decorated and equipped and ready in all respects for first residential occupation and which shall be evidenced by the provision of valuations from three suitably qualified valuers who are independent and not employed by the Owner
"Open Space"	the areas of open space and onsite playing area to include any sustainable drainage system as agreed pursuant to the Planning Permission up to a maximum of 2.05 hectares for use by the wider community (and for the avoidance of doubt there shall be no obligation to provide open space on the Meadow and in respect of the Additional Meadow there shall be no obligation to provide public access to the open space on the Additional Meadow for 7 years from the date of this Deed)
"Open Space Commuted Sum"	means a sum of £4.59 per sqm per annum of Open Space (that comprises equipped play space) plus £0.62 per sqm per annum of Open Space (including any areas of Open Space that does not included equipped play space) to be paid for a period of 8 years for the ongoing

maintenance and management of the Open Space

"Open Space Land"

means the part of the Site upon which the Open Space is to be provided in accordance with the Open Space Specification

"Open Space Specification"

means the specification for delivery of the Open Space (excluding the Meadow and Additional Meadow) including the specifications plans and drawings showing but not limited to the location, layout and design of the Open Space including details of any proposed play areas and equipment landscaping, paths and access arrangements, street furniture and fencing to be agreed in writing with the District Council in accordance with paragraph 1 of Part 4 of the Third Schedule

"Open Space Transfer"

A transfer of the Open Space which inter alia shall contain the following provisions (and such other terms as may reasonably be agreed):

- a) The Owner shall transfer the fee simple estate free from encumbrances save those set out in the title;
- b) All easements and rights necessary in relation to access for the benefit of the Open Space;
- c) Any exceptions and reservations in relation to drainage and services, support and access of light and air for the benefit of the Development;
- d) Restrictive covenants by the Management Company:
 - (i) Not to use or permit the Open Space to be used for any purpose other than for the provision of recreational facilities or amenity land for use by the general public as open space;

(ii) Not to use or permit the Open Space to be used in a manner which may be or become a nuisance (whether or not amounting to a legal nuisance), annoyance, disturbance or cause damage to the rest of the Development

e) payment of the Open Space Commuted Sum in the event the Nominated Body is the Parish Council and the Open Space is transferred to the Parish Council; and

f) in the event the Open Space is to be provided following the transfer of the Open Space Land obligations requiring the Owner to provide the Open Space in accordance with the terms of this Deed

“Parish Council”

means either Barham Parish Council or Claydon and Whitton Parish Council

“Phase”

means a phase of the Development as set out and agreed pursuant to the Planning Permission which for the avoidance of doubt shall not include the Primary School Site, Additional Meadow, Meadow, Community Use Site and the Church Extension Site / Church Extension Site Meadow and land subject to the Skylark Mitigation Scheme

“Plan”

the plan attached to this Deed and marked “S.106 Plan 1856/17”

“Planning Permission”

the planning permission subject to conditions which may be granted by the District Council pursuant to the Application substantially as set out in the draft in the Second Schedule

“Practical Completion”

issue of a certificate of practical completion by the Owner’s architect or project manager or in the event that the Development is constructed by a party other than the Owner the issue of a

certificate of practical completion by that other party's architect or project manager

"Primary School"

means an education facility for children between the ages of 4 and 11 (inclusive) or any variant thereof to be provided on the Primary School Site to comprise both indoor and outdoor facilities for education and/or childcare and/or sports and/or community use

"Primary School Site"

means the site allocated for the new Primary School shown for identification purposes only coloured yellow on the Plan or any alternative Site serving the Development as may otherwise be agreed with the District Council

"Protected Tenant"

any person who has:

- a) exercised the right to acquire pursuant to the Housing and Regeneration Act 2008;
- b) exercised the right to acquire pursuant to any statutory provision for the time being in force (or any equivalent contractual right) in respect of a particular Affordable Housing Unit; and
- c) any person who has staircased the equity in their Shared Ownership Dwelling to 100%; and
- d) any successor in title to a)-c) above

"Red Book"

means the RICS Valuation – Global Standards 2017 (the Red Book) or such other document amending, consolidating or replacing it

"Registered Provider"

means a registered provider of social housing as defined in Section 80(2) of the Housing and Regeneration Act 2008 and listed in the registers kept by HE under Chapter 3 of that act. For the avoidance of doubt this includes the Council.

"Residential Phase"	means the part of the Site to be developed for residential purposes containing dwellings to exclude the Additional Meadow, Community Use Site, Church Extension Site/ Church Extension Site Meadow, Primary School Site and land subject to the Skylark Mitigation Scheme
"RTA Purchaser"	means a former tenant of an Affordable Housing Unit who purchases the Affordable Housing Unit under the right to buy under Part V of the Housing Act 1985 or pursuant to the right to acquire under the Housing and Regeneration Act 2008 or any similar or substitute statutory rights in force from time to time
"Second Skylark Monitoring Report"	a report prepared by a suitably qualified person following a survey to record the number of skylark present in proximity to plots identified in the Skylark Mitigation Scheme undertaken during the tenth nesting season following Commencement of Development providing the results of the survey
"Shared Ownership Dwellings"	dwellings to be let on a Shared Ownership Lease to a household for which the household income does not exceed eighty thousand pounds (£80,000) per annum or such other household income for the time in force in accordance with the terms as set out in HE's capital funding guide
"Shared Ownership Lease"	a lease or sub-lease of a Shared Ownership Dwelling granted at a premium whereby not less than 10% (ten percent) and not more than up to 70% (seventy percent) (save that the Council will agree up to 75% (seventy-five percent) should the Owner provide reasonable justification to the Council) on first purchase of the equitable interest is paid by the tenant on completion of such lease and/or raised by mortgage or charge from a bank or building society and which lease shall include arrangements enabling the tenant to acquire up to

100% (one hundred percent) of the legal and equitable interest in the Shared Ownership Dwelling at some future date or dates and which lease shall allow a rent to be charged on the remainder of the equitable interest not purchased, such rent not to exceed an annual sum calculated at 2.75% of the value of the equity retained by the Registered Provider at the date of the grant of the Shared ownership Lease or such other figure permitted by Homes England from time to time and any capital receipt received by the Registered Provider in excess of eighty per cent (80%) as a result of the tenant exercising their right to staircase out to one hundred per cent (100%) shall be retained by the Registered Provider for re-investment in Affordable Housing within the district of Mid Suffolk

"Site"

the land described in the First Schedule against which this Deed may be enforced as shown edged red for identification purposes only on the Plan together with the Skylark Mitigation Scheme Plan

"Skylark"

is a UK Priority Species under Section 41 of the Natural Environment and Rural Communities (NERC) Act, 2006, in addition, to being a Red listed species of Conservation Concern

"Skylark Mitigation Implementation and Monitoring Report"

a report prepared by a suitably qualified person following a survey to record the number of skylark present in proximity to the Skylark Mitigation Scheme undertaken during the first nesting season following Commencement of Development confirming that the Skylark Mitigation Scheme has been implemented in full and providing the results of the survey.

"Skylark Mitigation Scheme"

the delivery of mitigation for the potential impact of the Development upon local Skylark breeding

territories to include (unless otherwise agreed in writing with the District Council):

a) three Skylark plots to be provided as areas of undrilled arable farmland within the areas shown shaded purple for identification purposes only on the plan appended hereto and given reference 0068/304 dated 20 December 2017 unless it is subsequently agreed with the District Council (acting reasonably) that the Skylark plots may be provided elsewhere within the land edged red on the Skylark Mitigation Scheme Plan; and

b) each Skylark plot to be at least 3 metres wide and have an area of between 16 metres squared and 24 metres squared and to be provided in accordance with the RSPB Guidance Leaflet "Farming for Wildlife Skylark Plots" appended to this Agreement as Appendix 1

"Skylark Mitigation Scheme Plan"

the plan marked "*Skylark Mitigation Scheme Plan*" attached to this Deed

"Travel Plan Evaluation and Support Contribution"

means the sum of One Thousand Pounds (£1,000) BCIS Indexed per annum from Occupation of the 100th Dwelling for a minimum of 5 years or one year after Occupation of the final Dwelling whichever is the longest duration paid by the Owner to the County Council to be used towards the monitoring and support by the County Council of the travel plans to be agreed pursuant to the Planning Permission

"Working Days"

Monday to Friday (inclusive) except Good Friday, Christmas Day and public or bank holidays from time to time in England.

2. CONSTRUCTION OF THIS DEED

2.1 Where in this Deed reference is made to any clause, sub-clause, schedule, paragraph, sub-paragraph or recital such reference (unless the context otherwise

requires) is a reference to a clause, sub-clause, schedule, paragraph, sub-paragraph or recital in this Deed

- 2.2 Words importing the singular meaning where the context so admits include the plural meaning and vice versa
- 2.3 Words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, corporations and firms and all such words shall be construed as interchangeable in that manner
- 2.4 Wherever there is more than one person named as a party and where more than one party undertakes an obligation all their obligations can be enforced against all of them jointly and against each individually insofar as such obligation relates to land within such party's ownership unless there is an express provision otherwise
- 2.5 Any reference to an act of Parliament shall include any modification, extension or re-enactment of that act for the time being in force and shall include all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that act or deriving validity from it
- 2.6 References to any party to this Deed shall include the successors in title to that party and to any party deriving title through or under that party and in the case of the District Council and the County Council the successors to their respective statutory functions
- 2.7 Where this Deed requires a plan or strategy or other document to be submitted to the District Council for approval or agreement then upon approval of the same it shall be deemed to have been incorporated into this Deed and the same shall apply to any provision requiring a review of any such plan or strategy or other document
- 2.8 References to a "Plan" or "Drawing" in this Deed shall be reference to the plans attached to this Deed bearing the relevant plan number or any amended plans as shall be agreed between the Owner, the District Council and the County Council
- 2.9 None of the covenants contained in this Deed on the part of the Owner shall be enforceable against:
- 2.9.1 those persons who purchase (including purchasers by way of long lease) any Dwelling for occupation by themselves or their lessees tenants or individuals of the Dwellings (save that the restrictions relating to Occupation set out herein in respect of the Affordable Housing Units set out in paragraphs 1.5 of Part 2 of the Third Schedule shall be enforceable against the owners and occupiers of such units); or

2.9.2 any statutory undertaker who acquires any part of the Site or interest therein for the purposes of the supply of electricity gas water drainage telecommunication services or public transport services.

2.10 The headings are for reference only and shall not affect construction

2.11 Any covenant by the Owner not to do an act or thing shall be deemed to include an obligation not to permit or suffer such act or thing to be done by another person.

3. LEGAL BASIS

3.1 This Deed is made pursuant to Section 106 of the Act Section 111 of the Local Government Act 1972 and Section 1 of the Localism Act 2011 and all other enabling powers

3.2 The covenants restrictions and requirements imposed upon the Owner under this Deed create planning obligations pursuant to Section 106 of the Act and are enforceable by the District Council and the County Council as appropriate as local planning authorities against the Owner or its successors in title

3.3 This Deed is a deed and may be modified or discharged in part or in total at any time after the date of this Deed by deed between the parties in the form of a deed

3.4 This Deed is a local land charge and upon completion shall be registered by the District Council as such

4. CONDITIONALITY

4.1 This Deed is conditional upon:

4.1.1 the grant of the Planning Permission; and

4.1.2 the Commencement of Development

save for the provisions of Clauses 3, 7.3, 7.4, 7.5, 7.6, 7.7, 7.9, 7.11, 7.15, 9, 14, 15, 16, 17, and 19 and any other relevant provisions which shall come into effect immediately upon completion of this Deed

5. THE OWNER'S COVENANTS

5.1 The Owner covenants with the District Council as set out in the Third Schedule

5.2 The Owner covenants with the County Council as set out in the Fourth Schedule

- 5.3 The Owner, District Council and the County Council agree that the obligations in this Deed shall only be binding on the Residential Phase SAVE THAT and FOR THE AVOIDANCE OF DOUBT:
- 5.3.1 the obligations in Part 3, Third Schedule shall only be binding and enforceable against the Community Use Site;
 - 5.3.2 the obligations in Part 9, Third Schedule shall only be binding and enforceable against the Additional Meadow;
 - 5.3.3 the obligations in Part 8, Third Schedule shall only be binding and enforceable against the Meadow;
 - 5.3.4 the obligations in Part 5, Third Schedule shall only be binding and enforceable against the Church Extension Site/ Church Extension Site Meadow; and
 - 5.3.5 the obligations in Part 10, Third Schedule shall only be binding and enforceable against the land identified on the Skylark Mitigation Scheme Plan and that land ultimately subject to the Skylark Mitigation Scheme; and
 - 5.3.6 the obligations in Part 5, Fourth Schedule shall only be binding and enforceable against the Primary School Site; and
 - 5.3.7 none of the obligations referred to in paragraphs 5.3.1 to 5.3.6 above shall be binding or enforceable against a Residential Phase

6. THE DISTRICT COUNCIL'S AND THE COUNTY COUNCIL'S COVENANTS

- 6.1 The District Council covenants with the Owner as set out in the Fifth Schedule
- 6.2 The County Council covenants with the Owner as set out in the Sixth Schedule

7. MISCELLANEOUS

- 7.1 The Owner shall act in good faith and shall co-operate both with the District Council and the County Council to facilitate the discharge and performance of all obligations contained herein and the Owner shall comply with any reasonable requests of the District Council and or the County Council to have access to any part of the Site or any requests to provide documentation within the Owner's possession (at the Owner's expense) for the purposes of monitoring compliance with the obligations contained herein

- 7.2 The Owner agrees declares and covenants both with the District Council and County Council to observe and perform the conditions restrictions and other matters mentioned herein and shall not make any claim for compensation in respect of any condition restriction or provision imposed by this Deed
- 7.3 The Owner covenants to pay to the District Council on completion of this Deed the proper and reasonable legal costs of the District Council incurred in the negotiation preparation and execution and completion of this Deed
- 7.4 The Owner covenants to pay to the County Council the proper and reasonable legal costs of the County Council incurred in the negotiation preparation and execution and completion of this Deed prior to the completion of this Deed and the County Council's monitoring fees of £2,060 on completion of this Deed
- 7.5 No provision of this Deed shall be enforceable under the Contracts (Rights of Third Parties) Act 1999
- 7.6 Where an approval consent or expression of satisfaction or a subsequent deed is required by the Owner from either the District Council or the County Council under the terms of this Deed such approval or consent or expression of satisfaction shall not be unreasonably withheld or delayed and any such consent approval or expression of satisfaction shall be given on behalf of the District Council by the Chief Planning Officer and on behalf of the County Council by the Executive Director of Growth, Highways and Infrastructure or officer acting under his hand
- 7.7 Following the performance and satisfaction of all the obligations contained in this Deed the District Council shall, on application by the Owner, forthwith effect the cancellation of all entries made in the Register of Local Land Charges in respect of this Deed
- 7.8 Insofar as any clause or other provision of this Deed is found (for whatever reason) to be invalid illegal or unenforceable then such invalidity illegality or unenforceability shall not affect the validity or enforceability of the remaining provisions of this Deed
- 7.9 This Deed shall cease to have effect (insofar only as it has not already been complied with) if the Planning Permission shall be quashed revoked or otherwise withdrawn or expires by effluxion of time for the Commencement of the Development or is modified (without the consent of the Owner) and the District Council will effect cancellation of all entries in the Register of Local Land Charges in respect of this Deed PROVIDED THAT if the District Council agrees following an application under section 73 of the Act to vary or to be released from any condition contained in the Planning Permission or if a condition is varied or released following an appeal under section 78 of the Act

the covenants or provisions of this Agreement shall be deemed to bind the varied permission and to apply in equal terms to the new planning permission unless the District Council in determining the application for the new planning permission indicate that consequential amendments are required to this Agreement to reflect the impact of the section 73 application, when a separate deed under section 106 of the Act will be required to secure relevant planning obligations relating to the new planning permission

- 7.10 No person shall be liable for any breach of any of the planning obligations or other provisions of this Deed after it shall have parted with its entire interest in the Site or part of the Site to which the breach relates save for an interest arising only from the grant or reservation of an easement or similar right or the benefit of any restrictive covenant in the Site but without prejudice to liability for any subsisting breach arising prior to parting with such interest
- 7.11 Nothing in this Deed shall prohibit or limit the right to develop any part of the Site in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Deed
- 7.12 The Owner agrees that any rights to claim compensation arising from any limitations or restrictions on the planning use of the Site under the terms of the Deed are hereby waived
- 7.13 Save as otherwise provided in this Deed all works and activities to be carried out under the terms of this Deed (including for the avoidance of doubt such works as are of a preparatory ancillary or of a maintenance nature) are (save where expressly provided otherwise) to be at the sole expense of the Owner and at no cost to the District Council or the County Council
- 7.14 Nothing contained or implied in this Deed shall prejudice or affect the rights, discretions, functions, powers, duties and obligations of the District Council or the County Council under all statutes by-laws statutory instruments orders and regulations in the exercise of their functions as local authorities
- 7.15 The Owner covenants and warrants to the District Council and the County Council that they have full power to enter into this Deed and there is no other person having a charge over or any other interest over that part of the Site registered with the Land Registry under title number SK366650

8. WAIVER

No waiver (whether expressed or implied) by the District Council, the County Council or the Owner of any breach or default in performing or observing any of the covenants terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the District Council, County Council or the Owner from enforcing any of the relevant terms or conditions or for acting upon any subsequent breach or default

9. CHANGE IN OWNERSHIP

The Owner agrees with the District Council and the County Council to give each of them independently written notice of any transfer in ownership of its freehold interest in the Site occurring before all the positive obligations under this Deed have been discharged such notice to be served within twenty one (21) days of such transfer and to give details of the transferee's full name and registered office (if a company or usual address if not) together with the area of the Site or unit of occupation purchased by reference to a plan PROVIDED THAT this obligation shall not apply to transfers of individual Dwellings within the Development or the transfer or grant of leases of electricity sub-stations or gas governors or the like

10. RIGHT OF ENTRY

At all times on not less than twenty-four (24) hours written notice except in case of emergency with or without notice the Owner shall allow any employee or agent of the District Council or the County Council entry to the Site for the purposes of inspection and monitoring compliance with the provisions of this Deed PROVIDED THAT:

- 10.1.1 such employee or agent on arrival at the Site shall if requested by any person present who appears to be the Owner the manager or person in charge thereof produce evidence of identity (but entry may be made if there is or appears to be no such person on the Site)
- 10.1.2 such entry shall be effected between 08.00 and 17.00 on any day
- 10.1.3 such employee or agent may be accompanied by such other persons as may be reasonably necessary
- 10.1.4 such employee or agent may take photographs measurements and levels
- 10.1.5 such employee or agent may not remain on the Site for longer than is reasonably necessary for carrying out a proper inspection

- 10.1.6 such employee or agent and any other accompanying persons shall comply with the Owner's or the Owner's representative's reasonable directions and precautions in the interests of safety

11. INDEXATION

Any sum referred to in the Third Schedule Fourth Schedule and the Eighth Schedule (unless the context reads otherwise) shall be increased by an amount equivalent to the increase in the BCIS Index from the date hereof until the date on which such sum is payable using the application of the formula $A = B \times (C/D)$ where:

- 11.1 A is the sum payable under this Deed;
- 11.2 B is the original sum calculated as the sum payable;
- 11.3 C is the BCIS Index for the month two (2) months before the date on which the sum is payable;
- 11.4 D is the BCIS Index for the month two (2) months before the date of this Deed; and
- 11.5 C/D is greater than 1.

12. VAT

All consideration given in accordance with the terms of this Deed shall be exclusive of any value added tax properly payable

13. INTEREST

If any payment due under this Deed is paid late Interest will be payable from the date payment is due to the date of payment.

14. NOTICES

- 14.1 Any notices or other written communication to be served or given by one party upon or to any other party under the terms of this Deed shall be deemed to have been validly served or given if delivered by hand or sent by first class recorded delivery post to the party upon whom it is to be served or to whom it is to be given or as otherwise notified for the purpose by notice in writing PROVIDED THAT the notice or other written communication is addressed and delivered or sent by first class recorded delivery post to the address of the party concerned as nominated in clause 14.2

- 14.2 The address for any notice or other written communication in the case of each party to this Deed shall be as follows:

The District Council	The Chief Planning Officer Mid Suffolk District Council, Endeavour House, 8 Russell Road, Ipswich, Suffolk IP1 2BX
The County Council	The Executive Director of Growth, Highways and Infrastructure Constantine House 5 Constantine Road Ipswich Suffolk IP1 2DH
The Owner	White Lodge Farm, Church Lane, Barham, Ipswich IP6 0PU
The Bank	

- 14.3 Any notice or other written communication to be given by either the District Council or the County Council shall be deemed to be valid and effective if on its face it is signed on behalf of the District Council or the County Council by a duly authorised officer of the District Council or the County Council as appropriate

15. DISPUTE RESOLUTION

- 15.1 The parties will attempt in good faith to resolve any dispute or claim arising out of or relating to this Deed promptly through negotiations between the respective senior executives of the parties who have authority to settle the same.
- 15.2 If the matter is not resolved through negotiation within 40 Working Days the parties will attempt in good faith to resolve the dispute or claim through an Alternative Dispute Resolution ("ADR") procedure as recommended to the parties by the Centre for Dispute Resolution.
- 15.3 If the matter has not been resolved by an ADR procedure within 20 Working Days of the initiation of such procedure or if either party will not participate in an ADR procedure the dispute may be referred by either party to arbitration for decision by a person appointed by agreement between the parties or in default of agreement by the President for the time being of the Institute of Civil Engineers who shall act as an expert and not as an arbitrator and whose decision shall be final and binding upon the parties.

15.4 Nothing in Clauses 15.1 and 15.2 shall apply to the recovery of ascertained or ascertainable sums or prevent the parties from commencing or continuing court proceedings.

16. SATISFACTION OF ANY OF THE TERMS OF THIS DEED

Where in the opinion of the Owner any of the provisions of this Deed have been satisfied the Owner shall be entitled to apply to the District Council for a certificate to that effect and upon the District Council being satisfied that the relevant agreement obligation and covenant as the case may be has been satisfied and upon the payment by the Owner of the District Council's reasonable costs in issuing the certificate, the District Council shall forthwith issue a certificate to such effect

17. COMMUNITY INFRASTRUCTURE LEVY

The parties to this Deed agree that for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended) the obligations imposed in this Deed are (a) necessary to make the Development permitted pursuant to the Application acceptable in planning terms (b) directly relate to the Development permitted pursuant to the Application and (c) fairly and reasonably relate in scale and kind to the Development permitted pursuant to the Application

18. NOTIFICATION OF PROGRESS

The Owner covenants to inform the District Council and County Council by way of written notice ten (10) Working Days prior to:

- 18.1 Commencement of Development;
- 18.2 Commencement of Development in each Phase;
- 18.3 Occupation of the first (1st) Dwelling in any Phase;
- 18.4 Occupation of the twenty-ninth (29th) Dwelling;
- 18.5 Occupation of the forty-ninth (49th) Dwelling;
- 18.6 Occupation of the ninety-ninth (99th) Dwelling;
- 18.7 Occupation of the one hundred and ninety-ninth Dwelling;
- 18.8 Occupation of 33% of the Dwellings;
- 18.9 Occupation of 50% of the Market Dwellings;

- 18.10 Occupation of 66% of the Dwellings;
- 18.11 Occupation of 75% of the Dwellings in any Phase;
- 18.12 Occupation of 80% of the Market Dwellings;
- 18.13 Completion of the Development.

19. JURISDICTION

This Deed is governed by and interpreted in accordance with the law of England

20. DELIVERY

The provisions of this Deed (other than this clause which shall be of immediate effect) shall be of no effect until this Deed has been dated

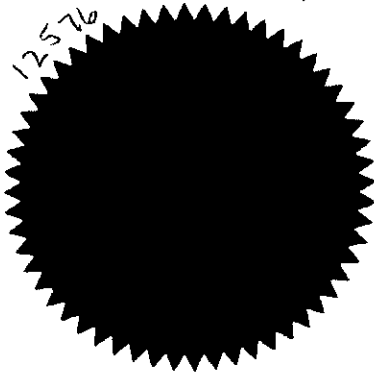
IN WITNESS WHEREOF THE PARTIES HERETO HAVE EXECUTED THIS DEED ON THE DAY AND YEAR FIRST BEFORE WRITTEN

**THE COMMON SEAL OF
MID SUFFOLK DISTRICT COUNCIL**
was affixed in the presence of:

)
)
)

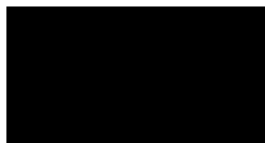


Authorised Officer

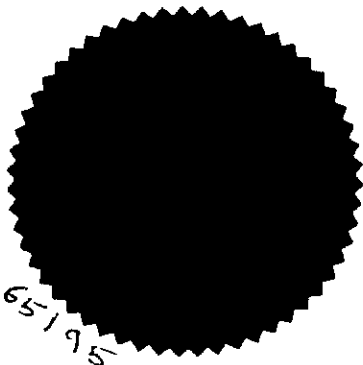


**THE COMMON SEAL OF
SUFFOLK COUNTY COUNCIL**
was affixed in the presence of:

)
)
)



Authorised Officer



**SIGNED AS A DEED BY
JOHN PHILIP CUTTING**

)
)
)



in the presence of:



Witness

[Faint handwritten text]

Address

Occupation

BIRKETTS LLP
PROVIDENCE HOUSE
141-145 PRINCES STREET
IPSWICH IP1 1QJ

[Faint handwritten text]

**SIGNED AS A DEED BY
MARGARET JACINTHA CUTTING**

)
)
)



in the presence of:



Witness

[Faint handwritten text]

Address

Occupation

BIRKETTS LLP
PROVIDENCE HOUSE
141-145 PRINCES STREET
IPSWICH IP1 1QJ

[Faint handwritten text]

FIRST SCHEDULE

Part 1

Freehold Interests

The Owner is the freehold owner of the Site the title to which is registered at the Land Registry with Title Absolute under Title Number SK366650

Part 2

Description of the Site

Freehold land to the east of Norwich Road, Barham and Claydon within registered title number SK366650 shown edged red for identification only on the Plan.

**SECOND SCHEDULE
DRAFT PLANNING PERMISSION**

THIRD SCHEDULE
THE OWNER'S COVENANTS WITH THE DISTRICT COUNCIL

PART 1

The Owner shall give the District Council Notice of Actual Commencement not less than ten (10) Working Days' of Commencement of the Development

PART 2

AFFORDABLE HOUSING

- 1.1 Having given notice under Part 1 above the Owner shall endeavour to agree with the District Council on the identity of the Registered Provider or other body to which the Affordable Housing Units are to be transferred such agreement not to be unreasonably withheld or delayed. The Owner may commence the Development on a Phase whilst that process is ongoing but shall not Occupy or permit Occupation of any Market Housing Units on that Phase until the identity of the Registered Provider has been agreed with the District Council for that Phase (such approval not to be unreasonably withheld or delayed) but if no agreement has been reached at the expiration of the period of four (4) months following the Commencement of the Development the District Council shall be entitled to nominate a Registered Provider or other approved body for the purpose
- 1.2 The Owner shall construct the Affordable Housing Units for a Phase in accordance with the Planning Permission and in the agreed locations to ensure the Affordable Housing Units are in clusters of no more than fifteen (15) Affordable Housing Units and built to a standard of construction that meets HE requirements, NDSS 2015 and Building Regulations part M4(2) and M4(3) PROVIDED THAT no more than 5% of the Affordable Housing Units shall be required to meet Building Regulations part M4(2) and M4(3) (unless otherwise agreed in writing through a reserved matters application or otherwise) and the Affordable Housing Scheme for that Phase
- 1.3 Subject to paragraph 1.8 below the Owner shall:
- 1.3.1 not Occupy or permit Occupation of more than fifty per cent (50%) (rounded up to the nearest whole Dwelling) of the Market Housing Units in each Phase until fifty per cent (50%) of the Affordable Housing Units for that Phase have been

constructed and are ready for Occupation and have been transferred to the Registered Provider; and

1.3.2 not Occupy or permit Occupation of more than eighty per cent (80%) (rounded up to the nearest whole Dwelling) of the Market Housing Units in each Phase until all of the Affordable Housing Units for that Phase have been constructed and are ready for Occupation and have been transferred to the Registered Provider

1.4 Any transfer to a Registered Provider of the land on which the Affordable Housing Units will be constructed shall be:

1.4.1 with vacant possession;

1.4.2 free from any encumbrance other than existing at the time of the disposition (save for any financial charge or the transfer of statutory apparatus by the Owner to any statutory undertaker);

1.4.3 subject to grant by the Owner to the Registered Provider of all rights of access and passage of services and other rights reasonably necessary for the beneficial enjoyment of the Affordable Housing Units;

1.4.4 subject to a reservation of all rights of access and passage of services and rights of entry reasonably necessary for the purpose of the construction, operation, use, maintenance and management of the Development; and

1.4.5 subject to a requirement to enter into the Affordable Housing Nomination Agreement with the District Council

1.5 The Affordable Housing Units shall be Occupied for no other purpose than as Affordable Housing save where provided otherwise in paragraphs 1.6 and 1.7 below

1.6 The District Council and the Owner agree that the obligations and restrictions contained in this Third Schedule Part 2 paragraph 1 shall not bind:

1.6.1 a mortgagee, chargee or receiver who has complied with the provisions of paragraph 1.7 of this part of this Schedule;

1.6.2 any RTA Purchaser;

1.6.3 any Affordable Housing Unit where a Registered Provider sells to a tenant through Social Homebuy funded pursuant to section 19(3) of the Housing and

Regeneration Act 2008, a voluntary grant scheme under section 21 of the Housing Act 1996 or any amendment or replacement thereof;

1.6.4 a leaseholder of a Shared Ownership Dwelling who is entitled to exercise their right under a shared ownership lease to acquire 100% of the equity of their property; or

1.6.5 any person or body deriving title through or from any of the parties mentioned in this paragraph 1.6

1.7 Any Chargee shall prior to seeking to dispose of the Affordable Housing Unit(s) pursuant to any default under the terms of its mortgage or charge give prior written notice to the District Council of its intention to dispose:

1.7.1 in the event that the District Council confirms to the Chargee indicating that

1.7.1.1 arrangements for the transfer of the Affordable Housing Unit(s) can be made in such a way as to safeguard it/them as Affordable Housing Unit(s); and

1.7.1.2 that such a transfer would take place within three (3) months from receipt of the notice ("the Moratorium Period")

then the Chargee shall cooperate with such reasonable arrangements and use reasonable endeavours to secure such transfer

1.7.2 if the District Council cannot within the Moratorium Period secure such transfer then provided that the Chargee shall have complied with its obligations under this paragraph 1.7 the Chargee shall be entitled to dispose free of the restrictions set out in this Third Schedule part 2 paragraph 1 which shall from the time of the completion of the disposal cease to apply

PROVIDED THAT at all times the rights and obligations in this paragraph 1.7 shall not require the Chargee to act contrary to its duties and rights under the charge or mortgage and that the District Council must give consideration to protect the interest of the Chargee in respect of monies outstanding under the charge or mortgage

1.8 In the event that the Registered Provider (within two months' of written invitation) is unable to make an acceptable offer to purchase the Affordable Housing Units or no longer wants to purchase the Affordable Housing Units to enable the Owners to transfer the Affordable Housing Units to the Registered Provider pursuant to paragraph 1. of this Third Schedule Part 2 the Owners shall:

- 1.8.1 notify the District Council three (3) months prior to the Practical Completion of the Affordable Housing Units;
- 1.8.2 set out the reasons (together with any supporting evidence) in writing why a transfer to the Registered Provider has not been entered into pursuant to paragraph 1.4 of part 2 of this Third Schedule
- 1.8.3 submit any other information reasonably requested by the District Council to satisfy why the Owners have not been able to enter into a transfer with the Registered Provider pursuant to paragraph 1.4 of part 2 of this Third Schedule
- 1.8.4 calculate a commuted sum to be agreed by and paid to the District Council (or such other body as the District Council may elect) in lieu of providing the Affordable Housing Units on the Site such commuted sum is currently calculated in accordance with the formula as set out in the Eighth Schedule but for the avoidance of doubt shall be calculated in accordance with the District Council's policies as are applicable at the time of the calculation and shall be paid to the District Council in phases in accordance with any phasing of the Development to be agreed with the District Council
- 1.8.5 any commuted sum payment received by the District Council (or such other body as the Council may elect) shall be ring-fenced and shall be used for investment in Affordable Housing within the Mid Suffolk district
- 1.8.6 upon the commuted sum payment being received by the District Council (or such other body as the Council may elect) the provisions of this paragraph 1 of part 2 of this Third Schedule shall no longer be applicable in respect of those Dwellings that were the Affordable Housing Units and the Owner shall be free to dispose of said Dwellings as Market Housing Units

PART 3

COMMUNITY USE SITE

1. Subject to the remaining provisions of this Part 3 to reserve the Community Use Site in perpetuity from the date of the Planning Permission
2. The Owner hereby covenants with the District Council that no later than expiry of 3 years from the date of the Planning Permission the Owner shall submit the Marketing Specification to the District Council for approval

3. If the District Council has not within 20 Working Days notified the Owner of its refusal of the Marketing Specification the Owner shall be entitled to assume deemed approval of the Marketing Specification
4. For the avoidance of doubt if the District Council has within the 20 Working Day period as specified in paragraph 3 above notified the Owner of its refusal to approve the Marketing Specification the Owner may if it considers such refusal to be unreasonable invoke the Dispute Resolution Provisions in Clause 15 of this Deed
5. The Owner hereby covenants with the District Council to implement the Marketing Specification in accordance with the approved details to the reasonable satisfaction of the District Council (unless otherwise agreed in writing)
6. The Owner covenants with the District Council that in the event the Community Use Site is to be provided as a doctor's surgery or another community building pursuant to the Planning Permission it shall include the necessary infrastructure to enable all utilities including water sewerage electricity and ducting for broadband to be provided to the building (unless otherwise agreed in writing with the District Council)
7. In the event that the District Council (or another body pursuant to the implementation of the Marketing Specification) elects to take a transfer of the Community Use Site from the Owner or the District Council is able to agree terms with a suitable purchaser of the Community Use Site for a new doctor's surgery, healthcare provision or community purposes (which may for the avoidance of doubt include uses under Use Class E(e) or F2 of the Use Classes Order 1987 (as amended)) the District Council shall notify the Owner in writing and the Owner shall be required to transfer the Community Use Site for consideration to be agreed (in respect of any commercial floorspace) or for £1 (in respect of any non-commercial floorspace for a doctor's surgery, healthcare provision or other community purposes) and on the following terms to be included and agreed in the relevant transfer between the transferor and transferee: -
 - (a) the land comprising the Community Use Site will be transferred free of any financial charges together with the rights and easements but subject only to the exceptions reservations rights easements and other matters contained and referred to in the epitome of title or registered title to the Site;
 - (b) vacant possession of the Community Use Site shall be given on the date of the transfer in accordance with the provisions of this Deed; and
 - (c) a restrictive covenant that the Community Use Site shall not be used other than for the intended purposes of the purchaser for a community use as set

out in paragraph 8 and that no development shall be carried out on the Community Use Site unless it is for such purposes

8. In the event that the District Council does not serve notice or if following implementation of the Marketing Specification no reasonable or commercially acceptable offers are received for the Community Use Site in accordance with the time period set out in the Marketing Specification or if following service of such notice or receipt of a reasonable offer (and for the avoidance of doubt the dispute resolution clause at clause 15 of this deed can be invoked) and following the use of reasonable and commercially prudent endeavours the Owner is unable to complete the transfer of the Community Use Site to the District Council or nominated purchaser or other purchaser within the time period set out in the Marketing Specification further details shall be submitted to the District Council of the future management and maintenance of the Community Use Site and for the avoidance of doubt the Owner covenants to only use the Community Use Site for community uses (unless otherwise agreed in writing).
9. In the event that the Owner and the District Council agree that an equivalent suitable replacement provision of the Community Use Site shall be provided pursuant to a separate planning permission and is secured via a section 106 agreement or planning condition accordingly instead of pursuant to the Planning Permission then the obligations in this Part 3 shall have no further force nor effect

PART 4

OPEN SPACE

1. The Owner hereby covenants with the District Council that prior to Occupation of any Dwelling on a Phase to submit the Open Space Specification to the District Council for approval for that Phase
2. The Owner covenants not to Occupy any Dwelling on a Phase unless and until the Open Space Specification has been approved by the District Council for that Phase such approval not to be unreasonably withheld or delayed
3. If the District Council fails within twenty (20) Working Days to notify the Owner its approval of the Open Space Specification the Owner shall be entitled to assume deemed approval of the Open Space Specification

4. Prior to implementing the Open Space Specification the Owner will request from the District Council confirmation of whether the Parish Council intends to be the Nominated Body for the maintenance and management of the Open Space and if requested by the Owner shall be able to complete a transfer of the Open Space (or Open Space Land) within 3 months from receipt of confirmation that the Parish Council intends to be the Nominated Body PROVIDED THAT in the event the District Council fails within 20 Working Days to notify the Owner that the Parish Council is the Nominated Body and shall be in a position to complete the transfer of the Open Space (or Open Space Land) within 3 months the Owner shall be entitled to determine the Nominated Body
5. In the event that the Open Space is to be transferred to a Management Company the Owner shall obtain the District Council's written approval of details of the proposed Management Company its corporate structure, directors and officers (where known) and the mechanism of funding the Management Company demonstrating that the proposed Management Company can carry out the management and maintenance of the Open Space which may for the avoidance of doubt include obligations on each purchaser of an individual Dwelling to become a member of the Management Company and to pay a fair proportion of the costs of maintaining the Open Space
6. The Owner hereby covenants with the District Council not to permit the Occupation of any more than 75% of the Dwellings in a Phase until the Open Space has been provided in accordance with the approved Open Space Specification for that Phase (unless otherwise agreed in writing)
7. The Owner covenants that following the District Council's written confirmation that the Open Space has been laid out and equipped in accordance with the Open Space Specification to transfer the freehold thereof to the Nominated Body and shall for the avoidance of doubt include a covenant that the Open Space shall thereafter be retained and maintained in accordance with the Open Space Specification and the Planning Permission for the benefit of the public
8. The Owner covenants at their own cost to maintain and manage the Open Space strictly in accordance with the Open Space Specification and the Planning Permission until such time as it has been transferred to the Nominated Body
9. The Open Space (or Open Space Land) is to be transferred to the Nominated Body in accordance with the Open Space Transfer for the sum of One Pound (£1) no later than twelve months (12 months) of Occupation of the last Dwelling PROVIDED THAT in the event the Parish Council are notified to the Owner as being the Nominated Body pursuant to paragraph 4 above and after using reasonable and commercially prudent

endeavours over a period of 3 months commencing no earlier than the date the Open Space Specification has been approved or deemed to be approved (or such other time as shall be agreed between the Owner and the District Council) the Owner has been unable to complete the Open Space Transfer with the Parish Council the Owner shall be entitled to nominate the Nominated Body and transfer the Open Space to the Nominated Body in accordance with the Open Space Transfer in accordance with the remaining provisions of this Deed

PART 5

CHURCH EXTENSION SITE

1. Prior to Occupation of the fiftieth (50th) Dwelling the Owner shall offer the Church Extension Site to the Church for a sum not exceeding £1 (one pound) and subject to a future restriction to use the land as an extension to and for the benefit of the Church.
2. In the event the Owner is unable to transfer the Church Extension Site to the Church within 18 months following the date the offer is made pursuant to paragraph 1. above the Owner shall submit a Meadow Scheme to the District Council for approval for the Church Extension Site to be provided as a meadow (the Church Extension Site Meadow) in addition to the areas of land set aside as a Meadow and Additional Meadow and upon approval by the District Council shall implement the scheme and the Owner shall thereafter be responsible for the management and maintenance of the same in accordance with the approved specification (unless otherwise agreed with the District Council)
3. Any transfer of the Church Extension Site shall be on the following terms to be included in the relevant transfer:
 - (a) for consideration of £1;
 - (b) the land comprising the Church Extension Site will be transferred free of any financial charges together with the rights and easements but subject only to the exceptions reservations rights easements and other matters contained and referred to in the epitome of title or registered title to the Church Extension Site;
 - (c) vacant possession of the Church Extension Site shall be given on the date of the transfer in accordance with the provisions of this Deed; and

- (d) a restrictive covenant that the Church Extension Site shall not be used other than for the intended purposes of the purchaser as set out in this Deed and that no development shall be carried out on the Church Extension Site unless it is for such purposes; and
- (e) payment of the Church Extension Site Contribution by way of funding for works to the Church Extension Site.

PART 6

RAMS CONTRIBUTION

1. The Owner covenants to pay a proportion of the Habitats Site Mitigation Contribution as calculated in accordance with the Habitats Site Mitigation Contribution Calculation for each Phase to the District Council prior to Commencement of the Development of any Dwelling in a Phase
2. The Owner covenants not to Commence the Development of any Dwellings in a Phase until the proportion of the Habitats Site Mitigation Contribution as calculated in accordance with paragraph 1 of this Part 6 above has been paid to the District Council

PART 7

DESIGN CODE

1. Prior to the submission of the first reserved matter application relating to a Phase the Owner covenants to prepare the Design Code to be submitted to the District Council for its written approval
2. Prior to the submission of the Design Code to the District Council in accordance with paragraph 1 above, the Owner covenants that it will have engaged with the local community of Barham and Claydon and Whitton and consulted with the Parish Councils of Barham and Claydon and Whitton on the content of the Design Code and made any necessary reasonable amendments to the Design Code as a result of the consultation
3. The Owner covenants not to Commence Development on a Phase until the written approval of the District Council has been given for the Design Code PROVIDED THAT if the District Council fails within forty (40) Working Days to respond or provide

substantive comments on the Design Code or issue its final decision the Owner shall be entitled to engage Clause 15 and seek approval of the Design Code through Dispute Resolution.

4. The Owner covenants to construct each Phase in accordance with the approved Design Code.

PART 8

MEADOW

1. The Owner hereby covenants with the District Council that it shall submit the Meadow Scheme for the Meadow to the District Council for approval prior to Occupation of the 30th Dwelling (unless otherwise agreed in writing with the District Council)
2. The Owner shall implement the Meadow Scheme for the Meadow prior to Occupation of the 100th Dwelling and the Owner shall thereafter be responsible for the management and maintenance of the same in accordance with the Meadow Scheme (unless otherwise agreed with the District Council).

PART 9

ADDITIONAL MEADOW

1. The Owner hereby covenants with the District Council that it shall submit the Additional Meadow Scheme for the Additional Meadow to the District Council for approval prior to Occupation of the 200th Dwelling and the Owner shall thereafter implement the same in accordance with the approved details and the Owner shall thereafter covenant to be responsible for the delivery management and maintenance of the same in accordance with the Additional Meadow Scheme (unless otherwise agreed in writing with the District Council) and shall be retained in accordance with the Additional Meadow Scheme and upon expiry of the period 7 years from the date of this Deed to retain the Additional Meadow for the benefit of the public AND FOR THE AVOIDANCE OF DOUBT there shall be no obligation on the Owner to provide public access to the Additional Meadow before expiry of this 7 year period
2. In the event that the Owner and the District Council agree that an equivalent suitable replacement provision of the Additional Meadow shall be provided pursuant to a separate planning permission and is secured via a section 106 agreement or planning

condition accordingly instead of pursuant to the Planning Permission then the obligations in this Part 9 shall have no further force nor effect.

PART 10

SKYLARK MITIGATION

1. The Owner covenants to implement in full the Skylark Mitigation Scheme in the first nesting season following Commencement of Development.
2. The Owner covenants to maintain the Skylark Mitigation Scheme and ensure provision of the three Skylark plots secured through the Skylark Mitigation Scheme for at least 10 years from Commencement unless otherwise agreed in writing with the District Council.
3. The Owner covenants to submit the Skylark Mitigation Implementation and Monitoring Report to the Council within 12 months of Commencement of Development unless otherwise agreed in writing with the District Council.
4. The Owner covenants to submit the First Skylark Mitigation Monitoring Report to the Council within 5 years of Commencement of Development unless otherwise agreed in writing with the District Council.
5. The Owner covenants to submit the Second Skylark Mitigation Monitoring Report to the Council within 10 years of Commencement of Development unless otherwise agreed in writing with the District Council.

FOURTH SCHEDULE

THE OWNER'S COVENANTS WITH THE COUNTY COUNCIL

PART 1

EDUCATION CONTRIBUTION

- 1.1 The Owner covenants to pay thirty-three per cent (33%) of the Education Contribution to the County Council prior to Occupation of thirty-three per cent (33%) of the Dwellings.
- 1.2 The Owner covenants not to Occupy thirty-three per cent (33%) of the Dwellings until thirty-three per cent (33%) of the Education Contribution has been paid to the County Council.
- 1.3 The Owner covenants to pay the remaining sixty-seven per cent (67%) of the Education Contribution to the County Council prior to Occupation of sixty-six per cent (66%) of the Dwellings.
- 1.4 The Owner covenants not to Occupy or permit Occupation of sixty-six per cent (66%) of the Dwellings until the remaining sixty-seven per cent (67%) of the Education Contribution has been paid to the County Council

PART 2

TRAVEL PLAN EVALUATION AND SUPPORT CONTRIBUTION

- 1.1 The Owner covenants to pay to the County Council the Travel Plan Evaluation and Support Contribution prior to the first Occupation of the 100th Dwelling.
- 1.2 The Owner hereby covenants not to Occupy or permit Occupation of more than 99 Dwellings until the Travel Plan Evaluation and Support Contribution has been paid to the County Council.

PART 3

HIGHWAYS PROW CONTRIBUTION

- 1.1 The Owner covenants to pay the Highways PROW Contribution to the County Council prior to 1st Occupation of any Dwelling

- 1.2 The Owner covenants not to Occupy or permit Occupation of any of the Dwellings until the Highways PROW Contribution has been paid to the County Council

PART 4

HIGHWAYS VILLAGE CONTRIBUTION

- 1.1 The Owner covenants to pay the Highways Village Contribution to the County Council prior to 1st Occupation of any Dwelling.
- 1.2 The Owner covenants not to Occupy any Dwelling until the Highways Village Contribution has been paid to the County Council.

PART 5

PRIMARY SCHOOL SITE

- 1.1 The Owner hereby agrees and covenants to provide to the County Council prior to Commencement of the Development an agreement in the form of an option for the County Council to purchase the land required by the County Council for provision of the Primary School and shall not Commence the Development before the said option agreement has been provided
- 1.2 The agreement to be provided under paragraph 1 of this Part 5 shall be in a form acceptable to the County Council, and contain terms relating to condition of the land to be provided, transfer arrangements and agreed consideration on purchase and other details as may be agreed by both the Owner and the County Council acting reasonably.

FIFTH SCHEDULE

THE DISTRICT COUNCIL COVENANTS WITH THE OWNER

1. The Planning Permission

The District Council shall issue the Planning Permission within 5 Working Days of the date of this Deed

2. Discharge of Obligations

At the written request of the Owner the District Council shall provide written confirmation of the discharge of the obligations contained in this Deed when satisfied that such obligations have been performed

3. Habitats Sites Mitigation Contribution

3.1 To use the Habitats Sites Mitigation Contribution for its intended purposes under this Deed and for no other purpose

3.2 To provide to the Owner, on the Owner's written request, information regarding the expenditure of the Habitats Sites Mitigation Contribution PROVIDED THAT such request is made within eleven (11) years of Completion of Development

3.3 The District Council shall if requested to do so in writing after the expiry of ten (10) years of the date of Completion of Development, within a further period of one (1) year, either confirm that the Habitats Sites Mitigation Contribution was committed or expended by the District Council in accordance with the provisions of this Deed or if it was not so committed or expended in that period pay the Habitats Sites Mitigation Contribution (or any part not committed or expended) back to the person who paid it, such payment to be made within twenty (20) Working Days' of such request

4. Affordable Housing Commuted Sum

4.1 To use any commuted sum payable pursuant to paragraph 1.8 of Part 2 of the Third Schedule ("Affordable Housing Commuted Sum") for its intended purposes under this Deed and for no other purpose

4.2 To provide to the Owner, on the Owner's written request, information regarding the expenditure of the Affordable Housing Commuted Sum PROVIDED THAT such request is made within eleven (11) years of Completion of Development

4.3 The District Council shall if requested to do so in writing after the expiry of ten (10) years of the date of Completion of Development, within a further period of one (1)

year, either confirm that the Affordable Housing Commuted Sum was committed or expended by the District Council in accordance with the provisions of this Deed or if it was not so committed or expended in that period pay the Affordable Housing Commuted Sum (or any part not committed or expended) back to the person who paid it, such payment to be made within twenty (20) Working Days' of such request

5. **Open Space Commuted Sum**

5.1 To use any Open Space Commuted Sum for its intended purposes under this Deed and for no other purpose

5.2 To provide to the Owner, on the Owner's written request, information regarding the expenditure of the Open Space Commuted Sum PROVIDED THAT such request is made within 8 years of payment

5.3 The District Council shall if requested to do so in writing after the expiry of eight (8) years of the date of Completion of Development, within a further period of one (1) year, either confirm that the Open Space Commuted Sum was committed or expended by the District Council in accordance with the provisions of this Deed or if it was not so committed or expended in that period pay the Open Space Commuted Sum (or any part not committed or expended) back to the person who paid it, such payment to be made within twenty (20) Working Days' of such request

SIXTH SCHEDULE

THE COUNTY COUNCIL COVENANTS WITH THE OWNER

- 1. Travel Plan Support and Evaluation Contribution**
 - 1.1 To use the Travel Plan Support and Evaluation Contribution for the evaluation and support of the Full Travel Plan.
 - 1.2 The County Council shall if requested to do so in writing after the expiry of ten (10) years of the date on implementation of the Full Travel Plan within a further period of one (1) year pay to any person such amount of the Travel Plan Evaluation and Support Contribution paid by that person in accordance with the provisions of this Deed which has not been committed or expended by the County Council in accordance with the provisions of this Deed such payment to be made within twenty (20) Working Days' of such request
 - 1.3 When the Travel Plan Evaluation and Support Contribution paid to the County Council pursuant to this Deed has been spent or committed the County Council shall upon written request by the Owner after the expiry of ten (10) years of the date on implementation of the Full Travel Plan within a further period of one (1) year notify the Owner that such monies have been spent or committed such notice to include full details of what the said monies were spent on or committed to
- 2. Highways PROW Contribution and Highways Village Contribution**
 - 2.1 To use the Highways PROW Contribution and the Highways Village Contribution for its intended purposes under this Deed and for no other purpose
 - 2.2 To provide to the Owner, on the Owner's written request, information regarding the expenditure of the Highways PROW Contribution and/or the Highways Village Contribution PROVIDED THAT such request is made within eleven (11) years of Completion of Development
 - 2.3 The County Council shall if requested to do so in writing after the expiry of ten (10) years of the date of Completion of Development, within a further period of one (1) year, either confirm that the Highways PROW Contribution and/or the Highways Village Contribution was committed or expended by the County Council in accordance with the provisions of this Deed or if it was not so committed or expended in that period pay the Highways PROW Contribution and/or the Highways Village Contribution (or any part not committed or expended) back to the person who paid it, such payment to be made within twenty (20) Working Days' of such request

3. Education Contribution

- 3.1 To use the Education Contribution for its intended purposes under this Deed and for no other purpose
- 3.2 To provide to the Owner, on the Owner's written request, information regarding the expenditure of the Education Contribution PROVIDED THAT such request is made within eleven (11) years of Completion of Development
- 3.3 The County Council shall if requested to do so in writing after the expiry of ten (10) years of the date of Completion of Development, within a further period of one (1) year, either confirm that the Education Contribution was committed or expended by the County Council in accordance with the provisions of this Deed or if it was not so committed or expended in that period pay the Education Contribution (or any part not committed or expended) back to the person who paid it, such payment to be made within twenty (20) Working Days' of such request

pursuant to the Law of Property Act 1925 or housing administrator pursuant to section 101 of the Housing and Planning Act 2016

- 1.5 **'Chargee's Duties'** means the tasks and duties set out in Clause 10.4 of this Deed
- 1.6 **'Gateway to Homechoice'** means the Greater Haven Gateway sub-regional Choice Based Lettings system (or any replacement or similar system in place at the time)
- 1.7 **'Initial Let'** means the first tenancy of such newly constructed and previously unoccupied Affordable Housing Unit
- 1.8 **'Local Connection Criteria'** means an individual who immediately before taking up occupation of an Affordable Housing Unit:
 - 1.8.1 had his only or principal home in the district of Mid Suffolk for a continuous period of not less than 2 years and in the event that there are no or insufficient individuals qualifying under this sub-paragraph then the choice of person shall default to (but with no preference in ranking order) to those individuals fulfilling the criteria set out in the following sub-paragraphs 1.8.2 to 1.8.4 inclusive
 - 1.8.2 has or a member of whose household has a parent adult child brother or sister whose only or principal home is and has been for a continuous period of not less than 2 years in the district of Mid Suffolk and wishes to be near that relative or
 - 1.8.3 is employed in the district of Mid Suffolk on the date of the consideration of the individual's entitlement for an Affordable Housing Unit and has been continuously so employed for 2 years
 - 1.8.4 who during the period commencing from the date on which an Affordable Housing Unit to which such individual is eligible pursuant to this sub-paragraph becomes available (for the purposes of this sub-paragraph called the "Availability Date") can provide satisfactory written evidence to the District Council of his or her former residency in the district of Mid Suffolk for either (i) six months out of the preceding twelve months or (ii) three years out of the preceding five years and in either case such period of former residency shall end with the Availability Date

- 1.9 **'Nomination List'** means the Gateway to Homechoice Short List produced in accordance with the Service Level Agreement
- 1.10 **'Nominee'** means a person named on the Nomination List who satisfies the Local Connection Criteria and is verified by the District Council as best meeting the criteria for the category of Affordable Housing Unit in respect of which the Registered Provider is to select a person from the Nomination List and offer a Tenancy Agreement
- 1.11 **'Practical Completion'** means issue of a certificate of practical completion by the Registered Provider's surveyor or in the event that the Affordable Housing Units are constructed by a party other than the Registered Provider the issue of a certificate of practical completion by that other party's surveyor
- 1.12 **'Property'** means the land and dwellings at land off Norwich Road, Barham, Claydon, Suffolk shown edged red on the plan annexed
- 1.13 **'Protected Tenant'** means any Nominee who has exercised the right to acquire pursuant to the Housing and Regeneration Act 2008 or any statutory provision for the time being in force (or any equivalent contractual right) in respect of a particular Affordable Housing Unit
- 1.14 **'Registered Provider'** means a registered provider of social housing as defined in section 80(2) of the Housing and Regeneration Act 2008 and listed in the register kept by Homes England Chapter III of that Act
- 1.15 **"the Service Level Agreement"** means the Gateway to Homechoice service level agreement or such other service level agreement for the time being in force made between the Registered Provider and Others (1) and the District Council and Others
- 1.16 **'Shared Ownership Dwelling'** means an Affordable Dwelling to be let on a Shared Ownership Lease in accordance with the terms as set out in Homes England's capital funding guide or any other such guidance as shall replace it
- 1.17 **'Shared Ownership Lease'** means a lease or sub-lease of an Affordable Dwelling granted at a premium whereby up to 70% of the Open Market Value on first purchase of the legal and equitable interest in the Affordable Dwelling is paid by the tenant upon completion of such lease and/or raised by mortgage or charge from a bank or building

society and which lease shall include arrangements enabling the tenant to acquire up to 100% of the legal and equitable interest in the Affordable Dwelling at some future date or dates and which lease shall allow a rent to be charged on the remainder of the equitable interest not purchased such rent not to exceed an annual sum calculated at 2.75% of the value of the equity retained by the Registered Provider at the date of the grant of the Shared Ownership Lease or such other figure permitted by Homes England from time to time. Any capital receipt received by the Registered Provider in excess of eighty per cent (80%) as a result of the tenant exercising their right to staircase out to one hundred per cent (100%) shall be retained by the Registered Provider for re-investment in Affordable Housing within the district of Mid Suffolk for a period of five (5) years from the date of receipt and if not spent within 5 years the Registered Provider will be able to expend such sums for Affordable Housing elsewhere

1.18 **'Tenancy Agreement'** means an assured tenancy agreement in a form prepared by the Registered Provider and containing terms which accord with the form of tenancy agreement being used by the Registered Provider from time to time for its general lettings

1.19 **'Vacancy Notice'** means a written notice (in a form to be agreed between the Registered Provider and given by the Registered Provider to the District Council within one month from the date of this Deed) the function of such notice being the notification to the District Council by the Registered Provider of the expected date on which the construction and fitting out of the Affordable Housing Units will be complete

1.20 **'Void'** means an Affordable Housing Unit which is vacant otherwise than as a result of the tenant having:

1.20.1 moved to other accommodation either by transfer or decant provided by the Registered Provider

1.20.2 moved to other accommodation under a reciprocal arrangement provided by another Registered Provider

1.20.3 vacated and moved to other accommodation as a consequence of the tenant having accepted a mutual exchange which provides such tenant with accommodation elsewhere

1.21 **'Void Notice'** means a written notice given by the Registered Provider to the District Council (in a form to be agreed between the Registered Provider and the District Council within one month from the date of this Deed) the function of such a notice being the notification to the District Council of a Void

1.22 **'Working Day'** means Monday to Friday (inclusive) except Good Friday, Christmas Day and any public or bank holidays from time to time in England

2 Enabling Provisions

This Deed is made pursuant to the Local Government Act 1972 Section 111 and all other enabling powers

3 Procedure

The parties agree that the Service Level Agreement procedure to which they are signatories and the Local Connection Criteria shall apply to the nomination of persons in respect of the Affordable Housing Units

3.1 Initial lets

In relation to the Initial Lets of the Affordable Housing Units the following provisions shall apply

3.1.1 The Registered Provider shall give the District Council not less than three (3) months' written notice of the date when all the Affordable Housing Units will be ready for Occupation

3.1.2 The Registered Provider shall serve a Vacancy Notice upon the District Council in respect of an Affordable Housing Unit not earlier than two (2) months prior to an Affordable Housing Unit becoming available for Occupation

3.2 Voids

Should any Affordable Housing Unit become a Void after the Initial Let or the Registered Provider has reasonable cause to believe it will become a Void then and in each case the Gateway to Homechoice Service Level Agreement procedure shall apply

4. Supplemental provisions relating to allocating Initial Lets and Voids

4.1 Where there are two or more applicants applying to occupy one of the Affordable Housing Units the Local Connection Criteria set out in clause 1.8.1 to 1.8.5 of this Schedule and subject to clause 4.2 of this Schedule preference must be given to the applicant/s who have the highest housing need according to the District Council's current allocations policy

4.2 If any of the Affordable Housing Units are designed or adapted for people with disabilities then any such Dwelling may be first offered to a person or persons with disabilities who require such accommodation even where such person(s) have a lesser Local Connection under clauses 1.8.1 to 1.8.5 of this Schedule than someone who does not have disabilities

5. Registered Provider covenants

The Registered Provider covenants with the District Council to the intent that the Local Government (Miscellaneous Provisions) Act 1982 applies

5.1 To ensure the Affordable Housing Units comprised within the Property are used as Affordable Housing Units

5.2 To ensure that the Affordable Housing Units are let on the basis of a Tenancy Agreement at an Affordable Rent or as Low-Cost Home Ownership and they are all retained and managed by a Registered Provider in accordance with the objectives of such Registered Provider

5.3 the Affordable Housing Units are constructed in accordance with current Homes England and the Nationally Described Space Standard (2015) requirements (unless

otherwise agreed in writing with the District Council through reserved matters or otherwise)

6. Alteration of lists

6.1 The District Council and the Registered Provider agree that the nomination rights contained in this Deed may be varied from time to time by agreement in writing by the parties

7. Notices

Any notice required to be served hereunder shall be sufficiently served on the parties at the address indicated above or such other address notified by one party to the other and any notice shall be deemed to have been served two (2) Working Days' after posting or in the case of electronic mailing the day such notice was transmitted by the party serving the notice

8 Transfer to other Registered Provider

The Registered Provider shall use reasonable endeavours to ensure that any Registered Provider to which the Property and Affordable Housing Units erected thereon are transferred otherwise than by direction of Homes England under its statutory powers shall enter into a similar Deed mutatis mutandis with the District Council and Gateway to Homechoice simultaneously on completing the transfer of the Property

9 Disputes

Where any matters fail to be agreed between the parties or any dispute or difference occurs the question shall be referred on the application of either party for the determination of a single expert to be agreed between the parties or in default of agreement to be nominated by or on behalf of the President for the time being of the Chartered Institute of Housing on the application of either party

10 Agreements and declarations

The parties agree:

- 10.1 Nothing in this Deed fetters or restricts the exercise by the District Council of any of its powers
- 10.2 The obligations and covenants contained in this Deed are covenants for the purpose of the Local Government (Miscellaneous Provisions) Act 1982 Section 33
- 10.3 From the date of Practical Completion the Affordable Housing Units shall be let in accordance with the terms of this deed save that the obligations and restrictions contained in this deed shall not be binding on:
- 10.3.1 any Protected Tenant or any mortgagee or chargee of the Protected Tenant or any person deriving title from a Protected Tenant or any successor in title thereto and their respective mortgagees and chargees; or
- 10.3.2 any Chargee and any successor in title to the Chargee PROVIDED THAT the Chargee shall have first complied with the Chargee's Duty; or
- 10.3.3 any mortgagee and any purchaser from a mortgagee of an individual Affordable Housing Unit pursuant to any default by the individual mortgagor and any successor in title to either of them
- 10.4 The Chargee shall prior to seeking to dispose of the Affordable Housing Unit(s) pursuant to any default under the terms of its mortgage or charge give not less than two (2) months' prior notice to the District Council of its intention to dispose and:
- 10.4.1 in the event that the District Council responds within one month from receipt of the notice indicating that arrangements for the transfer of the Affordable Housing Unit(s) can be made in such a way as to safeguard them as Affordable Housing then the Chargee shall co-operate with such arrangements and use its reasonable endeavours to secure such transfer at a price and upon such terms as are reasonably acceptable to the Chargee

10.4.2 if the District Council does not serve its response to the notice within the said period of one month contained in clause 10.4.1 then the Chargee shall be entitled to dispose free of the restrictions set out in this deed.

10.4.3 if the District Council or any other person cannot within two (2) months' of the date of service of its response under clause 10.4.1 secure such transfer then provided that the Chargee shall have complied with its obligations under clause 10.4 the Chargee shall be entitled to dispose free of the restrictions set out in this deed

PROVIDED THAT at all times the rights and obligations in this clause shall not require the Chargee to act contrary to its duties under the charge or mortgage and that the District Council shall give full consideration to protecting the interest of the Chargee in respect of moneys outstanding under the charge or mortgage

AS WITNESS whereof the parties have executed this Instrument as a Deed hereto the day and year first above written

THE COMMON SEAL OF)
MID SUFFOLK DISTRICT COUNCIL)
was affixed in the presence of:)

Authorised Officer

THE COMMON SEAL OF)
[])
was affixed in the presence of:)

Director

[Director/ Secretary]

EIGHTH SCHEDULE

Affordable Housing Contribution Formula

1	Plot value	£620 per m ²	+
2	Design & Build costs per m ²	£2000	+
3	Registered Provider on costs %	7%	+
4	Management Fee	£500	+
Minus			
5	Registered Provider acquisition price	Based on average of 65% of OMV	

Example	Total	1 + 2 + 3 + 4 – 5
Commuted	Sum	£7,101,885
(based on indicative layout and mix)		

APPENDIX 1

RSPB GUIDANCE LEAFLET

Development Control Committee A

9 November 2022



**Application No:
DC/22/03093**

Address:

Land north-west of Church Lane. BARHAM

Proposal:

Submission of a Design Code as required by the S106 Agreement associated with the outline planning permission reference: 1856/17.



Mid Suffolk
DISTRICT

Page 476



BARHAM & CLAYDON

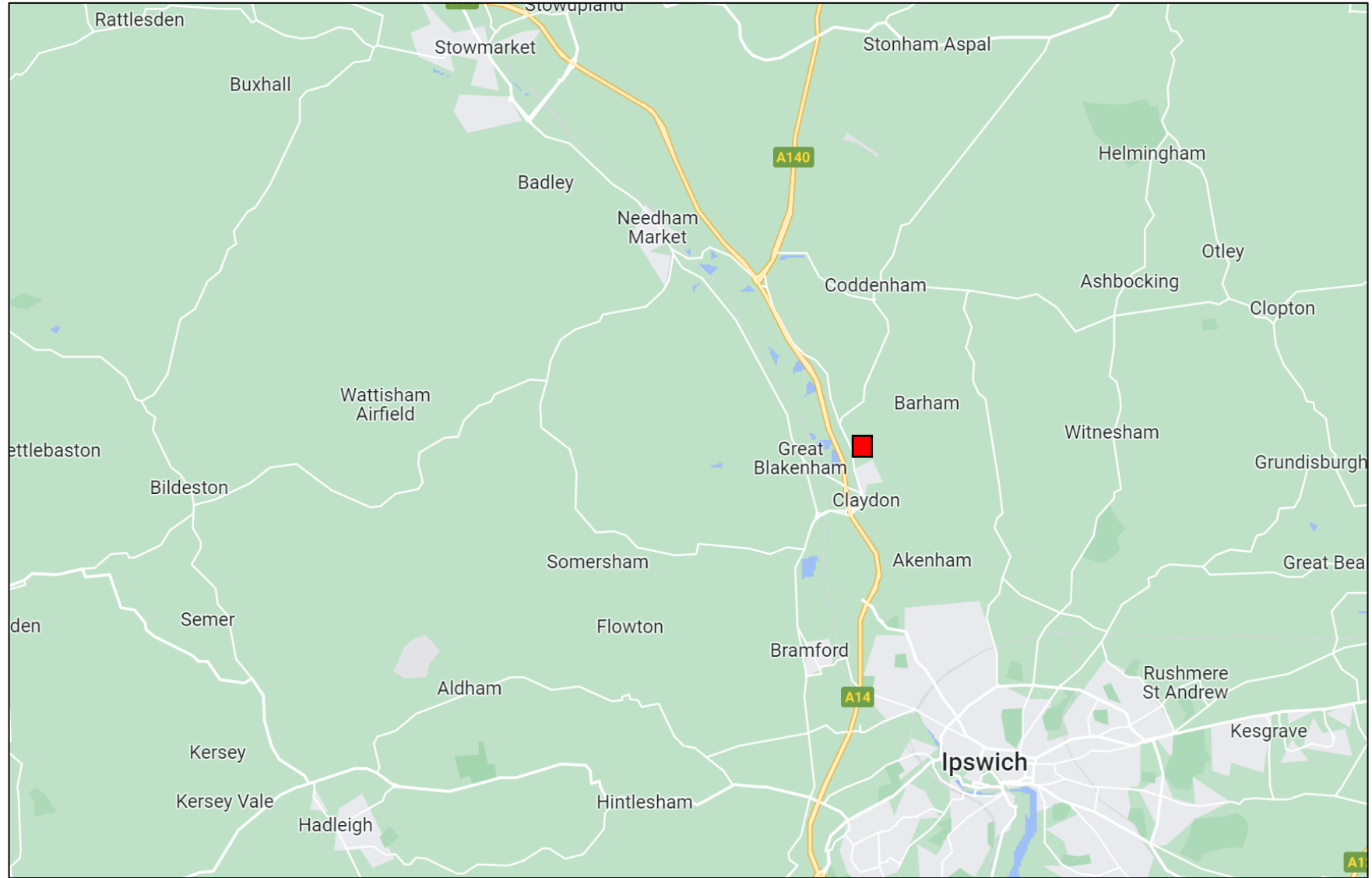


Development Control Committee A 9 November 2022

This presentation provides an introduction and additional illustration of some of the points within the published committee report. It does not supplant the committee report. It acts merely as a springboard for debate.

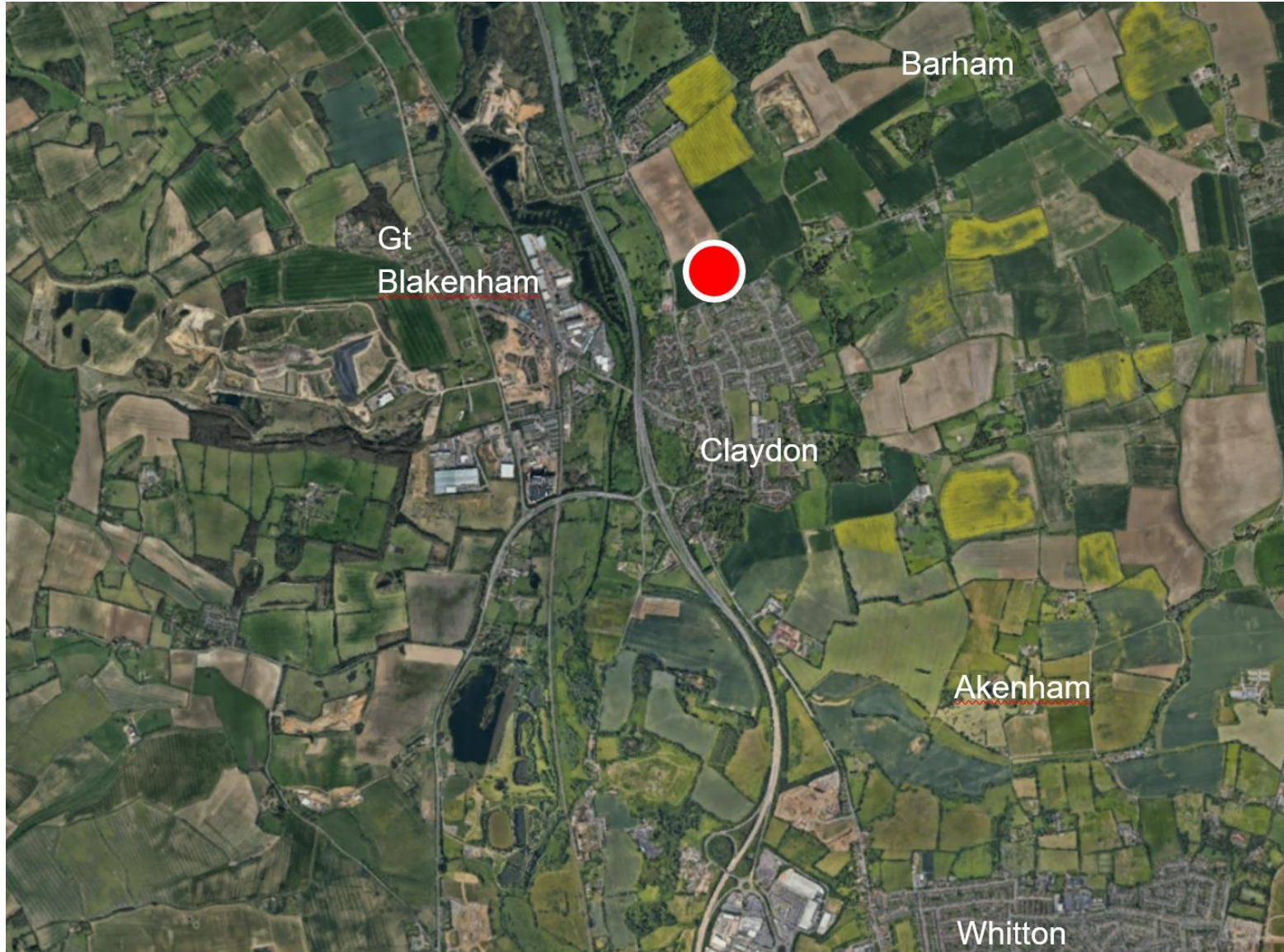
All applications must be assessed on their own individual planning merits after having had regard to all material planning considerations

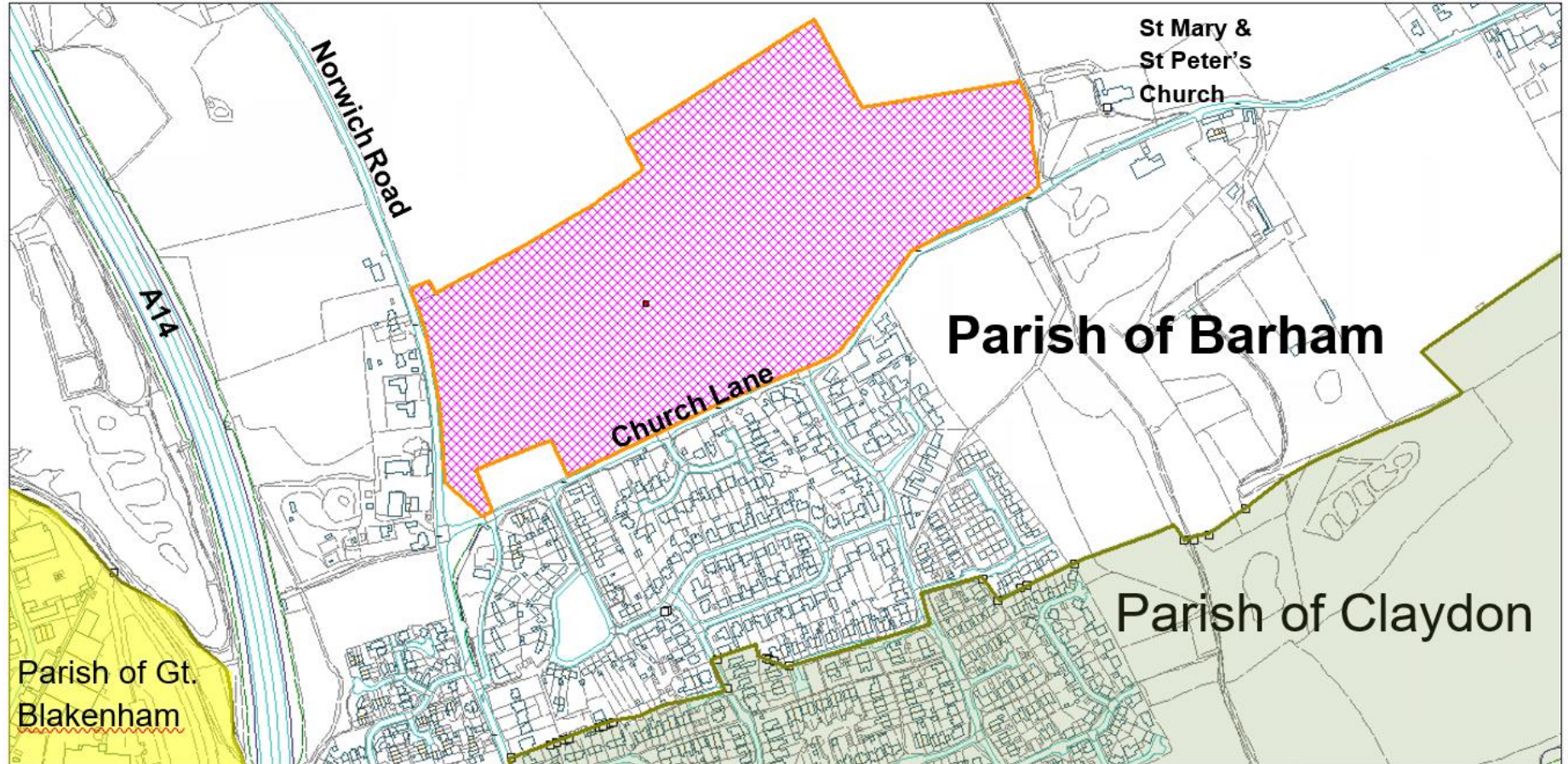
Wider Geographic Context

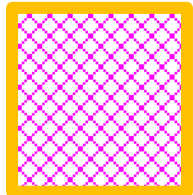


Local Context

slide 2







application site



Grade II listed



Grade II* listed



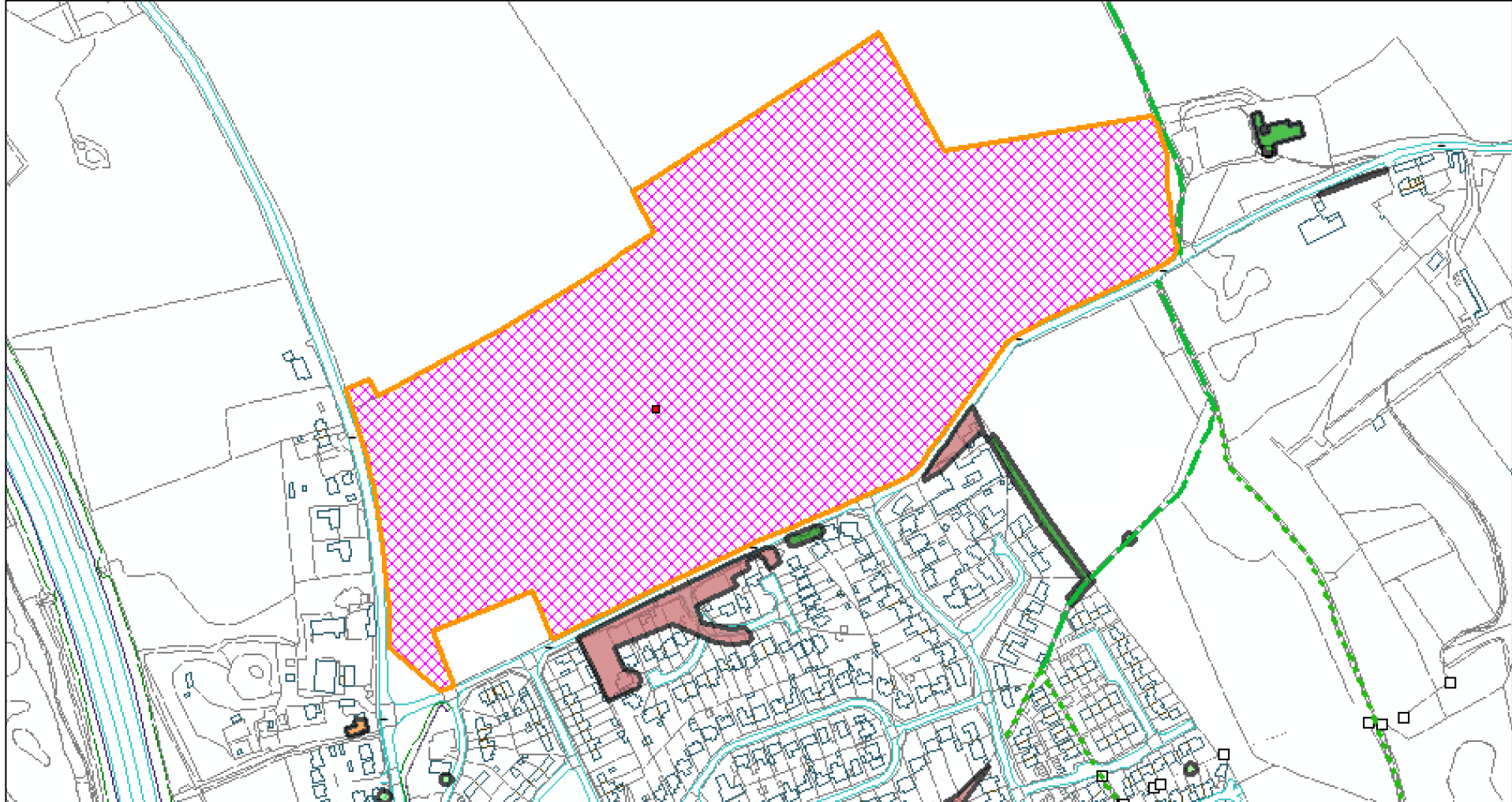
Grade I listed



PRoW



TPO



The Design Guide

Taylor Wimpey

LAND AT NORWICH ROAD, BARHAM DESIGN CODE

PREPARED BY PEGASUS DESIGN ON BEHALF OF TRUSTEES OF TAYLOR WIMPEY EAST ANGLIA
OCTOBER 2022 | P21-3553_24

Page 492

CONTENTS

ABOUT PEGASUS DESIGN	4
THE VISION	4
01 INTRODUCTION	6
02 CONTEXT	8
03 MOVEMENT	32
04 NATURE	55
05 BUILT FORM	71
06 DENSITY	73
07 PUBLIC SPACE	92
08 USES	99
09 HOMES AND BUILDINGS	102
10 RESOURCES	108
11 LIFESPAN	114
12 SUMMARY	117

NOTE: THIS DOCUMENT IS REFERRED TO BY OTHERS AS POSSIBLE REFS.

Expertly Done. **PEGASUS GROUP** **Taylor Wimpey**

02 CONTEXT

KEY

- RESIDENTIAL DEVELOPMENT
- COMMUNITY CENTRE
- RECREATION
- INDUSTRIAL/COMMERCIAL
- OPEN SPACE
- ROAD NETWORK
- BOUNDARIES

CHARACTER TYPES

21 This section provides a summary of the assessment of the site and its surroundings that has been undertaken as a basis for informing the proposals.

22 An understanding of the context, history and the cultural characteristics of the site and its surroundings influence the siting and the design of new developments. Awareness and understanding of the context also contribute to the perception of the development forming part of a sustainable location in proximity to existing communities. Viewing the development as part of the wider context helps create a positive sense of place, which fosters a sense of belonging and contributes to well-being, inclusion and community cohesion.

23 The National Design Guide states that well-designed new development is characterised by:
"An appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents."
(Para. 43, NDG 2021)

24 The Design Code considers the character and settlement form of several of the village's residential areas in more detail, based on the existing character areas identified, to inform the design and siting of new developments.

03 MOVEMENT

"Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function."

(Para. 76, NDG 2021)

31 An audit of existing levels of accessibility at the site by all modes of transport was carried out as part of the Transport Assessment, submitted as part of the consented outline planning application. The audit has concluded that there is a good level of connection to a range of services and facilities within easy walking or cycling distance from the site.

32 The Transport Assessment has set out the access strategy for the proposals, while placing an emphasis on alternative modes of transport, such as cycling, walking and using public transport, as attractive and non-car-dependent modes of movement within and out of the site which contribute to the development's sustainability. This provides a route to be carried out forward and maintained as a key part of the development's design and delivery.

34 Design parameters for the development at Land off Norwich Road are coded for each of these overarching Movement Goals as set out below.

A CONNECTED NETWORK

35 A connected network and hierarchy of routes for all modes of transport, according to the NDG, form the customary basis of any settlement and its design will determine how easy it will be to get around for and how it links destinations of public transport. In alignment with the Committee's 'Local Government's Design Code' (2021), design parameters following Movement components:

- The street network;
- Public Transport and
- Levels of security.

THE STREET NETWORK

36 The 'Guidance Notes for Design Code' characterisation of a connected street network:
"A connected street network is one that allows all people to move around allowing people to make efficient journeys walking and cycling more and more actively, making the streets feel safer and more attractive. Connected street networks form the backbone of a settlement and are a key part of its character and sense of place."

04 NATURE

PRINCIPLES OF THE NPPF

COMMUNITY
Through rural, urban and coastal environments, increasing well-being and improving planning.

CHARACTER
Sustainable quality and a rich variety of places and buildings of different types and uses, each with its own character and sense of place. Each place should have a character that is distinctive and meaningful to its residents and visitors.

CLIMATE CHANGE
A resilient, low-carbon, net-zero emissions and nature-rich infrastructure into the development, enhancing local connectivity and ecological security.

05 BUILT FORM

"Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place."

(Para. 61, NDG 2021)

COMPACT FORM OF DEVELOPMENT

51 A compact form of development will help to promote active travel to local facilities and services, so reducing dependence on the private car and enhancing the scheme's sustainability. Different levels of compactness should be offered throughout the development, to respond to the unique local context of each area within the scheme.

52 The degree of compactness within areas of the development is defined by:

- The level of residential density; and
- The building types and forms.

53 In addition, the Design and Access Statement of the consented outline planning application sets out the gross density as 16 dwellings per hectare. This level of gross density includes the site reserved for the school, and includes the significant green buffer to the church, which provides open space in excess of permitted policy requirements.

54 The Design and Access Statement of the consented outline planning application sets out the gross density as 16 dwellings per hectare. This level of gross density includes the site reserved for the school, and includes the significant green buffer to the church, which provides open space in excess of permitted policy requirements.

55 Based on the above, it is expected that the density of the proposals for Land at Norwich Road will meet the following principles:

- Low density should be incorporated along the eastern edge of the development, at the interface with the proposed informal public open space and the St Mary & St Peter's Church grounds further to the east. The low density will contribute to a softer edge to the development in transition to the informal open space and the open countryside further beyond. It will also assist in protecting the setting of the existing Grade I listed Church of St Mary and St Peter.

06 IDENTITY

LOCAL CHARACTER
IDENTITY, ATTRACTIVE AND DISTINCTIVE

(NEW CHAPTERS 5.1 & 5.2)

"The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses."

(Para. 50, NDG 2021)

61 Character areas are a useful way of helping evaluate the design proposals within its surroundings, whilst providing a continuity of themes across the development.

62 The site has been split into 4 no. character areas, each with a clearly defined character relating to the site's context and surroundings. The following pages describe how the character areas should be designed in such a way to help create a varied and diverse landscape.

63 The character areas are detailed below as follows:

- CA1: General Character Area
- CA2: Lanes & Private Drives Character Area
- CA3: Church Grounds
- CA4: Church Grounds

07 PUBLIC SPACE

EXTENSION TO CHURCH GROUND

83 Part of the open space at the eastern end of the site will be allocated for uses associated with the Church, including an additional accessibility to enhance safety and the creation of new active parking provision for peak events such as weddings and christenings. It is intended that this will be a low level construction with a new single-type drive providing an attractive entrance and the car park in a grassier style form to reduce any potential visual impact.

AMENITY AREAS

84 Part of a network of public open spaces designed to create a sense of place. These areas will have a more 'leisurely' character.

SUSTAINABLE DRAINAGE FEATURES (SUDS)

85 To accommodate the provision of drainage basins to manage excess surface water from all existing premises of heavy or permanent nature. The sustainable drainage (SUDS) features will also be designed to create new habitats for wildlife and contribute to the setting of the new homes.

86 The proposed development will consist of a mix of formal and informal open spaces providing a range of recreational benefits for both new and existing residents.

87 Children's play areas are to be provided as part of the landscape proposals, in line with the principles set out within the outline planning application and in accordance with relevant legislation with the local authority. At the detailed design stage, the play areas will be designed to complement their attractive setting by incorporating natural materials and play equipment and new landscaping. The play areas will also be designed to offer disabled children the same opportunities as other children.

88 The areas of open space accommodated on the Land Use Plan will provide a substantial new asset for informal recreational activities, including walking, picnicking and informal play.

09 HOMES & BUILDINGS

"Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them."

(Para. 103, NDG 2021)

93 Ensuring the delivery of well-designed homes and buildings will depend on providing buildings that:

- Meet a specific level of **Housing Quality**, with specific reference to:
 - Space standards and
 - Accessibility;
 - Promote **Health and Well-Being**, with reference to:
 - Lighting, sound and privacy; and
 - Security; and the design of gardens and balconies.

SHARED SURFACE ROAD

3.35 The final adoptable street-type provided within the development are shared surfaces. The shared surface streets will be informed by the following design principles:

- 5.5m wide shared surface street (which may be reduced to 4.1m where no frontage development is present);
- Streets designed to encourage low vehicle movement and speeds, with a priority for pedestrians and cyclists;
- Predominant use of block paving to further emphasise the change in priority and informal feel;
- Varying building setback depending on the parking arrangement;
- Predominantly 2 storey-built form with bungalows proposed at the eastern part of development overlooking the eastern public open space;
- Wide range of dwelling types, from bungalows, short terraces to large, detached houses; and
- Parking provided to the side of the dwelling, in a tandem arrangement, or to the front.



NOTE: THE RECREATIONAL ROUTE FORMS PART OF THE GREEN PUBLIC OPEN SPACE.

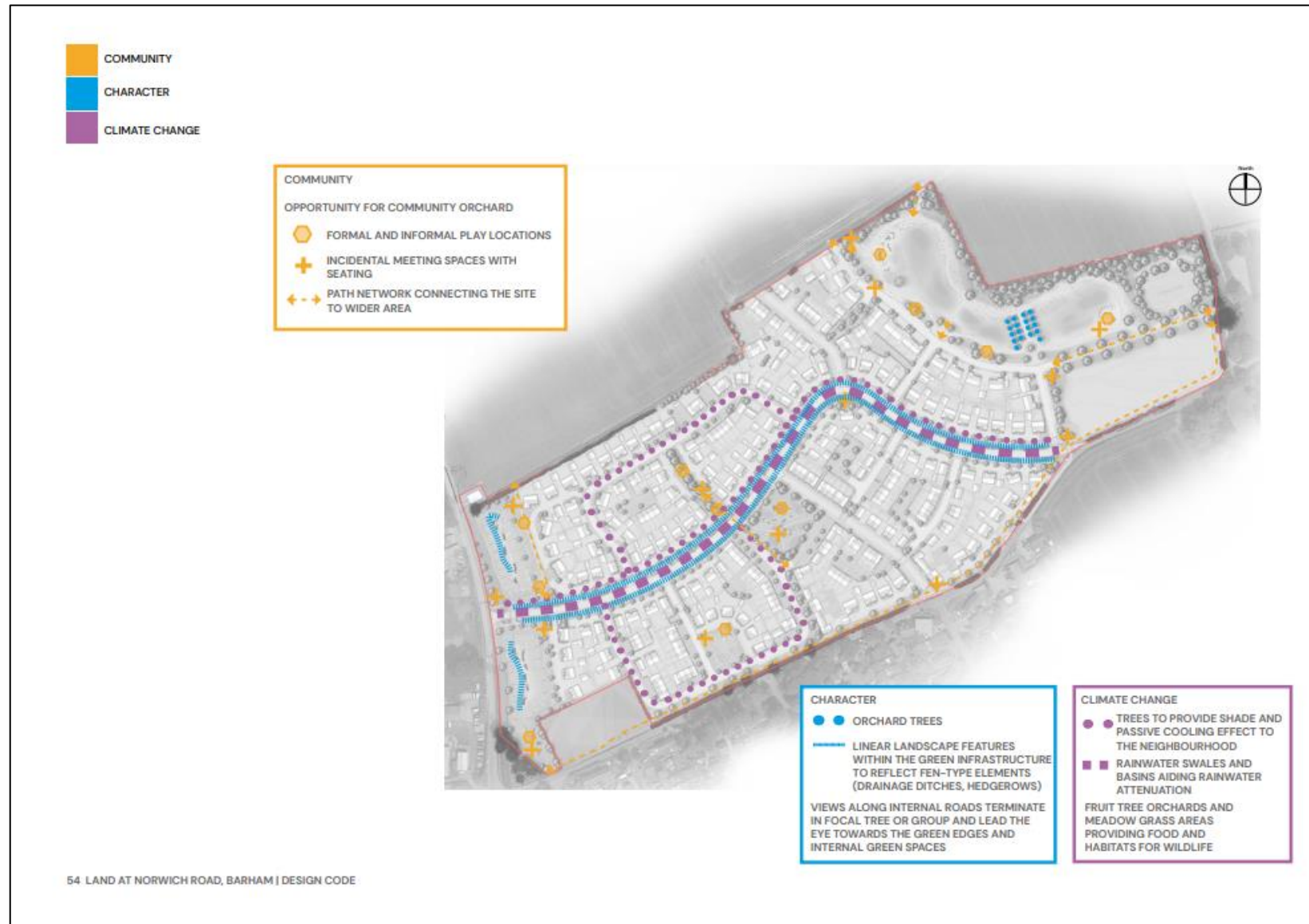


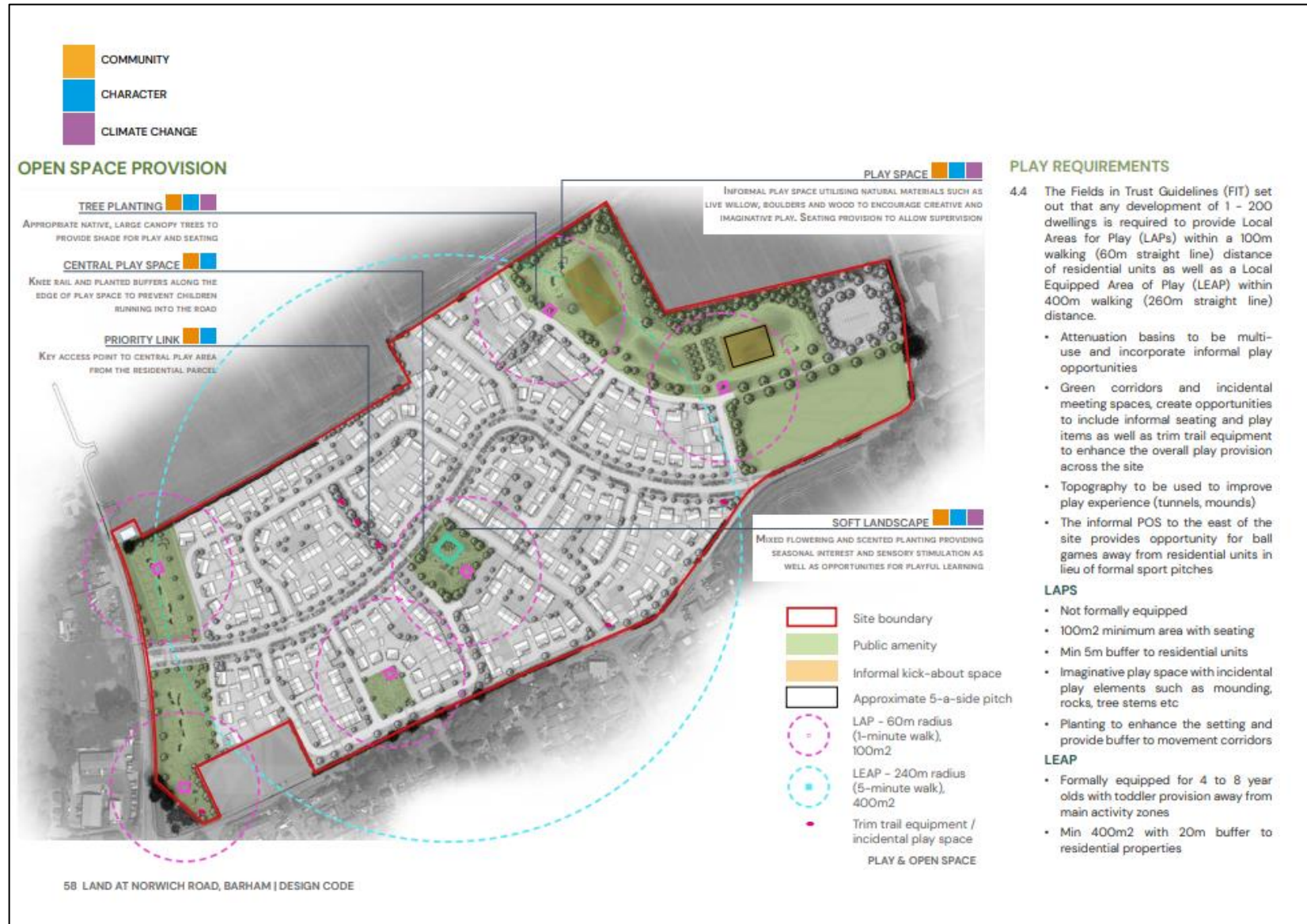
DEVELOPMENT FRAMEWORK KEY PLAN



SECTION KEY PLAN

SHARED SURFACE ROAD – ILLUSTRATIVE SECTION





- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

SUDS

- Two main attenuation basins within Entrance Green Edge - slopes to be shallow for access in key locations to allow use for recreation
- Terraces (benches) along slopes to improve access and break up long slopes
- Narrow, undulating swale within bottom of basins to permanently contain water to allow different habitat and visual enhancement
- Dense native thickets around headwalls of in- and outlets to limit access for health and safety reasons
- Opportunity for multi-functional space by creating access and providing low-key, natural, playable features within the dry, raised areas of the SUDs
- Smaller SUDs basin within central Pocket Green
- Rainwater swales along the main access road providing habitat connection and separation of footpath from road



WILLOW SCULPTURE & PLAYABLE FEATURE



PERMANENT SWALE (Character, Climate Change)
NARROW AND PERMANENTLY WET SWALE MEANDERING ALONG THE BOTTOM OF ATTENUATION BASIN TO PROVIDE HABITAT AND VISUAL FEATURE



ATTENUATION BASIN (DAVENTRY) - AT CONSTRUCTION



ATTENUATION BASIN (DAVENTRY) - AFTER ESTABLISHMENT OF LANDSCAPE

04
NATURE

NOTE: THE COLOUR-CODING / GROUPING OF THE IMAGES REFERS TO THE RESPECTIVE HATCHED AREAS AND ASSOCIATED LEGEND IN THE PLAN ON PAGE 64 (BIODIVERSITY AND PLANTING STRATEGY PLAN)

								
ACER CAMPESTRE (FIELD MAPLE)	CARPINUS BETULUS (COMMON HORNBEAM)	CORYLUS AVELLANA (COMMON HAZEL) - FORAGING	ROSA CANINA (ROSEHIP) - FORAGING	PRUNUS SPINOSA (BLACKTHORN) - FORAGING	CRATAEGUS MONOGYNA (COMMON HAWTHORN)	ILEX AQUIFOLIUM (HOLLY)	SAMBUCUS NIGRA (ELDER) - FORGING	LIGUSTRUM VULGARE (PRIVET)

NATIVE HEDGE AND BUFFER MIXES

								
AQUILEGIA VULGARIS (GRANNY'S BONNET)	LYTHRUM SALICARIA (PURPLE LOOSESTRIFE)	IRIS PSEUDACORUS (YELLOW FLAG IRIS)	MENTHA AQUATICA (WATER MINT)	LYCHNIS FLOS-CUCULI (RAGGED ROBIN)	PERSIACRIA BISTORTA (BISTORT)	FILIPENDULA ULMARIA (MEADOW SWEET)	RANUNCULUS LINGUA GRANDIFLORA (WATER BUTTERCUP)	MENTHA PULEGIUM (PENNYROYAL)

NATIVE WETLAND MIXES - SWALES AND RAINGARDENS

LAND AT NORWICH ROAD, BARHAM | DESIGN CODE 65

TYPES AND FORMS – CA3: GREEN FRINGE

CHARACTER AREA	CHARACTER AREA 3 - THE GREEN FRINGE	
BUILDING TYPOLOGY	Dwellings are predominantly detached or semi-detached.	
ROOFSCAPE	Pitched roofs with prominent gables to animate public realm frontages.	
MATERIALS	Proposed	Reference to Local Character Area
	<p>Facing materials: Predominantly multi-red brick; black weather-boarding and black window and roofing components.</p> <p>Roofs: A combination of traditional pantile and clay plain tiles, with the latter predominantly at buildings in key locations.</p>	<p>CA3 Predominantly Bungalow Dwellings with Varying Styles - Phillips Road (Predominantly Plain Red and Red Multi Brick Works).</p>
BUILDING DETAIL	<p>Flat entrance canopies. Mono pitch canopies. Dwellings to be designed to ensure no blank walls front onto the public realm. Occasional use of projecting plinths. Cottage casement windows and cottage styled entrance doors.</p> <p>Occasional appearance of dormers, and typically positioned at the rear elevation of the dwelling.</p>	CA7 Recent Development along Hereford Drive to the south of the site.

MATERIALS PALETTE



MULTI-RED BRICK



PLAIN RED BRICK

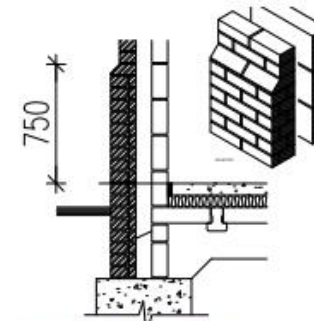
ROOF TILES



ROSEMARY CLAY PLAIN TILES



FARMHOUSE RED PANTILE



PROJECTING PLINTH

PUBLIC SPACE 07

STREETS
PRIMARY ROAD

RAINGARDEN SWALES ■ ■

BOTH SIDES OF SPINE ROAD TO FEATURE PLANTED RAINGARDEN SWALES TO ENHANCE HABITAT CONNECTION AND BIODIVERSITY

TREE AVENUE ■ ■

AVENUE TREES IN GREEN VERGES ALONG BOTH SIDES OF THE SPINE ROAD TO CREATE A GREEN CORRIDOR THROUGH THE CENTRE OF THE DEVELOPMENT

PEDESTRIAN PRIORITY ■ ■ ■

RAISED TABLE CROSSING AT KEY INTERSECTIONS TO PROVIDE PRIORITY TO NON-MOTORIZED TRAFFIC

- Main access from Norwich Road and Church Lane via Major Access Road - CA: The Avenue)
- Double-sided arrangement of raingardens and separate verge with avenue trees, segregating foot/cycle path from road
- Private frontages to be formed by open lawns where depth allows with defensible strip of planting up against the buildings
- Residential dwellings served by Minor Access Roads and via smaller shared surface streets and drives off The Avenue

RAINGARDEN TO RECEIVE SURFACE RUNOFF FROM ROAD AND FOOTPATH

SEGREGATED FOOTPATH VERGE WITH STREET TREE

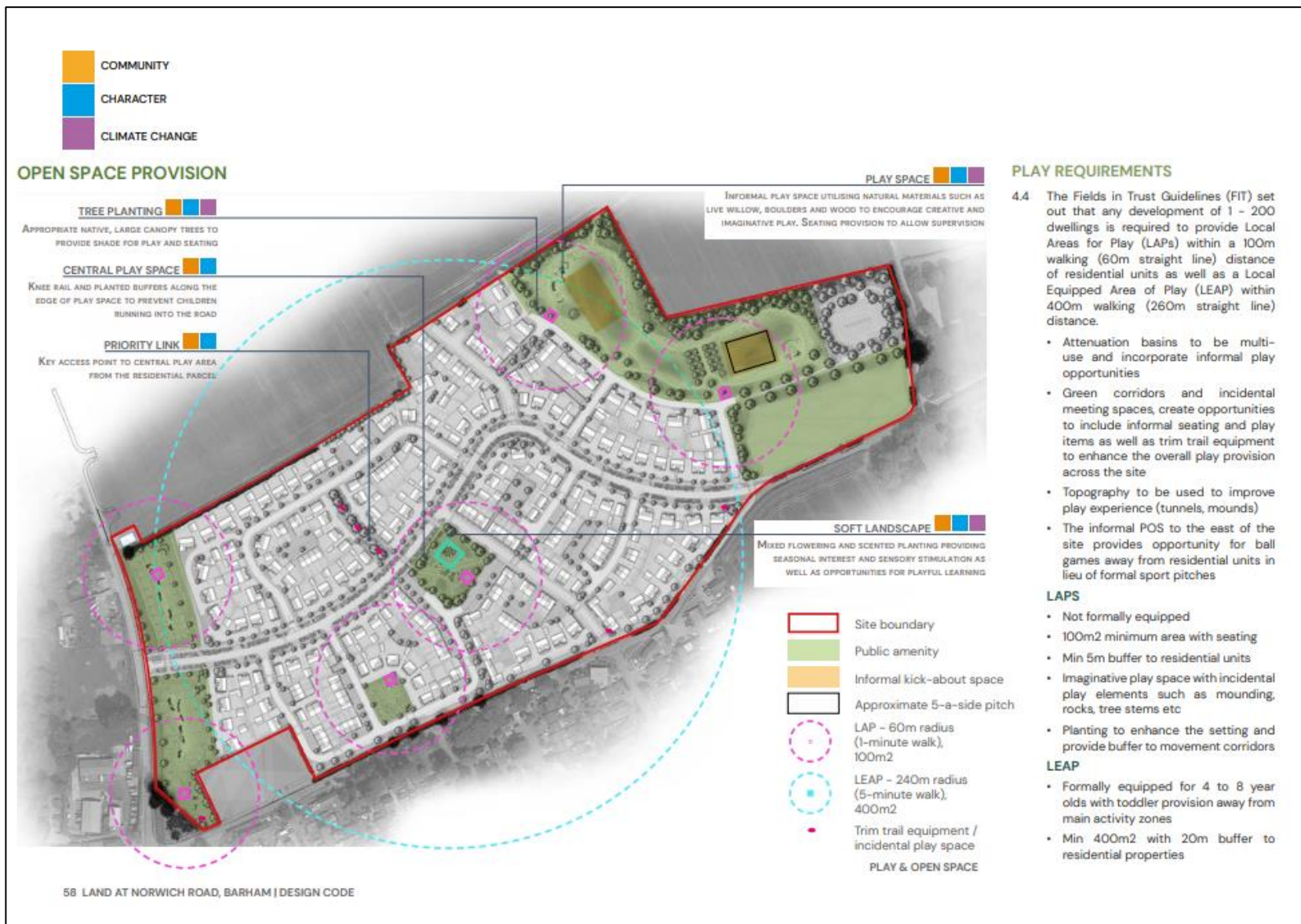
INDICATIVE SECTION THROUGH SPINE ROAD

COMMUNITY ■

CHARACTER ■

CLIMATE CHANGE ■

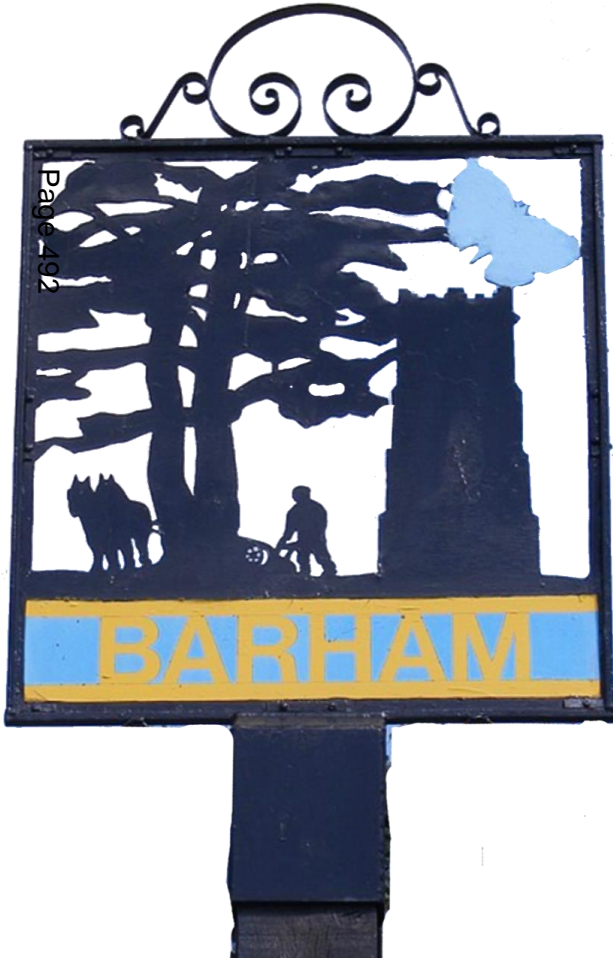
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The Design Guide: typical content



Development Control Committee 'A'
9 November 2022



Application No:
DC/22/03093

Address:

Land north-west of Church Lane. BARHAM

RECOMMENDATION

Endorse the Design Code

Agenda Item 7c

Committee Report

Item No: 7C

Reference: DC/22/03231

Case Officer: Vincent Pearce

Ward: Claydon & Barham.

Ward Member/s: Cllr Timothy Passmore. Cllr John Whitehead.

RECOMMENDATIONS:

- [i] **APPROVE RESERVED MATTERS DETAILS with conditions; and,**
- [ii] **DISCHARGE the details submitted pursuant to conditions 9, 10 and 40; and,**
- [iii] **PART DISCHARGE the details submitted pursuant to condition 48 with the added requirement to undertake specific pre-occupation testing of installed attenuation performance mitigation**

Description of Development

- [i] Application for Approval of Reserved Matters pursuant to condition 25 of the Outline Planning permission reference 1856/17, granted on 7 January 2022: Submission of details for **Appearance, Layout, Strategic¹ Landscaping** and **Scale** for erection of 269 no. residential dwellings, public open space, and associated infrastructure.

please note:

Access and the estate spine road are not Reserved Matters these details having been approved as part of the outline planning permission

and,

- [ii] Submission of details pursuant to the following conditions attached to outline planning permission reference 1856/17

conditions :

- 9 [surface water drainage scheme]; and,
- 10 [implementation, maintenance and management scheme for surface water drainage]
- 40 [Market Housing Type]; and,
- 48 [Noise Survey].

¹ A general landscape masterplan with full details to be provided separately by condition

Location

Land North-West of, Church Lane, Barham, Suffolk

Expiry Date: 18/11/2022

Application Type: RES - Reserved Matters

Development Type: Major Large Scale - Dwellings

Applicant: Taylor Wimpey East Anglia

Agent: Mr James Bailey

Parish: Barham

Site Area: 15.86ha application form

Density of Development:

Gross Density (Total Site): 17 dph² [this excludes the large open space area to the east]
[therefore actual gross density will be lower than 17dph]

Net Density (Developed Site, excluding open space and SuDs): 25dph

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

ADDITIONAL NOTE

This report is presented on the agenda on the basis that Members will have considered the associated Design Code that appears earlier on the Agenda and determined whether or not it is acceptable

The Reserved Matters application is a Hybrid because it also seeks the separate discharge of details pursuant to conditions 9, 10, 40 and 48 of the outline planning permission. They are also considered within this report and are the subject of specific recommendations

PART ONE – REASON FOR REFERENCE TO COMMITTEE

The application is referred to committee for the following reason:

This submission relates to a development that exceeds the 15 dwellings threshold up to which the Chief Planning Officer can determine such matters under the Formal Scheme of Delegation.

² dwellings per hectare



figure 1:
**The Amended
Reserved Matters layout [17 October 2022]**

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications under the Planning Acts be determined in accordance with the development plan, unless material considerations indicate otherwise. Strictly speaking, that direction is of greater relevance to the determination of applications for planning permission; however, it is considered appropriate that the development plan be the starting point in determining the appropriateness of the reserved matters detail that has been submitted and is no less relevant in that respect.

Development Plan

The Development Plan for Mid Suffolk comprises the following:

- Mid Suffolk Local Plan 1998
- Mid Suffolk Core Strategy 2008
- Mid Suffolk Focused Review Core Strategy 2012

Within the current development plan, those policies considered to be most important for the determination of this reserved matters application and its associated details are as follows:

Local Plan 1998

GP1: Design and layout of development

HB1: Protection of historic buildings

H13: Design and layout of residential development

H14: A range of house types to meet different accommodation needs.

H15: Development to reflect local characteristics.

H16: Protecting existing residential amenity.

T9: Parking standards.

T10: Highway considerations in development.

T11: Facilities for pedestrians and cyclists.

Core Strategy 2008

CS3 Reduce contributions to climate change

CS4 Adapting to climate change

CS5 Mid Suffolk's environment

CS6 Services and infrastructure

CS9 Density and mix

Focused Review 2012

FC1 Presumption in favour of sustainable development

FC1.1 Mid Suffolk approach to delivering Sustainable Development

Joint Local Plan [JLP]

The Councils are currently working with our consultants and project partners to scope and progress the outstanding matters raised by the inspectors during the examination so far - and the necessary main modifications. The inspectors wrote to the Councils on 28 April 2022 with the latest update on the anticipated examination schedule.

In view of the present status of the JLP it carries little weight as a material planning consideration in the determination of planning applications and is not determinative in this case at the present time.

Neighbourhood Plan Status

Barham does not have a Made/Adopted Neighbourhood Plan.

No Neighbourhood Plan is currently being prepared for Barham

National Planning Policy Framework 2021

National Design Guide 2010 [amended 2021]

National Model Design Code [2021]

SCC Adopted Parking Standards [third edition 2019]

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

Claydon and Whitton Parish Council – Received 13.07.2022

“Councillors noted that the applicant has listened to residents and councillors and have amended their plans accordingly, for which they thank the developer.

Councillors remain concerned about the interim phase on the roads and how the spine road and Church Lane, Barham will interact, ensuring the safe flow of traffic, taking into account the regular speeding on Church Lane”.

Officer comment:

The support of the Parish Council is acknowledged as is their praise for the way that Taylor Wimpey has worked with and taken account of local opinions. In many ways this is an exemplar of how a developer can enhance the quality of a proposal by genuinely involving local people, listening to them and allowing feedback to influence changes. It would appear that Taylor Wimpey and the Parish Council have built a good working relationship. Hopefully that will continue during the construction phase, in the event that Members approve the Reserved Matters details.

In terms of the Parish Council's concern about the phasing of construction of the spine road works and likely interim impacts on Church Lane it is suggested that a condition be added to any Reserved Matters approval requiring Taylor Wimpey to submit a Liaison Statement for approval which will formalise regular contact with the Parish Council in order to extend the dialogue to embrace the construction phase. This will provide a forum within which things such as spine road phasing can be discussed, and information shared. It will also provide a forum through which issues arising locally from the construction process can be raised directly with Taylor Wimpey and for action to be taken before that issue escalates. Experience has shown that where developers carry out such liaison few if any complaints arise and enforcement investigations are rarely required.

National Consultee**Highways England – Received 08.09.2022**

No objection.

Historic England – Received 07.09.2022

No comment.

Anglian Water – Received 18.07.2022

No objection, informative comments provided.

NHS – Received 15.07.2022

Make the following observations (see consultation response document for full comments):

- The proposal comprises a development of up to 269 residential dwellings, which is likely to have an impact of the NHS funding programme for the delivery of healthcare provision within this area and specifically within the health catchment of the development. The ICB would therefore expect these impacts to be fully assessed and mitigated by way of a developer contribution secured through the Community Infrastructure Levy.
- 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

Officer comment:

Members will note that the Integrated Care Board [ICB] has identified that appropriate CIL bids will be made for any increased demand for healthcare provision arising from this development. CIL exists for such purposes.

Natural England – Received 08.07.2022

No comment.

County Council Responses**SCC Floods and Water Management – Received 29.09.2022**

No objection, recommend approval of the Reserved Matters, as well as approval to discharge Condition 9. [recommendation to approve details in respect of condition 10 - 14.09.2022]

SCC Highways – Received 07.09.2022

No objection, subject to conditions.

The Highways officer states:

“Further to the submission of amended plans and additional information, the proposal is acceptable to the Highway Authority subject to the following planning conditions. Exact details of the estate roads will be agreed during the Section 38 Agreement process which is recommended for all estate roads but will be a requirement of the spine road (prior to the completion of works to close Church Lane to through traffic) as it forms part of a continuous highway route in place of Church Lane”.

SCC Archaeological Service – Received 06.09.2022

Note: archaeological investigation is the subject of conditions 5, 45, 46, 77 and 99 attached to the earlier hybrid permission

SCC Development Contributions – Received 31.08.2022

No objection. The Officer states:

“We previously responded to the consultation by way of letter dated 28 June 2022, in which we highlighted the lack of pedestrian/cycling accessibility/permeability between the new housing and the adjacent school site. Following the constructive meeting we attended with the LPA and the applicant we are pleased to see the revised housing distribution layout as shown on Drawing No. BAR/HDL/01 Rev A. this shows a 3m wide cycle path connection with the school land in the north-west corner of the housing site, adjacent to the attenuation basin. This now looks acceptable from our point of view”.

Officer comment:

It is noted that SCC welcomes the inclusion of a 3m wide footway/cycleway to the proposed school site on the recently amended drawings. Officers acknowledge the willingness of Taylor Wimpey to make the late change at officer request in order to complete a safe route to school

SCC Fire and Rescue – Received 24.08.2022

No objection. Request that conditions 47, 79 and 102 from the original Decision Notice for planning application 1856/17 follows this build to its conclusion.

Internal Consultee Responses (Appendix 6)

Public Realm – Received 22.09.2022

No objection in principle, recommend additional public open space is provided to account for the shortfall.

The Public Realm Officer states:

“1) According to our calculations there is a shortfall in area of provision of Public Open Space – we calculated approx. size of site to be 241955 sqm giving a 10% minimum of 24196 sqm. Provision on current plans is 23695 sqm. The shortfall is covered if there is sufficient area around the attenuation basins area that would be dry and available to the public for the majority of the year. (The church extension land cannot be considered in calculations as it would appear that it will partly be used for car parking.

Officer comment:

Having re-checked the extent of open space within the submission your planning officers are satisfied that it does constitute fractionally more than 10% of the developable area. Please note: This calculation does not take account of the fact that a large area of Public Open Space at the eastern end of the site will also be delivered. When this is factored into the calculation the level of open space being delivered far exceeds 10%

2) The Fields in trust Guidelines recommend for this size of development LAP LEAP and MEGA. The Open Spaces assessment also indicated a shortage in provision of these.

Officer comment:

Taylor Wimpey, the Public Realm Service and the Development Management Service are working together to ensure appropriate levels of play are delivered by this development outside of the Reserved Matters submission

3) We note that the Place Services Landscape response to the application included the following regarding play: ‘We would advise an informal approach to play is taken in the more natural POS to the peripheries of the site. These spaces should be imaginatively designed using landforms, level changes and water, as well as natural materials such as logs or boulders, which create an attractive setting for play. We would also ask that the applicant explores ‘risky’ play as part of the play provision. For instance, is there scope to introduce play elements and structures that activities such as climbing, sliding, balancing, jumping from heights and hanging upside down could be introduced. Involvement in risky play gives children the opportunity to access risks and manage situations, whilst being essential for their motor skills, balance, coordination and body awareness’. Public Realm Offices endorsed this view.

Officer comment:

This will be secured by condition

4) We note that the Place Services Landscape also recommend a flowering mix for the grassed areas; again, Public Realm Officers would endorse this”.

Officer comment:

This will be secured by condition

Place Services – Landscape – Received 09.09.2022

No objection in principle, recommend amendments to the screening. The Landscape Officer states:

“We welcome the changes as detailed on Dwg Ref: TWEA Layout Changes Summary dated 12/08/22 and the additional information supplied with regard to the green screen boundary treatments. While we accept the developer wishes to introduce a new and innovative element, we remain concerned that the maintenance and establishment of these screens will be passed on to future residents who may not be adequately resourced resulting in failed planting. Longer term this could result in bare mesh panels, thus reducing privacy of private amenity space, affecting the security of the property and be unsightly. It is also unclear what the expected life span of the panels are and what the replacement procedure and costs would be. Furthermore, the monoculture planting of proposed green screens will be less diverse than removed hedge.

If the applicant still wishes to pursue a trial of these panels, we recommend that it be done at a smaller scale in communal areas under the control of a management company.

As stated in our previous letter the granted outline permission includes conditions for submission of details and specification of the landscape scheme and a landscape management plan (1856/17 Condition 27 & 28) therefore apart from the boundary treatments, we are satisfied there is sufficient detail to support approval of reserved matters”.

Officer comment:

Since receipt of this comment the Council's Landscape Consultant, Development Management Service and Taylor Wimpey have agreed amendments to the location for greenscreens and the present trial distribution is supported

Waste Management – Received 07.09.2022

No objection.

Strategic Housing – Received 06.09.2022

No objection. The Strategic Housing Officer states:

“Based on the development of 269 dwellings the applicant is offering 94 dwellings for affordable rent and shared ownership.

We have agreed, prior to this meeting, that the following tenure, type, mix and size, would be provided on site and we support the mix below.

67 Homes for Affordable Rent

27 Homes for Shared Ownership”.

Officer comment:

The support of the Council's Strategic Housing Service is noted and welcomed as it means of the Reserved Matters details are approved and implemented, there will soon be 94 affordable homes available to help those in housing need on the Housing Register. This is a significant number of homes and will go some way to meeting need.

Environmental Health – Air Quality – Received 06.09.2022

No objection.

Arboricultural Officer – Received 24.08.2022

No objection.

Place Services – Ecology – Received 20.10.2022

NO objection subject to two conditions

1. Prior to commencement construction environmental management plan for biodiversity
2. Prior to occupation delivery of on-site measures inline with the approved Habitats Regs Assessment

Other matters will be picked up as necessary with the submission of detailed landscape details under conditions 27 and 28 of the putline planning permission .

Heritage – Received 21.07.2022

Less than substantial harm is still identified, as per the outline application. The Officer states:

“ Less than substantial harm to various heritage assets was identified by Historic England and BMSDC Heritage Team at Outline State. To some extent, harm is likely now unavoidable.

The proposed plans show a layout and scale of development, and landscaping scheme, that appear comparable to the final iteration of plans shown at Outline Stage including the implementation of certain elements to reduce the harm to designated heritage assets, particularly the Church of St Mary (Grade I) and Shrubland Hall registered Park and Garden (Grade I). this includes:

- *Leaving a reasonable proportion of undeveloped land to the east side of the church, to retain a sense of its historically undeveloped setting, and to reduce encroachment into views from Shrubland Hall Park.*
- *No buildings taller than two storeys, with single storey closest to the church and where two storeys would likely otherwise be most prominent within views from Shrubland Hall Park.*
- *A reasonable degree of planting along the eastern/north-eastern boundary of the proposed dwellings, again to reduce the encroachment of the development into the setting of the church and Shrubland Hall Park.*

- *Setting houses on south western side of site back, to preserve some amount of a sense of the historically more undeveloped setting of Henry VIII Farmhouse, if not the agricultural character”.*

Environmental Health – Sustainability – Received 19.07.2022

No objection.

Officer comment:

Noted. It is unusual for the Sustainability Officer to raise no objection and this suggests the extent to which Taylor Wimpey is seeking to raise the bar in terms of the sustainability of the development has been effective.

Environmental Health – Noise/Odour/Light/Smoke – Received 18.07.2022

Make the following observations:

- Outline Approval was granted under application 1856/17 for a development of 269 dwellings with communal external amenities, new school to the north of the site and extension to the adjoining church grounds.
- A noise assessment has been undertaken by Cass Allen
- A site noise survey was undertaken from 16 to 20 May 2022 to include operator-attended measurements and long terms unattended noise monitoring.
- Noise levels at the site were generally dictated by road traffic along the surrounding main roads, including the A14.
- Observations were undertaken to determine whether the commercial units to the west had a noise impact. No significant noise was observed from these areas during attended elements of the noise survey and the unattended long term noise monitoring (including audio recording) also confirmed that noise from these areas was inaudible throughout the monitoring period. Noise from the commercial units has therefore not been assessed further.
- Noise modelling was undertaken using Cadna/A 2022 software which showed that the facades closest to Norwich Road and the new access road will be exposed to the highest noise levels as follows;
- Dwellings will be ventilated via trickle ventilators in the external facades with openable windows for the provision of purge ventilation, as per System 3 from Building Regulations Part F.
- **Internal Noise**
- Calculations were undertaken to establish the sound insulation performance which would be required for glazing and ventilation and façade specification to achieve the nominated internal noise criteria in the habitable rooms of the development in accordance with those set out in BS 8233. There is no information to the specific glazing and ventilation to be installed however, the report advises that performances requirements for glazing and ventilators can be achieved with commercially available products.
- **External Amenity Areas**
- Design of external amenity areas of the development has been reviewed against WHO recommendations, in that noise levels in external amenity areas should not exceed 55 dB LAeq,T.

- The modelling indicates that noise levels in external amenity areas are predicted to achieve 55dB LAeq,T with the exception of the garden of Plot 11 where noise levels are expected to exceed the recommended levels by up to 2 dB.
- This exceedance is considered acceptable as 'a difference in environmental noise levels of 1-3dB is generally considered to be imperceptible' and that 'residents will have access to the external amenity in eastern areas of the site where noise levels are predicted to be below 55 dB LAeq,T.
- The report concludes that noise levels in external amenities are acceptable.
- No additional mitigation measures have been proposed for the protection of external amenity areas for Plot 11.
- Having regard to the above, whilst the applicant has met the initial requirements of the condition that a noise survey be undertaken, we are unable to recommend discharge of the condition until such a time as:
- The applicant has provided precise details of the type of windows and ventilators proposed for each of the plots.
- Provided confirmation by way of a validation certificate to show that the fenestration has been installed as specified and undertaken post installation tests to demonstrate that internal noise levels accord with those specified within the noise report.
- Provided details of proposed mitigation proposed to Plot 11 to ensure that it meets the WHO recommendations for external noise levels.

Officer comment

Since making the comment above the Council's Noise Officer, Development Management Services and Taylor Wimpey have been in dialogue and a suitable condition has been agreed that will require Taylor Wimpey to undertake post completion testing on [re-arranged units to ensure that the actual level of noise attention achieved meets the level predicted. If it does then occupation of the unit can occur. If it doesn't further mitigation will be required.

Environmental Health – Land Contamination – Received 15.07.2022

No comment.

Other

Suffolk Police – Design Out Crime – Received 16.09.2022

No objection in principle, recommend amendments to improve security.
The Suffolk Police Officer states:

"On behalf of Suffolk Constabulary, I have viewed the available further plans and would like to register the following more detailed comments with regard to Section 17 of the Crime and Disorder Act.

I have commented on the previous Outline planning application 1856/17, where it was stated it was good to see back-to-back housing designs. However, concern was raised over the lack of natural surveillance, the parking and how close the play area was to Chapel Lane.

It is noted that the design layout has changed, however, these are still a number of concerns and some changes have brought about further concerns, these includes:

- a) Two flying freeholds were removed from by plots 54 and 61. However, two flying freehold have been incorporated elsewhere between plots 104-105 and plots 1620163 into rear parking courtyards, both also having bin collection points.
- b) Not all plots will be allocated garages and there appears to be at least 90 plots that will have parking/garaging set back too far, opening the rear of these properties up to be more vulnerable to unlawful incursion due to a lack of surveillance.
- c) There are 64 plots that have rear parking allocated and will also have no surveillance for their vehicles.
- d) At least 13 plots have parking spaces that are too far to the side of their plots and have no active surveillance for these owners vehicles.
- e) There are 11 rear parking courtyards with two that have adjoining public footpaths that will make it easy for offenders to access and congregate around.
- f) Five visitor parking areas are a concern.
- g) There were previously no alleys visible on the original outline application, however, 17 alleys are incorporated within the current designs.
- h) The new footpath that runs along the rear of plots 65 and 77-78, connecting the rear parking courtyard for plots 65-66 and 77-78 is a real concern. As is the footpath between plots 140 to 141 by the rear parking courtyard for plots 136 to 145.
- i) The cycle stores are a concern as there is no surveillance to overlook these areas.
- j) The sub-station by plot 224 and pumping station are both concerns and need good security to prevent crime and antisocial behaviour or damage”.

Officer Comment:

Flying freeholds over accesses to parking courts are encouraged by the Council as they provide an opportunity for additional surveillance.

The council does not require all plots to have garages and does not have a policy to do so. Many Registered providers prefer not to have garages as it adds to the cost and therefore impacts rent. Furthermore, parking spaces [as opposed to garages] do not attract CIL.

In trying to expand connectivity and facilitate good permeability and accessibility it isn't always possible to satisfy the designing out crime officer. Alleyways will all be gated.

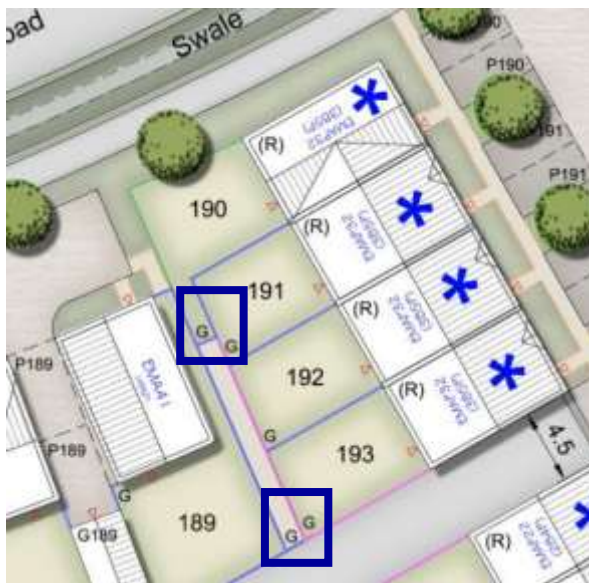



figure 2:
Example of gated alleyway

G = gate

 point of entry into alley from public place

Cycle stores are provided as lockable sheds in rear gardens and communal stores are provided where access is common.



figure 3:
Example of cycle store shed within plots

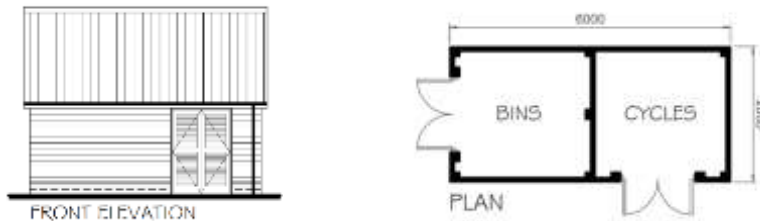


figure 4:
Example of typical communal cycle store and binstore

These will be surveilled from rear windows. The Council welcomes the provision of such stores as it supports modal shift. It isn't currently possible to encourage developers to incorporate integrated cycle storage within dwellings as it uses valuable floorspace.

Sub stations will be a brick-built structure with a roof and further details of the pumping station will be required by condition

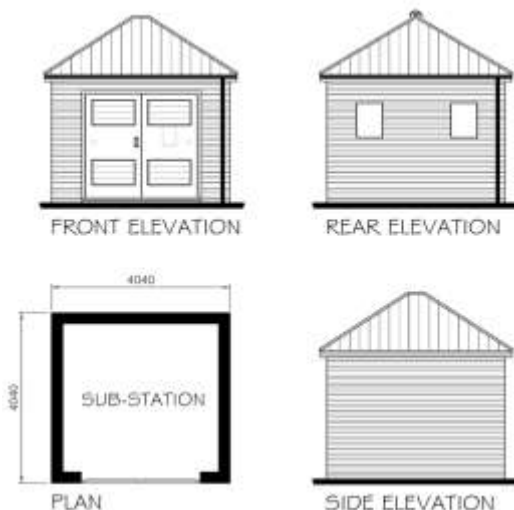


figure 5:
sub-station design

The British Horse Society – Received 27.07.202

Neither object nor support. Concerns regarding:

- Inadequate access
- Increased traffic/highways issues
- Request footway links are adopted as bridleways

B: Representations

At the time of writing this report, at least 6 letters/emails/online comments have been received. It is the Officer opinion that this represents 6 objections. A verbal update shall be provided as necessary.

Views are summarised below:-

Design/Appearance

- Out of character (5)
- Overall design (3)
- House types not in keeping (1)
- Boundary issues (1)
- Development too high (1)
- Overdevelopment (3)
- Scale (2)
- Landscape impact (2)

Residential Amenity

- Loss of outlook (5)
- Building work (1)
- Dominating/overbearing (4)
- Health and Safety (2)
- Light pollution (1)
- Loss of light (1)
- Loss of privacy (3)
- Noise (2)
- Overlooking (3)

Community

- Strain on existing community facilities (6)
- Fear or crime (1)
- Inadequate public transport provision (3)
- Increase in anti-social behaviour (2)
- Loss of open space (2)
- Sustainability (1)
- Insufficient schools and doctors (1)

Biodiversity

- Affects to local ecology/wildlife (1)

- Increase in pollution (1)
- Trees (1)

Overall Application

- Lacking information (1)
- Conflict with District Plan (1)
- Conflict with Neighbourhood Plan (1)

Flooding/Drainage

- Drainage (1)
- Increase danger in flooding (1)

Highways

- Inadequate access (2)
- Inadequate parking provision (1)
- Increased traffic/highways issues (3)
- Loss of parking (1)

Heritage

- Inappropriate in a Conservation Area (2)

(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/22/03231	Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey).	DECISION: the CURRENT application before the COMMITTEE
REF: DC/22/03397	Application for a Non Material Amendment relating to 1856/17 and DC/22/03231 - Minor re-alignment of the road/junction at the eastern access to the site.	DECISION: PCO
REF: DC/22/04088	Discharge of Conditions Application for 1856/17- Condition 45 (Archaeology)	DECISION: GRANTED 08.09.2022

REF: DC/22/03397	Application for a Non-Material Amendment relating to 1856/17 and DC/22/03231 - Minor re-alignment of the road/junction at the eastern access to the site.	DECISION: YET TO BE DETERMINED
REF: DC/22/03093	Application for confirmation of compliance with a Section 106 Planning Obligation - Design Code in Schedule 3, Part 7 of Planning Obligation dated 09.12.21 relating to Outline Planning Permission 1856/17	DECISION: Also on today's agenda
REF: 1856/17	Outline planning application (with all matters reserved except for access and spine road) for phased development for the erection of up to 269 dwellings and affordable housing, together with associated access and spine road including works to Church Lane, doctor's surgery site, amenity space including an extension to the Church grounds, reserved site for Pre-School and Primary School and all other works and infrastructure (amended description).	DECISION: GTD 07.01.2022

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PART THREE: ASSESSMENT follows.....

PART THREE – ASSESSMENT OF APPLICATION

1.0 The Site and Surroundings

- 1.1 The site is within the Parish of Barham.
- 1.2 Claydon contains a number of services and facilities including a local convenience shop, primary school, secondary school and community/village hall, and is identified as a Key Service Centre in the Core Strategy.
- 1.3 The site is surrounded by open fields, bounded by Norwich Road to the west and Church Lane to the south of the site. The site is well related to the village and located immediately to the north of the existing settlement boundary.
- 1.4 Opposite the junction with Church Lane and Norwich Road to the west is the Grade II listed Henry VIII Farmhouse. Adjacent to the farmhouse, to the west of Norwich Road, are single storey commercial units accessed off Norwich Road. Beyond to the north and west is agricultural land and the A14.
- 1.5 Within the site is one hedgerow (running east to west to the western side of the site). The site is bounded by hedges on all boundaries, with high hedgerows interspersed with trees along the field boundary of the site to Church Lane. Immediately adjacent to the east boundary of the site is St Mary and St Peter's Church (Grade I listed building), with the churchyard boundary delineated by mature trees and hedgerows. Around 200m to the north east of the site is Barham Quarry, which is allocated to be extended bringing the quarry within 175m of the application site.
- 1.6 To the south of Church Lane is the existing settlement boundary for Claydon and a number of residential dwellings. To the south of Church Lane there is a mix of residential properties, of which mainly the rear gardens back onto the lane. At the north and southern ends, the properties front the lane. There are a broad mix of housing types dating from the later C20 including bungalows, terraced, semi-detached and detached properties. The predominant height of residential buildings in the area are two storeys. There are intermittent trees along either side of Church Lane to the south of the site, some of which are subject to Tree Preservation Orders. All protected trees are separated from the development site by Church Lane Barham however.
- 1.7 To the south of the site, on the corner of Church Lane and Norwich Road is the existing Claydon and Barham GP Surgery. This is a single storey temporary structure set within a hard-surfaced car park, bounded by mature hedgerow and trees.
- 1.8 The site topography is such that the site is sloping with the highest level to the north and east sections of the site where the Church is located, and the lowest to the south west of the site. To the west of the site is Norwich Road, the A14 and the River Gipping. The site is visible to the surrounding area. The site is not in an area of special character designation such as an Area of Outstanding Natural Beauty, but is within the vicinity of a Special

Landscape Area, with land around the River Gipping to the west of the application site being covered by this designation. It also is within the Site of Special Scientific Interest (SSSI) Impact Risk Zone. The site is within the Mineral Consultation Area set by Suffolk County Council's Minerals Core Strategy 2008. The site is also within a Groundwater Source Protection Zone relating to groundwater as the site is located over a Principal Aquifer.

- 1.9. The site is not in, adjoining or near any Conservation Area. The significant listed buildings near this site are St Mary and St Peter's Church referred to above, Shrubland Hall (Grade II* with historic park), Barham Manor including listed garden wall and gateway (Grade II) and King Henry VIII Farmhouse (Grade II).
- 1.10. Barham Hall is a large, detached property set in substantial grounds. Shrubland Hall is a historic complex containing a number of designated heritage assets set within the Grade I registered park and garden, which is located approximately 800m from the northern site boundary. The top of the built form of Shrubland Hall is visible from the eastern end of the application site.
- 1.11. The Historic Environment Record identifies a number of archaeological finds within the vicinity of the site.
- 1.12. The site is located entirely in Flood Zone 1.
- 1.13. There are public rights of way along the east boundary of the site (Bridleway 17 and 18), and the site is adjacent to National Cycle Route 51 which runs along Norwich Road. Claydon is on a regular bus route with services running Mondays to Saturdays between Ipswich and Stowmarket.

2.0 The Proposal

- 2.1 This is a Reserved Matters submission for 269 dwellings with **Appearance, Layout Scale** and **Structural Landscaping** to be determined, Access and spine road having been agreed at outline stage

3.0 The Principle of Development

- 3.1 The principle of whether-or-not residential development on this site is acceptable has already been established by the grant of outline planning permission for up to 269 dwellings. [as part of a wider hybrid planning permission under reference 1856/17].
- 3.2 The hybrid planning permission 1856/17 is accompanied by a S106 Agreement.
- 3.3 The Reserved Matters are submitted under condition 25 of the hybrid planning permission [the outline planning permission element]

4.0 The Associated S106 Agreement

- 4.1 The Reserved Matters currently before the Committee have been developed to comply with a Design Code specifically developed for this site. The details of that Design Code appear earlier on the same agenda as this item.
- 4.2 The need for a Design Code, for that Design Code to be agreed by the Council and for the agreed Design Code to inform Reserved Matters details is a requirement of the S106 Agreement that accompanies the hybrid planning permission.
- 4.3 The details are provided within the report for the Design Code submission reference **DC/22/03093** and are not repeated here.

5.0 The officer 'Design Code' assumption underpinning this Report

- 5.1 This report is written on the basis that Members find the general principles within the Design Code to be fundamentally acceptable.
- 5.2 This is not to take for granted the outcome of the Committee's consideration of the Design Code but is a transparent reflection of the position taken by officers who were also involved in shaping the Design Code with the applicant to meet professional expectations, S106 commitments, the outline planning masterplan blueprint, national design guidance and relevant adopted Council planning policy and guidance and consultation responses - with the applicant.
- 5.3 The amended Reserved Matters details now before the Committee have evolved after direct reference the principles in that Design Code and have been subject to several iteration reflecting local feedback and officer input.
- 5.4 In considering the earlier Design Code report, Members will have also considered the decision options matrix in respect of both reports
- 5.5 As previously described **Access** and **Spine Road** details were both approved as part of the outline planning permission. For information, these are shown on the approved outline drawing below:



figure 6: **Previously agreed access and spine road details**

6.0 The Reserved Matters

6.1.0 Layout

6.1.1 Members are advised that the amended layout closely follows the Amended Design Code layout. If the Amended Design Codes principles have been supported by the Committee then this fact ought to mean the amended reserved matters layout is also now acceptable.



figure 7:
**The Amended
Design Code Layout
[October 2022]**



figure 8:
**The Amended
Reserved Matters layout .
[17 October 2022]**

6.1.3 The layout also has a general conformity with the illustrative masterplan drawing from the outline application which was a requirement of the outline planning permission. Members will have noted from the earlier report in respect of the Amended Design Code that the Amended Design Code incorporates a layout that closely reflects the outline illustrative masterplan layout. This indicates the consistency in approach to layout design that was sought at the time of determining the outline application.



figure 9:
**The outline
masterplan layout**



figure 10:
**The Amended
Reserved Matters layout .
[17 October 2022]**

6.1.4 The central design components of the amended reserved matters layout are as follows:

6.1.5 **Frontage Greenspace**

- A strong emphasis on ensuring that upon entering the new development from Norwich Road you are presented with buildings organised as a frieze set back behind a wide, open, landscaped frontage. The objective being to conjure an impression of a new village green. In this case significant parts of that green apron will include shallow drainage basins that at times may contain water. With appropriate innovative and complementary planting these areas may well resemble village ponds. It is expected that such space will enhance biodiversity.



figure 11:
Frontage [Norwich Road] building line on the north side of spine road

- Once into the development the spine road approved at outline planning stage draws you deep into the development and provides the artery from which various character areas spring.

6.1.6 **SuDS**

- Officers of both Mid Suffolk District Council and Suffolk County Council have worked closely with Taylor Wimpey and their consultants to deliver a SuDS system that is an integral part of the overall layout. Central to this is a system of swales that run beside the spine road which will in themselves form part of the strategic landscaping fabric within the development as well as offering opportunities to enhance biodiversity. Taylor Wimpey has been keen to push the boundaries of what can be achieved in terms of SuDS on this site and that approach is welcomed.



figure 12: **Extract from layout highlighting central swale system**

6.1.7 **Green corridors and safe routes to school**

- In a similar commitment to raising the bar in terms of green infrastructure the layout includes a series of pedestrian friendly green corridors within the layout. Part of that system will deliver a safe route to school [the planned new primary school to the north of the site land for which is secured under the S106 associated with the outline planning permission] from within the development.



figure 13: **Proposed safe routes to school**

6.1.8 Greenscreens ['living' boundaries]

- In a first for the District [as well as Babergh District] Taylor Wimpey is promoting the use of 'living' green boundary enclosures' [*Greenscreens*] in a number of locations across the development. Officers have encouraged and supported this trial initiative as it potentially offers the prospect of:
 - Enhancing biodiversity
 - Visually 'greening up' the environment and reducing the hard urban feel with greater number of natural elements
 - Potentially helping to tackle pollution and improving air quality
 - Responding to climate change by introducing greater opportunities for natural shade

The aim is to import pre-grown dense 1.8m evergreen hedgerows on a mesh frame and place them on certain public boundaries to provide a continuous instant green boundaries that also offer security, safety and privacy to the occupiers of the properties with gardens that are to be provided with such boundaries. Clearly ongoing maintenance of these features will be important if they are to remain is the best of health and condition and officers have been working with Taylor Wimpey to ensure the new hedges are given the best chance to thrive in the early years of them being provided. To that end a condition will be attached to the Reserved Matters approval that requires a number of actions that include:

- An initial requirement for watering by the management company from common areas to ensure a uniform an adequate approach to maintenance and tending
- A covenant between purchasers and purchasers requiring the green boundaries to be retained and maintained
- A requirement that where any green boundary fails it must be replaced with a similar system or replaced by a 1.8m high brick wall. [this being the Council's normal preference for public facing boundary enclosures. [or those enclosing common areas]

Members will of course be concerned that this type of boundary needs to provide a satisfactory levels of security. Officers have considered the importance of ensuring that young children and pets such as dogs will not be able to out of the garden by squeezing through the barrier. [or others getting in by the same method]. It appears the mesh frame on which the hedgerow is grown provides that impenetrable barrier. The hedgerow is of course also evergreen which will help to protect privacy.

This is however a first and so it is suggested that as well as the condition described

above a further condition be added requiring the exact specification of the green boundary and its supporting frame to be agreed by the Council prior to it being ordered and installed.

It will appropriate to monitor the performance of such boundaries over time and it is also suggested that a condition be added requiring Taylor Wimpey to undertake such an analysis every year for the first five years after installation and for those annual report findings to be provided to the Council

It will be interesting to see how these green boundaries deal with climate change, with for example increasingly likely drought conditions, normal abuse from domestic activity in the gardens, reaction to dog urine, reaction to salt spray if gritting is used nearby, natural pests and consumer reaction.

It is also hoped that such green screens may be able to pull pollutants from the Atmosphere.



figure 14: **An example selected by officers of an ivy living greenscreen**

[<https://www.eastofedenplants.co.uk/green-screening-options/instant-living-screens>]

Housing Mix

There is a broad and acceptable range of unit sizes across the site. The plan below shows the distribution of all the unit sizes.

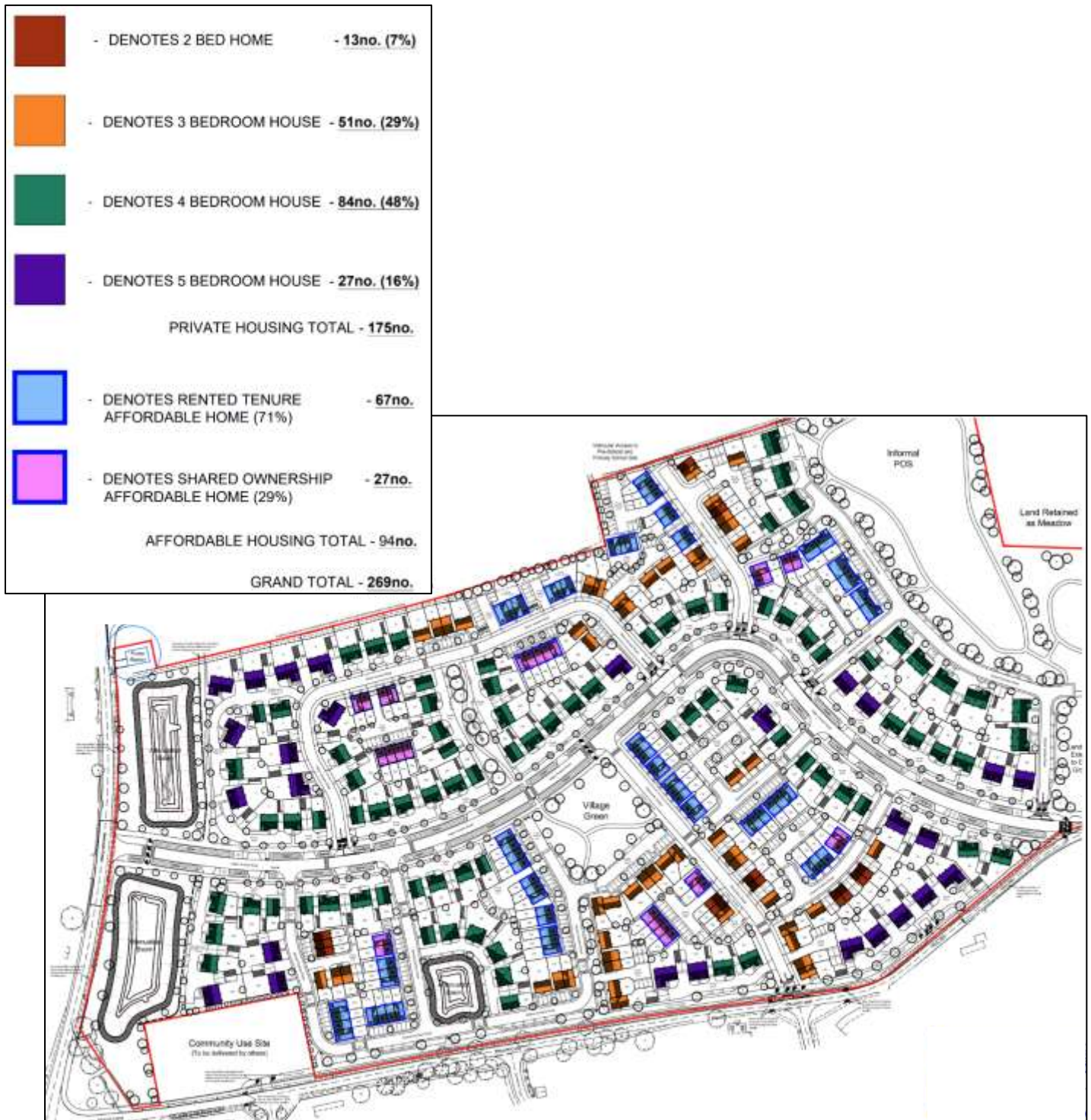


figure 15: **Proposed mix**

6.1.9 Parking

Working closely with officers from Suffolk County Highways, Taylor Wimpey has efficiently minimised the number of private accesses on the central spine road. This has been achieved by creating a series of shared private service driveways that run parallel to the spine road each served by a single access point. This significantly reduces the number of points at which there could be vehicular conflict arising from the slowing, turning and manoeuvring of vehicles on and off the spine road.

Indeed, the layout allows for the cars of residents to enter and leave in forward gear. Much the preferred and safer manoeuvre.

Visually these driveways sit beyond: [i] the swales that run either side of the spine road, [ii] the footway [south side] and footway/cycleway [northside] and an avenue of trees within a verge. They are therefore well integrated onto the street scene.

The private service driveways also provide the added benefit of affording dwelling served by them added informal parking spaces which negates any inconvenience associated with triplex parking. [figure 16: illustrates this].



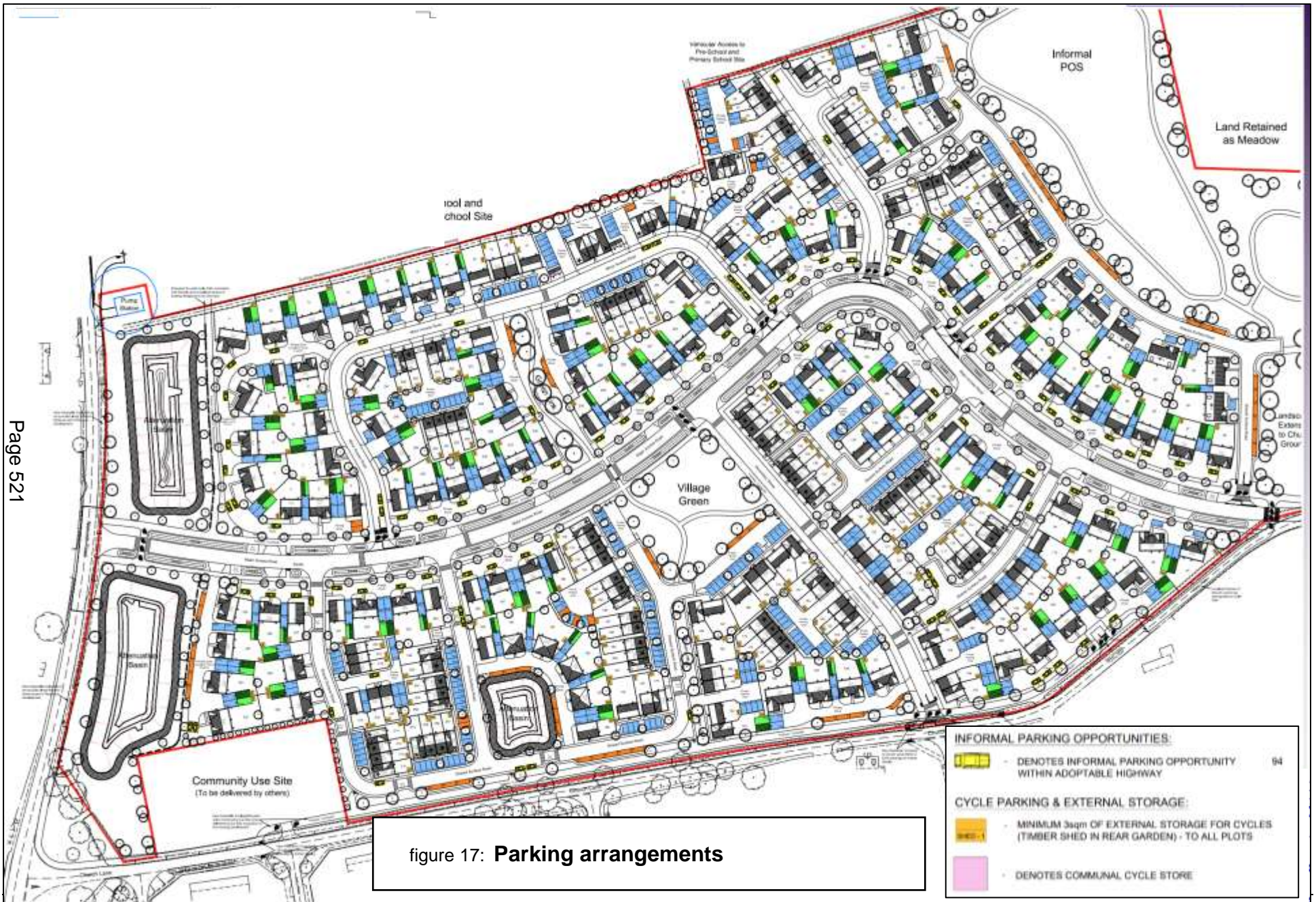


figure 17: **Parking arrangements**

The parking requirement generated by this development is as follows:

8 x 1bed x 1 spd³ = 8
73 x 2 bed x 2 spd = 146
77 x 3 bed x 2 spd = 154
111 x 4 bed+ x 3 spd = 333
SUB TOTAL = **641 spaces**
Visitor pkg 269 x 0.25 = **67 spaces**
TOTAL 641 + 67 = **708 spaces**

The layout provides

659 garages / dedicated parking spaces and
65 visitor spaces
This totals **724 spaces**

This means that the parking arrangements within this development exceeds the Council's minimum parking standards [2.6%]

Connectivity:

Members will be pleased to have noted that connectivity is a key design theme in the associated Design Code and the principle of excellent connectivity has been translated into the amended Reserved Matters layout.

A network of new 3m wide footway/cycleways cross the site in both north-south and west-east directions to meet in a central node that is created around the proposed new central village green. Included in the design are safe places to cross the spine road and that network will connect to the new primary school site from within the new development.

Allied to these are proposed pedestrian friendly green corridors radiating out from the central village green.

This ease of access within the new development also extends to providing connectivity to destinations beyond the site with a new 3m wide footway cycleway running around the perimeter of the site [i] onto and along the Norwich Road frontage and [ii] parallel with its Church Road frontage, [iii] to the church, [iv] the new school site, [v] the community centre site and [vi] the new areas of open space beyond the eastern edge of the residential site.

The extent of new 3m wide footway/cycleway and its ability to link destinations is welcomed and will play a part in encouraging cycling on safer networks.

Figures 18 and 19 that follow highlight the carefully considered connectivity benefits that will be delivered within the layout if it is approved

³ Spd – spaces per dwelling

- MAJOR ACCESS ROAD
- MINOR ACCESS ROAD
- SHARED SURFACE ROAD
- PRIVATE DRIVEWAY / PARKING AREA
- PUBLIC FOOTPATH ROUTE
- PUBLIC CYCLEPATH ROUTE
- CHURCH CAR PARK ACCESS



figure 18: **Access**

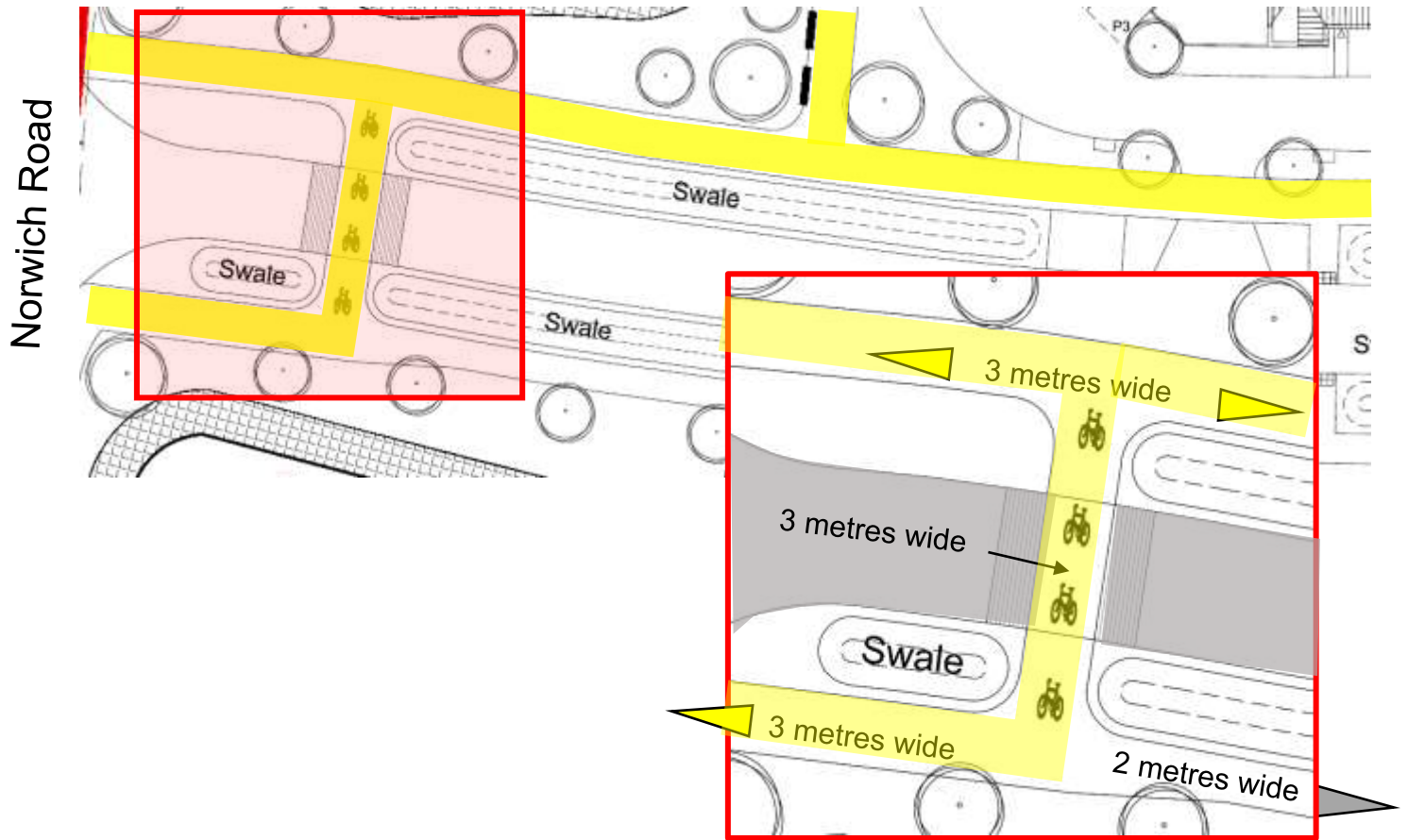


figure 19: **Spine road crossing point detail**

6.1.10 Open Space

The development will be dominated by a large area of landscaped open space at the eastern edge of the site which will provide an invaluable and naturally sympathetic transition in character from urban to rural. The majority of open space to serve this development and the wider community was secured within the outline planning permission under the associated S106 Agreement and the illustrative masterplan and uses plan.

Play areas detail all full planting specifications will be agreed under conditions.

Open space



figure 20: **Location of open spaces**

6.1.11 Affordable Housing distribution

It can be reported that as a result of Taylor Wimpey having made adjustments, the distribution of affordable housing across the site now delivers the extent of *'peppercotting'*⁴ expected by Members.

Not only are the 94 affordable units spread across the entire sites in clusters not exceeding 15 dwellings but they are in locations that deliver excellent connectivity and access to amenity.

For example, a cluster of affordable units hug two sides of the proposed central village green which affords access to not only the adjacent greenspace but also to the footway/cycleway hub. Others enjoy easy access to the large area of open space and play facilities and pedestrian friendly footways at the eastern edge of the site.

Taylor Wimpey is to be applauded for such careful consideration in terms of the positioning of affordable dwellings.

⁴ Distributed across the site in small groups. MSDC seeks to limit such groups to no more than 15 dwellings



figures 21: The Village green and transition area

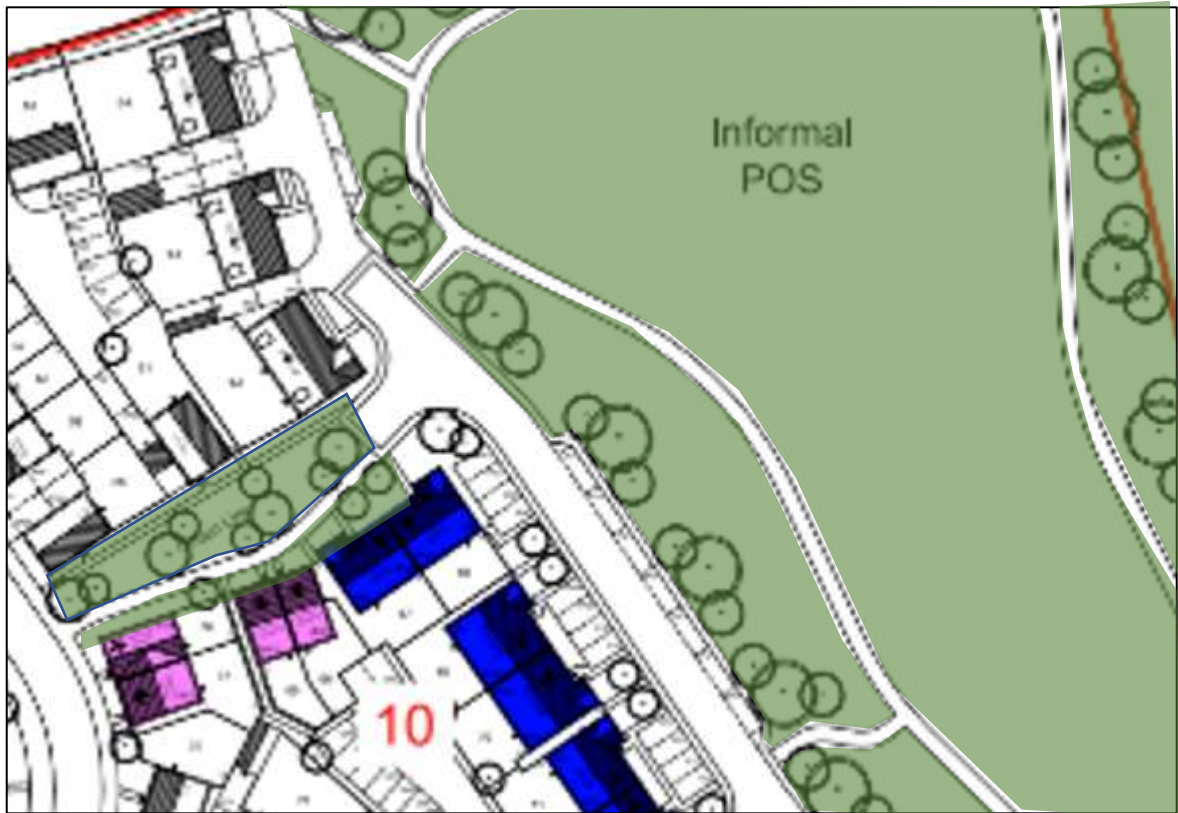




figure 22: Location of affordable units

6.1.12 Mix of affordable units

The proposed mix is acceptable and is agreed with the Council's Strategic Housing Team.

AFFORDABLE HOUSING - Rented

<u>HOUSE TYPE:</u>	<u>DESCRIPTION:</u>	<u>No:</u>
A538	1 BED 2 PERSON APARTMENT	8
A753	2 BED 4 PERSON APARTMENT	4
B727	2 BED 3 PERSON BUNGALOW	4
B756	2 BED 4 PERSON BUNGALOW	2
EMAP22	2 BED 4 PERSON HOUSE	33
EMAP32	3 BED 5 PERSON HOUSE	16
	<u>TOTAL</u>	<u>67</u>

AFFORDABLE HOUSING Shared Ownership

<u>HOUSE TYPE:</u>	<u>DESCRIPTION:</u>	<u>No:</u>
EMAP22	2 BED 4 PERSON HOUSE	17
EMAP32	3 BED 5 PERSON HOUSE	10
	<u>TOTAL</u>	<u>27</u>

figure 23: Table showing proposed affordable housing mix

7.0 Scale

7.1 Storey heights

- 7.2 Scale expressed as the nature and pattern of storey heights across the site is acceptable.
- 7.3 In a welcome break from their normal practice Taylor Wimpey in a positive response to the Committee's desire to see bungalows within new developments has included 15 bungalows.
- 7.4 Overall the development comprises predominantly 2 storey dwellings which is entirely consistent with the scale of development hereabouts. There are no 3 storey or two storey + attic accommodation units within the layout.
- 7.5 The maximum two-storey height complies with the restriction added to the outline planning permission by condition.



figure 24: **Proposed storey heights**

7.56 Density

The net density of this development is 25 dwellings per hectare [net site: 269 dwellings ÷ 10.73ha = **25.06 dph**⁵

This is an acceptable density at the lower end of most modern estate developments.

The gross density with all the open space and basins included is 269 ÷ 15.76 = **17 dph**

A net density of 25.06 is indicative of a spacious layout that puts quality of place ahead of 'town cramming' to achieve quantity over quality. It also indicates that the outline layout was carefully developed to achieve a high quality layout with generous open space and good sized plots and high amenity levels. No wonder the associated S106 Agreement to the outline planning permission required the Design Code. Clearly the aim of the Council was to ensure that the promising illustrative layout was reinforced with strong design guidance in order to realise the promise of the layout in terms of creating a high-quality place and potentially something of an exemplar. Taylor Wimpey has run with that objective and the approach displayed has been refreshing

Whilst this may be an unusual comment in a Committee report, and despite the recommendation and ultimate decision of the Committee, it is considered important that officers provide the Committee with feedback where an applicant goes that extra mile - if for no other reason than to give Members hope that some developers are listening and trying to respond positively. That of course does not guarantee an approval as Members will wish to take account of all material planning considerations when considering the merits of this and any other proposal.

Overall number of dwellings

The applicant has demonstrated that it is possible to accommodate 269 dwellings on this site in a way that delivers a high-quality environment.

Consequently, the fact that the number of dwellings is at the maximum permitted under the outline planning permission [namely, up to 269] is not an issue.

Compliance with standards

As has been demonstrated earlier in this report the development is provided with levels of parking provision that exceed the Council's minimum requirement as defined in Adopted Suffolk Guidance for Parking [third edition: May 2019] document.

Garden sizes are satisfactory.

Back-to-back distances meet the Council's accepted practice minimum.

This is not unsurprising at a net density of 25dph and is indicative of a well-considered high-quality layout

⁵ dph - dwellings per hectare

8.0 Appearance

House types have been carefully considered and the design of the range of types is acceptable. Although house types are traditional in form Taylor Wimpey wishes to give them a modern feel by paring back some detail such as arches and the use of modern coloured window frames. It is considered acceptable to take this approach as materials being used are of a good quality and the layout is high quality. A fresher more modern approach will be interesting to see and compare with the more traditional forms of detailing.



figure 25: **Examples of proposed elevations**

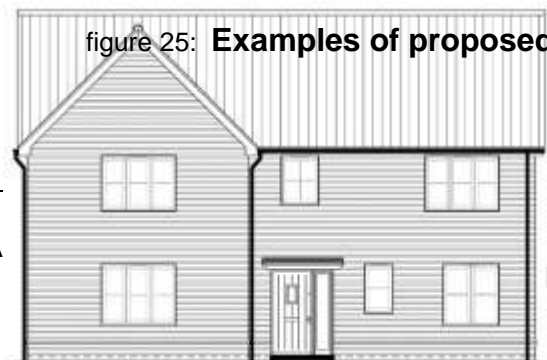


figure 25: **Examples of proposed elevations**



figure 26: **An examples of the proposed approach by Taylor Wimpey to elevational detailing.**

9.0 Materials

The Amended Design Guide [October 2022] for this site at section 02 on page 10 rightly draws attention to the traditional Suffolk palette of materials and the influence these have had on the character of Suffolk and Barham. At the time of writing this report the Design Code is being further amended to provide a commitment to using more materials from the traditional palette across the site

As recently as 24 October further successful negotiation has been completed on a further amended materials package to better reflect the Suffolk vernacular. Officer can report that the total package is now acceptable. Details will be provided at the meeting.



figure 27: **Areas where the use of traditional materials is appropriate.**

Taylor Wimpey has agreed to give particular attention to the areas above identified by officers as being prominent locations deserving of traditional materials. Taylor Wimpey has agreed to expand the use of such materials in these areas. This is most welcomed and reflects a further commitment to a collaborative approach which will raise the overall design quality of this development

10.0 Boundary enclosure

Boundary means of enclosure are acceptable with the introduction of greenscreens to replace the usual brick walls to boundaries with a public face. Members will have noted from the earlier section of this report in which the greenscreens are discussed in detail that it is intended to condition any replacement of the greenscreens in the event that they fail with 1.8m high brick walls.

11.0 Heritage

11.1 Whilst the comment of the Heritage officer is noted and acknowledged, the 'less than substantial harm' identified in respect of the Reserved Matters details is as expected when the outline planning permission was granted. In this particular case applying the test within paragraph 202 of the NPPF, with great weight and considerable importance attached to that harm identified (consistent with statutory duty and the various NPPF policy paragraphs) the public benefits that arise from this development outweigh the identified 'less than substantial' harm. Those benefits include:

- Delivery of 94 affordable dwellings to help address the need for such accommodation across the District and to provide homes for those in housing need as identified on the housing register
- Facilitation of a new primary school site
- Facilitation of a community use site
- Large new area of open space
- Facilitation of Church extension site
- Biodiversity enhancements
- Sustainable development to meet the Districts overall need for housing
- Short-term construction jobs
- New footway/cycleway network

12.0 Structural Landscaping

12.1 The Reserved Matters submission is supported with a landscape masterplan as shown below:

12.2 The masterplan provides an acceptable framework upon which later full details can be covered via condition *[conditions 27 and 28 of the outline planning permission]*

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figures 28 & 29 Strategic Landscaping follow.....



figure 29: **Proposed strategic landscape masterplan Exploded view of eastern edge of the site**

13.0 Impact On Residential Amenity

- 13.1 The proposed development on this rectangular site is adjacent to existing homes on two of its edges - Its shorter western edge [Norwich Road] and longer southern edge [Church Lane].
- 13.2 In terms of the Norwich Road frontage no direct material infringement to residential amenity will arise because the new development is set back so far from the road frontage and new buildings will not exceed two storeys.
- 13.3 In truth the development could have been much closer to the road frontage and still been acceptable because it is normal for houses to look towards each other across a road. That is the traditional arrangement and is generally accepted as the 'way things are'. In such circumstances the private space tends to be [but not always] at the rear.
- 13.4 On much of the site's southern boundary development is set back from the immediate frontage to provide added distance between proposed and existing dwellings. Within that buffer will be landscaping, a footway/cycleway



figure 30 Proposed building line to part of Church Lane frontage

14.0 Sustainability

- 14.1 Taylor Wimpey has confirmed in its supporting Energy Statement that it will be providing 100% air source heat pumps from day 1 which will exceed current Building Reg requirements and will push the boundaries beyond even the commitments in the Design Code. This is a very welcomed commitment and indicates that Taylor Wimpey sees this site as something as an exemplar for its own developments.
- 14.2 Taylor Wimpey has also been asked to consider offering a roof mounted pv option to purchasers at additional cost at the time of committing to purchase if the particular plot in

question has yet to be commenced. This is an initiative that some other national housebuilders have offered at the Council's request elsewhere in the District. A verbal update on the company's reaction will be provided at the meeting.

- 14.3 Taylor Wimpey is offering a range of other sustainable benefits which have been included within the Design Code. Members may wish to ask the representative from Taylor Wimpey to describe these after addressing the Committee 'on the day' in the 3-minute 'have your say' slot.
- 14.4 Members will have noted that the Council's sustainability officer has raised no objection.

15.0 DISCHARGE of CONDITIONS

Condition 9

Surface Water Disposal

"Concurrent with the first reserved matters application a site wide 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 flowpaths 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.*

The surface water drainage scheme shall include a timetable for its implementation or phased implementation and shall demonstrate that the surface water drainage necessary

in adjacent phases to develop any phase will be either in place or shall be developed concurrently so as not to delay the development in any phase from being built out and brought into use.

The scheme shall be fully implemented as approved.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development.

Officer comment

In a letter dated 29 September 2022 SCC Floods and water recommends approving the details submitted pursuant to condition 9.

Consequently, Members are recommended to discharge those details pursuant to condition 9 of the outline planning permission

Condition 10

Surface Water Disposal

“Concurrent with the first reserved matters application for any phase agreed under condition 9 above, details of the implementation, maintenance and management of the surface water drainage scheme for that phase shall be submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.”

Officer comment

In a response dated 14 September 2022 SCC Floods and Water recommends approving the details submitted pursuant to condition 10.

Consequently, Members are recommended to discharge those details pursuant to condition 10 of the outline planning permission

Condition 40

Market Housing Types and Sizes

“Concurrent with the submission of reserved matters for a phase, the market housing mix for a phase shall be submitted to and agreed in writing with the local planning authority. This shall include a schedule of the mix of house types and sizes to be provided within the reserved matters, which shall be broadly in accordance with the indicative housing mix

submitted at outline stage with predominantly two and three bedroom dwellings, unless housing need evidence indicates otherwise. The approved details shall be adhered to in the reserved matters applications submitted for that phase.

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). “

Officer comment:

The Council’s Strategic Housing Team has raised no objection to the proposed open market mix

It is therefore recommended that details of the open market mix as shown on the latest drawings submitted with the Reserved Matters details be APPROVED pursuant to condition 40 of the outline planning permission

Condition 48

Residential Amenity

“Before submission of the first reserved matters application for any residential phase, a noise survey shall be carried out to assess the impact of noise from the A14 dual carriageway, with reference to British Standard 8233 for internal noise levels and World Health Organisation Standards for external noise levels during the day and night time periods, identify the need for any noise mitigation measures by way of site layout and design, noise barriers and façade treatments for any dwelling, and be submitted to and agreed in writing with the Local Planning Authority for that phase. The agreed scheme shall be implemented prior to occupation of any dwelling and retained as such in perpetuity for that phase.

Reason: To avoid any significant adverse impacts from road transport noise on the future occupiers and habitation of the proposed dwellings. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results”

Officer comment

This condition can be PART-DISCHARGED in that the noise survey has been undertaken and submitted. Having been considered by the Environmental Health Service and found in theory to be acceptable a further condition is required in respect of the noise survey requiring testing of specific completed units to ensure that the predicted noise attenuation from proposed mitigation actually delivers the intended levels of noise suppression.

PART FOUR – CONCLUSION

13. Planning Balance and Conclusion

- 13.1 The proposed development conforms with the associated Design Code
- 13.2 The proposed development conforms with the outline masterplan layout which was an approved drawing
- 13.3 The details, as amended, demonstrate that 269 dwellings can be accommodated comfortably on the site without giving rise to material amenity or space standard infringements
- 13.4 The character of the development is considered appropriate and the relatively low Density used allows for a looser pattern of development that is suitable on the edge of an urban area where there is an interface that requires sensitive treatment to allow for a harmonious transition between built and natural form.
- 13.5 The layout is well-considered, the site well-connected and easy access is provided- including excellent pedestrian and cycle facilities
- 13.6 House designs are of a good quality.
- 13.7 A good level of amenity is achieved, and the residential amenity enjoyed by nearby properties is suitably safeguarded.
- 13.8 The design has been developed in line with design principles within the National Design Guide
- 13.9 The submission conforms to relevant Council policy and guidance
- 13.10 The amended detail have the support of Barham Parish Council. Who have had an influence on the details
- 13.11 It is acknowledged there is 'less than substantial harm' to the setting of the nearby listed Church it is considered that the public benefits that arise from this development [as detailed earlier] outweigh that harm.
- 13.12 The Reserved Matters Details and details submitted pursuant to conditions 9, 10, 40 and 48 are considered acceptable and should be approved where they comply with the policies of the development plan as a whole and no other material considerations indicate that those applications should not be approved.**

RECOMMENDATION

[1]

APPROVE amended Reserved Matters Details for **APPEARANCE, LAYOUT, SCALE** and **STRATEGIC LANDSCAPING** subject to conditions to include:

- **Link to outline permission**
- **Approved drawings**
- **Requirement for a Parish Council Liaison Statement**
- **Further details of pumping station appearance**
- **Failing greenscreens to be replaced with 1.8m high brick walls only if greenscreen is not to be replaced**
- **Use of 100% air source heat pumps**
- **Requirement to offer a pv chargeable optional extra during build**
- **Ecology conditions**
- **Noise Testing of specified units to demonstrate theoretical levels of attenuation have been achieved**
- **Such conditions as the Chief Planning Officer considers reasonable and appropriate**

Informative

The RM approval in terms of landscaping is for Structural Landscaping only in the form of a landscape masterplan. Condition 27 and 28 of the outline planning permission require the submission of full landscaping details

Such details shall also provide full details of play equipment and social 'meeting' space infrastructure

[2]

DISCHARGE DETAILS submitted pursuant to conditions 9, 10 and 40 of the outline planning permission reference 1856/17

continued.....

[3]

PART DISCHARGE DETAILS submitted pursuant to condition 48 of the outline planning permission reference 1856/17 subject to the proviso:

- **that the developer undertakes noise reading tests on pre-agreed units prior to occupation of those units; and,**
- **that the results are submitted to the LPA for its approval**
- **if the test reading results demonstrate the actual readings reflect the predicted noise attenuation levels thereby indicated the effectiveness of the mitigation measures to reduce noise to predicted levels then occupation of the specified units can occur. The lpa will liaise with the Council Environmental Health Noise Team when determining the voracity of the test results**
- **if test results are not satisfactory further mitigation will be required the details of which must first be further agreed with the Council and then installed as further approved prior to occupation of the relevant units.**



Application No: DC/22/03231

Location: North-West of, Church Lane,
Barham, Suffolk

Page No.

Appendix 1: Call In Request	N/A	
Appendix 2: Details of Previous Decision	<p><i>Outline pp.</i></p> <p>Outline planning application (with all matters reserved except for access and spine road) for phased development for the erection of up to 269 dwellings and affordable housing, together with associated access and spine road including works to Church Lane, doctor's surgery site, amenity space including an extension to the Church grounds, reserved site for Pre-School and Primary School and all other works and infrastructure (amended description).</p> <p><i>1856/17</i></p> <p><i>7 January 2022</i></p>	
Appendix 3: Town/Parish Council/s	Claydon and Whitton Parish Council – Received 13.07.2022	
Appendix 4: National Consultee Responses	<p>Highways England – Received 08.09.2022</p> <p>Historic England – Received 07.09.2022</p> <p>Anglian Water – Received 18.07.2022</p> <p>NHS – Received 15.07.2022</p> <p>Natural England – Received 08.07.2022</p>	
Appendix 5: County Council Responses	SCC Floods and Water Management – Received 29.09.2022	



Babergh and Mid Suffolk District Councils



	<p>[No objection, recommend approval of the Reserved Matters, as well as approval to discharge</p> <p>Condition 9. [recommendation to approve details in respect of condition 10 - 14.09.2022]</p> <p>SCC Highways – Received 07.09.2022</p> <p>SCC Archaeological Service – Received 06.09.2022</p> <p>SCC Development Contributions – Received 31.08.2022</p> <p>SCC Fire and Rescue – Received 24.08.2022</p>	
<p>Appendix 6: Internal Consultee Responses</p>	<p>Public Realm – Received 22.09.2022</p> <p>Place Services – Landscape – Received 09.09.2022</p> <p>Waste Management – Received 07.09.2022</p> <p>Strategic Housing – Received 06.09.2022</p> <p>Environmental Health – Air Quality – Received 06.09.2022</p> <p>Arboricultural Officer – Received 24.08.2022</p> <p>Place Services – Ecology – Received 20.10.2022</p> <p>Heritage – Received 21.07.2022</p> <p>Environmental Health – Sustainability – Received 19.07.2022</p>	





	<p>Environmental Health – Noise/Odour/Light/Smoke – Received 18.07.2022</p> <p>Environmental Health – Land Contamination – Received 15.07.2022</p>	
Appendix 7: Any other consultee responses	<p>Suffolk Police – Design Out Crime – Received 16.09.2022</p> <p>The British Horse Society – Received 27.07.2022</p>	
Appendix 8: Application Site Location Plan	Yes	
Appendix 9: Application Plans and Docs	Yes	
Appendix 10: Further information	<p><i>Hybrid [including outline] permission decision notice</i></p> <p><i>Hybrid permission S106</i></p>	

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

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Consultee Comments for Planning Application DC/22/03231

Application Summary

Application Number: DC/22/03231

Address: Land North West Of Church Lane Barham Suffolk

Proposal: Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey).

Case Officer: Vincent Pearce

Consultee Details

Name: Mrs Charmaine Greenan

Address: Valley View, Church Lane, Claydon Ipswich, Suffolk IP6 0EG

Email: Not Available

On Behalf Of: Claydon And Whitton Parish Clerk

Comments

Councillors noted that the applicant had listened to residents and councillors and have amended their plans accordingly, for which they thank the developer.

Councillors remain concerned about the interim phase on the roads and how the spine road and Church Lane, Barham will interact, ensuring the safe flow of traffic, taking into account the regular speeding on Church Lane.

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: Babergh and Mid Suffolk District Councils FAO, Vincent Pearce

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

Council's Reference: DC/22/03231

National Highways Ref: 95940

Location: Land North West of Church Lane, Barham Suffolk

Proposal: Application for Approval of Reserved Matter's following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269 No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey).

Referring to the re-consultation on a planning application dated 24 August 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.

Signature: S. H.	Date: 07 September 2022
Name: Shamsul Hoque	Position: Assistant Spatial Planner
National Highways 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.

In this Reserved Matters re-consultation application (for Appearance, Landscape, Layout and Scale) is unlikely to have any severe impact upon the A14, part of the Strategic Road Network (SRN).

In terms of discharging these planning conditions no. 9, 10, 40, and 48, we have completed our review of the details and information provided. Due to the nature and location of this proposed development, there is unlikely to have any severe effect on the A14, part of the Strategic Road Network (SRN).

Additional supporting documents submitted recently do not conflict with National Highway's previous formal response, dated 18 July 2022, recommending 'No Objection'.

Consequently, our previous recommendation of 'No Objection' remains unchanged.

Therefore, we offer no objection.



Mr Vincent Pearce
Babergh Mid Suffolk
Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

Direct Dial: 01223 582751

Our ref: **W:** P01515233

7 September 2022

Dear Mr Pearce

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

**LAND NORTH WEST OF CHURCH LANE, BARHAM, SUFFOLK
Application No. DC/22/03231**

Thank you for your letter of 27 June 2022 regarding the above application for planning permission.

Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/>

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

Yours sincerely

Lynette Fawkes

Inspector of Historic Building and Areas
E-mail: lynette.fawkes@historicengland.org.uk



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk



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

Sent: 18 Jul 2022 03:23:42

To:

Cc:

Subject: FW: DC/22/03231 - Land North West Of Church Lane, Barham PLN-0149917

Attachments:

From: Planning Liaison <planningliaison@anglianwater.co.uk>

Sent: 18 July 2022 15:02

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

Subject: RE: DC/22/03231 - Land North West Of Church Lane, Barham PLN-0149917

Good afternoon, Josie

Thank you for your email consultation on the above reserved matters application.

Please find below our response to the reserved matters application DC/22/03231 - Land Northwest Of Church Lane, Barham

AW Site Reference: PLN-0149917

Local Planning Authority: Mid Suffolk District

Site: Land Northwest Of Church Lane Barham Suffolk

Proposal: Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2012, Layout, Landscaping and Scale for erection of 269 No residential dwellings, public open space,

Planning application: DC/22/03231

Prepared by: Pre-Development Team
Date: 18 July 2022

ASSETS

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

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.

Anglian Water has assessed the drainage technical note for condition 9 and 10 under reference technical note on drainage (conditions 9 and 10). Unfortunately, there is no drainage strategy showing the point of connection into Anglian Water owned assets, or a copy of the surface water hierarchy or ground investigations to prove there is no alternative method of discharge.

Please do not hesitate to contact us if you require further assistance

Kind Regards

Kind Regards
Sandra

Sandra Olim
Pre-Development Advisor
Team: 07929 786 955
Email: planningliaison@anglianwater.co.uk
Website: <https://www.anglianwater.co.uk/developing/planning--capacity/>

Anglian Water Services Limited
Thorpe Wood House, Thorpe Wood, Peterborough, Cambridgeshire, PE3 6WT

----------*-----*-----*-----*

By Email Only:
planning.apps@suffolk.nhs.uk

Your Ref: DC/22/03231

Our Ref: SNEE/000722/BAR

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

15/07/2022

Dear Sirs, Madam

Proposal: Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey).

Location: Land North West Of, Church Lane, Barham, Suffolk

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 Suffolk and North East Essex Integrated Care Board (ICB).

Background

2. The proposal comprises a development of up to 269 residential dwellings, which is likely to have an impact of the NHS funding programme for the delivery of healthcare provision within this area and specifically within the health catchment of the development. The ICB 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. 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 are no GP practices within a 2km radius of the proposed development, there is one GP practice closest to the proposed development and this is within circa 6km. These practices do not have sufficient capacity for the additional growth resulting from this development and cumulative development growth in the area. 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 Suffolk and North East Essex ICB 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 development would give rise to a need for improvements to capacity, in line with emerging ICB Strategy; by way of refurbishment, reconfiguration, extension, or potential relocation for the benefit of the patients of the area of Needham Market or through other solutions that address capacity and increased demand as outlined in the Health & Wellbeing Statement. For this a proportion of the cost would need to be met by the developer.

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
Needham Market Country Practice	15,413	536.75	7,828	-520
Total	15,413	536.75	7,828	-520

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 Needham Market Country Practice, 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, Suffolk and North East Essex ICB would not wish to raise an objection to the proposed development.
9. Suffolk and North East Essex ICB is satisfied that the basis of a request for CIL contributions is consistent with the Position Statement produced by Babergh and Mid Suffolk District Councils

Suffolk and North East Essex ICB 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

Suffolk and North East Essex ICB

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

Sent: 08 Jul 2022 02:15:49

To:

Cc:

Subject: FW: Planning Consultation DC/22/03231 Natural England Response

Attachments:

From: SM-NE-Consultations (NE)

Sent: 08 July 2022 14:01

To: BMSDC Planning Area Team Yellow >

Subject: Planning Consultation DC/22/03231 Natural England 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 Sirs/ Madam

Application ref: DC/22/03231

Our ref: 398394

Natural England has no comments to make on this reserved matters.

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, ancient and veteran trees](#) which you can use to assess any impacts on ancient woodland or trees.

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 local planning authorities to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our Site of Special Scientific Interest 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

Corben Hastings
Support Adviser, Operations Delivery
Consultations Team
Natural England
Hornbeam House, Electra Way
Crewe, Cheshire, CW1 6GJ
Tel:
Email:

Thriving Nature
for people and planet



We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations.

In an effort to reduce Natural England's carbon footprint, I will, wherever possible, avoid travelling to meetings and attend via audio, video or web conferencing.

Natural England offers two chargeable services - the Discretionary Advice Service, which provides pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Pre-submission Screening Service for European Protected Species mitigation licence applications. These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.

For further information on the Discretionary Advice Service see [here](#)

For further information on the Pre-submission Screening Service see [here](#)

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

Sent: 29 Sep 2022 02:34:56

To:

Cc:

Subject: FW: 2022-09-29 JS reply Land North West Of, Church Lane, Barham Ref DC/22/03231 - RES

Attachments:

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

Sent: 29 September 2022 14:33

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

Cc: Vincent Pearce <Vincent.Pearce@babberghmidsuffolk.gov.uk>; Grace Waspe <Grace.Waspe@babberghmidsuffolk.gov.uk>

Subject: 2022-09-29 JS reply Land North West Of, Church Lane, Barham Ref DC/22/03231 - RES

Dear Vincent Pearce,

Subject: Land North West Of, Church Lane, Barham Ref DC/22/03231 - Application of Reserved Matters & Discharge of Conditions 9.

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/22/03231.

The following submitted documents have been reviewed and we recommend maintaining **approval** for the reserved matter application, **approval** to discharge conditions 9.

- Site Location Plan Ref SL/01
- Planning Layout Ref BAR/PL1/23/.05.22 Rev A
- Illustrative Landscaping Plan Ref 2992-SK-01 Rev H
- Technical Note Drainage Ref 211107 P1
- Surface Water Layout Sheet 1 Ref 156-016-252 PO3
- Surface Water Layout Sheet 2 Ref 156-016-252 PO2
- Surface Water Layout Sheet 3 Ref 156-016-253 PO3
- Surface Water Layout Sheet 4 Ref 156-016-253 PO4
- Attenuation Basin 03 Plan and Sections Ref 156-016-213 P02
- Detention Basin 01 Plan and Sections Ref 156-016-211 P01
- Detention Basin 02 Plan and Sections Ref 156-016-212 P01
- Email from Anglian Water Services to Applicant Dated 16th June 2022.
- Secured by Design Layout ref BAR/SBDL/01

Discharge of Condition

9. Concurrent with the first reserved matters application a site wide 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 Qbar 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 flowpaths 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 modelled surface water system.

The surface water drainage scheme shall include a timetable for its implementation or phased implementation and shall demonstrate that the surface water drainage necessary in adjacent phases to develop any phase will be either in place or shall be developed concurrently so as not to delay the development in any phase from being built out and brought into use. The scheme shall be fully implemented as approved.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development.

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: 27 September 2022 14:30
To: GHI Floods Planning <floods.planning@suffolk.gov.uk>
Subject: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Please find attached planning re-consultation request letter relating to planning application - DC/22/03231 - Land North West Of, Church Lane, Barham, Suffolk

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/22/03231
Our Ref: SCC/CON/3427/22
Date: 7 September 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: Vincent Pearce

Dear Vincent

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/22/03231

PROPOSAL: Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey).

LOCATION: Land North West Of, Church Lane, Barham, Suffolk

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

Further to the submission of amended plans and additional information, the proposal is acceptable to the Highway Authority subject to the following planning conditions. Exact details of the estate roads will be agreed during the Section 38 Agreement process which is recommended for all estate roads but will be a requirement of the spine road (prior to the completion of works to close Church Lane to through traffic) as it forms part of a continuous highway route in place of Church Lane.

Recommended planning conditions:

Condition: The areas to be provided for the storage and presentation for collection/emptying of refuse and recycling bins as shown on Drawing No. BAR/RSL/01 Rev A 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 to avoid causing obstruction and dangers for the public using the highway.

Condition: The use shall not commence until the area(s) within the site shown on drawing no. BAR/PAL/01 Rev A 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 the development is commenced details of the infrastructure to be provided for electric vehicle charging points 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 the interests of sustainable travel provision and compliance with Local Plan Sustainable Transport Policies.

Condition: Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the proposed bus stop provision indicatively shown on drawing BAR/PL1/11.08.22 Rev A. The approved scheme shall be carried out in its entirety before the development is occupied.

Reason: To promote and facilitate access to sustainable transport modes and to provide safe and suitable access for all users in accordance with NPPF (July 2021) Para. 110 and Para. 112.

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.

Notes:

Note: 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.

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer

Growth, Highways and Infrastructure

From: James Rolfe <james.rolfe@suffolk.gov.uk>
Sent: 06 September 2022 13:57
To: BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>
Subject: RE: DC/22/03231 Land north West of Church Lane Barham (E. Health Land Cont and Other Issues)

Dear Planning,

Our advice remains the same for this site as the original application 1856/17.
However, the evaluation has taken place, which has lead to an archaeological preservation zone being defined as well as excavation areas, which are yet to be dug.

Regards

James Rolfe
Senior Archaeological Officer

Suffolk County Council Archaeological Service,
Bury Resource Centre,
Hollow Road,
Bury St Edmunds,
IP32 7AY

Tel.: 01284 741225
Mob.: 07720210086
Email: james.rolfe@suffolk.gov.uk

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)

If you are contacting me regarding Development Management please quote the planning application number where possible.

Your ref: DC/22/03231/RES
Our ref: Barham, land north-west of Church Lane
Matter No: 45828
Date: 31 August 2022
Enquiries to: Laura Harrad
Tel: 01473 260043
Email: Laura.Harrad@suffolk.gov.uk



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

Dear Vincent,

Barham: Claydon, land north-west of Church Lane – reserved matters.

I refer to the proposal: Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey).

Reason(s) for re-consultation: please see documents submitted 24.08.2022.

We previously responded to the consultation by way of letter dated 28 June 2022, in which we highlighted the lack of pedestrian/cycling accessibility/permeability between the new housing and the adjacent school site. Following the constructive meeting we attended with the local planning authority and the applicant we are pleased to see the revised housing distribution layout as shown on Drawing No. BAR/HDL/01 Rev: A (updated to reflect latest planning layout 19.08.2022). This shows a 3m wide cycle path connection with the school land in the north-west corner of the housing site, adjacent to the attenuation basin. This now looks acceptable from our point of view.

I have no further comments to make on this application but have copied in service colleagues who might have comments.

Yours sincerely,

Laura Harrad
Planning Officer
Growth, Highways, & Infrastructure Directorate

cc Ben Chester, SCC (Highways)
Floods Planning, SCC (LLFA)

Angela Kempen, SCC (Fire Service)
Suffolk Archaeological Service
Joanna Fellowes, SCC (Education)

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

Sent: 24 Aug 2022 03:24:17

To:

Cc:

Subject: FW: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Attachments: ufm31_Standard_Re-consultation_Letter.pdf

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

From: Water Hydrants <Water.Hydrants@suffolk.gov.uk>

Sent: 24 August 2022 15:18

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

Subject: FW: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Fire Ref.: F216207

FAO: Vincent Pearce

Good Afternoon,

Thank you for your letter regarding the Application for Reserved Matters for this build.

We request that Conditions 47, 79, and 102, placed in the original Decision Notice for planning application 1856/17, follows this build to its conclusion.

If you have any queries, please let us know, quoting the above Fire Ref. number.

Kind regards,

A Stordy

Admin to Water Officer

Fire and Public Safety Directorate, SCC

3rd Floor, Lime Block, Endeavour House

Russell Road, IP1 2BX

Tel.: 01473 260564

Team Mailbox: water.hydrants@suffolk.gov.uk My work days are Mon, Tues, Wed & Fri

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

Our Values: Wellbeing, Equality, Achieve, Support, Pride, Innovate, Respect, Empower

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

From: Fire Business Support Team <Fire.BusinessSupport@suffolk.gov.uk>

Sent: 24 August 2022 14:36

To: Water Hydrants <Water.Hydrants@suffolk.gov.uk>

Subject: FW: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Good afternoon

Please see attached for your attention.

Kind regards

Suffolk Fire and Rescue Service
Fire and Public Health Directorate
Endeavour House, 8 Russell Road, Ipswich, IP1 2BX www.suffolk.gov.uk

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

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

Sent: 24 August 2022 14:29

To: Fire Business Support Team <Fire.BusinessSupport@suffolk.gov.uk>

Subject: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Please find attached planning re-consultation request letter relating to planning application - DC/22/03231 - Land North West Of, Church Lane, Barham, Suffolk

Kind Regards

Planning Support Team

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

Sent: 22 Sep 2022 01:50:09

To:

Cc:

Subject: FW: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Attachments:

From: BMSDC Public Realm Consultation Mailbox <consultpublicrealm@baberghmidsuffolk.gov.uk>

Sent: 22 September 2022 13:42

To: BMSDC Public Realm Consultation Mailbox <consultpublicrealm@baberghmidsuffolk.gov.uk>; BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Cc: Will Burchnall <Will.Burchnall@baberghmidsuffolk.gov.uk>; Simon Lanning <Simon.Lanning@baberghmidsuffolk.gov.uk>

Subject: RE: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Good afternoon

I believe further discussions will be ongoing on this site regarding community provision, but in the meantime, as promised, Public Realm Officers' response to this application is as follows:

- 1) according to our calculations there is a shortfall in area of provision of Public Open Space - we calculated approx. size of site to be 241955 sq m giving a 10% minimum of 24196 sq m. Provision on current plans is 23695 sq m . The shortfall is covered if there is sufficient area around the attenuation basins area that would be dry and available to the public for the majority of the year. (The church extension land can not be considered in calculations as it would appear that it will partly be used for car parking;
- 2) The Fields in Trust Guidelines recommend for this size of development LAP LEAP and MUGA. The Open Spaces assessment also indicated a shortage in provision of these;
- 3) We note that the Place Services, Landscape response to the application included the following regarding play: "We would advise an informal approach to play is taken in the more natural POS to the peripheries of the site. These spaces should be imaginatively designed using landforms, level changes and water, as well as natural materials such as logs or boulders, which create an attractive setting for play. We would also ask that the applicant explores 'risky' play as part of the play provision. For instance, is there scope to introduce play elements and structures that activities such as climbing, sliding, balancing, jumping from heights and hanging upside down could be introduced. Involvement in risky play gives children the opportunity to access risks and manage situations, whilst also being essential for their motor skills, balance, coordination, and body awareness." Public Realm officers endorsed this view . For guidance on how to achieve this type of play we would suggest the developer could look at the following:
 1. [designing-and-planning-for-play.pdf \(designcouncil.org.uk\)](https://designcouncil.org.uk/designing-and-planning-for-play.pdf)
 2. [Design for play: a guide to creating successful play spaces \(playscotland.org\)](https://playscotland.org/design-for-play-a-guide-to-creating-successful-play-spaces)
 3. and Feature 2 in here - all about beneficial risk [211105-NEA-PlaybookSeries-Final_web.pdf \(sfchildrennature.org\)](https://sfchildrennature.org/211105-NEA-PlaybookSeries-Final_web.pdf)
- 4) We note that the Place services, landscape also recommended a flowering mix for the grassed areas; again Public Realm offices would endorse this.

Regards

Nick Elliott
Public Realm Officer – Community Infrastructure
Babergh and Mid Suffolk District Councils – Working Together

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

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

From: BMSDC Public Realm Consultation Mailbox <consultpublicrealm@baberghmidsuffolk.gov.uk>

Sent: 26 August 2022 17:56

To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>; BMSDC Public Realm Consultation Mailbox <consultpublicrealm@baberghmidsuffolk.gov.uk>

Subject: RE: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Page 568

Good afternoon

Thank you for consulting us on this matter. We note that the POS will be maintained by a management company. Aside from that, please be aware that Public Realm Officers are considering the application, together with colleagues from Communities, with a view to discussing the requirements of the obligations in the S106 linked to original appl ref 1856/17 and provision of play area and so on. As this is the case Public Realm Officers have no comment to make at this stage, but will after meetings during next month (though after the deadline for comments to this application).

Regards

Nick Elliott
Public Realm Officer – Community Infrastructure
Babergh and Mid Suffolk District Councils – Working Together

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

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

From: planningyellow@babberghmidsuffolk.gov.uk <planningyellow@babberghmidsuffolk.gov.uk>
Sent: 24 August 2022 14:26
To: BMSDC Public Realm Consultation Mailbox <consultpublicrealm@babberghmidsuffolk.gov.uk>
Subject: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Please find attached planning re-consultation request letter relating to planning application - DC/22/03231 - Land North West Of, Church Lane, Barham, Suffolk

Kind Regards

Planning Support Team

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

08/09/2022

For the attention of: Vincent Pearce

Ref: DC/22/03231; Land North West Of, Church Lane, Barham, Suffolk

Thank you for re-consulting us on the application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey).

This response relates to the Reserved Matters only and additional information submitted following our last letter dated 19/07/22.

We welcome the changes as detailed on Dwg Ref: TWEA Layout Changes Summary dated 12/08/22 and the additional information supplied with regard to the green screen boundary treatments. While we accept the developer wishes to introduce a new and innovative element, we remain concerned that the maintenance and establishment of these screens will be passed on to future residents who may not be adequately resourced resulting in failed planting. Longer term this could result in bare mesh panels, thus reducing privacy of private amenity space, affecting the security of the property and be unsightly. It is also unclear what the expected life span of the panels are and what the replacement procedure and costs would be. Furthermore the monocultural planting of proposed green screens will be less diverse than removed hedge.

If the applicant still wishes to pursue a trial of these panels, we recommend that it be done at a smaller scale in communal areas under the control of a management company.

As stated in our previous letter the granted outline permission includes conditions for submission of details and specification of the landscape scheme and a landscape management plan (1856/17 Condition 27 & 28) therefore apart from the boundary treatments, we are satisfied there is sufficient detail to support approval of reserved matters.

If you have any queries regarding the matter raised above, 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.

Consultee Comments for Planning Application DC/22/03231

Application Summary

Application Number: DC/22/03231

Address: Land North West Of Church Lane Barham Suffolk

Proposal: Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey).

Case Officer: Vincent Pearce

Consultee Details

Name: Ms Hannah Bridges

Address: Mid Suffolk District Council Depot, Creting Road West, Stowmarket, Suffolk IP14 5AT

Email: Not Available

On Behalf Of: MSDC - Waste Manager (Major Developments)

Comments

Thank you for consulting Waste Services. We approve of the refuse strategy plan and have no further comments to add.

Consultation Response Pro forma

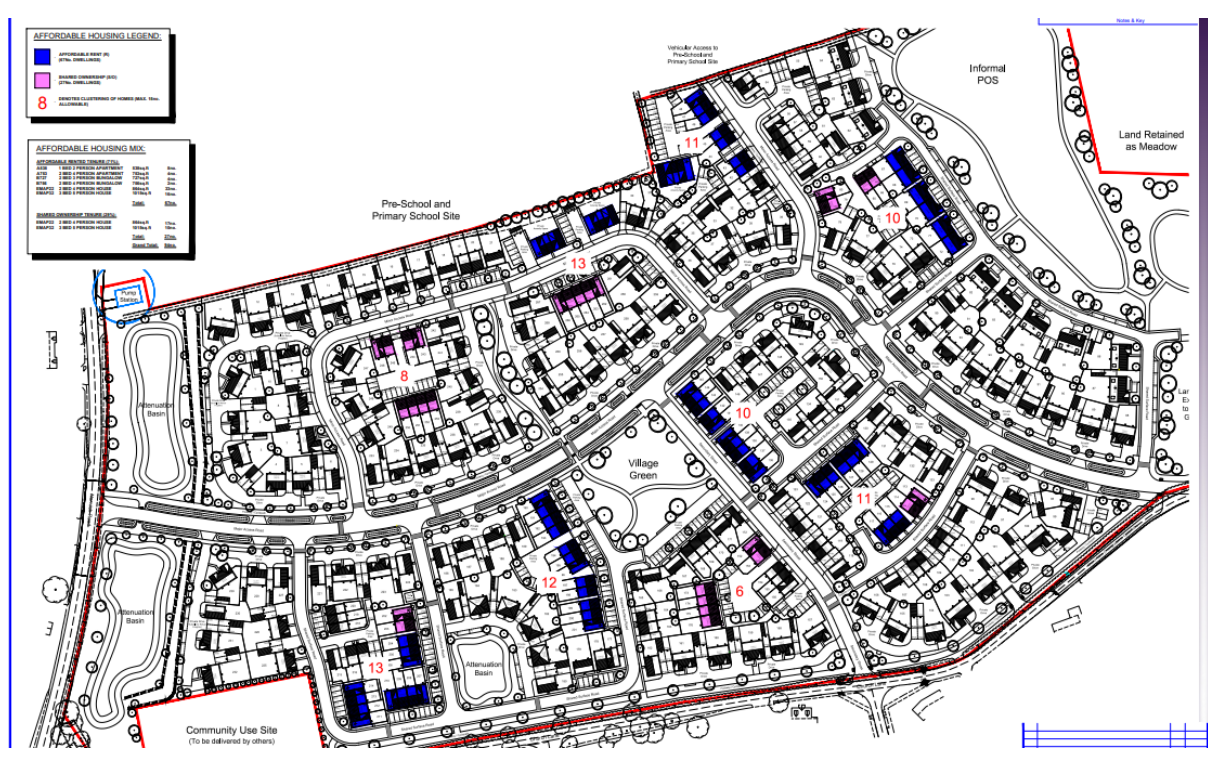
Mid Suffolk

1	Application Number	<p>DC-22-03231</p> <p>Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 – Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No. residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Types) and 48 (Noise Survey).</p> <p>Planning Officer: Vincent Pearce</p>						
2	Date of Response	19.07.22						
3	Responding Officer	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Name:</td> <td>Sacha Tiller</td> </tr> <tr> <td>Job Title:</td> <td>Housing Enabling</td> </tr> <tr> <td>Responding on behalf of...</td> <td>Housing Strategy</td> </tr> </table>	Name:	Sacha Tiller	Job Title:	Housing Enabling	Responding on behalf of...	Housing Strategy
Name:	Sacha Tiller							
Job Title:	Housing Enabling							
Responding on behalf of...	Housing Strategy							
4	<p>Recommendation (please delete those N/A)</p> <p>Note: This section must be completed before the response is sent. The recommendation should be based on the information submitted with the application.</p>	<p>Strategic Housing has been asked comment on the above application.</p> <p>Based on a development of 269 dwellings the applicant is offering 94 dwellings for affordable rent and shared ownership.</p> <p>We have agreed, prior to this meeting, that the following tenure, type, mix and size, would be provided on site and we support the mix below.</p> <p>67 Homes for Affordable Rent 27 Homes for Shared Ownership See breakdown below.</p> <p>Rented (67 dwellings = 71%): 8 x 1 bed 2-person flats @ 50 sqm in 2 blocks of 4 flats 4 x 2 bed 4-person flats @ 70 sqm 4 x 2 bed 3-person bungalows @ 63 sqm 2 x 2 bed 4-person bungalows @ 70 sqm 33 x 2 bed 4-person houses @ 79 sqm 14 x 3 bed 5-person houses @ 93 sqm 2 x 3 bed 6-person houses @ 102 sqm</p> <p>Shared Ownership (27 dwellings = 29%): - 17 x 2 bed 4-person houses @ 79 sqm 10 x 3 bed 5-person @ 93 sqm</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.

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.

We have attached the latest plan we have clearly marking where the affordable housing dwellings will reside. Blue = Affordable rent. Pink = Shared ownership.



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

If you require clarification, please contact the strategic housing team at: strategic.housing@baberghmidsuffolk.gov.uk

7 Recommended conditions

If there are any changes with reference to the above, then planning permission should be re-sought.

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

Sent: 06 Sep 2022 10:18:03

To:

Cc:

Subject: FW: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Attachments:

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

From: Jennifer Lockington <Jennifer.Lockington@baberghmidsuffolk.gov.uk>

Sent: 06 September 2022 10:10

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

Subject: FW: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Good morning

Thank you for your re-consultation. 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

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

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

Sent: 24 August 2022 14:25

To: Environmental Health <Environmental@baberghmidsuffolk.gov.uk>

Subject: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Please find attached planning re-consultation request letter relating to planning application - DC/22/03231 - Land North West Of, Church Lane, Barham, Suffolk

Kind Regards

Planning Support Team

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

Sent: 24 Aug 2022 02:52:18

To:

Cc:

Subject: FW: DC/22/03231 - RES Land North West Of, Church Lane, Barham 2

Attachments:

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

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

Sent: 24 August 2022 14:49

To: Vincent Pearce <Vincent.Pearce@baberghmidsuffolk.gov.uk>

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

Subject: DC/22/03231 - RES Land North West Of, Church Lane, Barham 2

Hi Vincent

Following my previous comments, and receipt of the updated arboricultural information, I can confirm I now have no objection to this application.

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

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

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

Sent: 24 August 2022 14:26

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

Subject: MSDC Planning Re-consultation Request - DC/22/03231 - RES

Please find attached planning re-consultation request letter relating to planning application - DC/22/03231 - Land North West Of, Church Lane, Barham, Suffolk

Kind Regards

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20 October 2022

Vincent Pearce
Babergh District Council
Endeavour House
8 Russell Road
Ipswich IP1 2BX

By email only

Thank you for requesting advice on this re-application from Place Services' ecological advice service. This service provides advice to planning officers to inform Babergh 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/22/03231
Location: Land North West Of Church Lane Barham Suffolk
Proposal: Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey).

Dear Vincent,

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

Summary

We have assessed the updated information for this application, this includes the Updated Preliminary Ecological Appraisal (Southern Ecological Solutions Ltd, June 2022) and the Badger Mitigation (Co-ecology Ltd), relating to the likely impacts of development on designated sites, Protected and Priority Species & Habitats.

In addition, we have also re-assessed the Preliminary Ecological Appraisal (BASEcology Ltd, April 2017), the Great Crested Newt Habitat Suitability Index Assessment (BASEcology Ltd, April 2017), the Great Crested Newt addendum (BASEcology Ltd, December 2017), the Ecology Verification 2019: Addendum to the Preliminary Ecological Appraisal, Pond Assessment and Mitigation Statement (Hopkins Ecology Ltd, January 2020), provided by the applicant at outline stage.

We are satisfied that sufficient ecological information is available for determination, following the submission of the further information on badger. This outlines an appropriate mitigation strategy for this protected species, which will involve the site being registered under a Badger Mitigation Class Licence (CL35) to allow the sett closures to be undertaken lawfully.



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

In addition, we do support the conclusions of the Updated Preliminary Ecological Appraisal (Southern Ecological Solutions Ltd, June 2022), as well as the recommendation to provide a comprehensive mitigation strategy via the provision of a Construction Environment management Plan (CEMP: Biodiversity) to outline the finalised mitigation measures. Therefore, this will need to be submitted with the reserved matters application or secured as a pre-commencement condition of any consent.

In terms of the soft landscaping, it is indicated that we support the amendments to the SuDs areas, which will be designed more aesthetically into the landscape. However, we note that the planting schedules / specification have still not been provided to support this application, as required by condition 27 of the outline consent. As a result, this further information should be supplied to inform the detailed Illustrative Landscape Masterplan. This should include native species, which are appropriate for local variation of species and soil composition, within the attenuation basin areas and within the informal public open space. Furthermore, we would expect marginal planting within the attenuation basins and indicate that that the planting scheme does not include any invasive species listed under the Schedule 9 of the Wildlife Countryside Act 1981 (as amended).

It is also recommended that flowering lawn mixtures should be used within the modified grassland areas, to improve biodiversity value and visual amenity. In addition, it is highlighted that hedgerows should be planted in double staggered rows, preferably five plants per linear metre. There should also not be equal numbers of each species. As a result, it is proposed that the native hedgerows could be specified via the following mix and percentages:

- 60% Hawthorn
- 20% Field maple
- 10% Hazel
- 5% Trees (Wild Cherry, oak or Hornbeam)
- 5% made of Holly, Spindle, Crab Apple, Common Dogwood, Blackthorn and Guelder Rose (only a few % each IF they are present in the locality)

The management and aftercare of the soft landscaping features should then be outlined within the Landscape Management Plan and Landscape and Ecological management, as required under condition 28 and 38 of the outline consent.

In addition, it is highlighted that the Habitats Regulations Assessment – Appropriate Assessment, approved by Natural England, requires the development to demonstrate the noticeboards (to promote these areas for recreation), Dog waste bins and a commitment to the long-term maintenance and management of these provisions. Therefore, it is still advised that this should be included within the landscape designs for the reserved matters application. Alternatively, a separate condition of any consent should be used to secure these measures prior to occupation.

In terms of Biodiversity Net Gain, it is indicated that we are pleased to see that the full calculations have now been provided for the Defra Biodiversity Metrics 3.1. This demonstrates that the



development will result in a 108.31% gain in habitat units and a 101.58% gain in hedgerow units. However, we note that a rain garden has been included within the metric calculations, which isn't reflected within the landscape design. This will not change whether a measurable biodiversity net gain will be achieved if the rain garden is excluded from the calculations, but it is suggested that the calculations should be updated to ensure that the calculations are in line with the current design proposals. The aims and objectives of the finalised biodiversity net gain assessment should be implemented for the planting schedules, Landscape Management Plan and Landscape and Ecological management, to ensure that measurable biodiversity net gain will be achieved for this scheme.

Furthermore, it is indicated that a Biodiversity Enhancement Strategy should be provided to provide enhancement options for protected and priority species, as required via condition 27 of the outline consent. Therefore, it is indicated that we expected further measures to be provided in line with the recommendations contained within the Updated Preliminary Ecological Appraisal (Southern Ecological Solutions Ltd, June 2022). The scheme could also follow the new British Standards – BS 42021:2022 for integral nest boxes, if the developer wishes to demonstrate high standards for bespoke biodiversity net gains.

Finally, it is highlighted that a Wildlife Sensitive Lighting Strategy is required by condition 39 of the outline consent, to avoid impacts to foraging and commuting bats, which should be considered alongside the finalised landscape scheme. This should follow the recommendations provided by the applicant's ecologist, which comply with ILP and BCT Guidelines¹. Therefore, a suitably qualified ecologist should advise upon the external lighting strategy and reserved matters design, which should summarise the following measures will be implemented:

- 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.
- Lux levels and horizontal lighting should be directed away from boundary edges and Environmentally Sensitive Zones and kept as low as possible. 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.
- Warm White lights should be preferably 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.
- Light columns should be as short as possible as light at a low level reduces the ecological impact and the use of cowls, hoods, reflector skirts or shields should be used to prevent horizontal spill.
- The provision of motion sensors and timers could be used to further minimise any potential ecological impact.

¹ Bat Conservation Trust and Institute of Lighting Professionals (2018) Guidance Note 08/18: Bats and artificial lighting in the UK. ILP, Rugby



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 conditions

1. 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.

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).

2. PRIOR TO OCCUPATION: DELIVERY OF ONSITE MEASURES IN LINE WITH THE APPROVED HABITATS REGULATIONS ASSESSMENT

“On site measures to avoid impacts from the development alone to the Stour and Orwell Estuaries SPA & Ramsar site and the Deben Estuary SPA & Ramsar site shall be submitted to, and be approved in writing by, the local planning authority prior occupation of the



development. The content of the onsite measures will be in line with the approved Habitats Regulations Assessment and shall include the following:

- a) Purpose and conservation objectives for the proposed measures;*
- b) Detailed designs of the interpretation board and leaflets;*
- c) Timetable for implementation demonstrating that measures are aligned with the proposed phasing of development;*
- d) Locations of proposed interpretation boards by appropriate maps and plans; and*
- e) details of initial aftercare and long-term maintenance.*

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

Reason: To avoid Adverse Effects On site Integrity from the development alone to the Stour and Orwell Estuaries SPA & Ramsar site and the Deben Estuary SPA & Ramsar site and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended).

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.

Consultee Comments for Planning Application DC/22/03231

Application Summary

Application Number: DC/22/03231

Address: Land North West Of Church Lane Barham Suffolk

Proposal: Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey).

Case Officer: Vincent Pearce

Consultee Details

Name: Mr Thomas Pinner

Address: BMSDC, Endeavour House, Ipswich IP1 2BX

Email: Not Available

On Behalf Of: Heritage Team

Comments

Dear Vince

DC/22/03231 Reserved Matters Land North West of Church Lane, Barham

21/07/2022

The current application follows a pre-application for Reserved Matters details of Outline Approval 1856/17, under DC/21/06345. Place Services provided heritage advice on behalf of the Heritage Team for this pre-application.

Less than substantial harm to various heritage assets was identified by Historic England and BMSDC Heritage Team at Outline Stage. To some extent, harm is likely now unavoidable.

The proposed plans show a layout and scale of development, and landscaping scheme, that appear comparable to the final iteration of plans shown at Outline Stage including the implementation of certain elements to reduce the harm to designated heritage assets, particularly the Church of St Mary (Grade I) and Shrubland Hall Registered Park and Garden (Grade I). This includes:

- Leaving a reasonable proportion of undeveloped land to the east side of the church, to retain a sense of its historically undeveloped setting, and to reduce encroachment into views from Shrubland Hall Park.

- No buildings taller than two storeys, with single storey closest to the church and where two storeys would likely otherwise be most prominent within views from Shrubland Hall Park.
- A reasonable degree of planting along the eastern/north-eastern boundary of the proposed dwellings, again to reduce the encroachment of the development into the setting of the church and Shrubland Hall Park.
- Setting houses on south western side of site back, to preserve some amount of a sense of the historically more undeveloped setting of Henry VIII Farmhouse, if not the agricultural character.

Therefore, it seems likely that the impact on heritage assets would be broadly the same as that identified at Outline Stage. However, as per Place Services pre-application comments, I consider it would be important to have further photomontages/verified views/wirelines at this stage, to confirm whether there would be any differences in the broad appearance of the development within the settings of the Church of St Mary and Shrubland Hall Park (or equally to confirm it would be the same), using the same locations as those submitted at Outline Stage, or at least written confirmation that there would be no change from the last set of verified views submitted at Outline Stage, submitted December 2017. I consider that this should include the same views both from and to the assets as previously. I therefore request these (see below).

Otherwise, based upon the submitted information and the Outline Approval, there does not appear to be much further potential to discernibly reduce the level of harm further through overall layout, scale, and landscaping. There may be some scope for further planting along the eastern boundary of the proposed dwellings, though it would probably only have a limited impact on further reducing the harm at this stage.

The proposed designs and materials of the new dwellings also do not raise any concerns in heritage terms. The proposed material types are considered appropriate for the context, and no further information regarding them is requested in this case. No hard boundary treatments e.g., close board fencing, are proposed in areas in close proximity to the heritage assets, which is welcome. The proposed material for the car park adjacent to the church appears reasonably low key and non-suburban in principle, but full details of the specific product would be requested as a condition.

I therefore request the following information:

- Photomontages/verified views/wirelines to confirm the appearance of the development as now proposed within the settings of the Church of St Mary and Shrubland Hall Park, or confirmation that there would be no change from the verified views dated to December 2017.

Following the submission of the above, if the LPA are minded to approve this application, I would request the following condition:

- Prior to installation of new church car park, details of proposed materials to be used in construction of church car park, to include manufacturers literature as appropriate.

Kind Regards,

Thomas Pinner BA(Hons), MA, MA
Acting Senior Heritage Officer
Babergh and Mid Suffolk District Councils
M 07850 883264
T 01449 724819
E thomas.pinner@babberghmidsuffolk.gov.uk
E heritage@babberghmidsuffolk.gov.uk
W www.babergh.gov.uk www.midsuffolk.gov.uk

For our latest Coronavirus response please visit click the following link-
<https://www.midsuffolk.gov.uk/features/our-covid-19-response/>

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

Sent: 19 Jul 2022 09:45:44

To:

Cc:

Subject: FW: DC/22/03231

Attachments:

From: Simon Davison

Sent: 19 July 2022 09:07

To: BMSDC Planning Area Team Yellow

Subject: DC/22/03231

Dear Vincent,

APPLICATION FOR RESERVED MATTERS - DC/22/03231

Proposal: Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey).

Location: Land North West Of, Church Lane, Barham, Suffolk.

Many thanks for giving me the opportunity to comment on the Application.

The Energy Statement provides sufficient detail regarding the energy and water usage and therefore I do not wish to add any Condition to the Application. The proposed use of air source is commendable and although the proposed insulation measures exceed the 2013 Building Regulations the Applicant may wish to consider trying to meet the future compliance standards as indicated in the recent Future Homes Consultation response. Namely to comply with the interim uplift of Part L 2021, the Future Homes Standard 2025 and net Zero Carbon emissions by 2050.

Kind regards

Simon Davison PIEMA
Senior Environmental Management Officer
Babergh and Mid Suffolk District Councils - Working Together

Mobile:

t:

email:

w: www.babergh.gov.uk www.midsuffolk.gov.uk

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

Sent: 18 Jul 2022 02:55:24

To:

Cc:

Subject: FW: CONSULTATION DC/22/032231 BARHAM

Attachments:

From: Susan Lennard

Sent: 18 July 2022 14:13

To: BMSDC Planning Area Team Yellow

Subject: CONSULTATION DC/22/032231 BARHAM

PLANNING APPLCATION: DC/22/03231

OUR REFERENCE: 309334

PROPOSAL: Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey)

LOCATION: Land off Norwich Road, Barham.

CONSULTEE COMMENTS: Sent in respect of Noise, Dust, Odour, Smoke.

Dear Sirs,

I write with regard to the above planning consultation. Having reviewed the application documentation we would offer the following observations;

- Outline Approval was granted under application **1856/17** for a development of 269 dwellings with communal external amenities, new school to the north of the site and extension to the adjoining church grounds.
- Condition 48 of the permission required;

Before submission of the first reserved matters application for any residential phase, a noise survey shall be carried out to assess the impact of noise from the A14 dual carriageway, with reference to British Standard 8233 for internal noise levels and World Health Organisation Standards for external noise levels during the day and night time periods, identify the need for any noise mitigation measures by way of site layout and design, noise barriers and façade treatments for any dwelling, and be submitted to and agreed in writing with the Local Planning Authority for that phase. The agreed scheme shall be implemented prior to occupation of any dwelling and retained as such in perpetuity for that phase.

Reason: To avoid any significant adverse impacts from road transport noise on the future occupiers and habitation of the proposed dwellings. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

- A noise assessment has been undertaken by **Cass Allen (Report Reference: RP01-22267-R0)** which states that;
- A site noise survey was undertaken from 16 to 20 May 2022 to include operator-attended measurements and long-term unattended noise monitoring.
- Noise levels at the site were generally dictated by road traffic along the surrounding main roads, including the A14.

- Observations were undertaken to determine whether the commercial units to the west had a noise impact. No significant noise was observed from these areas during attended elements of the noise survey and the unattended long-term noise-monitoring (including audio recording) also confirmed that noise from these areas was inaudible throughout the monitoring period. Noise from the commercial units has therefore not been assessed further.
- Noise modelling was undertaken using Cadna/A 2022 software which showed that the façades closest to Norwich Road and the new access road will be exposed to the highest noise levels as follows;
- Dwellings will be ventilated via trickle ventilators in the external façades with openable windows for the provision of purge ventilation, as per System 3 from Building Regulations Part F.

- **INTERNAL NOISE**

- Calculations were undertaken to establish the sound insulation performance which would be required for glazing and ventilation and façade specification to achieve the nominated internal noise criteria in the habitable rooms of the development in accordance with those set out in BS 8233. There is no information to the specific glazing and ventilation to be installed however the report advises that performance requirements for glazing and ventilators can be achieved with **commercially available products**.

EXTERNAL AMENITY AREAS.

- Design of external amenity areas of the development has been reviewed against the WHO recommendations, in that noise levels in external amenity areas should not exceed 55 dB LAeq,T.
- The modelling indicates that noise levels in external amenity areas are predicted to achieve 55 dB LAeq,T, with the exception of the garden of Plot 11 where noise levels are expected to exceed the recommended levels by up to 2 dB.
- This exceedance is considered acceptable as ***“a difference in environmental noise levels of 1-3 dB is generally considered to be imperceptible, and that “residents will have access to the external amenity in eastern areas of the site where noise levels are predicted to be below 55 dB LAeq,T.*”**
- The report concludes that noise levels in external amenities are acceptable.
- No additional mitigation measures have been proposed for the protection of external amenity areas for Plot 11.

Before submission of the first reserved matters application for any residential phase, a noise survey shall be carried out to assess the impact of noise from the A14 dual carriageway, with reference to British Standard 8233 for internal noise levels and World Health Organisation Standards for external noise levels during the day and night time periods, identify the need for any noise mitigation measures by way of site layout and design, noise barriers and façade treatments for any dwelling, and be submitted to and agreed in writing with the Local Planning Authority for that phase. The agreed scheme shall be implemented prior to occupation of any dwelling and retained as such in perpetuity for that phase.

Reason: To avoid any significant adverse impacts from road transport noise on the future occupiers and habitation of the proposed dwellings. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Having regard to the above, whilst the applicant has met the initial requirement of the condition that a noise survey be undertaken, we are unable to recommend discharge of the condition until such time as

- The applicant has provided precise details of the type of windows and ventilators proposed for each of the plots.
- Provided confirmation by way of a validation certificate to show that the fenestration has been installed as specified and undertaken post installation tests to demonstrate that internal noise levels accord with those specified within the noise report.
- Provided details of proposed mitigation proposed to Plot 11 to ensure that it meets the WHO recommendations for external noise levels.

Regards

Sue Lennard
Senior Environmental Protection Officer
Public Protection

Please note I am a part time officer working each Monday Tuesday and Wednesday each week.

Babergh and Mid Suffolk District Councils – Working Together

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

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

Sent: 15 Jul 2022 01:55:12

To:

Cc:

Subject: FW: (309333) DC/22/03231 Land Contamination.

Attachments:

From: Nathan Pittam

Sent: 15 July 2022 12:10

To: Vincent Pearce

Cc: BMSDC Planning Area Team Blue

Subject: (309333) DC/22/03231 Land Contamination.

EP Reference : 309333

DC/22/03231 Land Contamination.

Land Off, Norwich Road, Barham, IPSWICH, Suffolk

Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection ...

Many thanks for your request for comments in relation to the above application. I can confirm that I have no comments to make with respect to land contamination as none of the submitted documents relate to that matter.

Regards

Nathan

Nathan Pittam BSc. (Hons.) PhD

Senior Environmental Management Officer

Babergh and Mid Suffolk District Councils – Working Together

e:

w: www.babergh.gov.uk www.midsuffolk.gov.uk



Your award-winning councils - working hard to keep services running safe and to support our districts' recovery. Find out all the latest news on our website

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



Planning Application (DC/22/03231).

Site: Reserved Matters Planning Application of 269 new dwellings, public open space and associated infrastructure at Land North West of Church Lane, Barham, IP6 0PY.

Applicant/Agent: James BAILEY, Bailey Planning Ltd for Taylor Wimpey East Anglia.

Planning Officer: Mr Vincent PEARCE

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 PEARCE**

Thank you for allowing me to provide an input for the above Planning Application.

On behalf of Suffolk Constabulary, I have viewed the available further plans and would like to register the following more detailed comments with regards to Section 17 of the Crime and Disorder Act.

I have commented on the previous Outline planning application 1856/17, where it was stated it was good to see back-to-back housing designs. However, concern was raised over the lack of natural surveillance, the parking and how close the play area was to Chapel Lane.

It is noted that the design layout has changed, however, there are still a number of concerns and some changes have brought about further concerns, these include:

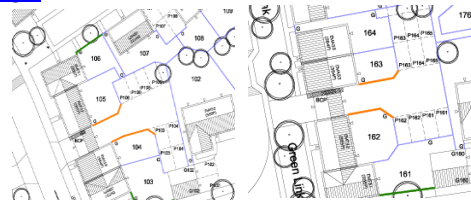
- a) Two flying freeholds were removed from by plots 54 and 61. However, two flying freehold have been incorporated elsewhere between plots 104-105 and plots 162-163 into rear parking courtyards, both also having bin collection points (further information at page 2, para 1.1).**
- b) Not all plots will be allocated garages and there appears to be at least 90 plots that will have parking/garaging set back too far, opening the rear of these properties up to be more vulnerable to unlawful incursion due to a lack of surveillance (further information at page 2, para 1.2).**
- c) There are 64 plots that have rear parking allocated and will also have no surveillance for their vehicles (further information at page 2, para 1.3).**
- d) At least 13 plots have parking spaces that are too far to the side of their plots and have no active surveillance for these owners' vehicles (further information at page 2, para 1.4).**
- e) There are 11 rear parking courtyards with two that have adjoining public footpaths that will make it easy for offenders to access and congregate around (further information at pages 2-3, paras 1.5-1.8).**
- f) Five visitor parking areas are a concern (further information at page 3, para 1.9).**
- g) There were previously no alleys visible on the original outline application, however, 17 alleys are incorporated within the current designs (further information at pages 3-4, paras 1.10-1.20).**
- h) The new footpath that runs along the rear of plots 65 and 77-78, connecting the rear parking courtyard for plots 65-66 and 77-78 is a real concern. As is the footpath between plots 140 to 141 by the rear parking courtyard for plots 136 to 145 (further information at pages 4-5, paras 1.21-1.23).**
- i) The Cycle stores are a concern as there is no surveillance to over-look these areas (further information at page 5, para 1.24).**
- j) The sub-station by plot 224 and pumping station are both concerns and need good security to prevent crime and antisocial behaviour or damage (further information at page 5, paras 1.25- 1.26).**

The police could only support this application if the above concerns are taken into account and the developers reconsider their proposals, making alterations or further security measures, thereby reducing and avoiding police perceived crime generators which exist within the current proposals.

The role of a Design Out Crime Officer (DOCO) within Suffolk Police is to ensure that proposed development applications are designed to minimise the opportunity for crime to occur which is achieved through the analysis method of Crime Prevention Through Environmental Design (CPTED) which is an analysis that is adopted for every proposed planning application no matter what the scheme. Further information on CPTED can be found at [Crime prevention through environmental design - Wikipedia](#) or [Crime Prevention Through Environmental Design – Design For Security](#) Which is backed up by further security principles through the national Police Secure By Design (SBD) methodology. Further information on Secure By Design can be found at [Secured By Design](#)

1.0 GENERAL INFORMATION

1.1 As stated Previously there were two flying freeholds, which were moved, however, two other flying freeholds have been designed between plots 104 to 105 and between and plots 162-163 that lead into rear parking courtyards (pictured right), along with bin collection points. Flying freeholds have no active surveillance from any properties and shield an offender from view. It is a proven fact that these types of design are a congregating area for antisocial behaviour, including graffiti, criminal damage, arson and theft of and from vehicles. If these plots have to be designed in this manner, it is strongly recommended that security gates are fitted. It is also recommended photocell dusk to dawn lighting that meets BS5489:2020 lighting standards are placed on the side of buildings looking onto these areas in order to deter any casual intrusions.



1.2 A number of on plot parking spaces appear to be set back too far that include plots 2-7; 9; 11-17; 33; 37-39; 55; 62-64; 74-76; 81-83; 85-97; 99-101; plots 130-132; 134-135; 146-148; 157-159; 181-185; 187-189; 221-226; 228-232; 234-237; 239-242; 248-249; 255-259 and plots 267-269. The police do not recommend on plot parking spaces being too far back, as they open the side of properties to allow offenders to enter these areas and up to the rear gates of properties, usually unobserved. (SBD Homes 2019, pages 22-23, paras 16.1-16.2 and 16.6 refer).

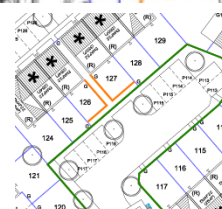
1.3 There are rear parking areas at plot 36; 45-48; 53; 57-58; 60-61; 65-66; 73; 77-78; 84; 103-106; 113-118; 133; 136-145; 151-153; 161-165; 173-176; 180; 186; 193; 195-196; 218; 227; 233; 238; 244-245; 250-254 and plot 261. Police do not recommend the incorporation of this type of parking as time and again it has proved to increase theft of and from vehicles, along with criminal damage, antisocial behaviour (including the gathering of people) and graffiti. These areas allow an offender to go about undetected due to a lack of any form of surveillance from surrounding properties. Rear courtyard parking in particular is deemed a problem as it heightens the fear of crime during the dark winter months for residents leaving their vehicles in a darkened area with no nearby surveillance (SBD Homes 2019 (V2), page 22, para 16.3 refers).

1.4 There are parking spaces that are sighted too far to the side of their respective plots, which include plot 1; 54; 56; 67; 149; 154-155; 157; 166-167; 177; plot 211 and plot 247. Police recommend that vehicles are parked either to the immediate side, or in front of properties to offer residents the opportunity to obtain surveillance of their vehicle. Vehicles parked too far away from their designated properties usually have less surveillance and are at more risk of theft or damage. Vehicle parking not allocated immediately by an owner's property also tends to lead to antisocial behaviour through vehicles parked where they shouldn't be or where they interfere with other residents' properties.

1.5 There are eleven rear parking courtyards by vehicle entrance for plots 31 and 34; plots 45-46; plots 54 and 56; by plots 72-73; by plots 117-118; by plots 135-136; by plots 153-154; by plots 162-163; by plots 193-194; by plots 215 and 218 and by plots 244-245. Making the rear of all but three of these vehicle entrance courtyards very vulnerable to unlawful incursion as they have no affordable surveillance as pictured right.



1.6 A number of these rear parking courts back onto the rear of properties making them more vulnerable to unlawful incursion. The rear parking for plots 113-117 back onto an alley between plots 126-127 to provide access to the rear of plots 125 and 128. Which is a real concern as again it opens the rear of these plots to be more vulnerable to unlawful incursion and possible antisocial behaviour.



1.7 The rear parking courtyard for plots 136-145 is a particular concern, as there is no surveillance, particularly from the vehicle entrance point plots at 135 and 136. Of further concern is the open footpath that runs between plots 140-141, allowing offenders easy movement in and out of the area. There is an inset area by the rear of plot 141 (pictured right, circled in red) which is situated by the bin collection point, which is also a real concern, as it will shield offenders and could be a magnet, for antisocial behaviour, drug taking, or arson.

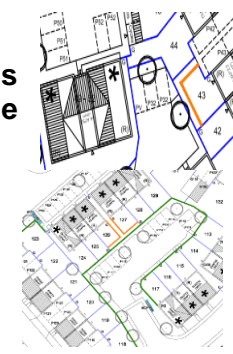


1.8 It is a documented fact where parking spaces are either too far from respective properties or in short supply, such problems often lead to antisocial behaviour, either from residents frustrated at not being able to park within their own living space, or from visitors, particularly any who may have parked there in the past and now find it difficult to do so. The resulting problems that such shortages produce include, antisocial behaviour, either verbal or physical, along with criminal damage, graffiti and assault. There is a thesis by the prominent college professor, Rachel Armitage, from the University of Huddersfield on parking and antisocial behaviour, for further details use the following link: [Briefing Notes - Car Parking on Crime and Anti-Social Behaviour \(asu.edu\)](http://Briefing Notes - Car Parking on Crime and Anti-Social Behaviour (asu.edu))



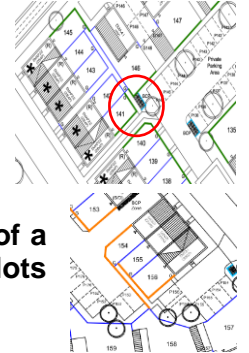
1.9 Five visitors parking areas are a real concern as they are designed within areas that have no surveillance and make any vehicles using these areas more vulnerable to theft and/or damage. These include two spaces by the corner of plot 6; two spaces by the bike stores at plots 25 and 29; nine parking spaces by plots 83-86; three spaces by parking plots 193,195 and 196, which will also have two trees by them which will also assist an offender to be hidden from view; two spaces between parking plots 206-207, where there is a large open space area for the attenuation basin and an alley, which both attract the gathering of personnel and antisocial behaviour. Along with six visitors parking spaces by plots 229-231, (all pictured right).

1.10 There are seventeen alleys incorporated that include between plots 43-44 to access the rear of plot 42, making the rear of these and plots 42-44 and 49-52 more vulnerable because their rear perimeters border the fencing for this alley.



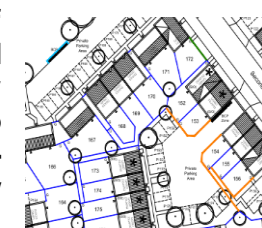
1.11 An alley between plots 126-127 to access the rear of plots 125 and 128, with the rear of plots 114-121 and plots 124-129 already vulnerable as they back onto a rear parking courtyard that has no surveillance.

1.12 An alley between plots 142 and 143 to provide rear access for plots 141-145, with a gated entrance by an inset area (pictured right circle in red) next to the courtyard and the footpath already mentioned at para 1.7 where, as stated there is no surveillance and could be an area for crime to occur, especially with a bin collection point next to it.



1.13 An alley by plot 156 to access the rear of plots 154-155, that runs along the rear of a rear parking courtyard, making the rear of these plots and the vehicle spaces for plots 152-153 all more vulnerable to crime.

1.14 An alley had been incorporated between plots 167 and 173 to access the rear of plots 174-175, with an abutting alley between plots 167-168 (pictured right). It is good to see that this design has been changed so there are no longer two alleys side by side. However, the alley is still incorporated between plots 167-168 and 173 to access the rear of plot 174, making the rear of all these plots along with plots 164-165 more vulnerable to unlawful incursion. The change of design (pictured left) now incorporates six rear parking spaces for plots 163-165, which is an area with no surveillance, also opening up the rear of plots 163 and 176 to be more vulnerable along with the other plots mentioned from this other side. The design could also assist an offender to access the rear of these properties if cars are parked within



these bays by standing on the vehicles and over the fence line and could become an area for congregating and antisocial behaviour.

1.15 An alley between plots 193 and 194 to access the rear of plots 190-192, making the rear of all these properties more vulnerable to unlawful incursion.

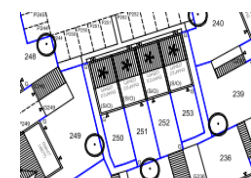


1.16 An alley between plots 198-199, to access plots 197 and 200, making these and the rear of plots and plot 182 more vulnerable to unlawful incursion. Added to that there is a rear parking courtyard, by plots 182 and plots 197-198, further making all these plots more vulnerable to unlawful incursion.

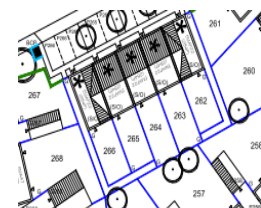
1.17 An alley between plots 203-204 to access the rear of plot 205, making them more vulnerable to unlawful incursion with the added problem of a parking area for plots 216-218 backing onto the rear of these areas.



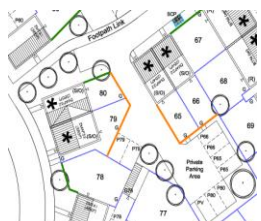
1.18 An alley between plots 206-208 to access the rear of plot 209, to the immediate west of this alley is a double alley between plots 213-216 to access the rear of plot 212, abutting a second alley by plot 217 to access the rear of plot 216, allowing an offender to hop over from one alley to another. With a further alley between plots 220-222 to access the rear of plot 219. Making the rear of all these properties and plots 218 and 223 all more vulnerable to unlawful incursion.



1.19 An alley between plots 249-250 to access the rear of plot 251, making the rear of these plots and the rear of plots 234-235 all more vulnerable to unlawful incursion. With a further alley between plots 239,240 and plot 253 to access the rear of plot 252, making the rear of these plots and the rear of plots 234-236 more vulnerable to unlawful incursion.



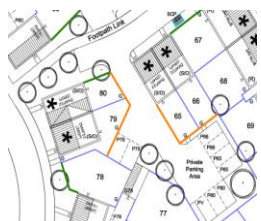
1.20 An alley between plots 266-268 to access the rear of plot 265, making the rear of these plots and plots 256-257 and plot 269 more vulnerable to unlawful incursion. With a further alley between plots 260-262 to access the rear of plot 263, making the rear of these plots and the rear of surrounding plots 256-258 more vulnerable to unlawful incursion. The Police do not recommend alleys as they allow an offender easy access to the rear of properties. If these types of design have to be included it is strongly recommended that such entrances are securely gated off, with 1.8m single gates that have restrictors on to prevent them from being left open. It would be preferred if the locking mechanisms comprised of a PIN code lock, or key fob, rather than a key, as keys tend to get lost (SBD Homes 2019 (V2), pages 19-20, paras 10.5-10.8 refer and page 21-22, 13.1-13.3 refers).



1.21 The design around the rear parking courtyard for plots 65-66 and 79-80 was formerly on the northern side (pictured right). The design has since changed and is a real concern as it opens up access to an offender for all these plots and the ability to quickly flee the area either to the north by plot 60, or to the south east by plots 72-73 (pictured left). These parking spaces are too far from their respective plots and could lead to vehicle owners parking elsewhere causing a vehicle nuisance, such as by the turning circle between plots 62 and 68, or along the paved areas, particularly by the substation and plot 39, or the grassed area around plots 60 and plot 78. Communal parking should be in small groups, close and adjacent to the front or



side of homes and must be within view of active rooms (SBD Homes 2019 (V2), page 22, para 16.2 and page 66, para 55.1 refer). There is a new footpath incorporated that allows authorised access to the rear of these properties, providing a further connecting area that an offender can access and flee from. The police do not recommend the placement of footpaths to the rear of properties as they allow an offender legitimate access to these areas to then commit crime (SBD Homes 2019 (V2), page 15, paras 8.8-8.11 refer).



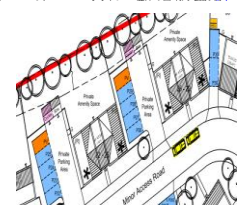
1.22 If these two footpaths by the rear parking courtyards must remain they should be for residents only and securely gated with restrictors fitted so they are self-closing. The areas should be well lit with lamps that meet BS5489:2020 standards, further information on lighting and how it can be used to reduce crime can be found at <https://www.securedbydesign.com/guidance/research-case-studies-guidance/lighting-against-crime/viewdocument/36> (SBD Homes 2019, pages 16-17, paras 8.19-8.21 refers). Pedestrian routes to and

around the buildings should be designed in a way that ensures they are visually open, direct, and likely to be safe to use. **Research regarding burglaries has shown that around 85% of unlawful entries occur via the rear of a property.**

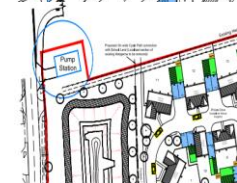
1.23 Similarly there is another footpath incorporated which is a real concern between the rear of plots 140 and 141, opening up the rear of these properties and access to the rear parking spaces for plots 136-145 providing legitimate access for an offender and another means of entering and fleeing the area. The western side of the footpath is by the village green area, so it is strongly believed that this design will be a magnet for people to use and congregate around causing antisocial behaviour and other offences.



1.24 The two cycle stores sighted on the central northern side by plots 22-29 are a concern as there is no surveillance to over-look these areas. The cycle stores should be designed to Secure By Design standards (SBD Homes 2019 (V2) pages 68-69, Paras 56.1-56.4 refers).



1.25 The pumping station on the north western corner is a concern as there is no surveillance for the area and could well be a congregating area for antisocial behaviour and possibly drug taking. The building needs good security, including good all-round secure fencing.



1.26 Similarly the sub-station area by plots 202 and 223-224 is a concern as it opens up the rear of these plots to be more vulnerable to unlawful access and there is no surveillance from any nearby properties. This area could also be a congregating area for antisocial behaviour, including graffiti, criminal damage, arson and possible drug dealing. It is strongly recommended that the perimeter around the area of the sub-station is secured to prevent access.



1.27 The design should look at techniques and principles to assist with the orientation and navigation of the site, creating identifiable spaces to discourage and minimise the risk of crime and Anti-Social Behaviour through natural and informal surveillance.

1.28 In particular the detailed design should take account of the following principles:

- **Access and movement:** Places with well-defined and well used routes with spaces and entrances that provide for convenient movement without compromising security.
- **Structure:** Places should be structured so that different uses do not cause conflict with no recesses, or obstacles for an offender to hide.
- **Surveillance:** In places where all publicly accessible spaces are overlooked CCTV should be co-ordinated within the lighting and landscape design. Lighting design should be co-ordinated with a CCTV installation and the landscape design to avoid any conflicts and to ensure that the lighting is sufficient to support a CCTV system.
- **Lighting:** Lighting should be designed to conform to BS 5489-1:2020 and light fittings should be protected where vulnerable to vandalism. The colour rendering qualities of all lamps should be to SBD standard of a minimum of at least 60Ra on the colour rendering index.
- **Ownership:** Places that promote a sense of ownership, respect, territorial responsibility and community.
Physical protection: Places that include necessary, well-designed security features.
- **Activity:** Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.
- **Management and maintenance:** Places that are designed with management and maintenance in mind, to discourage crime in the present and the future, encouraging businesses and legitimate business users to feel a sense of ownership and responsibility for their surroundings can make an important contribution to community safety and crime prevention. Clarity in defining the use of space can help to achieve a feeling of wellbeing and limit opportunities for crime.

2.0 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.

The role of a Design Out Crime Officer within Suffolk Police is to assist in the design process to achieve a safe and secure environment for residents and visitors without creating a 'fortress environment'.

It would be good to see the development, or at least the Social Housing element built to Secured by Design SBD Homes 2019 accreditation.

A further downloadable document can be obtained using the following link: https://www.securedbydesign.com/images/downloads/HOMES_BROCHURE_2019_NEW_version_2.pdf

2.1 Suffolk Police provide an interpretation of the basic Principles of Secured by Design outlined in their "Residential Design Guide" at [Design Guide New Format \(suffolk.police.uk\)](http://Design_Guide_New_Format_(suffolk.police.uk))

3.0 REFERRALS

3.1 Section 17 of the Crime and Dis-Order Act outlines the responsibilities placed on local authorities to prevent crime and dis-order.

3.2 The National Planning Policy Frame work on planning policies and decisions to create safe and accessible environments, laid out in chapter 8, para 91b and chapter 12, para 127f, in that developments should 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 users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

3.3 The Suffolk Design Guide for Residential Areas- Shape of Development – (Design Principles Security) Looking at the careful design of a new development in regard to landscaping, planting and footpaths.

3.4 Department for Transport – Manual for Streets (Crime Prevention) The layout of a residential area can have a significant impact on crime against property (homes and cars) and pedestrians.

4.0 CRIME STATISTICS FOR POST CODE AREA IP10 0BZ

4.1 The crime figures for this area have been obtained from the Suffolk Police Crime Computer base and the National Police Crime Mapper web. The Police Crime Mapper Web site is available for any member of the public using the following link: [Ipswich West | Police.uk \(www.police.uk\)](http://Ipswich West | Police.uk (www.police.uk)) or Suffolk Observatory for Sudbury South at the following link: [Suffolk - Overview - Ward | Claydon & Barham | InstantAtlas Reports \(suffolkobservatory.info\)](http://Suffolk - Overview - Ward | Claydon & Barham | InstantAtlas Reports (suffolkobservatory.info))



4.2 There have been 30 offences since the beginning of 2017 and since 1st June 2021 there have been 22 calls to Suffolk Police HQ of a varying nature. The graph right indicates a breakdown of the offences committed around this area between January to June 2022, totalling 60 offences, the majority relating to Violent and Sexual offences which totalled 32 offences. Followed by Antisocial Behaviour totalling 9 offences.

Offence	Jan 2022	Feb 2022	Mar 2022	Apr 2022	May 2022	Jun 2022
Burglary/Theft	2			1	1	
Robbery						
Vehicle Crime	1	1				
Criminal Damage/Arson		1				1
ASB/Public Order/Harrasmt	1	2	2			4
Violent & Sexual Offences	1	4	4	4	6	13
Shoplifting		1		2	2	
Drugs						
Other Offences	1	2	1		1	1
Grand Totals	6	11	7	7	10	19

5.0 FINAL CONCLUSION

To reiterate, concerns around this development are:

- Two flying freeholds have been removed, only for two others to be incorporated between plots 104 and 105, along with plots 162 and 163, both have rear parking courtyards and are bin collection point areas (further information at page 2, para 1.1).
- Not all plots have garaging and around 90 plots have parking/garaging set back too far, making them more vulnerable to incursion (further information at page 2, para 1.2).
- 64 plots have rear parking, with no surveillance for their vehicles (further information at page 2, para 1.3).
- At least 13 plots have parking spaces that are too far to the side of their plots and have no active surveillance (further information at page 2, para 1.4).

- e) **There are 11 rear parking courtyards with two that have adjoining public footpaths that will make it easy for offenders to access and congregate around** (further information at pages 2-3, paras 1.5-1.8).
- f) **Five visitor parking areas are a concern** (further information at page 3, para 1.9).
- g) **There are 17 alleys incorporated** (further information at pages 3-4, paras 1.10-1.20).
- h) **The rear parking courtyard for plots 65-66 and 77-78 with its adjacent footpath opens up access for an offender and the ability to quickly flee either to the north by plot 60, or to the south east by plots 72-73. These parking plots are too far from their respective plots and could lead to vehicle owners parking elsewhere causing a vehicle nuisance** (further information at page 5, paras 1.21-1.22).
- i) **There is another footpath between the rear of plots 140 and 141, opening up the rear of these properties and access to the rear parking spaces for plots 136-145 providing legitimate access for an offender out onto the village green area. This design will be a magnet for people to use and congregate around causing antisocial behaviour and other offences** (further information at page 5, para 1.23).
- j) **The Cycle stores are a concern as there is no surveillance to over-look these areas** (further information at page 5, para 1.24).
- k) **The sub-station by plot 224 and the pumping station on the north western corner are concerns and need good security to prevent crime and especially any antisocial behaviour or damage occurring** (further information at page 5, paras 1.25-1.26).

I would be pleased to work with the agent and/or the developer to ensure the proposed development incorporates preferred crime reduction 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



Phil Kemp, Designing Out Crime Officer,
Suffolk Constabulary.

Comments for Planning Application DC/22/03231

Application Summary

Application Number: DC/22/03231

Address: Land North West Of Church Lane Barham Suffolk

Proposal: Application for Approval of Reserved Matters following Outline Approval 1856/17 Town and Country Planning Order 2015 - Submission of details for Appearance, Layout, Landscaping and Scale for erection of 269No residential dwellings, public open space, and associated infrastructure, including information to discharge conditions 9 & 10 (Surface Water Disposal); 40 (Market Housing Type) and 48 (Noise Survey).

Case Officer: Vincent Pearce

Customer Details

Name: Mr Will Steel

Address: The British Horse Society, Abbey Park, Stareton, Kenilworth CV8 2XZ

Comment Details

Commenter Type: Amenity Group

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

- Inadequate Access
- Increased Traffic/Highways Issues
- Other - give details

Comment: Thank you for consulting the British Horse Society. The BHS is the UK's largest equestrian charity, representing the UK's 3 million horse riders. The Society is a prescribed organisation for the purposes of notification of legal orders affecting rights of way. Nationally equestrians have use of just 22% of the rights of way network and are increasingly forced to use busy roads to access them. We work to protect the safe off-road access that does exist in the form of bridleways and byways and to ensure that new development takes proper account of equestrian interests.

We note from the Open Space Layout (Drg. No. BAR/OSL/01) that it is proposed to construct two Footway / Cyclepaths in the south east corner of the site linking the development to the existing public bridleway that connects Barham Church Lane to Sandy Lane adjacent to the church. We would request that these links are dedicated and adopted as public bridleways so as to provide a safe off-road route for all vulnerable road users including equestrians.

In particular, we ask that this approach is applied to the footway / cyclepath running along the site perimeter adjacent to Barham Church Lane and an equestrian friendly junction constructed to allow a direct crossing and connection to the bridleway which runs south from Church Lane to Thornhill Road. The development will create increased traffic flows along Church Lane and a

crossing at this point would entirely remove the need for equestrians (and other users) to travel along Church Lane when riding between the two bridleways.

Philip Isbell – Chief Planning Officer
Sustainable Communities

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

Website: www.midsuffolk.gov.uk



OUTLINE PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND)
ORDER 2015

Correspondence Address:

Pigeon Investment Management Ltd
Linden Square
146 Kings Road
Bury St Edmunds
Suffolk
IP33 3DJ

Applicant:

Pigeon Investment Management Ltd And Mr
John Cutting
Pigeon Investment Management Ltd And Mr
John Cutting
C/O Agent

Date Application Received: 08-May-17

Application Reference: 1856/17

Date Registered: 09-May-17

Proposal & Location of Development:

Outline planning application (with all matters reserved except for access and spine road) for phased development for the erection of up to 269 dwellings and affordable housing, together with associated access and spine road including works to Church Lane, doctor's surgery site, amenity space including an extension to the Church grounds, reserved site for Pre-School and Primary School and all other works and infrastructure (amended description).

Land North West Of, Church Lane, Barham, Suffolk

Section A – Plans & Documents:

This decision refers to drawing no./entitled as the defined red line plan with the site shown edged red. Any other drawing showing land edged red whether as part of another document or as a separate plan/drawing has not been accepted or treated as the defined application site for the purposes of this decision.

The plans and documents recorded below are those upon which this decision has been reached:

Site Plan 016-013-002 E - Received 10/12/2018
Affordable Housing Plan 016-013-004 D - Received 10/12/2018
Storey Heights Plan 016-013-007 C - Received 10/12/2018
Church Access Plan 0068/S/001 A - Received 10/12/2018
Walking Routes 0068/1002 - Received 10/12/2018
Land Use Plan 0068/1005 - Received 10/12/2018
Illustrative Landscape Masterplan BMD.16.013.DR.001 F - Received 10/12/2018
Utilities and Services Strategy Report 11564 - 0068 - Received 08/05/2017
Tree Survey and Arboricultural Impact Assessment - Received 08/05/2017

Travel Plan 1601-86/TP/01A - Received 08/05/2017
Transport Assessment 1601-86/TA/01A - Received 08/05/2017
Sustainability and Renewable Energy Statement - Received 08/05/2017
Ecology Appraisal including Great Crested Newt Survey - Received 08/05/2017
Planning, Design and Access Statement - Received 08/05/2017
Phase 1 Contamination Assessment 773932-REP-ENV-001 3 - Received 08/05/2017
Landscape Visualisation Assessment BMD.16.013.RP.002 - Received 08/05/2017
Heritage Statement 16-1082 - Received 08/05/2017
Archaeological Evaluation BRH 006 - Received 08/05/2017
Site Location Plan 016-013-001 A - Received 08/05/2017
Flood Risk Assessment 617736-REP-CIV-FRA 6 - Received 29/06/2017
Heritage Statement Addendum - Received 22/12/2017
Ecological Survey/Report Great Crested Newts - Received 22/12/2017
Landscape Statement - Received 27/06/2018
Landscape Statement - Received 10/12/2018
Skylark Mitigation Area 0068-304 - Received 01/11/2019
Developable Area Densities Plan - Received 01/11/2019
Indicative Masterplan - Received 01/11/2019
Indicative School Layout Plan - Received 01/11/2019
Transport Assessment Addendum 1601-86-TN-01 - Received 01/11/2019
Claydon Church Lane Improvement Works 1601-86-PL13 A - Received 01/11/2019
Station Road and Norwich Road Improvement Works 1601-86-PL12 A - Received 01/11/2019
Delivery Statement - Received 01/11/2019

Section B:

Mid Suffolk District Council as Local Planning Authority, hereby give notice that **FULL AND OUTLINE PLANNING PERMISSION HAS BEEN GRANTED** in accordance with the application particulars and plans listed in section A subject to the following conditions:

Conditions relevant to all phases of development

Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

1. Prior to the commencement of development, any changes to the current phasing of the development as shown on plan 0068/1005 Land Use (Parameters) Plan received 10th December 2018 a Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Plan shall detail each element of the development including the residential dwellings, the primary school and pre-school site, community use site, highways infrastructure, SuDs/surface water drainage, areas of open space, extension to the church grounds and car park and ecology/wildlife areas. For the avoidance of doubt this condition does not need to be agreed or discharged if no changes are made to the aforementioned plan. The development shall only be carried out in complete accordance with the approved phasing plan, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of proper phased planning of the development.

2. The development hereby permitted shall be carried out in accordance with the drawings/documents listed under Section A above and/or such other drawings/documents as may be approved by the Local Planning Authority in writing pursuant to other conditions of this permission or such drawings/documents as may subsequently be approved in writing by the Local Planning Authority as a non-material amendment following an application in that regard.

Reason: For the avoidance of doubt and in the interests of proper planning of the development.

Landscaping

3. Before any works commence details of advance planting shall be submitted to and approved in writing by the Local Planning Authority.

These details shall include any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows and indicate any to be retained. The soft landscaping plan should also include plant species, quantity, location and sizes of the proposed planting. Tree pit details will also need to be provided for the different planting environments, where proposed.

Implementation shall be carried out in accordance with an implementation timetable agreed in writing with the Local Planning Authority.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

4. With the exception of any site clearance works, site investigation works, tree protection works and this advance planting, 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 work schedule for a minimum of 10 years for the landscaping provided by condition 3 above. Both new and existing planting will be required to be included in the plan. The approved landscape management plan shall then be implemented as agreed.

Reason: To support plant establishment and ensure appropriate management is carried out and to maintain functionality and visual aesthetic.

Archaeology

5. No development shall take place until an Archaeological Management Plan is submitted to and agreed in writing by the Local Planning Authority. The Archaeological Management Plan shall cover the areas indicated as Extension to Church Grounds, Agricultural Land Retained as Meadow and the Informal Open Space in between these two areas as shown on the plan 0068/1005.

Development shall only take place in accordance with the approved Archaeological Management Plan which shall confirm that there will be no below-ground disturbance in this area both during and post construction works, including the new road leading to the Church of St Mary and St Peter's from the development site and car park shown on plan 0068/1005 highlighted as "Extension to Church Grounds" which will be built up and there shall be no below-ground disturbance. Furthermore there will be no burials, ploughing, site stripping, landscaping, planting, services, fencing, attenuation or machinery movement within the areas covered by the Archaeological Management Plan.

Reason: To safeguard archaeological assets including the area of the Anglo-Saxon settlement 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). This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Building height

6. The development hereby permitted shall be restricted to up to two storeys in height, and single storey for the area highlighted in pink on plan 0068/1005 received on 10th December 2018. For the avoidance of doubt this does not permit two and a half storey buildings with accommodation in roof spaces.

Reason: To enable the Local Planning Authority to secure an orderly and well-designed development to ensure minimal detriment to residential amenity and the environment.

Foul water disposal (Anglian Water)

7. Prior to the construction above damp proof course for any building, 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 development, the foul water drainage works must have been carried out in complete accordance with the approved scheme.

Reason: To prevent environmental and amenity problems arising from flooding.

8. No hard-standing areas shall be constructed until the works have been carried out in accordance with the surface water strategy so approved.

Reason: To prevent environmental and amenity problems arising from flooding.

Surface Water Disposal

9. Concurrent with the first reserved matters application a site wide 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 flowpaths 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.

The surface water drainage scheme shall include a timetable for its implementation or phased implementation and shall demonstrate that the surface water drainage necessary in adjacent phases to develop any phase will be either in place or shall be developed concurrently so as not to delay the development in any phase from being built out and brought into use.

The scheme shall be fully implemented as approved.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development.

10. Concurrent with the first reserved matters application for any phase agreed under condition 9 above, details of the implementation, maintenance and management of the surface water drainage scheme for that phase shall be submitted to and approved in writing by the local planning authority. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

11. Within 28 days of practical completion of the last dwelling or unit within a phase agreed under condition 9, 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 for that phase.

Reason: To ensure 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.

12. No development shall commence on any phase agreed under condition 9 until details of a construction surface water management plan detailing how surface water and storm water will be managed on the site during construction is submitted to and agreed in writing by the local planning authority for that phase. The construction surface water management plan shall be implemented and thereafter managed and maintained in accordance with the approved plan.

Reason: To ensure the development does not cause increased pollution of the watercourse in line with the River Basin Management Plan. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Mid Suffolk District Council as Local Planning Authority, hereby give notice that **FULL PLANNING PERMISSION HAS BEEN GRANTED** in accordance with the application particulars and plans listed in section A subject to the following conditions:

Full consent – Accesses, spine road and associated infrastructure; the following conditions (13 to 23) shall only apply to the part of the development for which Full planning permission has been granted.

Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

13. The development hereby granted Full planning permission shall be begun not later than the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Landscaping

14. With the exception of any site clearance works, site investigation works, tree protection works and advance planting, no development shall take place until there has been submitted to and approved, in writing, by the Local Planning Authority a scheme of soft landscaping for the development hereby granted Full planning permission, 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 also 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, where proposed. The details shall be implemented as agreed.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

15. With the exception of any site clearance works, site investigation works, tree protection works and advance planting, no development for which Full planning permission has been granted shall take place until there has been submitted to and approved, in writing, by the Local Planning Authority a landscape management plan and work schedule for a minimum of 10 years. Both new and existing planting, SuDS, surface treatments will be required to be included in the plan. The approved landscape management plan shall then be implemented as agreed.

Reason: To support plant establishment and ensure appropriate management is carried out and to maintain functionality and visual aesthetic.

Highways

16. Before the development is commenced, details of the spine road, accesses to/from this spine road and associated works (including layout, levels, gradients, surfacing and means of surface water drainage), the extent of which is shown on plan 0068/1005 received 10th December 2018 and as indicated on plans 1601-86-PL01-B (Preliminary Access Arrangements Overview), 1601-86-PL02 (Norwich Road residential site access), 1601-86-

PL04 (Church Lane site access opposite Thornhill Road), 1601-86-PL05 (Church Lane turning head) and 1601-86-PL07 (Church Lane diversion) appended to Transport Assessment 1601-86/TA/01A received 8th May 2017. These details shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall then be implemented as such.

Reason: To ensure that suitable highway improvements are provided for the spine road and associated junctions.

17. The spine road and associated works detailed and agreed in condition 19 of this permission shall be delivered in their entirety by the 150th dwelling, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To enable the Local Planning Authority to secure an orderly and well-designed development with highway infrastructure provided in appropriate phases to ensure no detriment to highway safety.

18. Before the any access on the spine road is first used visibility splays shall be provided as shown on Drawing Nos. 1601-86-PL02 (Norwich Road residential site access), 1601-86-PL04 (Church Lane site access opposite Thornhill Road), 1601-86-PL05 (Church Lane turning head) and 1601-86-PL07 (Church Lane diversion) and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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

19. Before development commences on the spine road and associated work, details shall be submitted to and approved in writing by the Local Planning Authority for the spine road and associated works showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before any of the spine road 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

20. Before development commences on the spine road and associated works, details of the construction methodology for the spine road and associated works shall be submitted to and approved in writing by the Local Planning Authority and shall incorporate the following information:

- a) Details of the hours of work/construction of the development within which such operations shall take place and the hours within which delivery/collection of materials for the said construction shall take place at the site.
- b) Details of the storage of construction materials on site, including details of their siting and maximum storage height.

- c) Details of how construction and worker traffic and parking shall be managed.
- d) haul routes for construction traffic on the highway network and monitoring and review mechanisms.
- e) Details of any protection measures for footpaths surrounding the site.
- f) Details of any means of access to the site during construction.
- g) Details of the scheduled timing/phasing of development for the overall construction period.
- h) Details and use of any wheel washing to be undertaken, management and location it is intended to take place and details of measures to prevent mud from vehicles leaving the site during construction.
- i) Details of the siting of any on site compounds and portaloos.
- j) Details of the method of any demolition to take place, including the recycling and disposal of said materials resulting from demolition.

The construction shall at all times be undertaken in accordance with the agreed methodology approved in writing by the Local Planning Authority. The approved scheme shall be adhered to for the duration of the construction period in the related phase.

Reason: To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Residential amenity

21. No burning of demolition or construction waste and materials shall be permitted at any time.

Reason: To ensure the amenity of residents is maintained.

22. No noise from construction or demolition works shall take place outside of the following hours:

Monday to Friday: 08:00 to 18:00

Saturday: 08:00 to 13:00

No works shall take place on Sundays or Public Holidays

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

23. Prior to the commencement of development on this phase, including any demolition works, a Construction Method Statement (CMS) for this phase shall be submitted in writing for approval. The CMS shall include details of the management of;
- o Construction traffic and Deliveries, including mitigation for mud and dirt on the highway
 - o Noise and Vibration
 - o Dust
 - o Lighting
 - o And any other site specific impacts that may affect off site receptors and members of the public.

The agreed CMS shall be followed unless otherwise agreed in writing with the local planning authority.

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

Mid Suffolk District Council as Local Planning Authority, hereby give notice that **OUTLINE PLANNING PERMISSION HAS BEEN GRANTED** in accordance with the application particulars and plans listed in section A subject to the following conditions:

Outline consent – Main Residential Phase; the following conditions (24 to 52) shall only apply to the Main Residential Phase for which Outline planning permission has been granted and reference to a “phase” in these conditions (24-52) is reference to a phase within this Main Residential Phase

Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

24. Application for the approval of the reserved matters must be made before the expiration of TWO YEARS from the date of this permission. The development hereby permitted should be begun before the expiration of TWO YEARS from the date of approval of the last of the reserved matters to be approved.

Reason: A reduced time limit is imposed to ensure there is a realistic prospect of housing being delivered in 5 years in line with paragraph 77 of the NPPF as the Local Planning Authority's decision to grant planning permission has been made on the basis of not being able to evidence a sufficient five year supply of housing. Furthermore a time limit is required to be imposed by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

25. Before any development is commenced within a phase of the Main Residential Phase, approval of the details of the appearance, scale and layout of the building(s) and the landscaping of the site (hereinafter called "the reserved matters") for that phase shall be obtained in writing from the Local Planning Authority.

Reason: To enable the Local Planning Authority to secure an orderly and well-designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Development Plan. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Landscaping

26. No works or development shall take place within a phase of development until a Tree Protection Plan (and accompanying Method Statement[s] if appropriate) have been submitted to, and approved in writing by, the Local Planning Authority for that phase. The submitted details are to be guided by the recommendations set out in BS5837 Trees in Relation to Construction. Unless otherwise agreed, all approved tree protection measures are to be installed prior to the commencement of development work to implement that phase.

The approved tree protection measures are to be maintained in good condition and observed throughout the construction period. Unless otherwise agreed in writing by the Local Planning Authority, the following activities may not be undertaken at any time within the identified Construction Exclusion Zones and fenced areas:

- the storage and/or siting of:
- vehicles, fuel, materials, site huts or other buildings or ancillary equipment:
- raising or lowering of ground levels;
- installation of underground services, drains etc..

Reason: This condition is required and to be agreed pre-commencement to ensure existing trees are protected during site works to protect and conserve landscape qualities and the satisfactory appearance of the development in accordance with policy CS5 of the Mid Suffolk Core Strategy 2008. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

27. No development shall take place in a phase 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 that phase, which shall include the timetable for delivery of the scheme, any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows within that phase 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. The agreed scheme shall be implemented as such for each phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

28. No development shall take place in a phase until there has been submitted to and approved, in writing, by the Local Planning Authority a landscape management plan for a minimum of 10 years for that phase. Both new and existing planting will be required to be included in the plan. The landscape management plan shall be adhered to as agreed for that phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

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

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Highways

30. Before development commences in any phase, details of the areas to be provided for the loading, unloading, manoeuvring and parking of vehicles including electric vehicle charging points, powered two vehicle provision, secure cycle storage for each dwelling in that phase shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme for any dwelling shall be carried out in its entirety before first occupation of the associated dwelling and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

31. Before development commences in any phase, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage) in that phase, shall be submitted to and approved in writing by the Local Planning Authority for that phase.

Reason: To ensure that roads/footways are constructed to an acceptable standard. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

32. No dwelling or building shall be occupied until the carriageways and footways serving that dwelling or building 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.

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

33. Before development commences in any phase, details shall be submitted to and approved in writing by the Local Planning Authority for that phase showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access for that phase 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

34. Before development commences in any phase, details of the construction methodology for that phase shall be submitted to and approved in writing by the Local Planning Authority and shall incorporate the following information:
- a) Details of the hours of work/construction of the development within which such operations shall take place and the hours within which delivery/collection of materials for the said construction shall take place at the site.
 - b) Details of the storage of construction materials on site, including details of their siting and maximum storage height.
 - c) Details of how construction and worker traffic and parking shall be managed.
 - d) haul routes for construction traffic on the highway network and monitoring and review mechanisms.
 - e) Details of any protection measures for footpaths surrounding the site.
 - f) Details of any means of access to the site during construction.
 - g) Details of the scheduled timing/phasing of development for the overall construction period.
 - h) Details and use of any wheel washing to be undertaken, management and location it is intended to take place and details of measures to prevent mud from vehicles leaving the site during construction.
 - i) Details of the siting of any on site compounds and portaloos.
 - j) Details of the method of any demolition to take place, including the recycling and disposal of said materials resulting from demolition.

The construction shall at all times be undertaken in accordance with the agreed methodology approved in writing by the Local Planning Authority. The approved scheme shall be adhered to for the duration of the construction period in the related phase.

Reason: To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

35. Before development commences in any phase, details of the areas to be provided for storage of Refuse/Recycling bins shall be submitted to and approved in writing by the Local Planning Authority for that phase. The approved scheme for any dwelling shall be carried out in its entirety before first occupation of the associated dwelling and shall be retained thereafter.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

36. Prior to the occupation of any dwelling in a phase details of the travel arrangements to and from the site for residents of the dwellings for that phase, in the form of a Travel Plan shall be submitted for the approval in writing by the local planning authority in consultation with the highway authority. This Travel Plan should be based on the submitted Framework

Travel Plan (dated February 2017) and current national Travel Plan guidance and also contain the following:

- o Baseline travel data based upon the information provided in the submitted Transport Assessment, with suitable measures, objectives and 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.
- o Appointment of a Travel Plan Coordinator to implement the Travel Plan in full and clearly identify their contact details in the Travel Plan.
- o A suitable approach to monitoring the vehicular trips generated by residents in accordance with the Suffolk Travel Plan Guidance.
- o A suitable approach to monitoring the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan, or as agreed with the local planning authority in consultation with the highway authority, to be submitted to and approved in writing by the local planning authority for a minimum of five years, or one year after the occupation of the 269th dwelling (whichever is the longest duration) using the same methodology as the baseline monitoring.
- o A suitable marketing strategy to ensure that all residents on the site are engaged in the Travel Plan process.
- o A suitable scheme to provide a car and/or cycle club for all residents on the site with suitable measures, objectives and targets to reduce the vehicular trips made by residents across the whole development.
- o An indicative Travel Plan budget that demonstrates that the Travel Plan will be suitably funded.
- o A copy of a resident's travel pack that includes a multi-modal voucher to incentivise residents to use sustainable travel in the local area.

No dwelling within a phase shall be occupied until the Travel Plan has been agreed for that phase. 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 unless otherwise agreed 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, and objectives SO3 and SO6 of the Mid Suffolk Core Strategy Development Plan Document (2008) and Core Strategy Focused Review (2012).

Note: The Travel Plan and Resident Travel Pack should be produced in accordance with Suffolk County Council's Travel Plan Guidance (www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/information-for-developers)

Ecology and Biodiversity

37. Prior to development progressing beyond slab level 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) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;

- e) persons responsible for implementing the enhancement measures;
- f) 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).

38. Prior to first occupation of any dwelling a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior occupation 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 organization 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 UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species)

39. Prior to first occupation of any dwelling within a phase, a lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority for that phase. 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 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, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

Market housing types and sizes

40. Concurrent with the submission of reserved matters for a phase, the market housing mix for a phase shall be submitted to and agreed in writing with the local planning authority. This shall include a schedule of the mix of house types and sizes to be provided within the reserved matters, which shall be broadly in accordance with the indicative housing mix submitted at outline stage with predominantly two and three bedroom dwellings, unless housing need evidence indicates otherwise. The approved details shall be adhered to in the reserved matters applications submitted for that phase.

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).

Service ducting for broadband infrastructure

41. Prior to the commencement of any phase of residential development, a strategy to facilitate super-fast broadband for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority for that phase. The strategy shall seek to ensure that upon occupation of a dwelling, either a landline or ducting to facilitate the provision of a broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure. The development of each phase shall be carried out in accordance with the approved strategy for that phase.

Reason: To ensure that the needs of future residents to connect to the internet does not necessarily entail engineering works to an otherwise finished and high quality living environment and to meet the requirements of paragraph 112 of the National Planning Policy Framework 2019. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Level access

42. Prior to first occupation, a level access compliant to Part M4(1): Category 1 – Visitable Dwellings of Building Regulations 2010 Approved Documents (2021 as amended) shall be provided for all dwellings hereby permitted to connect the main entrance of the dwelling to paths within the curtilage and the carriageway adjacent to the dwelling, except where non-stepped access is adequately demonstrated to not be feasible, to ensure ease of access for those using wheelchairs or other mobility aids.

Reason: To ensure accessibility to all into all dwellings, to create inclusive dwellings in line with the duties under the Equality Act 2010 (as amended).

Mineral safeguarding assessment

43. With the exception of any site clearance works, site investigation works and tree protection works no development in any phase shall take place unless a Mineral Safeguarding Assessment and Minerals Management Plan for that phase has been

submitted to and approved in writing by the local planning authority in consultation with the minerals planning authority. The Mineral Safeguarding Assessment shall assess the potential for the onsite reuse of mineral resource arising from groundwork, drainage and foundation excavations in accordance with an agreed methodology. The Minerals Management Plan will identify for each phase of development the type and quantum of material to be reused on site, and the type and quantum of material to be taken off site and to where. The development shall then be carried out in accordance with the Mineral Management Plan unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the safeguarding of appropriate minerals in accordance with policy MP10 of Suffolk County Council's Minerals and Waste Local Plan (2020).

Contamination

44. No development shall take place within a phase until for that phase:
- 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Archaeology

45. No development shall take place within a phase 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 for that phase. 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.

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). This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

46. No dwelling shall be occupied on a phase until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 45 and the provision made for analysis, publication and dissemination of results and archive deposition for that phase.

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).

Fire Hydrants

47. Prior to the first occupation of a phase on the site, details of the provision of fire hydrants shall be submitted to and approved, in writing, by the Local Planning Authority for that phase. The fire hydrants shall be carried out in accordance with these details in their entirety and in accordance with the timetable as may be agreed.

Reason: To ensure the site is suitably served by fire hydrants.

Residential Amenity

48. Before submission of the first reserved matters application for any residential phase, a noise survey shall be carried out to assess the impact of noise from the A14 dual carriageway, with reference to British Standard 8233 for internal noise levels and World Health Organisation Standards for external noise levels during the day and night time periods, identify the need for any noise mitigation measures by way of site layout and design, noise barriers and façade treatments for any dwelling, and be submitted to and agreed in writing with the Local Planning Authority for that phase. The agreed scheme shall be implemented prior to occupation of any dwelling and retained as such in perpetuity for that phase.

Reason: To avoid any significant adverse impacts from road transport noise on the future occupiers and habitation of the proposed dwellings. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

49. No burning of demolition or construction waste and materials shall be permitted at any time.

Reason: To ensure the amenity of residents is maintained.

50. No noise from construction or demolition works shall take place outside of the following hours:

Monday to Friday: 08:00 to 18:00

Saturday: 08:00 to 13:00

No works shall take place on Sundays or Public Holidays

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

51. Prior to the commencement of development on any Phase, including any demolition works, a Construction Method Statement (CMS) for that Phase shall be submitted in writing for approval. The CMS shall include details of the management of;
- o Construction traffic and Deliveries, including mitigation for mud and dirt on the highway
 - o Noise and Vibration
 - o Dust
 - o Lighting
 - o And any other site specific impacts that may affect off site receptors and members of the public.
- The agreed CMS shall be followed unless otherwise agreed in writing with the local planning authority.

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

52. Notwithstanding Section 55 (2)(a)(ii) of the Town and Country Planning Act 1990 as amended and the provisions of Article 3, Schedule 2 Part 1 Class AA of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification):- no enlargement of a single storey dwellinghouse/bungalow, including the area shown in pink on plan 0068/1005, by the construction of additional storeys or structure shall be erected, except pursuant to the grant of planning permission on an application made in that regard.

Reason: To enable the Local Planning Authority to retain control over the development in terms of impact to the setting and therefore significance of adjacent heritage assets, and for that impact to remain as assessed through the planning application and to not increase in magnitude by first floor extension to single storey dwellings.

Outline consent – Community Use Site; the following conditions (53 to 80) shall only apply and are relevant to the Community Use Site

Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

53. Application for approval of reserved matters of the Community Use Site use hereby permitted must be made not later than the expiration of six years beginning with the date of this permission, and the development must be begun not later than the expiration of two

years from the final approval of the reserved matters or, in the case of approval on different dates the final approval of the last such matter to be approved.

Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004. An extended time limit is given to enable the marketing of the community use site as per the associated Section 106 agreement, and subsequent submission of reserved matters.

54. Before any development is commenced in relation to the Community Use Site hereby approved, approval of the details of the appearance, scale and layout of the building(s) and the landscaping of the Community Use Site (hereinafter called "the reserved matters") shall be obtained in writing from the Local Planning Authority.

Reason: To enable the Local Planning Authority to secure an orderly and well-designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Development Plan in relation to the Community Use/ Office Space/ Local Shops Phase. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Landscaping

55. No works or development shall take place within the Community Use Site until a Tree Protection Plan (and accompanying Method Statement[s] if appropriate) have been submitted to, and approved in writing by, the Local Planning Authority. The submitted details are to be guided by the recommendations set out in BS5837 Trees in Relation to Construction. Unless otherwise agreed, all approved tree protection measures are to be installed prior to the commencement of development work to implement that phase of this planning permission.

The approved tree protection measures are to be maintained in good condition and observed throughout the construction period. Unless otherwise agreed in writing by the Local Planning Authority, the following activities may not be undertaken at any time within the identified Construction Exclusion Zones and fenced areas:

- the storage and/or siting of:
- vehicles, fuel, materials, site huts or other buildings or ancillary equipment:
- raising of lowering of ground levels;
- installation of underground services, drains etc..

Reason: This condition is required and to be agreed pre-commencement to ensure existing trees are protected during site works to protect and conserve landscape qualities and the satisfactory appearance of the development in accordance with policy CS5 of the Mid Suffolk Core Strategy 2008. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement

56. No development shall take place in the Community Use Site 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 that phase, which shall include the timetable for delivery of the scheme, any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows within that phase 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. The agreed scheme shall be implemented as such for this phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

57. No development shall take place in the Community Use Site until there has been submitted to and approved, in writing, by the Local Planning Authority a landscape management plan for a minimum of 10 years for that phase. Both new and existing planting will be required to be included in the plan. The landscape management plan shall be adhered to as agreed for that phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

58. Prior to the commencement of the construction of any development within the Community Use Site 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: 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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Highways

59. Before the development is commenced, details of the accesses to/from the Community Use Site and associated works (including layout, levels, gradients, surfacing and means of surface water drainage), as indicated on plans 1601-86-PL03 (Church Lane Surgery Access) appended to Transport Assessment 1601-86/TA/01A received 8th May 2017. These details shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall then be implemented as such.

Reason: To ensure that suitable highway improvements are provided for the spine road and associated junctions.

60. Before the access is first used visibility splays within the Community Use Site shall be provided as shown on Drawing 1601-86-PL03 and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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

61. Before development commences in the Community Use Site, details of the areas to be provided for the loading, unloading, manoeuvring and parking of vehicles including electric vehicle charging points, powered two vehicle provision, secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority for that phase. The approved scheme shall be carried out in its entirety before first use of any development in the Community Use Phase and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

62. Before development commences in the Community Use Site, details of the 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 for that phase.

Reason: To ensure that roads/footways are constructed to an acceptable standard. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

63. No building in the Community Use Site shall be occupied until the carriageways and footways serving the building 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.

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

64. Before development commences in the Community Use Site, details shall be submitted to and approved in writing by the Local Planning Authority for that phase showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access for that phase 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

65. Before development commences in the Community Use Site, details of the construction methodology for that phase shall be submitted to and approved in writing by the Local Planning Authority and shall incorporate the following information:
- a) Details of the hours of work/construction of the development within which such operations shall take place and the hours within which delivery/collection of materials for the said construction shall take place at the site.

- b) Details of the storage of construction materials on site, including details of their siting and maximum storage height.
- c) Details of how construction and worker traffic and parking shall be managed.
- d) haul routes for construction traffic on the highway network and monitoring and review mechanisms.
- e) Details of any protection measures for footpaths surrounding the site.
- f) Details of any means of access to the site during construction.
- g) Details of the scheduled timing/phasing of development for the overall construction period.
- h) Details and use of any wheel washing to be undertaken, management and location it is intended to take place and details of measures to prevent mud from vehicles leaving the site during construction.
- i) Details of the siting of any on site compounds and portaloos.
- j) Details of the method of any demolition to take place, including the recycling and disposal of said materials resulting from demolition.

The construction shall at all times be undertaken in accordance with the agreed methodology approved in writing by the Local Planning Authority. The approved scheme shall be adhered to for the duration of the construction period in the related phase.

Reason: To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

66. Before development commences in the Community Use Phase, details of the areas to be provided for storage of Refuse/Recycling bins shall be submitted to and approved in writing by the Local Planning Authority for that phase. The approved scheme shall be carried out in its entirety before the development is brought into use for that phase 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Residential Amenity

67. The use of the Community Use Site hereby permitted shall not OPERATE outside of the following times, unless otherwise agreed:

Weekdays: 08:00 to 19:00

Saturdays: 08:00 to 19:00

Sundays and Public Holidays: 10:00 to 16:00

Reason: To protect the amenity of surrounding residents from disturbance from the proposed use, and considering the potential for other uses within Class E of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking

and re-enacting that Order with or without modification) to come forward on the site at a later time under permitted development rights.

68. No deliveries shall be received at, or despatched from, the Community Use Site outside of the following times, unless otherwise agreed:

Weekdays: 08:00 to 18:00

Saturdays: 08:00 to 13:00

Sundays and Public Holidays: NONE

Reason: To protect the amenity of surrounding residents from disturbance from the proposed use, and considering the potential for other uses within Class E of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification) to come forward on the site at a later time under permitted development rights.

69. Prior to the first use or occupation of the Community Use Site as hereby permitted, a competent person shall have ensured that the rating level of noise emitted from any of the site's plant, equipment and machinery (including air conditioning plant) shall not exceed 5dB(A) above the background levels determined at facades of noise-sensitive premises. The assessment shall have been made in accordance with the current version of British Standard 4142 and confirmation of the findings of the assessment shall have been submitted to, and agreed in writing by, the Local Planning Authority and shall be adhered to thereafter.

Reason: To protect the amenity of surrounding residents from disturbance from the proposed use, and considering the potential for other uses within Class E of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification) to come forward on the site at a later time under permitted development rights.

70. No burning of demolition or construction waste and materials shall be permitted at any time.

Reason: To ensure the amenity of residents is maintained.

71. No noise from construction or demolition works shall take place outside of the following hours:

Monday to Friday: 08:00 to 18:00

Saturday: 08:00 to 13:00

No works shall take place on Sundays or Public Holidays

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

72. Prior to the commencement of development on any Phase, including any demolition works, a Construction Method Statement (CMS) for that Phase shall be submitted in writing for approval. The CMS shall include details of the management of;
- o Construction traffic and Deliveries, including mitigation for mud and dirt on the highway
 - o Noise and Vibration
 - o Dust
 - o Lighting
 - o And any other site specific impacts that may affect off site receptors and members of the public.

The agreed CMS shall be followed unless otherwise agreed in writing with the local planning authority.

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

Biodiversity and ecology

73. Prior to development progressing beyond slab level 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) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) 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).

74. Prior to first occupation of any dwelling a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior occupation 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 organization 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 UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species)

75. Prior to first occupation of any building within the Community Use Phase, a lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority for the phase which the building is within. 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 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, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

Contamination

76. No development shall take place within the Community Use Site until for that phase:
- 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Archaeology

77. No development shall take place within the Community Use 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 for that phase. 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.

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). This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

78. No building shall be occupied on the Community Use Site until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 77 and the provision made for analysis, publication and dissemination of results and archive deposition for that phase.

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).

Fire Hydrants

79. Prior to the first occupation of the Community Use Site, details of the provision of fire hydrants shall be submitted to and approved, in writing, by the Local Planning Authority for that phase. The fire hydrants shall be carried out in accordance with these details in their entirety and in accordance with the timetable as may be agreed.

Reason: To ensure the site is suitably served by fire hydrants.

Sustainability

80. Concurrent with the submission of any reserved matters for the Community Use Site a scheme for the provision and implementation of water, energy and resource efficiency measures, during the construction and operational phases of the development for that phase 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 of that phase. The scheme shall be constructed and the measures provided and made available for use in accordance with such timetable as may be agreed.

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.

Outline consent – Education Phase; the following conditions (81 to 106) shall only apply and be relevant to the Primary School and Pre-School site known as the Education Phase in this decision notice

Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

81. Application for approval of reserved matters of the Education Phase hereby permitted must be made not later than the expiration of three years beginning with the date of this permission, and the development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates the final approval of the last such matter to be approved.

Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

82. Before any development is commenced in relation to the Education Phase hereby approved, approval of the details of the appearance, scale and layout of the building(s) and the landscaping of the Education Phase (hereinafter called "the reserved matters") shall be obtained in writing from the Local Planning Authority.

Reason: To enable the Local Planning Authority to secure an orderly and well-designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Development Plan in relation to the Community Use/ Office Space/ Local Shops Phase. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Landscaping

83. No works or development shall take place within the Education Phase of development until a Tree Protection Plan (and accompanying Method Statement[s] if appropriate) have been submitted to, and approved in writing by, the Local Planning Authority for that phase. The submitted details are to be guided by the recommendations set out in BS5837 Trees in Relation to Construction. Unless otherwise agreed, all approved tree protection measures are to be installed prior to the commencement of development work to implement that phase of this planning permission.

The approved tree protection measures are to be maintained in good condition and observed throughout the construction period. Unless otherwise agreed in writing by the Local Planning Authority, the following activities may not be undertaken at any time within the identified Construction Exclusion Zones and fenced areas:

- the storage and/or siting of:
- vehicles, fuel, materials, site huts or other buildings or ancillary equipment:
- raising of lowering of ground levels;
- installation of underground services, drains etc..

Reason: This condition is required and to be agreed pre-commencement to ensure existing trees are protected during site works to protect and conserve landscape qualities and the satisfactory appearance of the development in accordance with policy CS5 of the Mid Suffolk Core Strategy 2008. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

84. No development shall take place in the Education Phase 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 that phase, which shall include the timetable for delivery of the scheme, any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows within that phase 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 for that phase. 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. The agreed scheme shall be implemented as such for the phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

85. No development shall take place in the Education Phase until there has been submitted to and approved, in writing, by the Local Planning Authority a landscape management plan for a minimum of 10 years for that phase. Both new and existing planting will be required to be included in the plan. The landscape management plan shall be adhered to as agreed for that phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

86. Prior to the commencement of the construction of any development within the Education Phase details of SuDS shall be submitted to and approved in writing by the Local Planning Authority for that phase. This should include; detailed topographical plans, a timetable for their implementation and a management and maintenance plan. The development shall only take place in accordance with the approved details.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Highways

87. Before the development is commenced, details of the accesses to/from the Education Phase and associated works (including layout, levels, gradients, surfacing and means of surface water drainage), as indicated on plans 1601-86-PL06 (School Access Arrangements, Visibility Splays and Pumping Station Location) appended to Transport Assessment 1601-86/TA/01A received 8th May 2017. These details shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall then be implemented as such.

Reason: To ensure that suitable highway improvements are provided for the spine road and associated junctions.

88. Before the access is first used visibility splays within the education phase shall be provided as shown on Drawing 1601-86-PL06 and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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

89. Prior to first occupation of the school a Travel Plan must be submitted and approved in writing by the Local Planning Authority in accordance with Suffolk County Council's published School Travel Plan requirements for the Education Phase. The Travel Plan must include the following:
- a) a commitment to undertake a survey for travel to and from the site for employees, pupils and visitors within six months of occupation;
 - b) targets for modes of transport for journeys made by employees, pupils and visitors each year for a period of five years;
 - c) proposals for rectifying failures to meet modal shift targets for a period of five years following the occupation of the building;
 - d) the proposed arrangements for the monitoring of the Travel Plan for a minimum period of five years.

The Travel Plan shall be kept up to date through regular review and shall be available for examination by the Local Planning Authority at any time during the five year monitoring period.

Reason: In the interest of sustainable development as set out in the NPPF, and relevant LPA Policies.

Note: The School Travel Plan must be produced, implemented and monitored in accordance with Suffolk County Council's School Travel Plan Guidance (www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/school-travel-plans/)

90. Before development commences in the Education Phase details of the areas to be provided for the loading, unloading, manoeuvring and parking of vehicles including electric vehicle charging points, powered two vehicle provision, secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority for that phase. The

approved scheme shall be carried out in its entirety before the development in that phase is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

91. Before development commences in the Education Phase, details of the 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 for that phase.

Reason: To ensure that roads/footways are constructed to an acceptable standard. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

92. No building shall be occupied until the carriageways and footways serving that building 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.

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

93. Before development commences in the Education Phase, details shall be submitted to and approved in writing by the Local Planning Authority for that phase showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access for that phase 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

94. Before development commences in the Education Phase, details of the construction methodology for that phase shall be submitted to and approved in writing by the Local Planning Authority and shall incorporate the following information:
- a) Details of the hours of work/construction of the development within which such operations shall take place and the hours within which delivery/collection of materials for the said construction shall take place at the site.
 - b) Details of the storage of construction materials on site, including details of their siting and maximum storage height.
 - c) Details of how construction and worker traffic and parking shall be managed.
 - d) haul routes for construction traffic on the highway network and monitoring and review mechanisms.
 - e) Details of any protection measures for footpaths surrounding the site.
 - f) Details of any means of access to the site during construction.
 - g) Details of the scheduled timing/phasing of development for the overall construction period.

- h) Details and use of any wheel washing to be undertaken, management and location it is intended to take place and details of measures to prevent mud from vehicles leaving the site during construction.
- i) Details of the siting of any on site compounds and portaloos.
- j) Details of the method of any demolition to take place, including the recycling and disposal of said materials resulting from demolition. The construction shall at all times be undertaken in accordance with the agreed methodology approved in writing by the Local Planning Authority. The approved scheme shall be adhered to for the duration of the construction period in this phase.

Reason: To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Ecology and biodiversity

95. Prior to development progressing beyond slab level 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) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) 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).

96. Prior to first occupation of any dwelling a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior occupation 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 organization 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 UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species)

97. Prior to first occupation of any building within the Education Phase, a lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority for the phase which the building is within. 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 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, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

Contamination

98. No development shall take place within the Education Phase until for that phase:
- 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. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Archaeology

99. No development shall take place within the Education Phase 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 for that phase. 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.

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). This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

100. No building shall be occupied on the Education Phase until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 99 and the provision made for analysis, publication and dissemination of results and archive deposition for that phase.

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).

Mineral safeguarding

101. With the exception of any site clearance works, site investigation works and tree protection works no development in relation to the Education Phase shall take place unless a Mineral Safeguarding Assessment and Minerals Management Plan for that

phase has been submitted to and approved in writing by the local planning authority in consultation with the minerals planning authority. The Mineral Safeguarding Assessment shall assess the potential for the onsite reuse of mineral resource arising from groundwork, drainage and foundation excavations in accordance with an agreed methodology. The Minerals Management Plan will identify for each phase of development the type and quantum of material to be reused on site, and the type and quantum of material to be taken off site and to where. The development shall then be carried out in accordance with the Mineral Management Plan unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the safeguarding of appropriate minerals in accordance with policy MP10 of Suffolk County Council's Minerals and Waste Local Plan (2020).

Fire hydrants

102. Prior to the first use of the pre-school and primary school on the Education Phase, details of the provision of fire hydrants shall be submitted to and approved, in writing, by the Local Planning Authority for that phase. The fire hydrants shall be carried out in accordance with these details in their entirety and in accordance with the timetable as may be agreed.

Reason: To ensure the site is suitably served by fire hydrants.

Sustainability

103. Concurrent with the submission of any reserved matters for the Education Phase of the development a scheme for the provision and implementation of water, energy and resource efficiency measures, during the construction and operational phases of the development for that phase 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.

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.

Residential amenity

104. No burning of demolition or construction waste and materials shall be permitted at any time.

Reason: To ensure the amenity of residents is maintained.

105. No noise from construction or demolition works shall take place outside of the following hours:

Monday to Friday: 08:00 to 18:00

Saturday: 08:00 to 13:00

No works shall take place on Sundays or Public Holidays

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

106. Prior to the commencement of development on the Education Phase, including any demolition works, a Construction Method Statement (CMS) for the Education Phase shall be submitted in writing for approval. The CMS shall include details of the management of;
- o Construction traffic and Deliveries, including mitigation for mud and dirt on the highway
 - o Noise and Vibration
 - o Dust
 - o Lighting
 - o And any other site specific impacts that may affect off site receptors and members of the public.
- The agreed CMS shall be followed unless otherwise agreed in writing with the local planning authority.

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

Outline consent – Church Grounds Extension; the following conditions (107 to 119) shall only apply and are relevant to the extension to the Church Grounds Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

107. Application for approval of reserved matters of the Church Grounds Extension Phase hereby permitted must be made not later than the expiration of five years beginning with the date of this permission, and the development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates the final approval of the last such matter to be approved. The reserved matters shall broadly follow the indicative plans submitted with this application reference Church Access Plan 0068/S/001 A received 10/12/2018.

Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004. An extended time limit is given to enable the transfer of the land to the Church of St Mary and St Peter from the landowner and subsequently reserved matters application to be submitted.

108. Before any development is commenced in relation to the Church Grounds Extension Phase hereby approved, approval of the details of the layout, landscaping and appearance (including surfacing materials and any lighting), of the footpath to/from the extension of grounds to St Mary and St Peter's Church indicatively shown in plan 0068/1005 shall be obtained in writing from the Local Planning Authority.

Reason: To enable the Local Planning Authority to secure an orderly and well-designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Development Plan in relation to the Community Use/ Office Space/ Local Shops Phase. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

109. The footpath to/from the extension of grounds to St Mary and St Peter's Church indicatively shown in plan 0068/1005 shall be provided and made available for public use

prior to the occupation of the 250th dwelling, and thereafter remain open and free from obstruction in perpetuity.

Reason: To ensure provision of the footpath link for the benefit of the wider community.

Landscaping

110. No works or development shall take place within the Church Grounds Extension Phase of development until a Tree Protection Plan (and accompanying Method Statement[s] if appropriate) have been submitted to, and approved in writing by, the Local Planning Authority for that phase. The submitted details are to be guided by the recommendations set out in BS5837 Trees in Relation to Construction. Unless otherwise agreed, all approved tree protection measures are to be installed prior to the commencement of development work to implement that phase of this planning permission. The approved tree protection measures are to be maintained in good condition and observed throughout the construction period. Unless otherwise agreed in writing by the Local Planning Authority, the following activities may not be undertaken at any time within the identified Construction Exclusion Zones and fenced areas:
- the storage and/or siting of:
 - vehicles, fuel, materials, site huts or other buildings or ancillary equipment;
 - raising of lowering of ground levels;
 - installation of underground services, drains etc..

Reason: This condition is required and to be agreed pre-commencement to ensure existing trees are protected during site works to protect and conserve landscape qualities and the satisfactory appearance of the development in accordance with policy CS5 of the Mid Suffolk Core Strategy 2008. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

111. No development shall take place in the Church Grounds Extension Phase 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 that phase, which shall include the timetable for delivery of the scheme, any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows within that phase 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. The agreed scheme shall be implemented as such for each phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

112. No development shall take place in the Church Grounds Extension Phase until there has been submitted to and approved, in writing, by the Local Planning Authority a landscape management plan for a minimum of 10 years for that phase. Both new and existing

planting will be required to be included in the plan. The landscape management plan shall be adhered to as agreed for that phase.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

113. Prior to the commencement of the construction of any development within the Church Grounds Extension Phase details of SuDS shall be submitted to and approved in writing by the Local Planning Authority for that phase. This should include; detailed topographical plans, a timetable for their implementation and a management and maintenance plan.

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 in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

Biodiversity and ecology

114. Prior to development progressing beyond slab level 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) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) 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).

115. Prior to first occupation of any dwelling a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior occupation 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 organization 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 UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species)

116. Prior to the installation of any lighting within the Church Grounds Extension Phase hereby permitted, 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 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, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

117. In the event that contamination that was not previously identified is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority. All development shall cease and shall not recommence until: 1) a report has been submitted and agreed in writing by the Local Planning Authority which includes results of an investigation and risk assessment together with proposed remediation scheme to deal with the risk identified and 2) the agreed remediation scheme has been carried out and a validation report demonstrating its effectiveness has been approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with paragraph 183 of the NPPF.

Residential amenity

118. No burning of demolition or construction waste and materials shall be permitted at any time.

Reason: To ensure the amenity of residents is maintained.

119. No noise from construction or demolition works shall take place outside of the following hours:

Monday to Friday: 08:00 to 18:00

Saturday: 08:00 to 13:00

No works shall take place on Sundays or Public Holidays

Reason: To protect the amenity of surrounding residents from disturbance from construction or demolition works.

Outline consent – Agricultural Land retained as Meadow; the following conditions (120 to 122) shall only apply to and are relevant the extension to the Meadow Phases as shown on Land Use Plan (0068/1005) attached to this decision notice, included for the purposes of this decision notice

Ecology

120. Prior to development progressing beyond slab level on any phase as shown in Land Use Plan 0068/1005 received 10th December 2018, 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) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) 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).

121. Prior to first occupation of any dwelling on any phase as shown in Land Use Plan 0068/1005 received 10th December 2018, a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior occupation 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 organization 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 UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

122. Prior to the occupation of any dwellings on any phase as shown in Land Use Plan 0068/1005 received 10th December 2018, a management plan for the Meadow identified on Land Use Plan 0068-1005 submitted 10th December 2018 shall be submitted and agreed in writing with 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 15-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The plan shall 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 ensure the meadow area is established to a high condition and distinctiveness to secure measurable biodiversity net gains in line with the NPPF and to conserve Priority Species to allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).

SUMMARY OF POLICIES WHICH ARE RELEVANT TO THE DECISION:

FC01 - Presumption In Favour Of Sustainable Development
FC01_1 - Mid Suffolk Approach To Delivering Sustainable Development
FC02 - Provision And Distribution Of Housing
CS01 - Settlement Hierarchy
CL03 - Major utility installations and power lines in countryside
CS04 - Adapting to Climate Change
CS05 - Mid Suffolk's Environment
CS06 - Services and Infrastructure
HB01 - Protection of historic buildings
CS09 - Density and Mix

GP01 - Design and layout of development
HB07 - Protecting gardens and parkland of historic interest
HB14 - Ensuring archaeological remains are not destroyed
H07 - Restricting housing development unrelated to needs of countryside
H13 - Design and layout of housing development
H14 - A range of house types to meet different accommodation needs
CL09 - Recognised wildlife areas
H15 - Development to reflect local characteristics
H16 - Protecting existing residential amenity
CL08 - Protecting wildlife habitats
T10 - Highway Considerations in Development
CL11 - Retaining high quality agricultural land
T04 - Planning Obligations and highway infrastructure
T09 - Parking Standards
T11 - Facilities for pedestrians and cyclists
T12 - Designing for people with disabilities
T13 - Bus Service
RT04 - Amenity open space and play areas within residential development
RT12 - Footpaths and Bridleways
SC04 - Protection of groundwater supplies
SC08 - Siting of new school buildings
SC10 - Siting of local community health services
H04- Proportion of Affordable Housing
NPPF - National Planning Policy Framework

NOTES:

1. **Statement of positive and proactive working in line with the National Planning Policy Framework (NPPF)**

The proposal has been assessed with regard to adopted development plan policies, the National Planning Policy Framework and all other material considerations. The NPPF encourages a positive and proactive approach to decision taking, delivery of sustainable development, achievement of high quality development and working proactively to secure developments that improve the economic, social and environmental conditions of the area. In this case the applicant took advantage of the Council's pre-application service prior to making the application. The opportunity to discuss a proposal prior to making an application allows potential issues to be raised and addressed pro-actively at an early stage, potentially allowing the Council to make a favourable determination for a greater proportion of applications than if no such service was available.

2. **Section 106 Agreement Note**

This planning permission has been granted having regard to a related Section 106 planning obligation. Reference should be made to that planning obligation in conjunction with this decision notice.

3. **Phasing of Community Infrastructure Levy (CIL)**

The phasing of community infrastructure levy (CIL) payments may be very important to your cash flow and viability of your proposed development, especially when if a major

development and/or includes any Self Build Housing aspirations. If any form of phasing is intended, you will need to ensure such phasing is expressly detailed in the planning application prior to determination.

1. You should ensure phasing is clear within the description of development, any conditions imposed and any planning obligations.
2. You will need to also ensure the planning case officer is aware of the intention to phase the development.
3. You will need to include a phasing plan with the application that shows the relevant phases of the development with a clear linear sequence of such phases that align with the phasing of CIL payments that you would find acceptable.

You are strongly advised to contact the infrastructure team (telephone 01449 724563 or email infrastructure@baberghmidsuffolk.gov.uk) prior to any planning application to discuss the detailed phasing details appropriate for your application. Please remember that any commencement of development without phasing agreed upfront is likely to trigger the entire CIL payment to be paid within a very short time period. Importantly we wish to ensure phasing intentions are supported and your development is not faced with any unexpected CIL payment/s that would be detrimental to the development.

4. **Public Rights of Way note**

The granting of planning permission is separate to any consents that may be required in relation to Public Rights of Way, including the authorisation of gates. These consents are to be obtained from the Public Rights of Way & Access Team at Suffolk County Council, as the Highway Authority. To apply to carry out work on the Public Right of Way or seek a temporary closure, visit <http://www.suffolkpublicrightsofway.org.uk/home/temporary-closure-of-a-public-right-of-way/> or telephone 0345 606 6071. To apply for structures, such as gates, on a Public Rights of Way, visit <http://www.suffolkpublicrightsofway.org.uk/home/land-manager-information/> or telephone 0345 606 6071.

1. Nothing should be done to stop up or divert the Public Right of Way without following the due legal process including confirmation of any orders and the provision of any new path. If you wish to build upon, block, divert or extinguish a public right of way within the red lined area marked in the application, an order must be made, confirmed, and brought into effect by the local planning authority, using powers under s257 of the Town and Country Planning Act 1990. In order to avoid delays with the application this should be considered at an early opportunity.
2. The alignment, width, and condition of Public Rights of Way providing for their safe and convenient use shall remain unaffected by the development unless otherwise agreed in writing by the Rights of Way & Access Team; any damage resulting from these works must be made good by the applicant.
3. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of the Public Right of Way with a retained height in excess of 1.37 metres must not be constructed without the prior approval of drawings & specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Applicants are strongly encouraged to discuss preliminary proposals at an early stage, such that the likely acceptability of any proposals can be determined, and the process to be followed can be clarified. Construction of any

retaining wall or structure that supports the Public Right of Way or is likely to affect the stability of the right of way may also need prior approval at the discretion of Suffolk County Council.

4. If the Public Right of Way is temporarily affected by works which will require it to be closed, a Traffic Regulation Order will need to be sought from Suffolk County Council.

5. The applicant must have private rights to take motorised vehicles over the Public Right of Way. Without lawful authority it is an offence under the Road Traffic Act 1988 to take a motorised vehicle over a Public Right of Way other than a byway. We do not keep records of private rights and suggest a solicitor is contacted.

- Public footpath - only to be used by people on foot, or using a mobility vehicle.

- Public bridleway - in addition to people on foot, bridleways may also be used by someone on a horse or someone riding a bicycle.

- Restricted byway - has similar status to a bridleway, but can also be used by a 'non-motorised vehicle', for example a horse and carriage.

- Byway open to all traffic (BOAT) - can be used by all vehicles, including motorised vehicles as well as people on foot, on horse or on a bicycle. In some cases, there may be a Traffic Regulation Order prohibiting forms of use.

6. Public Rights of Way & Access is not responsible for maintenance and repair of the route beyond the wear and tear of normal use for its status and it will seek to recover the costs of any such damage it is required to remedy.

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

5. **Anglian Water note**

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.

6. **Highways Notes**

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.

The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification. The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works,

bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.

7. **Local Lead Flood Authority Notes**

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 2003.

Any discharge of surface water to a watercourse that drains into an Internal Drainage Board catchment may be subject to payment of a surface water developer contribution.

8. **Archaeology Note**

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.

9. **Contamination Notes**

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.

Babergh and Mid Suffolk District Councils have adopted Community Infrastructure Levy (CIL) charging which affects planning permissions granted on or after 11th April 2016 and permitted development commenced on or after 11th April 2016. If your development is for the erection of a new building, annex or extension or the change of use of a building over 100sqm in internal area or the creation of a new dwelling or holiday let of any size your development may be liable to pay

CIL and you must submit relevant documents to our Infrastructure Team telling us more about your development, who will pay CIL and when the development will start. You will receive advice on the amount you have to pay and what you have to do and you can find more information about CIL on our websites here:

[CIL in Babergh](#) and [CIL in Mid Suffolk](#) or by contacting the Infrastructure Team on: infrastructure@baberghmidsuffolk.gov.uk

This relates to document reference: 1856/17

Signed: Philip Isbell

Dated: 7th January 2022

**Chief Planning Officer
Sustainable Communities**

Important Notes to be read in conjunction with your Decision Notice

Please read carefully

This decision notice refers only to the decision made by the Local Planning Authority under the Town and Country Planning Acts and DOES NOT include any other consent or approval required under enactment, bylaw, order or regulation.

Please note: depending upon what conditions have been attached to the decision, action may be required on your part before you can begin your development. Planning conditions usually require that you write to the Local Planning Authority and obtain confirmation that you have discharged your obligations. You should read your decision notice in detail and make a note of the requirements placed on you by any conditions. **If you proceed with your development without complying with these conditions you may invalidate your permission and put your development at risk.**

Discharging your obligations under a condition:

You should formally apply to discharge your conditions and the relevant application forms are available on the Council's website. The Local Planning Authority has 8 weeks to write to you after you submit the details to discharge your conditions. You should always account for this time in your schedule as the Local Planning Authority cannot guarantee that conditions can be discharged quicker than this. A fee is applicable for the discharge of planning conditions.

Building Control:

You are reminded that the carrying out of building works requires approval under the Building Regulations in many cases as well as a grant of planning permission. If you are in doubt as to whether or not the work, the subject of this planning permission, requires such approval, then you are invited to contact the Building Control Section of Babergh and Mid Suffolk District Councils.

Appeals to the Secretary of State

1. If the applicant is aggrieved by the decision of the Local Planning Authority to refuse permission or consent, or to grant permission or consent subject to condition, they may appeal to the Secretary of State for Communities and Local Government. The applicant's right of appeal is in accordance with the appropriate statutory provisions which follow:

Planning Applications: Section 78 Town and Country Planning Act 1990

Listed Building Applications: Section 20 Planning (Listed Buildings and Conservation Areas) Act 1990

Advertisement Applications: Section 78 Town and Country Planning Act 1990
Regulation 15

Town and Country Planning (Control of Advertisements) Regulations 2007

Notice of appeal in the case of applications for advertisement consent must be served within eight weeks of receipt of this notice. Notice of Householder and Minor Commercial Appeals must be served within 12 weeks, in all other cases, notice of appeal must be served within six months of this notice. If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice. If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within six months of the date of this notice, whichever period expires earlier.

Appeals must be made on a form which is obtainable from The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN or online at <https://www.gov.uk/government/publications/modelnotification-notice-to-be-sent-to-an-applicant-when-permission-is-refused>

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he/she will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him/her that permission for the proposed development could not have been granted by the Local Planning Authority, or could not have been so granted otherwise than subject to the conditions imposed by it, having regard to the statutory requirements*, to the provisions of the Development Order, and to any directions given under the Order. The Secretary of State does not in practice refuse to entertain appeals solely because the decision of the Local Planning Authority was based on a direction given by him/her.

2. If permission or consent to develop land or carry out works is refused or granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State and the owner of the land claims that the land has become incapable of reasonable beneficial use by the carrying out of any development or works which has been or would be permitted they may serve on the Council of the district in which the land is situated, a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of Section 137 of the Town and Country Planning Act 1990 or Section 32 Planning (Listed Buildings and Conservation Areas) Act 1990.

*The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70 and 72(1) of the Act.

**LAND AT NORWICH ROAD,
BARHAM**
DESIGN CODE

PREPARED BY PEGASUS DESIGN ON BEHALF OF
TRUSTEES OF TAYLOR WIMPEY EAST ANGLIA
OCTOBER 2022 | P21-3283_2K

“THE CREATION OF HIGH QUALITY, BEAUTIFUL AND SUSTAINABLE BUILDINGS AND PLACES IS FUNDAMENTAL TO WHAT THE PLANNING AND DEVELOPMENT PROCESS SHOULD ACHIEVE. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, CREATES BETTER PLACES IN WHICH TO LIVE AND WORK AND HELPS MAKE DEVELOPMENT ACCEPTABLE TO COMMUNITIES...”

(PARA. 126, NPPF 2021)

ABOUT PEGASUS DESIGN

Pegasus Group's experience embraces all types of projects within the development industry from large scale urban extensions and strategies for area regeneration to renewable energy and residential schemes.

Our work supports planning applications and we have an exceptional understanding of the development control process and planning policy requirements in relation to design. Our design team is well regarded and is increasingly involved in expert design review and witness work.

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

CONTENTS

THE VISION	4
01 INTRODUCTION	6
02 CONTEXT	8
03 MOVEMENT	32
04 NATURE	55
05 BUILT FORM	71
06 IDENTITY	78
07 PUBLIC SPACE	92
08 USES	99
09 HOMES AND BUILDINGS	102
10 RESOURCES	108
11 LIFESPAN	114
12 SUMMARY	117

NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED

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Prepared by Pegasus Design on behalf of Taylor Wimpey East Anglia

Pegasus Design is part of Pegasus Group Ltd

October 2022 Project code P21-3283

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**Taylor
Wimpey**

The Vision

THE DESIGN AIMS TO PROVIDE A BALANCE BETWEEN OPEN GREENSPACE AND BUILT-SPACE, TO CREATE A SAFE WALKABLE NEIGHBOURHOOD WITH A STRONG SENSE OF PLACE THAT RESPONDS TO THE EXISTING CHARACTER OF BARHAM. IN THIS CONTEXT, THE DEVELOPMENT WILL CREATE A TOWNSCAPE THAT IS VARIED AND SYMPATHETIC TO ITS ENVIRONMENT WHILST MOVING THE COMMUNITY TOWARDS A MORE SUSTAINABLE FUTURE, THROUGH AN INCREASE IN HOUSING CHOICE.

About Taylor Wimpey

TAYLOR WIMPEY ARE ONE OF THE UK'S LEADING NATIONAL HOMEBUILDERS OPERATING AT A LOCAL LEVEL FROM 23 REGIONAL BUSINESSES. THEY ARE INTEGRATING SUSTAINABILITY INTO THE WAY THEY WORK, TO CREATE A STRONGER BUSINESS FOR THE LONG TERM AND GENERATE VALUE FOR ALL THEIR STAKEHOLDERS. THEIR COMMITMENT TO SUSTAINABILITY ENCOMPASSES DESIGNING AND BUILDING THRIVING NEW COMMUNITIES FOR THEIR CUSTOMERS, OPERATING SAFELY AND RESPONSIBLY, CREATING A GREAT PLACE TO WORK FOR THEIR EMPLOYEES, AND PLAYING THEIR PART IN PROTECTING THE ENVIRONMENT FOR FUTURE GENERATIONS.

Page 649



PREVIOUS TAYLOR WIMPEY DEVELOPMENTS

PREVIOUS TAYLOR WIMPEY DEVELOPMENTS

01 INTRODUCTION

- 1.1 This Design Code has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Taylor Wimpey East Anglia, in consultation with Mid Suffolk District Council, to accompany the Reserved Matters Planning Application (RMA) for the residential development of Land at Norwich Road, Barham, comprising the erection of 269 dwellings and affordable housing, together with associated access and spine road including works to Church Lane, amenity space including an extension to the Church grounds, and all other works and infrastructure.
- 1.2 This Design Code is prepared in accordance with S106 obligations associated with the initial outline approval for development of the site (LPA Ref: 1856/17).
- 1.3 It is anticipated that the Design Code will include the necessary and appropriate level of detail to satisfy the local authority of the quality of design proposed, as well as developing the following key objectives:
- Build upon and refine the development principles established in the outline planning application, and the accompanying Design and Access Statement;
 - Ensure the overall coordination and consistency across the development;
 - Provide a level of certainty to the landowner, Local Authority, Developer and the community;
 - Set the context for more detailed design work and the subsequent reserved matters applications.
- 1.4 The purpose of this Design Code is:
"...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users."
(Para. 029, PPG, Reference ID: 14-029-20140306)

- 1.5 The Design Code achieves this purpose by adhering to a document structure that is based on the criteria set out within the National Design Guide (NDG). The NDG provides guidance on how to create well-designed and well-built places that benefit people and communities. It outlines ten characteristics which are at the core of a well-designed place.
- 1.6 According to the NDG, Well-designed places have individual characteristics which work together to create its physical **Character**. The ten characteristics help to nurture and sustain a sense of **Community**. They work to positively address environmental issues affecting **Climate**. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.
- 1.7 The ten characteristics for well-designed places, as set out in the NDG, are as follows:
1. Context – Enhances the surroundings;
 2. Identity – Attractive and distinctive;
 3. Built Form – A coherent pattern of development;
 4. Movement – Accessible and easy to move around;
 5. Nature – Enhanced and optimised;
 6. Public Spaces – Safe, social and inclusive;
 7. Uses – Mixed and integrated;
 8. Homes and Buildings – Functional, healthy and sustainable; and
 9. Resources – Efficient and resilient;
 10. Lifespan – Made to last



NDG CRITERIA GUIDE
 THE TEN CHARACTERISTICS OF WELL DESIGNED PLACES

1.8 The structure of the Design Code, therefore, follows the ten characteristics and explores the specific implications of the NDG’s principles of well-design places to the development at Land off Norwich Road, Barham. The following document sections are therefore set out:

	Section 1: Introduction. Outlines the purpose of this document;
	Section 2: Context. Considers the site and its surroundings in terms of the local physical, and social setting, as well as the technical and physical context;
	Section 3: Movement. Sets out site-wide codes related to multiple modes of movement, based on principles of sustainable places;
	Section 4: Nature. Establishes the principles for the design of landscaped areas and public open spaces, as well as the criteria for ecological bio-diversity and water and flood management, which are essential for a sustainable environment;
	Section 5: Built Form. Sets out codes related to the density, buildings and blocks typology, streetscenes and scale of the built form;
	Section 6: Identity. Sets out codes related to configuration of building and spaces which will respond to and consider local character, as well as meet established urban design principles aimed at increasing legibility and way-finding;
	Section 7: Public Space. Sets out codes relating to the streets typology and to the characteristics of the public open space as safe, multi-functional areas for socialising;
	Section 8: Uses. Sets out the principles for an efficient land use, outlining the extent of provision for each land use;
	Section 9: Homes and Buildings. Sets out the expected level of space standards provision and good design principles for the proposed dwellings and their private amenity spaces;
	Section 10: Resources. Sets out the requirements for energy efficient design of homes;
	Section 11: Lifespan. Sets out requirements to ensure the longevity and adaptability of the development, focusing on a management plan and the participation of the local community in place-shaping; and

Section 12: Summary.

1.9 This document and the design principles established within it have been formed with due regard to the outline parameter plans, layout, proposed access, Design and Access Statement and other supporting plans and documents that are submitted in support of the outline application.

1.10 This Design Code has been structured in alignment with the Ministry of Housing, Communities and Local Government “National Model Design Code” (NMDC), a document which aims to:

“...provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.”

(NMDC, p. 1)

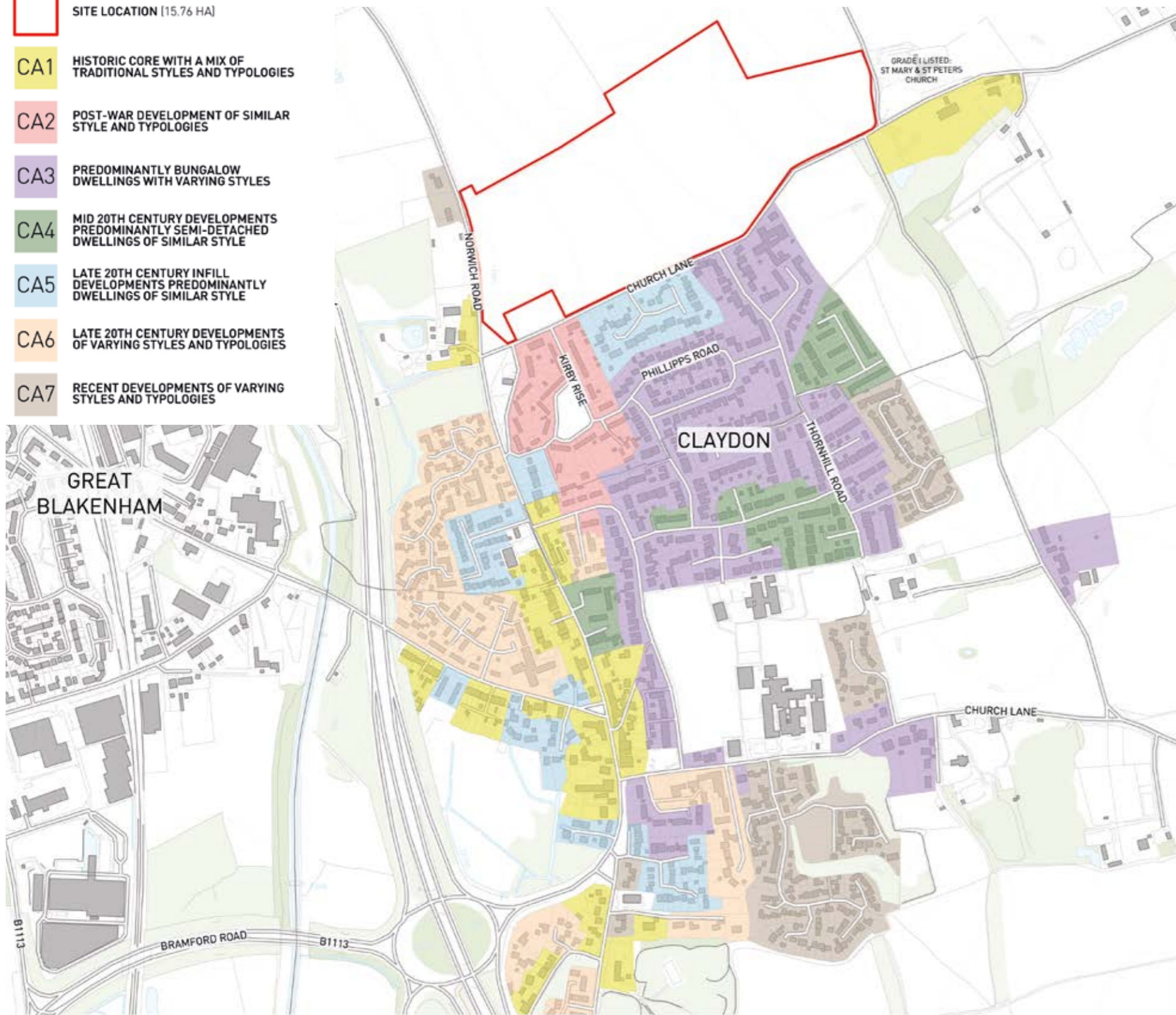
1.11 As part of the Section 106 agreement associated with the approved outline planning application, a number of requirements are set out as criteria to be covered by the Design Code, as follows:

1. Good Design
2. Climate Change
3. Measurable Reductions
4. Use of Renewable Energy
5. Sustainable Travel (walking/cycling/public transport initiatives)
6. Creating a Sustainable Development
7. Creating better places to live.

02 CONTEXT

KEY

- SITE LOCATION (15.76 HA)
- CA1 HISTORIC CORE WITH A MIX OF TRADITIONAL STYLES AND TYPOLOGIES
- CA2 POST-WAR DEVELOPMENT OF SIMILAR STYLE AND TYPOLOGIES
- CA3 PREDOMINANTLY BUNGALOW DWELLINGS WITH VARYING STYLES
- CA4 MID 20TH CENTURY DEVELOPMENTS PREDOMINANTLY SEMI-DETACHED DWELLINGS OF SIMILAR STYLE
- CA5 LATE 20TH CENTURY INFILL DEVELOPMENTS PREDOMINANTLY DWELLINGS OF SIMILAR STYLE
- CA6 LATE 20TH CENTURY DEVELOPMENTS OF VARYING STYLES AND TYPOLOGIES
- CA7 RECENT DEVELOPMENTS OF VARYING STYLES AND TYPOLOGIES



- 2.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken as a basis for informing the proposals.
- 2.2 An understanding of the context, history and the cultural characteristics of the site and its surroundings influences the siting and the design of new developments. Awareness and understanding of the context also contribute to the perception of the development forming part of a sustainable location in proximity to existing communities. Viewing the development as part of the wider context helps creating a positive sense of place, which fosters a sense of belonging and contributes to well-being, inclusion and community cohesion.

CHARACTER TYPES

- 2.3 The National Design Guide states that well-designed new development is influenced by:

"...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;"

(Para. 53, NDG 2021)
- 2.4 The Design Code considers the character and settlement form of several of the village's residential areas in more detail, illustrated on the existing character areas plan opposite, to inform the layout and design of the development proposals. Both villages of Claydon and Barham were considered as part of this character analysis, so that to establish the local vernacular at the site's context.
- 2.5 The Local Character Assessment Plan opposite identifies the distinctive characteristics of the built-form in each of the character areas. The built form, including buildings arrangement, urban grain, architectural detailing, materials and plots setting, will help inform the design principles for development proposals within the site.

LOCAL CHARACTER ASSESSMENT PLAN

CA1 HISTORIC CORE



CA2 POST WAR DEVELOPMENT



CA3 PREDOMINANTLY BUNGALOW DWELLINGS



CA4 MID 20TH CENTURY DEVELOPMENTS



CA5 LATE 20TH CENTURY INFILL DEVELOPMENTS



CA6 LATE 20TH CENTURY DEVELOPMENTS



CA7 RECENT DEVELOPMENTS





PROMINENT MATERIALS & ARCHITECTURAL DETAILING

- 2.6 There are a range of building materials and details throughout Claydon and Barham. These vary depending on their time of construction. Within the historic core along both Norwich Road and Station Road, the Victorian properties are constructed of a mix of buff, red or red-multi brick with prominently slate roofs or clay plain tiles.
- 2.7 Painted brickwork and Render are used occasionally throughout the village, adding visual interest to the overall character. Examples can be found in both the historic core and recent developments.
- 2.8 The more modern and recent development in the local area are constructed with a mix of red and buff brick, with red and brown pantiles roofs or clay plain tiles. Articulation and interest to the building frontages is achieved in a number of ways, including the use of projecting gables and the use of coloured render.
- 2.9 Additionally, the Suffolk Design Guide, which is a Supplementary Planning Guidance document (revised in 2000), identifies the following guiding characteristics as part of the traditional Suffolk palette of materials:

TRADITIONAL COLOURS:

- Orange / Red
- Cream / White
- Grey / Black
- Roofs darker than Walls

TRADITIONAL WALLING:

- Good quality Bricks
- Avoid Yellow and Brown
- Smooth Renders (White, Ivory, Cream, Buff)
- Dark Plinths
- Black Weather-Boarding (Upper Storey or Lower Lean-to)
- Separate fully boarded Garages forming outbuildings

TRADITIONAL ROOFING:

- Black or Orange Pan Tiles / Grey Slates
- Clay plain tiles
- Slate tiles
- Avoid Light or Brown coloured Tiles
- Black Rainwater Goods

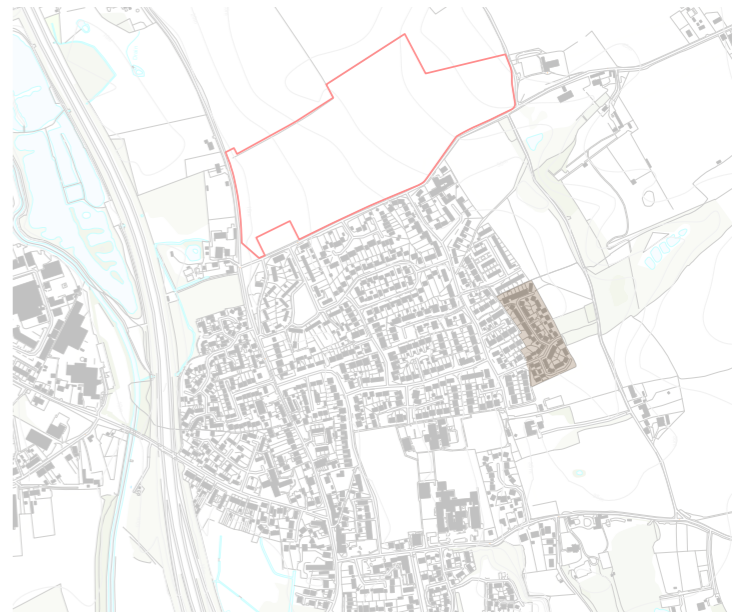
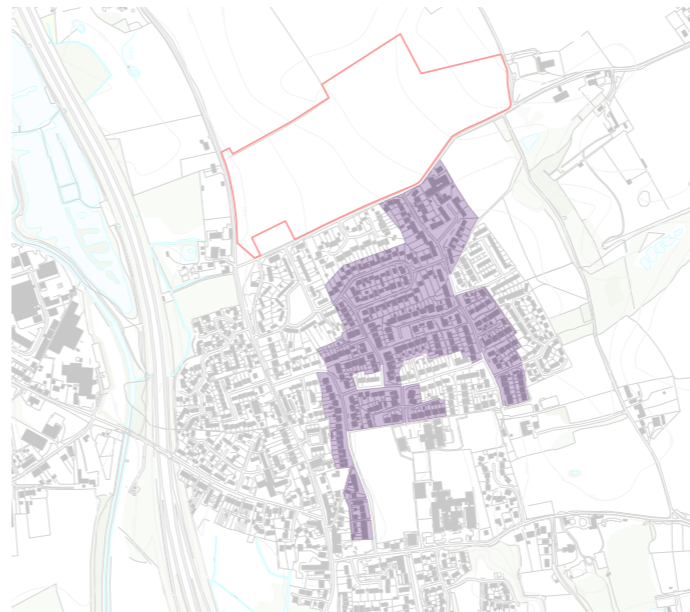
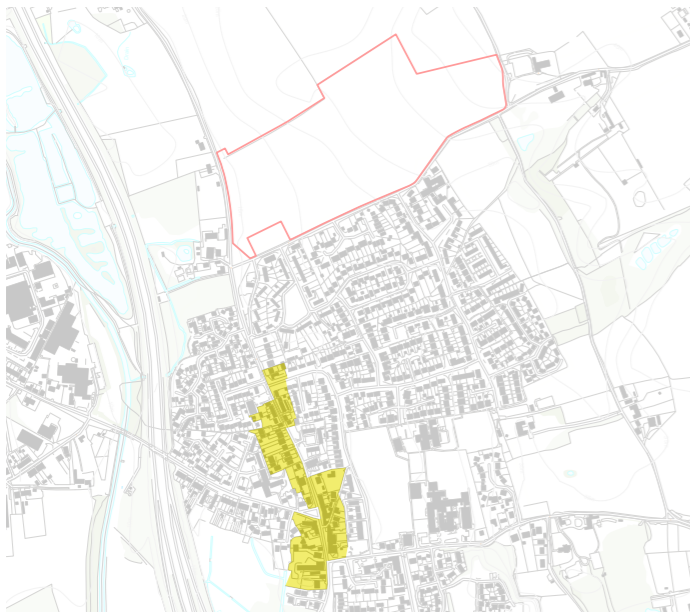
- 2.10 The Design Code considers four character areas out of the seven areas identified as part of the analysis. These four character areas are situated in close proximity to the site and would be relevant to informing the design proposals for the site.



SELF-BUILD DEVELOPMENT OFF NORWICH ROAD



Page 655



CA1 : HISTORIC CORE : NORWICH ROAD

- 2.11 Terraced buildings line the street and are characteristically two storeys in high, with a few instances of one-and-a-half and three storey dwellings.
- 2.12 In the Village centre buildings typically sit on the edge of pavements with small front walled gardens in few locations..

CA3 : LATE 20TH CENTURY INFILL : OLD RECTORY CLOSE

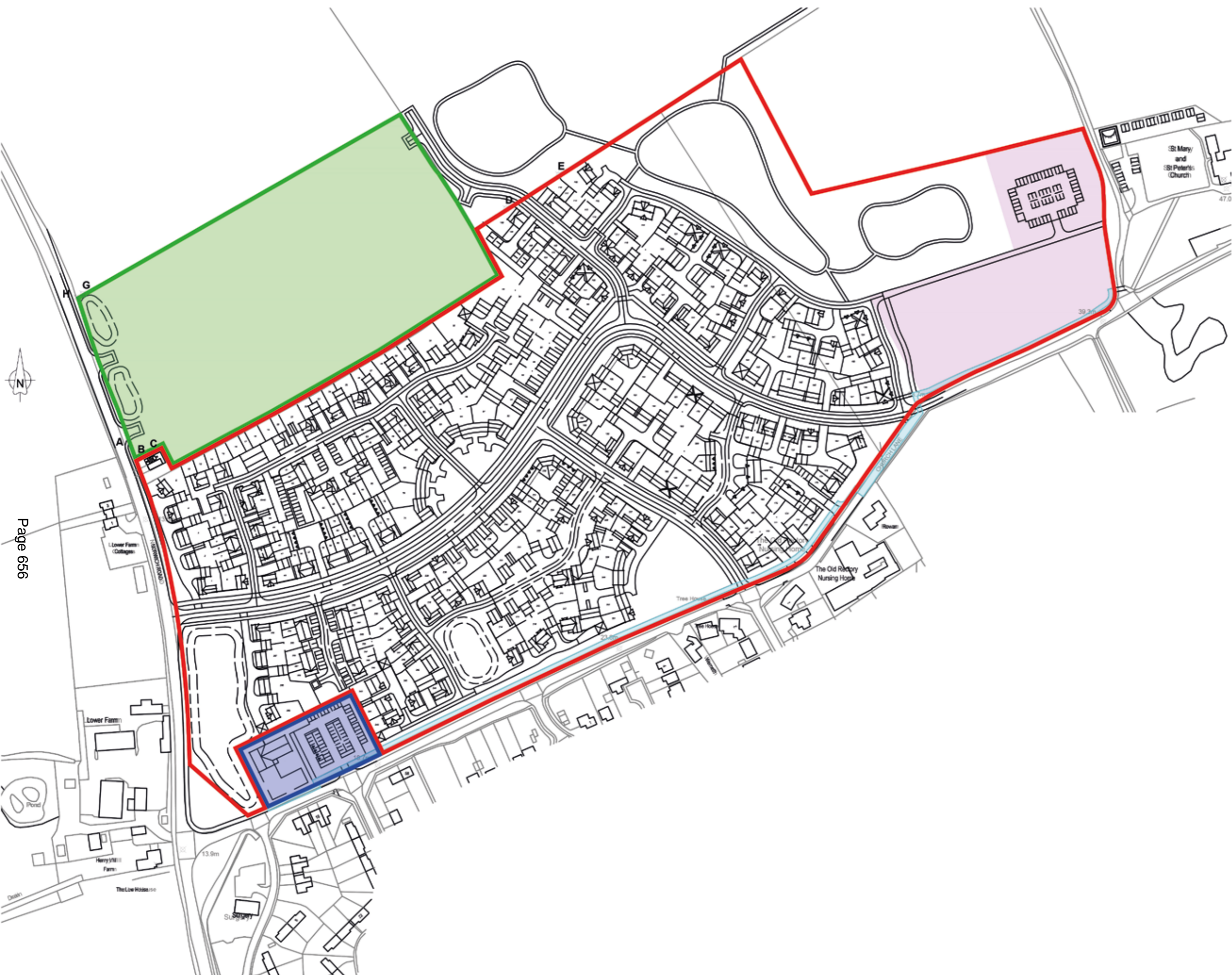
- 2.13 There are a few examples of infill developments throughout the village, with Old Rectory Close neighbouring the site. This is an inward facing development with a mix of two storey detached and one-and-a-half semi-detached dwellings, benefiting from large front gardens which provide a sense of openness.

CA5 : BUNGALOWS : PHILLIPS ROAD

- 2.14 Throughout Claydon there is a prominence of bungalows, these are generally set back from the road with large front and rear gardens. The low density and low building heights create a relaxed atmosphere.

CA7 : RECENT DEVELOPMENT : HEREFORD DRIVE

- 2.15 This development has a distinct character; the dwellings are typically two storey with a mix of colourful render and brick. Along the green edge the larger dwellings benefit from views across neighbouring fields while those along the street create a close-knit street typology.



- KEY**
- Sale Boundary
 - Primary School Site
 - Community Use Site
 - Church Footpath
 - Church Extension Site

SITE CONTEXT

PLANNING HISTORY

- 2.16 Taylor Wimpey acquired the site which is part of the outline planning permission Ref. 1856/17 (with all matters reserved except for access and spine road) for phased development for the erection of up to 269 dwellings and affordable housing, together with associated access and spine road including works to Church Lane, doctor's surgery site, amenity space including an extension to the Church grounds, reserved site for Pre-School and Primary School and all other works and infrastructure. A resolution to grant outline planning permission was obtained on 27th January 2021.
- 2.17 This Design Code covers the area identified within the red line shown in the plan at opposite page, which aligns with the extent of the Reserved Matters Application for the site. Therefore, the area covered by this Design Code excludes the sites for the primary school at the north and the community hub at the south-west.



CONTEXT PARISH BOUNDARIES PLAN



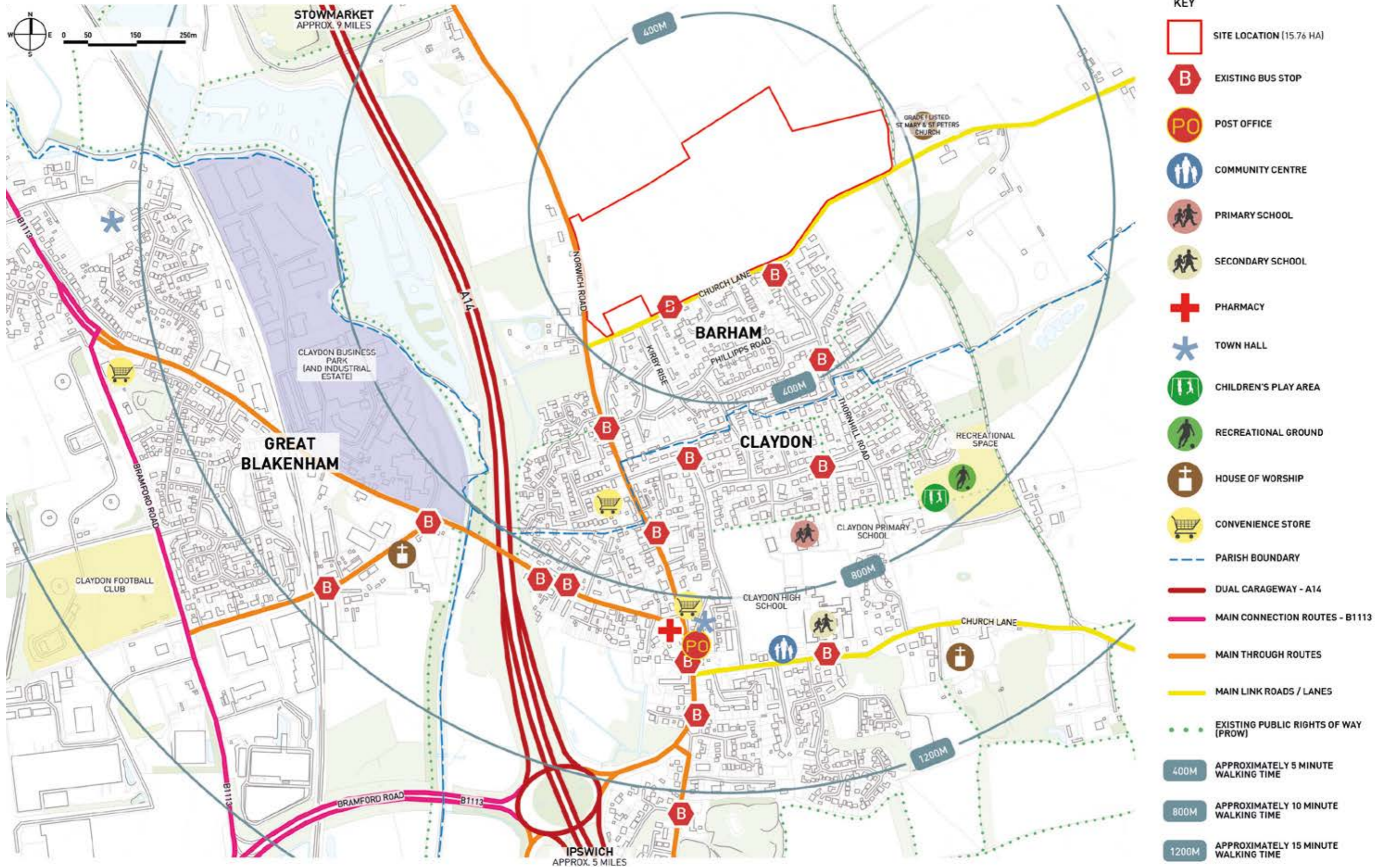
KEY
SITE LOCATION



SITE LOCATION PLAN

THE SITE

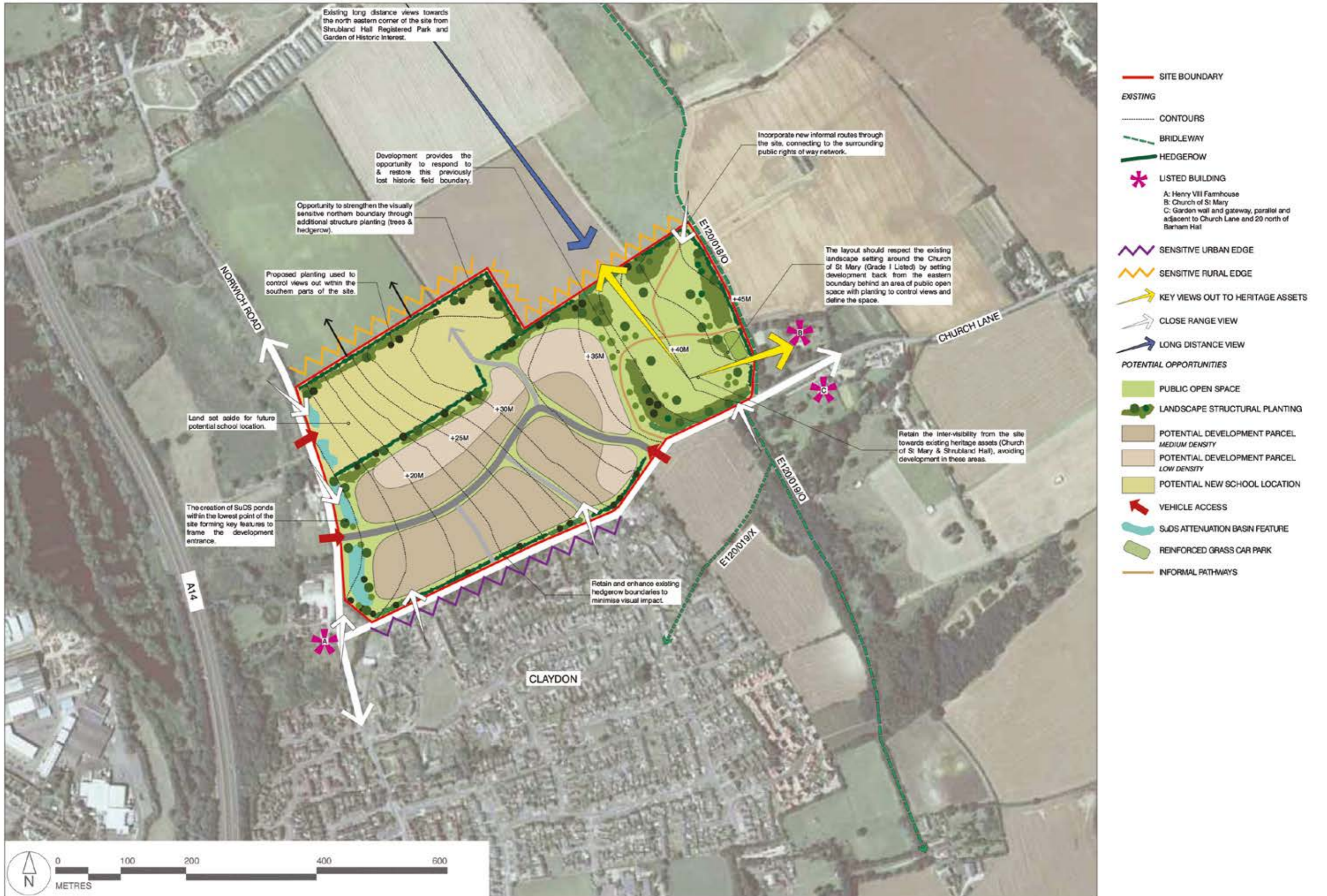
- 2.18 The site is within the boundary of Barham village and located to the south-west of the village which is formed of pockets of settlements. The 15.7 hectares site is in arable use.
- 2.19 To the south of the site is Church Lane, Barham, connecting to Norwich Road along the west boundary. These roads define a strong physical boundary to the site and provide access to residential and commercial properties to the south and west of the site. To the south of Church Lane there is a mix of residential properties, of which mainly the rear gardens front onto the lane. At the north and southern ends, the properties front the lane. There are a broad mix of housing types dating from the later C20 including bungalows, terraced, semi-detached and detached properties. The predominant height of residential buildings in the area are two storeys.
- 2.20 Along part of Church Lane there is a mature tree belt which runs along the rear gardens of the residential properties and are demarcated by close board timber fencing.
- 2.21 To the east of the site is the Grade I listed Church of St Mary and St Peter. The churchyard boundary is delineated with mature trees and hedgerows. High hedgerows run interspersed with trees along the field boundary of the site to Church Lane. To the south of the church is Barham Hall, a large, detached property set in substantial grounds, of which the garden wall and gateway are Grade II listed.
- 2.22 To the south-west corner of the site at the corner of Norwich Road and Church Lane is Barham and Claydon surgery. This is a single storey temporary structure set within a hard surfaced car park, bounded by mature hedgerow and trees. Norwich Road, bounds the site to the west. Opposite the junction with Church Lane and Norwich Road to the west is the Grade II listed Henry VIII Farmhouse. Adjacent to the farmhouse, to the west of Norwich Road, are single storey commercial units accessed off Norwich Road. Beyond to the north and west is agricultural land and the A14.
- 2.23 To the north of the site are arable fields with native hedgerows defining field boundaries. Some distance to the north is Shrubland Hall which is Grade II* listed. This is a historic complex containing a number of designated heritage assets set within the Grade I registered park and garden, which is located approximately 800m from the northern site boundary.



SERVICES & LOCAL FACILITIES PLAN

SERVICES AND FACILITIES

- 2.24 Claydon (with part Barham) is one of the largest villages in district and is designated as a Key Service Centre under Policy CS1 of the Mid Suffolk Core Strategy. It is approximately 4 miles to the north-west of Ipswich and 8 miles from Stowmarket.
- 2.25 The village of Claydon has a wide range of local services and facilities including shops, post office, pub, primary and secondary schools, Barham and Claydon surgery, community hall, as well as a range of small business units.
- 2.26 Claydon also benefits from good bus links to Ipswich and Stowmarket and other locations. The site has good vehicular access from the south by the A14, junction 51 and the A140, via Norwich Road from the north, and from junction 52 of the A14 from the south via Ipswich Road onto Norwich Road.
- 2.27 Situated in close proximity to Claydon's local facilities, coupled by good vehicular connectivity to services the village offers and to major vehicular routes in the area, and supported by a choice of alternative modes of movement such as walking, cycling and public transport, the site is within a sustainable location, making it suitable for a residential-led development.



INITIAL ASSESSMENT - LANDSCAPE OPPORTUNITIES AND CONSTRAINTS

SITE ASSESSMENT

“Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation...”

(Para. 43, NDG 2021)

2.28 Technical studies were carried out in support of the consented outline planning application, aimed at assessing the site and its potential for a residential development. The provided summaries of these reports demonstrate that the site is suitable for development and set out the required mitigation where relevant.

LANDSCAPE AND VISUAL IMPACT

2.29 The landscape of the site is a typical arable field with vegetated boundaries on all sides. The site is contained along most part of the southern boundary to Church Lane by mature hedgerow with intermittent trees. At the southern corner, the hedgerow is less dense, affording views of the fields from Church Lane. There is a small copse of trees at the junction with Church Lane and Norwich Road. Along the western boundary of the site to Norwich Road, there is an open grass verge and ditch.

2.30 The northern boundary to the site is to the adjacent open fields. An established mature hedgerow and trees form the eastern boundary to the adjacent to the Church grounds.

2.31 The site forms part of a rolling landscape with its high point at the north-east, sweeping down to the valley towards the River Gipping to the west.

2.32 The Landscape and Visual Appraisal (LVA, April 2017) submitted with the approved outline planning application provides further information on the landscape characteristics of the site. The appraisal was undertaken to understand, define and record the context, character, setting and sensitivity of the Site, in order to consider its capacity and that of the surrounding landscape and visual resource to accommodate the nature of change proposed.

2.33 The LVA has identified visual receptors that currently share intervisibility with the site and are of the greatest visual sensitivity to the type of development proposed. These comprise:-

- distant views from Shrubland Hall;
- views from the adjacent Church of St Mary and surrounding churchyard;
- residents of Barham Hall (between viewpoints 9 & 11) and other residents adjacent to the Site on Church Lane;
- users of public rights of way: to the south of the Site, on the northern edge of Claydon (viewpoint 8); running along the east boundary of the site and on to the north of the site.

2.34 The most significant views of the Site are from receptors directly adjacent to and in close proximity to its boundaries. There are distant views from Shrubland Hall but these could be mitigated through sensitive design of the layout, form and green infrastructure of the development.

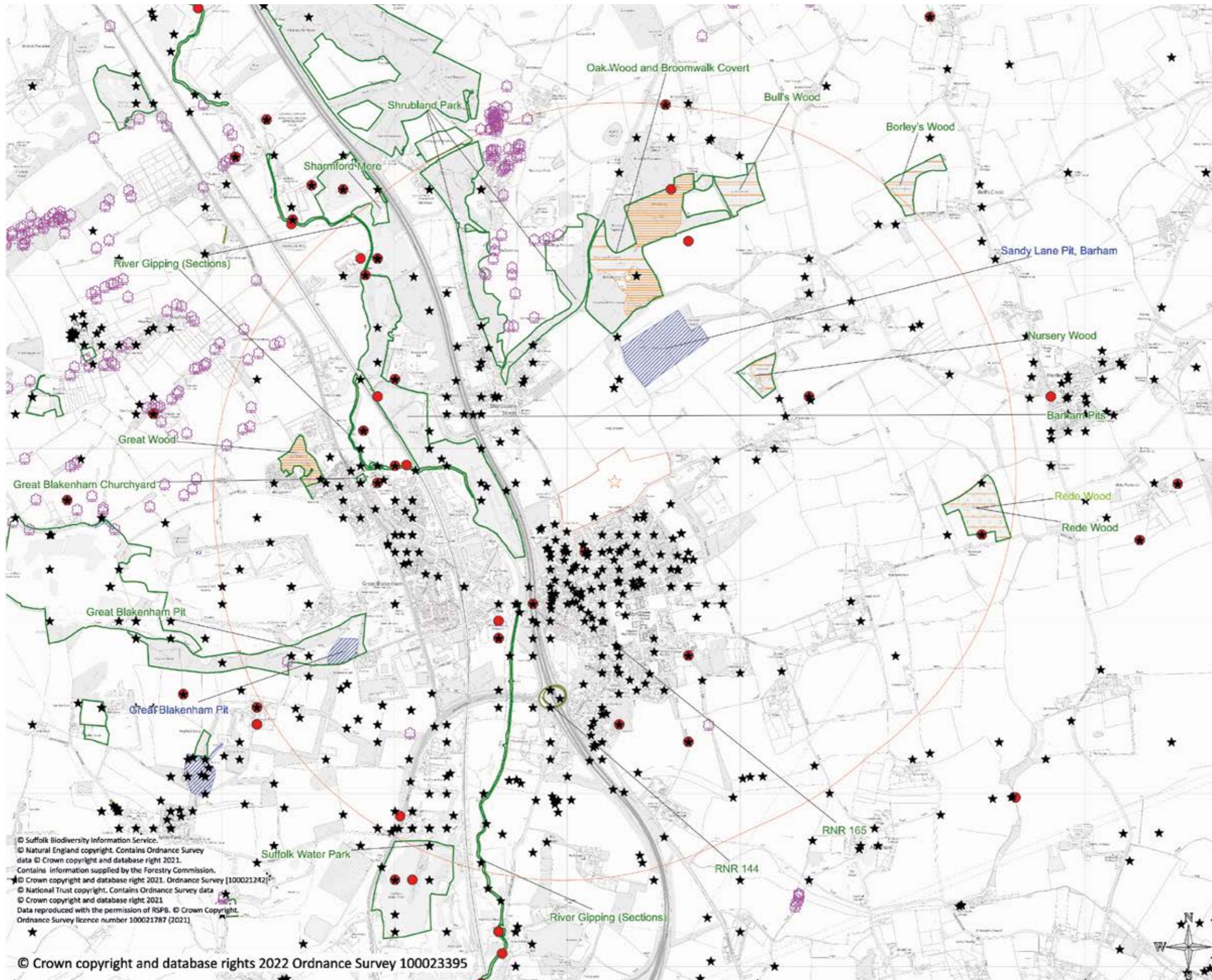
2.35 On the basis of the appraisal, the LVA has made the following design and layout recommendations:

- The scale of development should reflect that of the adjacent settlement edge of Claydon, comprising a mix of single and two storey residential properties.
- The layout should respect and maintain existing intervisibility with Shrubland Hall (with its surrounding Grade I listed Registered Park & Garden of Special Historic Interest) and the areas of the Site surrounding the Church of St Mary (Grade I), avoiding built form in the visually prominent highest north eastern corner of the Site.
- The layout should respect the existing landscape setting around the Church of St Mary. Constraining development to the existing line of the settlement on the east edge of Claydon would provide space to respect this setting, within which blocks of woodland planting can be introduced to define a public open space, as described further below.
- In achieving the above, the layout for development would be focussed on the lower areas of topography, to the middle and western areas of the Site. Lower density development should be sited toward the visually sensitive eastern parts of the site.

- Development along the boundaries should be orientated facing out, particularly along the south boundary to address Church Lane, forming a positive edge to the Site and interacting with the existing northern settlement edge of Barham.



SHRUBLAND HALL CONTEXT PLAN



- Data Enquiry**
- Search Point
 - Search Area
- Protected, Locally Scarce and Rare Species**
- Record Locations (for grids of 6 fig. or greater)
- Schedule 9 Species**
- Record Locations (for grids of 6 fig. or greater)
- Ancient/Veteran/Notable Trees**
-
- Roadside Nature Reserve**
-
- County Wildlife Sites**
-
- County GeoSites**
-
- SSSI**
-
- LNR**
-
- SPA**
-
- SAC**
-
- RAMSAR**
-
- NNR**
-
- SWT Reserve**
-
- Ancient Woodland Inventory**
-
- AONB**
- Suffolk Coast and Heaths or Dedham Vale
- National Park**
- The Broads
- Other Public or Conservation Ownership/Management**
- Forestry Commission, National Trust (public access), RSPB (public access)

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ECOLOGY AND BIODIVERSITY

- 2.36 A Preliminary Ecological Appraisal (PEA) was carried out (April 2017) to support the approved outline planning application for the development.
- 2.37 The PEA was based on a desk study to obtain and review records of protected / notable species and habitats within a defined search area from the centre of the site. Additionally, a Phase 1 Habitat Survey was carried to obtain a baseline ecological information over the area. All habitat types present on site and dominant plant species were recorded on a map.
- 2.38 The PEA has identified three statutory designated sites within 2 km from the site:
- Sandy Lane Pit, Barham Site of Special Scientific Interest (SSSI);
 - Great Blakenham Pit SSSI; and
 - Rede Wood Local Nature Reserve (LNR).
- 2.39 Eight non-statutory designated sites were highlighted within 1 km from the site:
- River Gipping (Sections) County Wildlife Site (CWS);
 - Barham Pits CWS (including wetland habitat);
 - Shrubland Park CWS;
 - Oakwood / Broomwalk Cover CWS;
 - Nursery Wood CWS;
 - Mid Suffolk 166 CWS & Roadside Nature Reserve (RNR) 165;
 - Mid Suffolk 166 CWS & RNR 144; and
 - Mid Suffolk 188 CWS & RNR 106.
- 2.40 Two Habitats of Principal Importance were highlighted within 500 m from the site:
- Deciduous woodland; and
 - Woodpasture and parkland.
- 2.41 Suffolk Biodiversity Information Service (SBIS) holds records of plants, invertebrates, reptiles, great crested newt (GCN), birds, badger, bats, brown hare, hedgehog, and invasive species within the search radius.
- 2.42 Five habitats were identified during the Phase 1 Habitat Survey including improved grassland, arable, species-poor intact hedgerow, species-poor hedge with trees, and dry ditch.
- 2.43 Recommendations in the PEA include:
- NOTABLE HABITATS:**
- 2.44 Generic mitigation is recommended to avoid / minimise generation of excessive litter, dust, noise and vibration during the construction phases of the proposed development.
- PROTECTED SPECIES:**
- 2.45 In light of the findings it is considered further pond work for (great crested newt) GCN is required. Advisory notes have also been prepared below for reptiles, birds, badger, bats, hedgehog and brown hare in order to help achieve a neutral developmental impact for the respective species / species groups:
- Reptiles: Clearance of vegetation and any excavation works should be undertaken when the species are active and can readily disperse. This should also be timed around the nesting bird season unless an ecologist is present to check for the presence / absence of active nests. Habitat displacement / manipulation should be undertaken using a staged approach to allow reptiles to naturally move out of the area. Accordingly, this displacement / manipulation should consist of the gradual removal of suitable habitat, working west to east (dispersing any animals towards the adjacent allotment area);
 - Birds: Any vegetation removal, or actions that will impact upon vegetation, should be carried out outside of the peak nesting bird season. Works must also adhere to the schedule of reptile mitigation if clearing to ground. Any suitable habitats to be lost should be replaced within the site with native and locally appropriate species. Artificial lighting should be standardised within the development plans where it cannot be otherwise reasonably avoided. In instances where it is deemed necessary, it should be designed and positioned to minimise any adverse impacts on the retained surrounding vegetation. Such measures include the use of hoods and cowls and directional lighting away from adjacent areas of scrub / trees.
 - Badger: All site excavations and trenches must either be covered overnight or have a basic ramp fitted during the construction phase to enable any animals that fall within to easily find means of escape.
 - Bats: In terms of bat activity and disturbance, works should be undertaken during daylight hours and artificial lighting should be avoided wherever possible. Where this is not possible (i.e. during certain construction activities), light spillage onto any linear features should be avoided by the use of directional lighting (i.e. the use of hoods and / or cowls).
 - Hedgehog: Site clearance to be undertaken with due consideration for the likely presence of this species, especially around hedgerows. Hedgehog friendly fences / walls / gates also to be installed.
 - Brown hare: A dense woody buffer using native species such as hawthorn and blackthorn is recommended along the northern boundary.

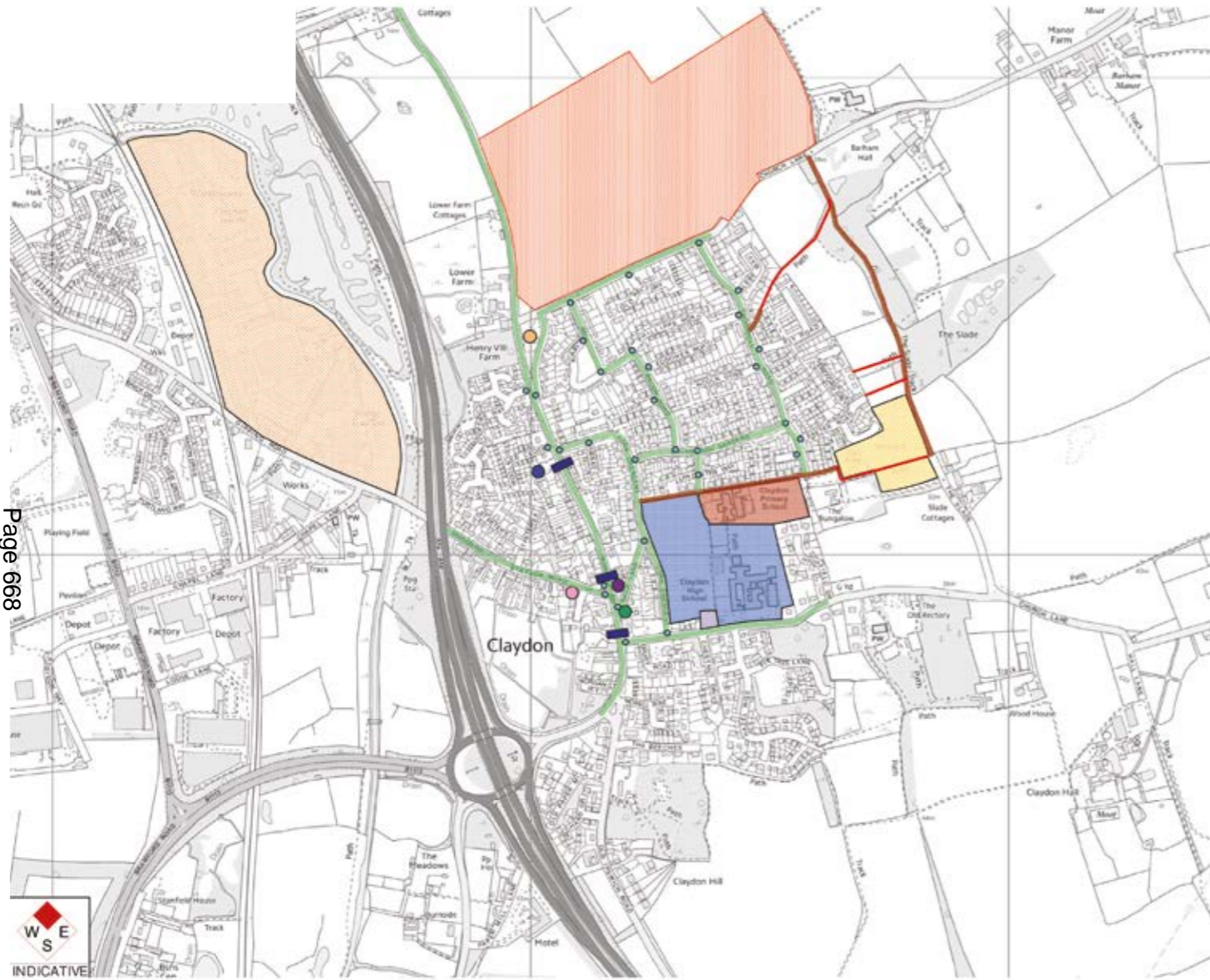


FLOOD MAP FOR THE SITE AREA - EXTRACT FROM ENVIRONMENT AGENCY FLOOD MAPS FOR PLANNING

HYDROLOGY AND DRAINAGE

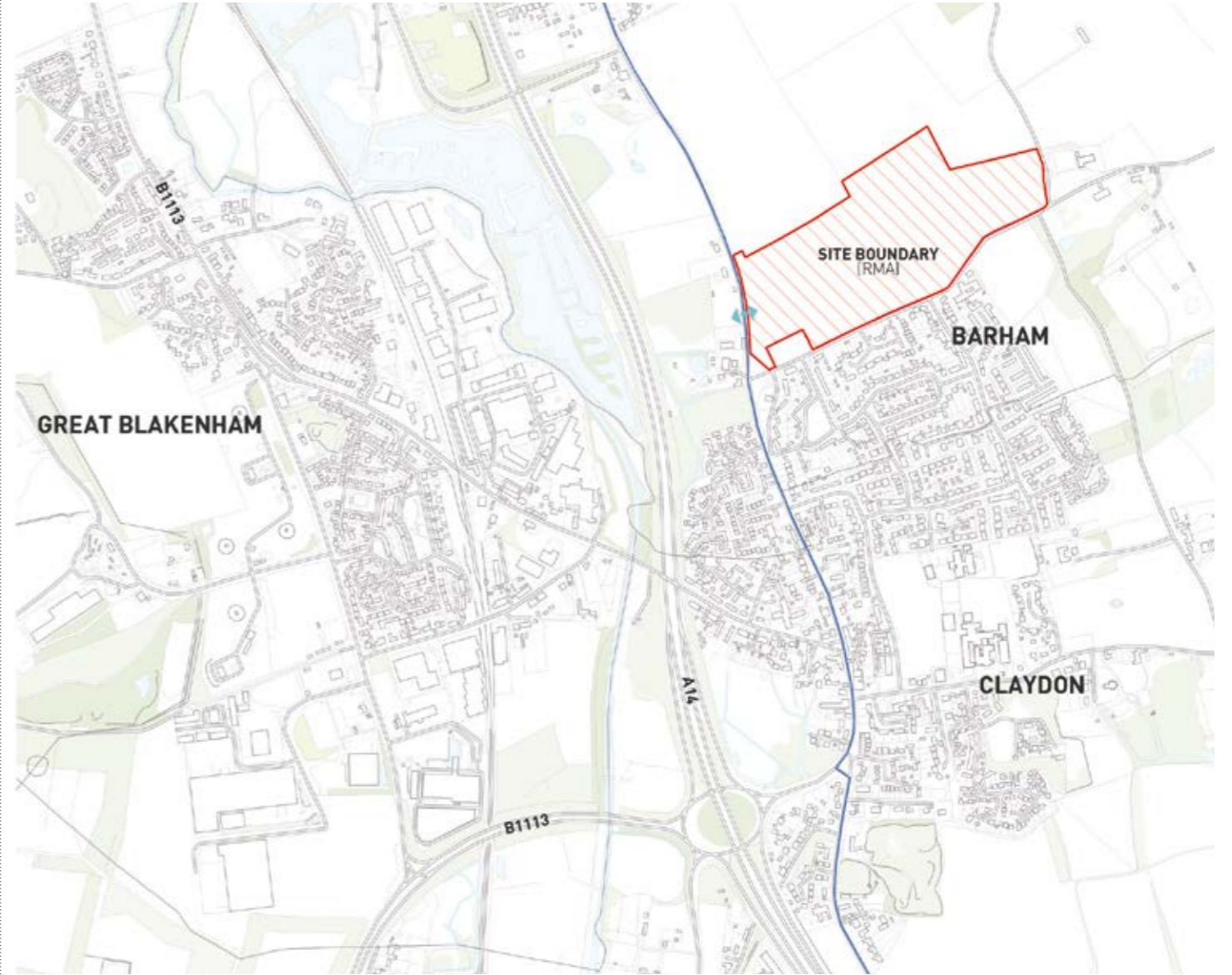
2.46 A specialist consultant has reviewed the hydrology and drainage issues pertinent to the development, and mitigation measures if necessary. A Flood Risk Assessment was carried out in May 2017 in support of the consented outline planning application. The Assessment concluded that:

- Fluvial Flooding – The proposed site is shown to lie in the low probability flood zone (Flood Zone 1) according to the Environment Agency flood maps.
- Other sources of flooding – Other flood risks to the site have been assessed as low and the site is therefore considered to be at a low risk of flooding from all sources. This includes risk of flooding from surface water (both off-site and on-site), infrastructure flooding, water bodies and groundwater.
- Surface water drainage strategy – Surface water drainage will be dealt with by a mix of infiltration where ground conditions are suitable and by an off-site discharge to the Anglian Water sewer where infiltration is not feasible. Connection will be to manhole O521 at a rate of 34.7 l/s.
- Foul water drainage strategy – The foul water drainage strategy shows a connection to the AW sewer at AW manhole 9300 located in Norwich Road to the south of the site. It is proposed to discharge foul water from the site via a new pumping station at a rate of 5 l/s. The AW pre-development report identified that the proposals would be likely to have a detrimental effect on the public sewerage network. A Developer Impact Assessment (DIA) was therefore produced to identify mitigation measures which confirmed that appropriate mitigation measures could be provided off-site at Norwich Road and at Claydon-Ipswich pumping station.



PEDESTRIAN ACCESSIBILITY PLAN

- Key:**
- Application Site
 - Recreational Space
 - Barham & Claydon Community Centre
 - Claydon High School
 - Claydon Primary School
 - Industrial Estate and Business Park
 - Post Office
 - Town Hall and Bakery
 - Pharmacy
 - Cooperative Food Store
 - Barham & Claydon Surgery
 - Uncontrolled Pedestrian Crossing
 - Controlled Zebra Crossing
 - Footway
 - Footpath
 - Public Right of Way



CYCLE ROUTE PLAN

- KEY**
- SITE LOCATION (RMA)
 - CYCLE ROUTE 51
 - CYCLE CONNECTION INTO THE SITE

ACCESS

- 2.47 A Transport Assessment was prepared in April 2017, in support of the consented outline planning application.
- 2.48 The Transport Assessment provides an overview of the planning policies which are relevant to the outline application, and demonstrates that the proposals are in accordance with the National Planning Policy Framework as well as with local guidance and policies. The Assessment concluded the following:
- An audit has been carried out of existing levels of accessibility at the site by all modes of transport and concludes that there is a good level of connection to a range of services and facilities within an easy walking or cycling distance from the site.
 - The proposed access works and internal layout have been designed with reference to relevant design guidance and are considered to represent a safe and suitable provision for the movements of people by sustainable travel modes.
 - A forecast of vehicular traffic which may be generated by the development proposal has been carried out using a trip generation database. The residential element of the results have been compared with a survey of a local residential street to ensure the forecasts are representative.
 - An assessment of the likely impact of the vehicular traffic associated with the development has been carried out. Traffic models have been created for key local junctions using recent traffic survey data for each. The application of future year scenarios, both with and without development traffic, has demonstrated that the proposals will not have a detrimental impact on the operation of the local highway network.
 - In summary, the development proposals are in accordance with the National Planning Policy Framework as the residual impacts of development are not severe.

- 2.49 Additionally, the proposals (as set out in the outline stage) align with the principles underpinned within Babergh and Mid Suffolk District Council’s Local Cycling and Walking Infrastructure Plan, according to which Norwich Road forms an integral part of the the walking and cycling network in the area.
- 2.50 As part of the Infrastructure Plan, Babergh and Mid Suffolk are set to agree a cycling and walking plan as a wishlist of 200 improvement schemes, one of which include the delivery of better segregation from traffic on B1113, between Bramford (to the south) and Claydon. The pedestrian and cycle connection point into the site off Norwich Road contributes to facilitating this strategy.



LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN – EXTRACT FROM BABERGH AND MID SUFFOLK DISTRICT COUNCIL’S LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)





UTILITIES

2.51 A Utility Report was prepared in May 2017, in support of the consented outline application, to establish required level of utilities mitigation to be associated with the proposed development. The report's findings are as follows:

- Points of Connection are available for all services.
- The water reinforcement will be the largest element of the provision of services to the proposed site.
- The gas reinforcement costs will be covered by National Grid.
- Depending on the location of the various elements within the development there may be some diversionary action required.
- BT Fibre is available to the site.
- The loading allowances included for the three form entry Primary School allows future expansion of the development and therefore provides robust analysis of the sites utility demands.



CHURCH OF ST MARY AND ST PETER

HERITAGE ASSESSMENT SUMMARY

- 2.52 A Heritage Statement was prepared in May 2017, in support of the previously approved outline application (LPA ref. 1856/17)
- 2.53 The Heritage Statement states that the earliest record of activity within the vicinity of the site is Roman remains as the site is Combretovium – a Roman fort at a crossing point to the north on the River Gipping. There is evidence of a late C6-C9 Saxon settlement to the north of the site near the location of the mineral's extraction site.
- 2.54 Claydon was described in 1865 as being a large village featuring a railway station and a population of 501. The area of the parish was 950 acres.
- 2.55 In 1888, the south of Church Lane was another series of fields with the rectory placed within its own enclosure approximately equidistant along Church Lane between Norwich Road and Barham Hall.
- 2.56 By 1957, Claydon had expanded northwards with development along Norwich Road, however it was not until the 1960s that Claydon really grew substantially to its present size.
- 2.57 The rectory survived as part of this development but was demolished by the time of the 1978 1989 1:10,000 OS survey to make way for Old Rectory Close.

- 2.58 As set out in the Heritage Statement, nearby heritage assets with potential to be affected by the proposed development have been identified and assessed. The heritage assets potentially affected are the Grade I listed Church of St Mary and St Peter, Grade II listed Henry VIII Farmhouse, Grade II listed Barham Hall garden wall and gateway, and Shrubland Hall (Grade II* listed hall set within a Grade I registered park and garden).
- 2.59 The Statement considers the impact of the development on their heritage significance with reference to the indicative layout provided with the outline planning application. Subject to detailed design and mitigation features that can be secured at the reserved matters stage, the Heritage Assessment concluded that there is potential to accommodate the scale of development proposed with only modest adverse impact on the significance of the Church of St Mary and St Peter, and minor impact on the significance of Shrubland Hall. The scale of harm would fall within the less than substantial harm bracket with reference to the NPPF tests. The Statement concludes that, subject to detailed design, there would be no material adverse impact on the significance of Barham Hall garden wall and gateway, or Henry VIII Farmhouse.



BARHAM HALL GARDEN WALL AND GATEWAY

ARCHAEOLOGY ASSETS

- 2.60 An Archaeological Evaluation Report was carried out in January 2017 in support of the consented outline planning application.
- 2.61 One hundred and sixteen archaeological evaluation trenches were excavated on land off Norwich Road, Barham and Claydon, in order to inform any archaeological mitigation strategies associated with an application for outline planning permission.
- 2.62 The evaluation was carried out in conjunction with a geophysical survey of the site and a detailed analytical report of metal detected finds from the site was also commissioned.
- 2.63 Archaeological deposits were identified in fifty-five of the trenches with the remaining sixty-one being empty. Pottery recovered from these deposits shows activity on the site from the Neolithic through the Bronze Age and Iron Age. Settlement continued through the transition to Roman rule and on into the Anglo-Saxon period. A number of both dated and undated ditches were recorded, mainly representing a succession of field systems but also a probable Late Iron Age to Roman double ditched enclosure.
- 2.64 Analysis of the metal detected finds suggests high status Anglo-Saxon activity to the east of the site with direct evidence of settlement shown by the excavation of a sunken featured building, containing an inhumation which has been radiocarbon dated to the late sixth to early seventh centuries, and the identification of a buried dark earth deposit. Evidence of further possible structures was identified in the form of a number of postholes, again possibly relating to the Anglo-Saxon period.
- 2.65 The conclusions of the report are that there has been multi-period occupation of the site with evidence dating from the late Neolithic through to the late Anglo-Saxon periods. The surviving archaeological deposits present are of regional significance. Further archaeological mitigation may therefore be required in archaeologically sensitive areas.
- 2.66 The assessment concludes that the areas of highest sensitivity from an archaeological perspective are at the eastern end of the site in proximity to the church. Accordingly, this has been accommodated into the indicative layout with these areas kept free of residential development, retained as open space and land to be given to the church. This approach has been agreed in pre-application discussions with Suffolk County Council Archaeological Service.



DISTRIBUTION OF ROMAN METAL DETECTOR FINDS



- KEY**
- SITE LOCATION (15.76 HA)
- OPPORTUNITIES:**
- POTENTIAL AREA FOR RESIDENTIAL DEVELOPMENT
 - POTENTIAL AREA OF GREEN INFRASTRUCTURE (5.4HA) (WILL INCLUDE SUSTAINABLE DRAINAGE FEATURES & CHILDREN'S PLAY AREAS)
 - ➔ POTENTIAL PRIMARY ACCESS POINT
 - ➔ POTENTIAL SECONDARY ACCESS POINT
 - ➔ POTENTIAL FUTURE LINK TO PRIMARY SCHOOL SITE
 - ➔ POTENTIAL PRIVATE DRIVE ACCESS POINT
 - ✱ POTENTIAL PEDESTRIAN/CYCLE ACCESS POINTS
 - EXISTING PUBLIC RIGHTS OF WAY (PROW)
 - ⋯ OPPORTUNITY FOR PEDESTRIAN AND CYCLE ROUTES (INCLUDING SAFE ROUTES TO SCHOOL)
 - ↔ OPPORTUNITY FOR GREEN CONNECTING CORRIDOR
 - ✱ POTENTIAL LOCATIONS OF SUSTAINABLE DRAINAGE (SUDS) FEATURES (SWALES)
 - ✱ POTENTIAL LOCATIONS OF ATTENUATION BASINS
 - ▲ OPPORTUNITY FOR DWELLINGS TO FRONT ONTO EXISTING ROADS
 - ▲ OPPORTUNITY FOR DWELLINGS TO OVERLOOK AREAS OF PUBLIC OPEN SPACE
 - ✱ OPPORTUNITY FOR CHILDREN'S PLAY AREAS
 - ➔ OPPORTUNITY FOR STRENGTHENED PLANTING ALONG BORDER WITH THE PRIMARY SCHOOL SITE
 - ➔ OPPORTUNITY FOR STRENGTHENED BOUNDARY PLANTING
 - ➔ SENSITIVE EDGE - OPPORTUNITY FOR STRENGTHENED PLANTING ALONG BORDER WITH THE CHURCH
- CONSTRAINTS:**
- EXISTING GRADE I LISTED CHURCH OF ST MARY & PETER'S
 - ▲ NEW DWELLINGS SHOULD RESPECT THE PRIVACY AND AMENITY OF THE CHURCH
 - ✱ EXISTING TREES & VEGETATION (SUBJECT TO TREE SURVEY)
 - SITE TOPOGRAPHY CONTOURS DEVELOPABLE AREA OF THE SITE SLOPES AT APPROXIMATELY 20 M
- SITE FEATURES PLAN**

OVERVIEW OF SITE CONTEXT

2.67 The results of the various site studies were used to inform and structure the development proposals at the outline planning application stage. These are illustrated, where appropriate, on the site features plan presented opposite:

- Opportunity for the provision of a sustainable development, which can accommodate up to 300 dwellings, supported by public open space, landscaping, a new attenuation area and children's play areas;
- Proximity to the Church of St Mary and St Peter, situated to the east of the site, requires mitigation to protect the setting of this Grade I listed building, such as a landscape open space acting as a buffer;
- Proposed dwellings at the interface with this buffer will need to respect the church's setting, in scale, height and density;
- Primary access points to the site should be obtained off Norwich Road to the west and Church Lane to the south-east;
- Potential for a bus route through the site, along a primary route, supporting the existing network of public transport;
- Landscape buffer will be required along the site's southern edge, to protect the private amenity of existing plots situated in this location;
- Opportunities for additional landscape buffer along the site's western edge, incorporating Sustainable Drainage Systems, as this is the lower part of the site;
- Opportunity for dwellings fronting Norwich Road, contributing to the street scene;
- Opportunities to incorporate pockets of green amenity public open spaces, as well as 'village green' type of spaces, featuring formal children's play area, to contribute to the attractiveness and sustainability of the scheme;
- Retention and integration of vegetation in order to enhance the setting of the development, which shall assist in creating a 'sense of place';
- Opportunities for creating recreational activities within the proposed green open space, encouraging new and existing residents to use the space near their home; and
- Retention of existing hedgerows along the site's boundaries to protect and enhance existing habitats and contribute to biodiversity

03 MOVEMENT

“Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.”

Para. 75, NDG 2021)

- 3.1 An audit of existing levels of accessibility at the site by all modes of transport was carried out as part of the Transport Assessment, submitted as part of the consented outline planning application. The audit has concluded that there is a good level of connection to a range of services and facilities within an easy walking or cycling distance from the site.
- 3.2 The Transport Assessment has set out the access strategy for the proposals, while placing an emphasis of alternative modes of transport, such as cycling, walking and using public transport, as attractive and reasonable means of movement within and out of the site, which contribute to the development’s sustainability. This principle is to be carried out forward and maintained as integral part of future Reserved Matters Applications to the site.
- 3.3 Proposals for Land off Norwich Road, Barham will be required to follow the **Movement** principles set out within the National Design Guide (NDG), forming part of the ten characteristics for well-designed places. Three overarching targets are outlined in the NDG to promote a sustainable movement strategy and ensure the place is accessible and easy to move around:
 - A connected network for all modes of transport;
 - Active travel; and
 - Well-considered parking, servicing and utilities infrastructure for all modes and users.

- 3.4 Design parameters for the development at Land off Norwich Road are coded for each of these overarching Movement goals, as set out below.

A CONNECTED NETWORK

- 3.5 A connected network and hierarchy of routes for all modes of transport, according to the NDG, form the circulatory system of any settlement and its design will determine how easy and safe it is to get around for all and how it links destinations to public transport. In alignment with the Ministry of Housing, Communities & Local Government’s “Guidance Notes for Design Codes” (2021), design parameters are coded for the following Movement components:
 - The street Network;
 - Public Transport; and
 - Street Hierarchy.

THE STREET NETWORK

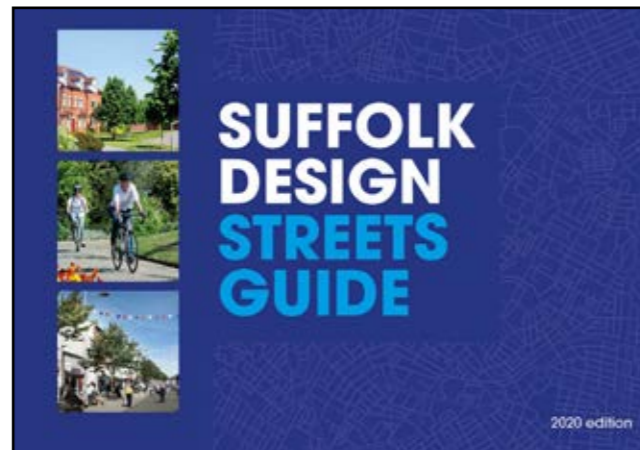
- 3.6 The “Guidance Notes for Design Codes” highlights the main characteristics of a connected street network:

“A connected street network is one that provides a variety and choice of streets for moving around a place. It is direct, allowing people to make efficient journeys. Direct routes make walking and cycling more attractive and increase activity, making the streets feel safer and more attractive. Connected street networks form the basis of most of our beautiful and well-used places. They are robust, flexible and have been shown to stand the test of time.”

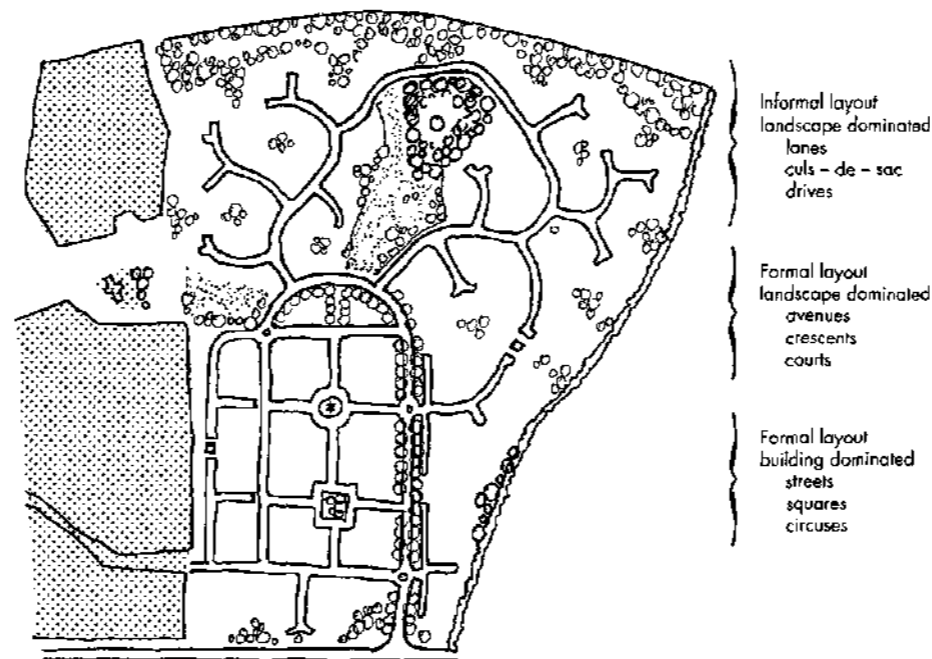
(Guidance Notes for Design Codes, p. 8)
- 3.7 A well-connected street network will be required to ensure that each street has more than one connection to another street, while cul-de-sacs are reserved for tertiary level street types. Additionally, connected streets will allow permeability for different users, offering a safe and secure movement corridor with high level street activity and passive surveillance.

3.8 The emerging “Suffolk Design – Street Guide” identifies the following design principles which underly a well-designed street network:

- Regarding the function of the street as public thoroughfare in a built environment, which has a public realm function and can cater for a variety of different users. Five principal functions are considered:
 - » Place
 - » Movement
 - » Access
 - » Parking
 - » Utilities
- Streets should be designed for users (pedestrians, cyclists, public transport users, equestrian and recreational users, as well as vehicles;
- Street should incorporate Sustainable Drainage Systems;
- Streets should facilitate crime prevention through environmental design;
- Incorporating a wide range of physical components within the street design, such as varied surfaces and kerbs, street furniture and trees and planting; and
- Incorporating utilities and lighting.



3.9 The adopted “Suffolk Design Guide for Residential Areas” SPG (revised in 2000) – Shape of Development section outlines the pattern of street networks in new developments. According to this guidance document, consideration should be given to creating road patterns more in keeping with traditional forms of settlements found in Suffolk. At the same time, it suggests that the hierarchical approach for the design of street network in a “tree-like” structure where road patterns are fanning out in a loose form, ending in cul-de-sacs may be suitable for small scale developments. Instead, in larger scale developments, there is a need to introduce road patterns which are joined in a network, lending the development shape and variety.

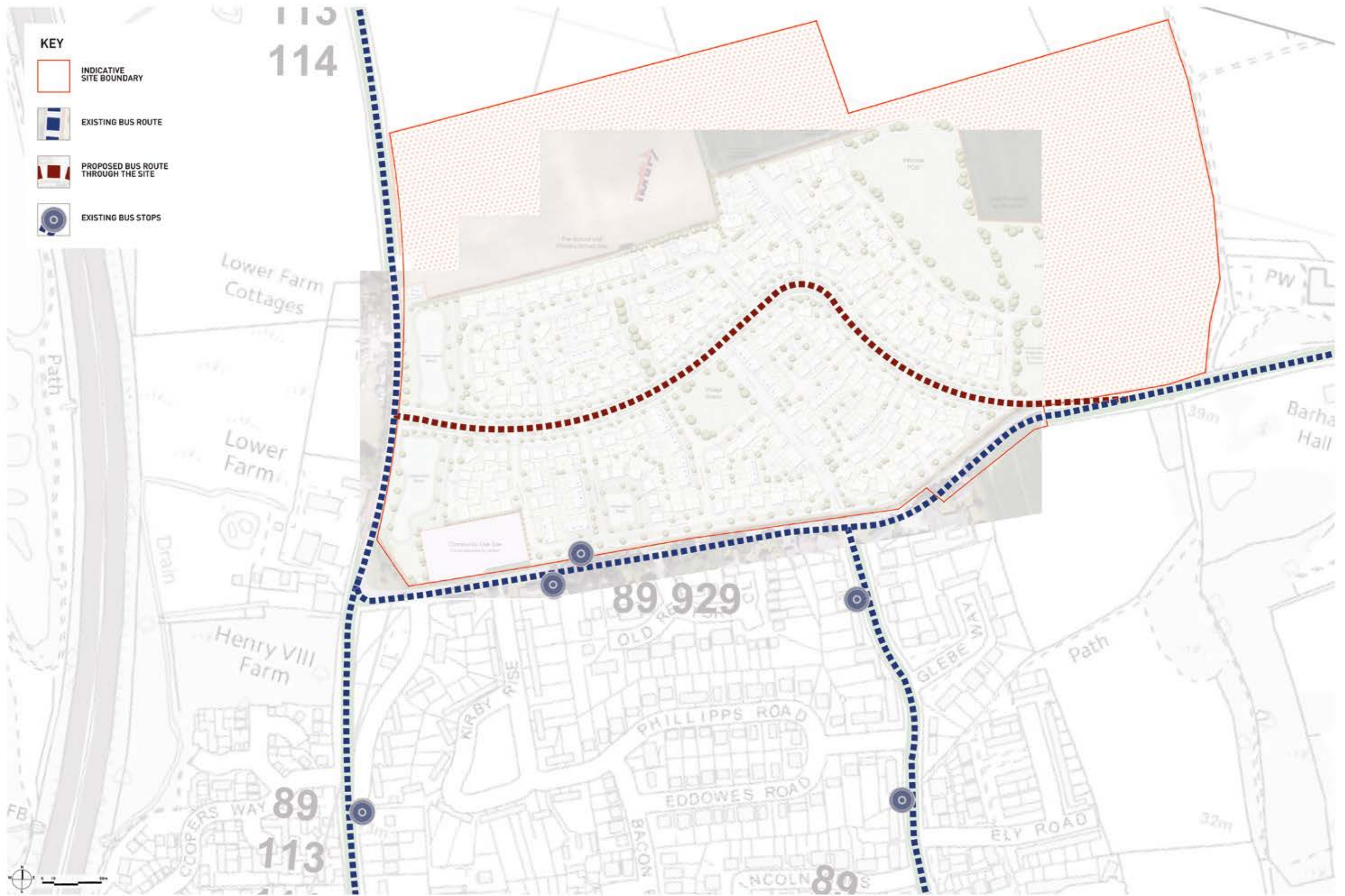


STREET PATTERNS AND THEMES – EXTRACT FROM SUFFOLK DESIGN GUIDE FOR RESIDENTIAL AREAS SPG / SHAPE OF DEVELOPMENT

3.10 In the context of the development at Land off Norwich Road, Barham, a connected street network will need to incorporate these principles, and comprise a street pattern which essentially limits the cul-de-sac arrangement, reserving it for tertiary level of streets.

3.11 At the same time, the network will need to incorporate vehicular connections and design criteria as identified in the Transport Assessment, submitted as part of the consented outline planning application, as follows:

- To achieve vehicular access to the residential development, a new priority junction is proposed from the eastern side of Norwich Road. The junction has been designed to accommodate bus movements from the site to Norwich Road.
- Visibility splays should be provided in accordance with the 85th percentile traffic speed recorded as part of the traffic survey.
- From the Norwich Road access junction, a spine road is proposed through the site in an east-west orientation. To the east, the spine road will link with Barham Church Lane where a realignment of the exiting carriageway will effectively divert Barham Church Lane traffic along the spine road.
- At this point, Barham Church Lane will be severed and closed to motorised traffic. The existing carriageway will remain, providing a link for pedestrians and cyclists.
- The spine road is proposed at a 6 metre width as discussed with Suffolk County Council. Access junctions from the spine road to development areas will be proposed as part of later reserved matters applications.
- A priority junction along the spine road will facilitate movements between the spine road towards Thornhill Road and Barham Church Lane. At Thornhill Road, the existing junction will incorporate a further arm to the north into the site. Some flexibility in the design approach to this junction is available where priorities may be altered.
- Vehicular access to the proposed doctor’s surgery will be achieved via a priority junction, located opposite the priority junction of Barham Church Lane and Kirby Rise.
- Access to the proposed primary school land may be provided via two priority junctions, one for access and one for egress, from the eastern side of Norwich Road. Alternatively, an access through the development from the proposed spine road may be provided.

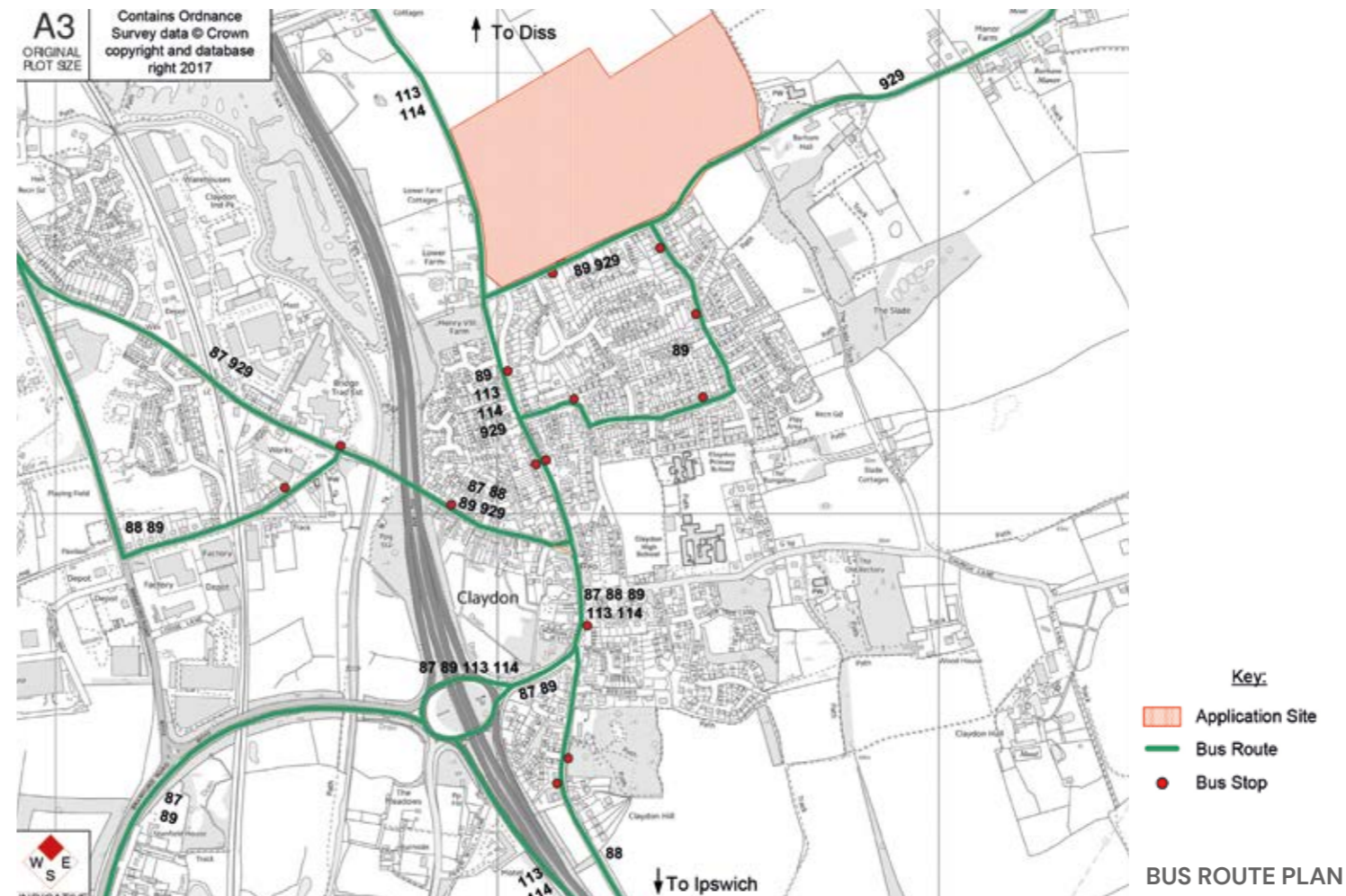


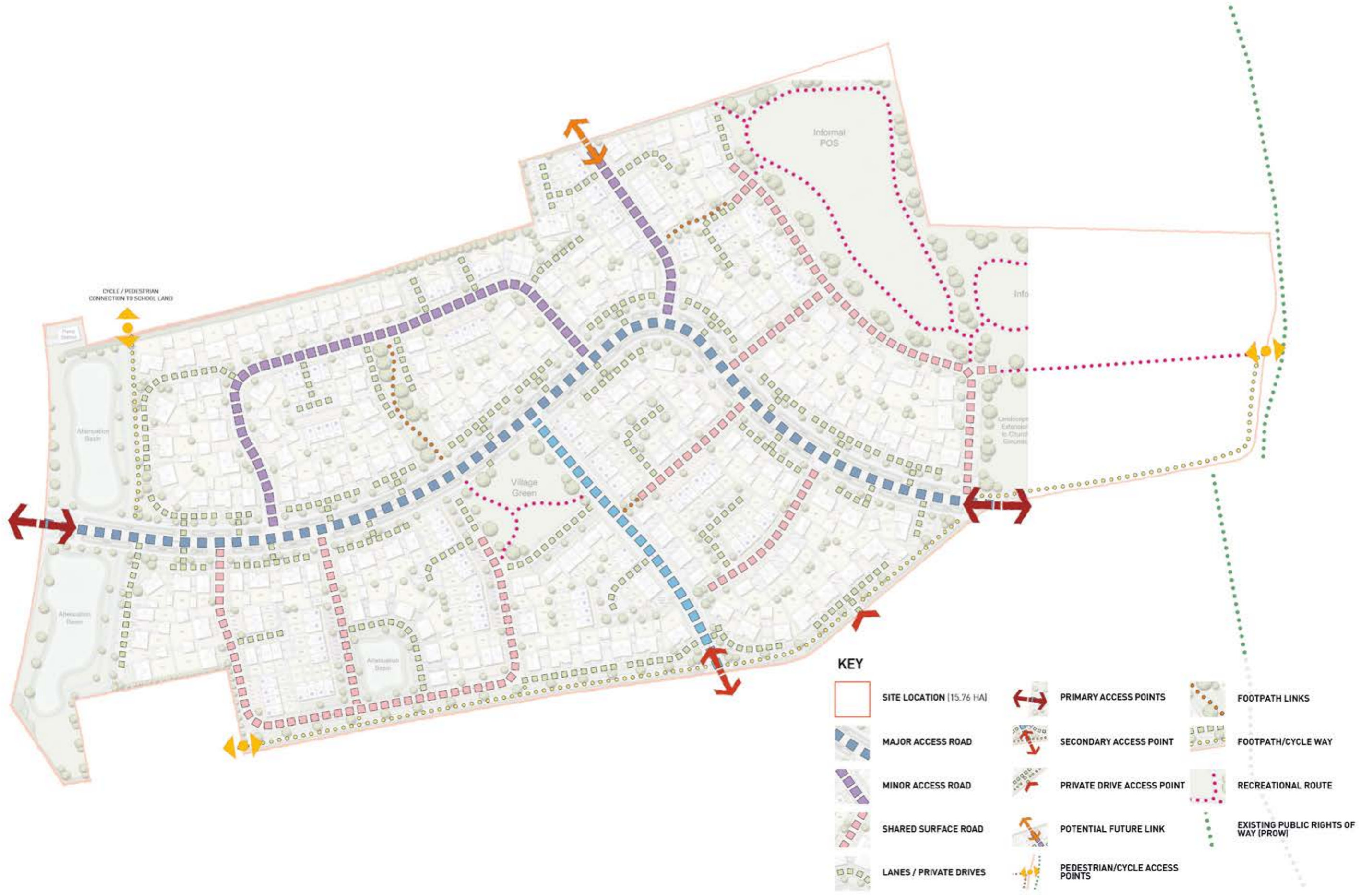
PUBLIC TRANSPORT

- 3.12 The “Guidance Notes for Design Codes” suggests that a connected network will require access to public transport, as a key to providing people with choice for everyday journeys beyond the immediate neighbourhood, as well as reduces the reliance on the private car.
- 3.13 Encouraging the use of public transport by new residents will potentially reduce the reliance on car journeys within the site’s area and contribute to a sustainable environment, which supports modes of transport other than car journeys. Future Reserved Matters Application for the development on the site will be required to demonstrate the means by which existing public transport services are incorporated into the proposals.
- 3.14 In the context of proposals for the development of Land at Norwich Road, Barham, a number of bus services operate in close proximity to the site. These include:
 - Bus route 87: Stowmarket – Needham Market – Ipswich (Sunday only, 4 services per day);
 - Bus route 88/88A: Stowmarket – Needham Market – Claydon – Bramford – Ipswich (Regular 1 hourly service during the week and Saturdays);
 - Bus route 89: Stowmarket – Needham – Claydon – Ipswich (Regular 1 hourly service during the week and Saturdays);
 - Bus route 113: Ipswich – Claydon – Mendlesham – Eye – Diss (Regular service every 1-2 hours during the week and Saturdays); and
 - Bus route 114: Ipswich – Claydon – Debenham – Eye – Diss (Regular service every 1-2 hours during the week and Saturdays).
- 3.15 The nearest bus stop to the application site is located on the southern side of Barham Church Lane, to the southern site boundary.
- 3.16 The stop is serviced by the numbers 89 and 929, operating between Stowmarket and Ipswich. The 929 is a school service that provides journeys to Otley College.

- 3.17 Old Norwich Road is located to the south of Claydon and facilitates access to the northern outskirts of Ipswich. This route provides access to residential dwellings at its northern and southern extents, however, a section of the road is a designated bus way, improving journey times for commuters into Ipswich. This busway is for local buses and forms part of the route of the bus service 88.
- 3.18 The network of bus routes provides good connections to the train stations of Ipswich (to the south-east) and Needham Market (to the north-west), both of which are situated approximately 5km from the site and offer connectivity to employment, retail and leisure opportunities further away. Both train stations provide links to nation-wide destinations, including London, Birmingham, Manchester, Peterborough, Nottingham, Oxford and Plymouth.

- 3.19 The Transport Assessment, forming part of the consented outline planning application, sets out the access strategy for the proposed scheme, whereby the proposed new priority junction at the site’s vehicular access from the eastern side of Norwich Road. The junction has been designed to accommodate bus movements from the site to Norwich Road.
- 3.20 It is anticipated that the detailed planning application for the site will incorporate a bus route along the proposed spine road, connecting the site’s access off Norwich Road at the western boundary with Church Lane and the proposed access at the site’s south-eastern corner. Such link will facilitate a desirable connection between the new development and existing destinations within Claydon village centre to the west and Barham to the east, while relying on using alternative mode of transport as a sustainable approach to access and movement.





KEY

	SITE LOCATION (15.76 HA)		PRIMARY ACCESS POINTS		FOOTPATH LINKS
	MAJOR ACCESS ROAD		SECONDARY ACCESS POINT		FOOTPATH/CYCLE WAY
	MINOR ACCESS ROAD		PRIVATE DRIVE ACCESS POINT		RECREATIONAL ROUTE
	SHARED SURFACE ROAD		POTENTIAL FUTURE LINK		EXISTING PUBLIC RIGHTS OF WAY (PROW)
	LANES / PRIVATE DRIVES		PEDESTRIAN/CYCLE ACCESS POINTS		

STREET HIERARCHY PLAN

STREET HIERARCHY

- 3.21 A connected network ought to incorporate a clear hierarchy of streets, to reflect the different role they play in a place, depending on the movement upon them, the built-form and uses around them and the design of the street space itself.
- 3.22 A clear hierarchy of streets is required to create an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.
- 3.23 The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.
- 3.24 Suffolk County Council’s “Suffolk Design Guide for Residential Areas” suggests that the scale and density of each part of a new development should reflect the type of road to which it relates, for example:

Higher order residential roads should have dwellings set well back from the carriageway, and possibly at a lower density. [...] Lower order roads will provide the opportunity to create a more closely integrated arrangement of buildings and spaces.

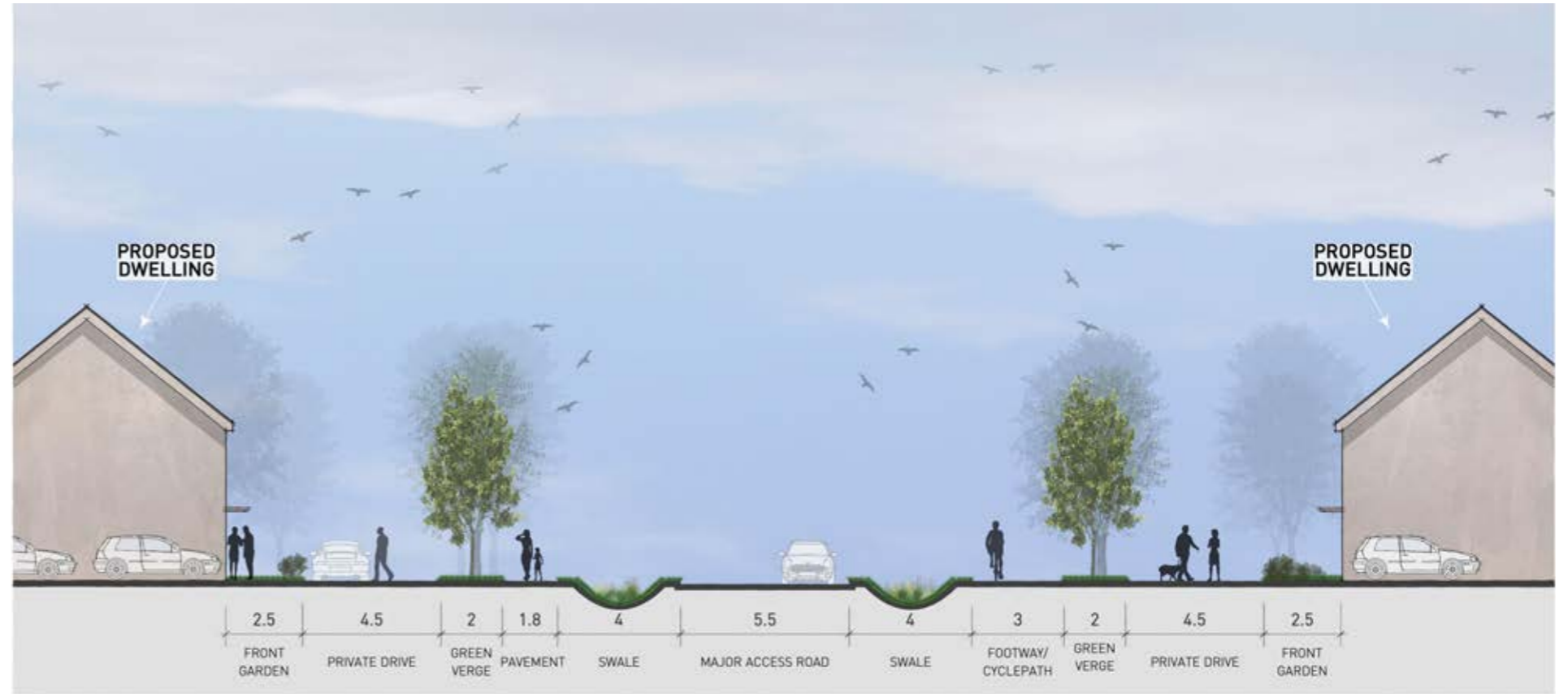
(Suffolk Design Guide for Residential Areas SPG / Shape of Development, p. 34)
- 3.25 According to this guidance document, the hierarchical road layout will help to ensure the progressive reduction in vehicle speeds in large development areas, assisting in accommodating pedestrians and cyclists, as well as contributing to site legibility and way-finding.
- 3.26 The Suffolk Design Guide then continues to outline the different types of road and their access requirements, as part of the hierarchical approach to the design of a connected network.
- 3.27 Residential access roads, according to the design guide, include:
 - Major Access Roads:
 - Major Access Roads are residential roads with footways that would not normally serve more than 300 dwellings and may give shared direct access to dwellings;
 - Minor Access Roads:
 - Minor Access Roads are residential roads with footways that provide direct access to dwellings and parking spaces, but would not normally serve more than 100 dwellings; and
 - Shared Surface Roads
 - Shared Surface Roads are residential roads without footway that would normally serve more than 50 dwellings if looped, or 25 dwellings in the form of cul-de-sac.
 - Shared driveways are unadopted paved areas that may serve up to five dwellings.

3.28 The design of the street network within the proposals for Land at Norwich Road, Barham, should meet the access requirements set out within the Suffolk Design Guide, as well as follow the principles outlined below:

MAJOR ACCESS ROAD

3.29 The spine road through the heart of the development, connecting Norwich Road to the west with Church Lane to the south east, is a key design feature within the site. The Avenue will be informed by the following design principles:

- No direct vehicular access from the major access road into individual properties;
- 5.5 – 6m wide central carriageway;
- 4m wide swale reservation either side ;
- 1.8m wide footway to the south of the swale;
- 3m wide footway/cycleway to the north of the swale;
- 2m wide green verges either side;
- 4.5m private drives either side;
- 2m building setback from private drives;
- Predominantly 2 storey-built form;
- Use of detached townhouses;
- Garages to the side of the units.



A - AA



DEVELOPMENT FRAMEWORK KEY PLAN



SECTION KEY PLAN

MAJOR ACCESS ROAD – ILLUSTRATIVE SECTION

MINOR ACCESS ROAD

3.30 The Minor Access Road will vary depending on the nature and typology of the roads/areas to be served as below:

3.31 **Minor Access Road A** – This typology links the proposed access point off Church Lane along the southern boundary of the site with The Major Access Road, and will be informed by the following design principles:

- 6m wide carriageway;
- 1.8m wide footway along the eastern side of the Minor Access Road;
- 3m wide footway/cycleway along the western side of the Minor Access Road;

3.32 **Minor Access Road B** – This typology links The Major Access Road with the Potential Site for Primary School to the north of the site, and will be informed by the following design principles:

- 5.5m wide carriageway;
- 2m wide footway along the eastern side of the Minor Access Road;
- 3m wide footway/cycleway along the western side of the Minor Access Road;

3.33 **Minor Access Road C** – This typology roads will feed the other parcels of residential development and be informed by the following design principles:

- 4.8m wide carriageway;
- 1.8m wide footways either side of the Minor Access Road;

3.34 The three different categories of the minor access road will be formed by the following general design principles:

- Typically, a 2-3m building setback, but variable depending on location;
- Predominantly 2 storey-built form;
- Typically, detached smaller dwelling types, but with the opportunity for semi-detached and terraces; and
- Parking typically provided to the side of the dwelling, in a tandem arrangement, or occasionally to the front.



C - CC



DEVELOPMENT FRAMEWORK KEY PLAN



SECTION KEY PLAN

MINOR ACCESS ROAD – ILLUSTRATIVE SECTION

SHARED SURFACE ROAD

3.35 The final adoptable street-type provided within the development are shared surfaces. The shared surface streets will be informed by the following design principles:

- 5.5m wide shared surface street (which may be reduced to 4.1m where no frontage development is present);
- Streets designed to encourage low vehicle movement and speeds, with a priority for pedestrians and cyclists;
- Predominant use of block paving to further emphasise the change in priority and informal feel;
- Varying building setback depending on the parking arrangement;
- Predominantly 2 storey-built form with bungalows proposed at the eastern part of development overlooking the eastern public open space;
- Wide range of dwelling types, from bungalows, short terraces to large, detached houses; and
- Parking provided to the side of the dwelling, in a tandem arrangement, or to the front.



NOTE: THE RECREATIONAL ROUTE FORMS PART OF THE GREEN PUBLIC OPEN SPACE.



DEVELOPMENT FRAMEWORK KEY PLAN



SECTION KEY PLAN

SHARED SURFACE ROAD – ILLUSTRATIVE SECTION

LANES/PRIVATE DRIVES

3.36 Typically situated alongside proposed public open space, private drives are the least formal streets proposed within the development and typically serve up to 5 dwellings only. The private drives will be informed by the following design principles:

- Typically 4.5m, but with the opportunity to vary the width;
- Extremely low vehicle movement and speeds, with a priority for pedestrians and cyclists;
- Use of block paving to further emphasise the change in priority and informal feel;
- More generous building setback to allow for informal front gardens and landscaping;
- Predominantly 2 storey-built form;
- Typically, large, detached dwellings with garages;
- Parking provided to the side of the dwelling, in a tandem arrangement, typically with garages.



DEVELOPMENT FRAMEWORK KEY PLAN



SECTION KEY PLAN

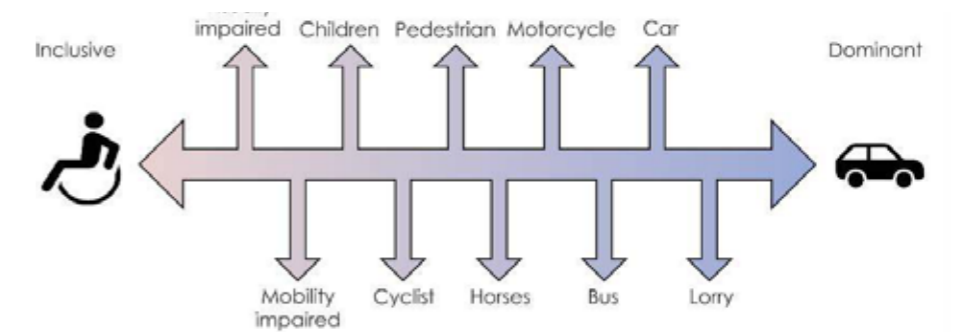
LANES/PRIVATE DRIVES – ILLUSTRATIVE SECTION



PEDESTRIAN AND CYCLE ACCESS STRATEGY

ACTIVE TRAVEL

- 3.37 “Active Travel” forms the second overarching Movement principle within the National Design Guide. The term refers to non-motorised and sustainable forms of transport, primarily walking and cycling. A well-design place will prioritise active travel by making walking and cycling easy, comfortable and attractive for all users, so they are seen as genuine choices for travel on local journeys. This means creating continuous, clear, relatively direct and attractive walking and cycling routes both within the site and into its surroundings.
- 3.38 The concept of “Active Travel” outlined in the NDG aligns with the principle of “Inclusive Streets”, which appears in the emerging “Suffolk Design – Street Guide” document. The “Suffolk Design-Street Guide” identifies the inclusion of all street users as a core principle in the design of streets, so that the two most important core principles of the street functions – “place” and “movement” – are being followed.
- 3.39 The design guide describes the range of street users on a sliding scale where users have a level of vulnerability, whereby, in general terms, vehicles (lorries, cars, buses etc.) are closer to the dominant end of the scale, and cyclists and pedestrians are at the inclusive and more vulnerable end of the scale.
- 3.40 Streets must be designed in consideration of all these users. This means a design which provides for all people regardless of age or ability.



INCLUSIVE VS. DOMINANT SCALE FOR STREET USERS; EXTRACT FROM SUFFOLK DESIGN STREET GUIDE

3.41 The design code, therefore, sets out the provisions required in order to achieve a scheme which prioritises an “Active Travel” approach, where non-motorised forms of movements are integrated into streets and open spaces to form a safe, accessible and attractive movement network. The following criteria for “Active Travel” have been outlined in this section, along with their associated design principles and requirements:

- **Walking and Cycling** – integrated approach to movement where pedestrian and cycle circulation form part of movement corridors, ensuring a safe and attractive setting for these users;
- **Junctions and Crossings** – setting out the requirements and design principles for junctions and crossings to ensure they are safe, convenient and attractive for all users;
- **Parking and Servicing** – the provision of well-considered parking, servicing and utilities infrastructure, ensuring they meet the requirements for all movement modes and users; and
- **Services and Utilities** – although private cars will usually comprise most of the flow, streets must accommodate and manage a range of vehicles, including for maintenance or emergency purposes, but also for other vehicles, such as delivery vans and refuse vehicles, all of which will require regular access.

WALKING AND CYCLING ROUTES

3.42 The development of an integrated pedestrian/cycle network within the site of Land at Norwich Road is seen as a key part of the transport infrastructure. Pedestrians are to be led into the site from links created between areas of existing and proposed residential development.

3.43 Cycle use will be encouraged through the high degree of permeability within the layout. With local facilities located nearby and low vehicular speeds proposed within the development, cyclists will therefore find it safe and convenient to use the streets for cycling.

3.44 Future Reserved Matters Application for the site will be required to meet the principles of “Active Travel” as set out above, as well as make the following provisions for pedestrian and cycle access set out within the consented outline application, which in summary, include the following criteria:

- A 3 metre wide shared footway / cycleway is proposed along the northern side of the spine road through the site. The route would continue through the site along significant linkages such the route towards the northern extent of the site and along the link towards Barham Church Lane and Thornhill Road. On the southern side of the spine road, a 2 metre wide footway is proposed.
- The shared use footway / cycleway continues from the junction with the spine road along the eastern side of Norwich Road at the frontage of the site. The route is proposed to extend northbound to the site boundary.
- An additional 3m wide shared footway / cycleway will extend off the spine road in proximity to the site’s access point from Norwich Road, and will stretch northward as part of the landscape buffer along Norwich Road, forming a safe and attractive route to the school site.
- To the south the route extends to Barham Church Lane where it continues along the northern side of the road. The route provides access to the Doctor’s surgery and continues eastwards behind the existing hedge.

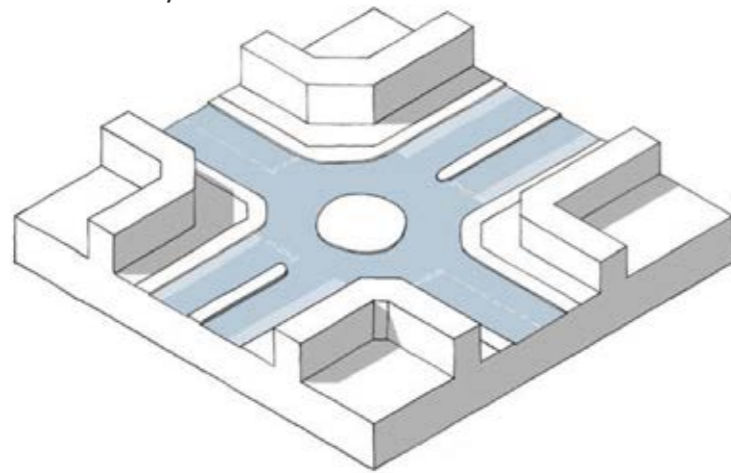
- The route continues east affording access to the St Mary and St Peter’s Church. At the eastern extent of Barham Church Lane, vehicular access is restricted, however pedestrian and cycle access will be provided across the spine road / Barham Church Lane.
- A pedestrian and cycle link will be provided at the north-eastern part of the site, connecting the spine road with the new parkland and green open space at the eastern edge of the development.
- Uncontrolled pedestrian crossings facilitate linkages across Barham Church Lane to the footway on the southern side on to Kirby Rise and Thornhill Road are proposed.
- The character of Barham Church Lane will naturally change following development and along with the proposed spine road, the local environment is likely to be conducive to cycling. This is expected to facilitate and encourage journeys by cycle to key destinations such as Claydon High School, the Co-Operative food store and the village centre, whilst an opportunity to join National Cycle Route 51 along Norwich Road is provided for journeys to surrounding areas.

JUNCTIONS AND CROSSINGS

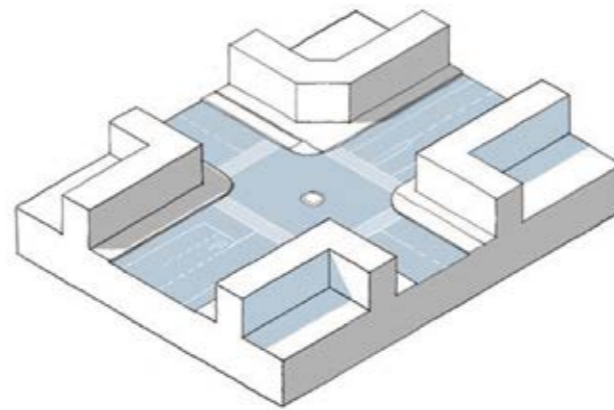
3.45 All junctions and crossings, according to the “Guidance Notes for Design Codes”, need to be safe, convenient and attractive for all users, while Manual for Streets sets out detail on different types of crossing that can be appropriate for a particular street typology.

3.46 In broad terms, the “Guidance Notes for Design Codes” outlines the following junction types:

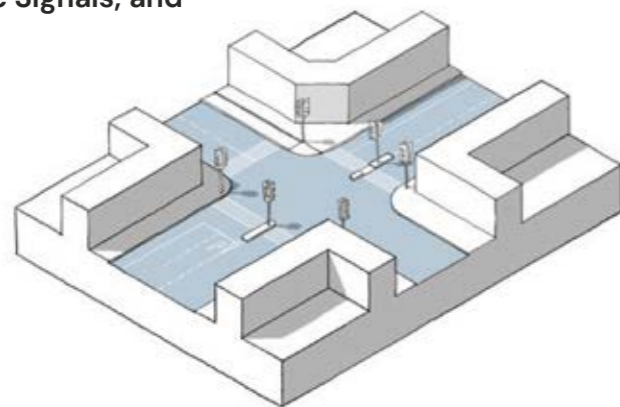
- Roundabouts;



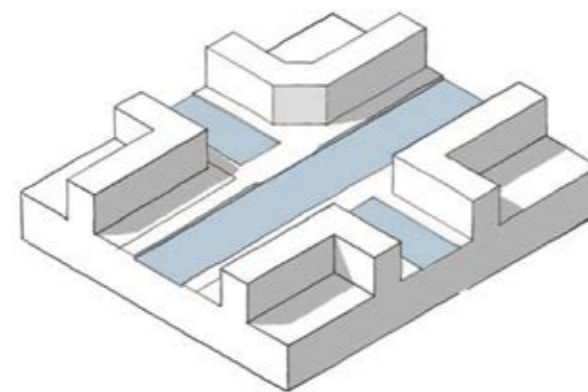
- Mini-Roundabouts;



- Traffic Signals; and



- Simple Junctions



3.47 Design proposals for the Land at Norwich Road will need to demonstrate that the choice of junctions and crossings is appropriate for the management of vehicular priority and pedestrian/cycle permeability on a connected street network which promotes “Active Travel”.

3.48 A key consideration in the design of junctions and crossing should be the guidance provided in The Cycle Infrastructure Design – Local Transport Note 1/20 (LTN 1/20). According to this guidance, accommodating the needs of cyclists within the movement corridors is essential for successful places. The document suggests that:

“It is essential that the needs of cyclists are taken into account in the design of all new and improved junctions, not just those on designated cycle routes, and that crossings are provided where cycle routes continue across busy highways. Safety is vital, but junctions and crossings should also enable cyclists to negotiate them in comfort without undue delay or deviation. Junctions should be designed to enable cycle movements in all permitted directions. The design of cycle facilities should take into account the volume and speed of motor traffic and the type and size of the junction.”

(LTN 1/20, p. 95)



3.49 Providing separation between conflicting streams of traffic (including pedestrian and cycle traffic) is fundamental to improving safety.

3.50 Therefore, The LTN 1/20 describes five core design principles which represent the key requirements for people wishing to travel by cycle or on foot. When people are travelling by cycle, they need networks and routes that are:

- **Coherent-**
Facilitating cycle movement in all permitted directions;
- **Direct-**
Minimising the distance and time required for cyclists to travel through a junction;
- **Safe-**
Promoting safety through the removal and management of conflicts between cyclists, motor vehicles and pedestrians;
- **Comfortable-**
Minimising the occasions when cyclists need to stop or to give way; and
- **Attractive-**
Encouraging the design of junctions as a place for people to gather.

3.51 The application of the above principles to the proposals for Land at Norwich Road should adhere to the detailed access drawings submitted as part of the consented outline planning application for the site. This includes the design of the vehicular access points and junctions, all of which are described in the detailed drawings in Appendix E of the Travel Assessment, prepared by TPA, as follows:

- The vehicular access point off Norwich Road – of a priority junction
- Church Lane surgery access – a priority junction
- Thornhill Road site access – a priority junction
- School access arrangement – a separate junction for incoming and outgoing traffic
- Church Lane diversion

3.52 To ensure a connected network of streets, junctions and crossing within the inner parts of the development should also:

- Incorporate, where possible, a raised table, designed to reduce vehicular traffic;



- Allow for ramps, paved raised tables and planting at key pedestrian crossings to facilitate a safe movement of pedestrians and enable a pedestrian/cycle priority crossing to roads in such locations;

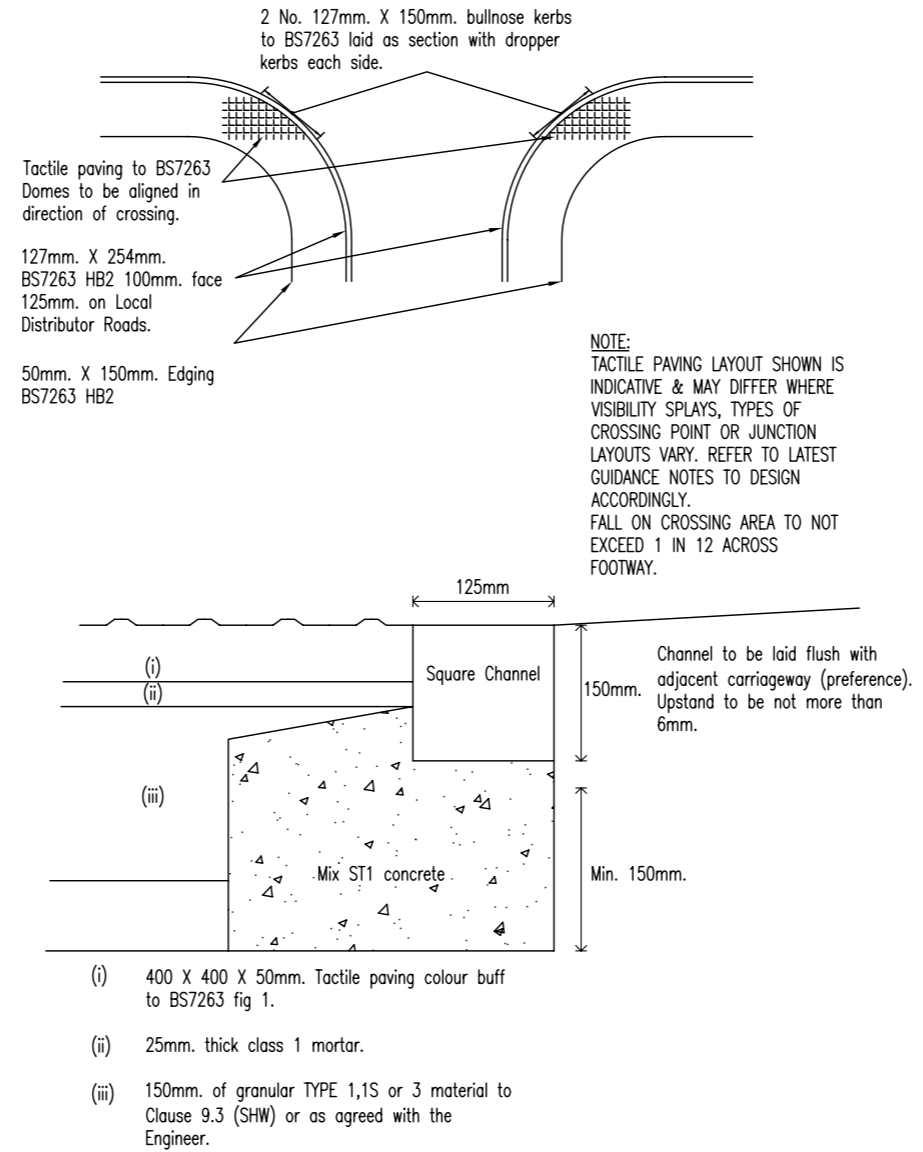


- Ramps should be introduced at junctions to delineate a change in street type, assisting in the progressive reduction of vehicular speeds, in accord with the principle of hierarchical street pattern outlined in the Suffolk Design Guide.

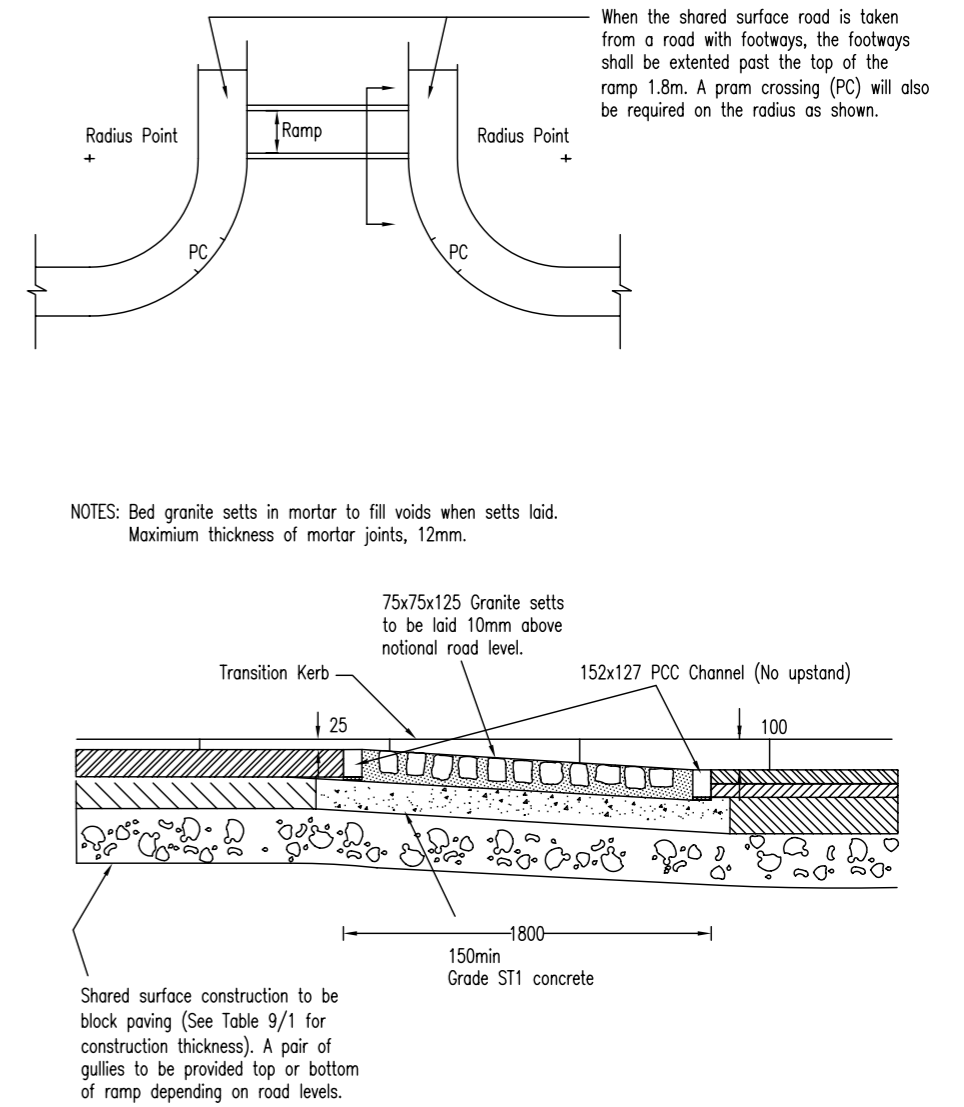


ILLUSTRATION OF A PEDESTRIAN/CYCLE PRIORITY CROSSING, INCORPORATING A PAVED RAISED TABLE AND SHRUB/TREE PLANTING TO ENCOURAGE A REDUCED VEHICULAR SPEED, ALLOWING A CONTINUOUS GREEN LINK THROUGH THE SCHEME.

3.53 The detailed design of junction will be expected to meet the requirements set out in the Suffolk County Council's "Specification for Estate Roads" (May 2007), covering junction components such as lighting, ramps configuration and tactile paving.



TACTILE PAVING SPECIFICATION
EXTRACT FROM SCC'S SPECIFICATION FOR ESTATE ROADS"



RAMP SPECIFICATION
EXTRACT FROM SCC'S SPECIFICATION FOR ESTATE ROADS"

PARKING AND SERVICING

3.54 The provision of well-considered parking, servicing and utilities infrastructure for all modes and users, form the third overarching principle for a movement strategy aimed at achieving a well-designed place, according to the NDG.

CAR PARKING

3.55 Car parking affects the quality of a place, both visually and in terms of how it is used, particularly by pedestrians, as pointed out in the "Guidance Notes for Design Codes". According to this guidance document:

"Well-considered parking is convenient, safe and attractive to use. It is also well-integrated into streets, blocks and plots and does not dominate the local environment."

(Guidance Notes for Design Codes, p. 13)

3.56 The parking standards relevant for the site at Norwich Road are set out within Suffolk County Council's "Suffolk Guidance for Parking" (adopted November 2014, third edition May 2019). This document provides a best practice guidance which can be used to develop appropriate local residential parking policies and guidance, with an emphasis on good design, as well as the ensuring the right amount is provided. At the base of this is a design-led approach to the provision of car parking spaces so that it is integrated into the public realm and streets, while being pedestrian, cycle and vehicle friendly.

3.57 Parking within the proposals for land at Norwich Road will be provided in a location that is both convenient and well overlooked. It will be designed to be as unobtrusive to the street scene as possible, with screening provided by the use of hedges and planting, where appropriate.

3.58 The main design principles for the proposed residential car parking strategy are as follows, in accordance with the Suffolk Guidance for Parking:

- Allocated parking will predominantly be provided on plot, within the curtilage, either to the front or side of dwellings, with individual bays and/or garages set back from the building line, to allow ease of access to dwellings;
- Allocated residential parking will be provided at a minimum rate of –
 - » 1 no. car space per 1-bedroom dwellings;
 - » 2 no spaces per dwelling for units with 2 and 3 bedrooms; and
 - » 3 no spaces per dwelling, for units with 4 and more bedrooms;
- Parking bay sizes are to be 5.0 x 2.5m, and for parallel parking 6.0m x 2.0m. In order to physically provide access to both sides of a parked car, those parking spaces located at the end of a row, against a boundary fence or wall of a building, will require an extra width of 300mm (total width of 3.1m). Additional width is required for disabled parking spaces to give a total width of 3.9m minimum.
- Aisle width – typically, right angled spaces require 6.0m minimum aisle width for reasonable manoeuvring, while parallel parking requires 3.0m minimum.
- Tandem parking (one vehicle behind the other, including one within a garage or car port) is acceptable on-plot, within the curtilage of a dwelling but should be avoided in areas which offer general access, e.g. parking courts.
- Where a minimum of three parking spaces is required, 'triple' tandem parking – where three spaces are provided in line, and accessed off adoptable road, should not be incorporated into the scheme, as it creates regular manoeuvring of cars and greater demand for on-street parking.
- Where parking is provided on street (via parallel or perpendicular bays) it will be carefully designed to be typically no more than 4 spaces appear in a row, and areas of landscaping and/or planting will be used to break up the appearance.

- The use of rear parking courts will only be used in exceptional circumstances. Where parking courts are utilised, they will serve no more than 6 dwellings, and will be designed to include good levels of natural surveillance and opportunities for active overlooking.
- Disabled parking will be provided in accordance with the appropriate standards.

ON-PLOT PARKING

3.59 The majority of parking spaces within the scheme would be on-plot parking arrangement, where the parking spaces are provided within the curtilage of the dwelling, such as in the form of a garage, car port, parking bay or private drive.

GENERAL GOOD DESIGN PRINCIPLES:

- Consideration should be adopted to provide accessible, secure and well supervised parking at all times.
- Allowance should be made for satisfactory vehicle manoeuvring and general highway safety.
- Care must be taken to ensure vehicles do not overhang the highway causing danger or obstruction to other road users, cycleways or footways.
- Well considered Visitor Parking should be provided to help alleviate the need for on-street parking.

TANDEM PARKING:

- Acceptable on-plot within the curtilage of the dwelling but should be avoided in areas such as Parking Courts.

TRIPLE PARKING:

- To be avoided on plots served directly from the Adoptable Highway.
- Acceptable when located on Private Driveways which are furthermore supplemented with adjacent visitor parking opportunities (Private Driveway width to be a minimum of 5m wide in this instance).

3.60 On-plot parking is to be provided in the following forms:

- Private Drive:
 - » Tandem parking is acceptable on-plot, within the curtilage of a dwelling but should be avoided in areas which offer general access, such as parking courts.
 - » Where a dwelling has car parking within its individual plot boundary, at least one parking space should be capable of enlargement to achieve a minimum width of 3300mm.

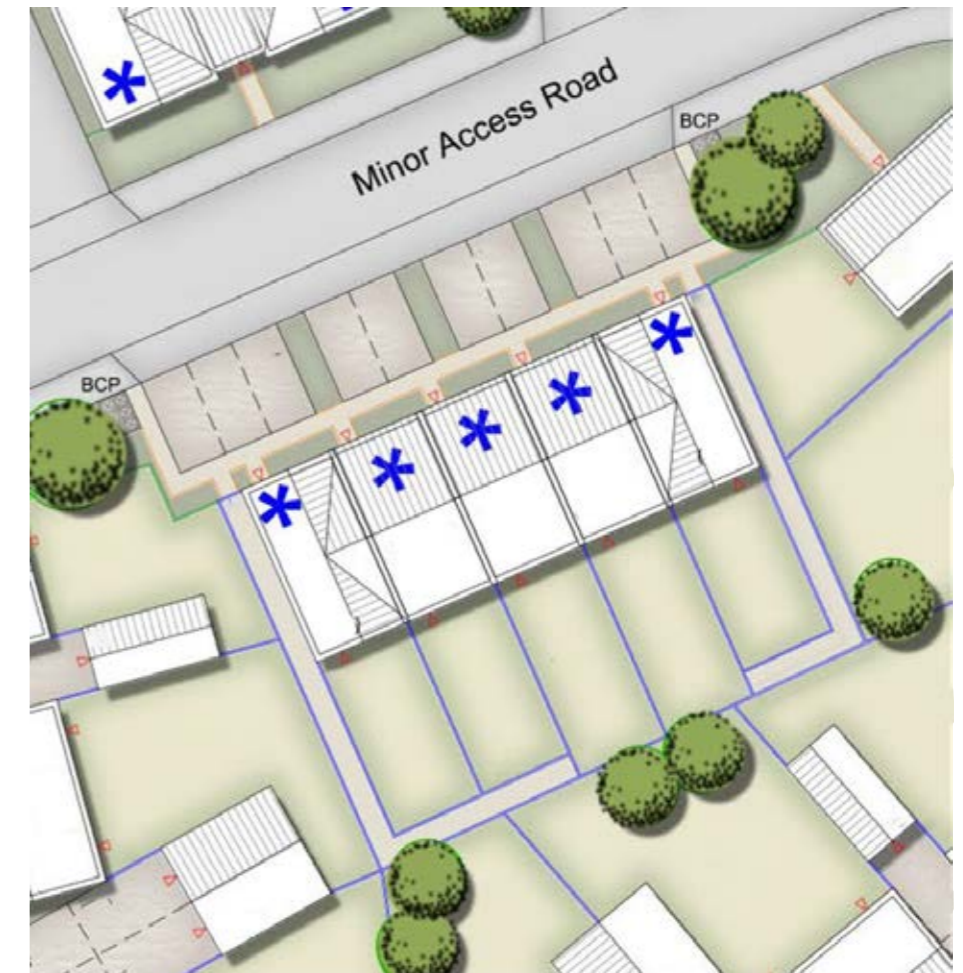


ON-PLOT GARAGE PARKING:
ACCESS OFF A SHARED PRIVATE DRIVE ALLOWING FOR TANDEM AND 'TRIPLE' TANDEM PARKING;
MIN. 6M IN FRONT OF THE GARAGE TO THE EDGE OF THE PRIVATE DRIVE

- Garages:
 - » Allocated garage spaces will be required to measure 7.0m x 3.0m (internal dimensions), with a clear doorway 2.4m wide. Such garages are considered large enough for the average sized family car and cycles, as well as some storage space.
 - » A garage space with clear measurement of 6.0 x 3.0m will also be acceptable, providing there is a provision of a shed, or a similar secured, covered storage, in the rear garden, to accommodate cycle storage.
 - » Garages will be set back a minimum of 6.0m from the rear edge of footpath or road to allow a car to be parked in front of the doors (and allowing room for opening) without it protruding into the highway.

- Frontage Parking:

- » Frontage parking include allocated parking bays to the front of dwellings, within the dwelling's curtilage;
- » Buildings should be set back from the back of the parking bay to allow sufficient depth for a 1m footpath, as well as for a semi-private front garden; and
- » Shrub and tree planting should be incorporated in between parking spaces to soften the street scene and provide screening from the street.



FRONTAGE PARKING:
INCORPORATE SHRUB AND TREE PLANTING; AND
ALLOW FOR SUFFICIENT DEPTH TO INCORPORATE A 1M FOOTPATH AND
A SEMI-PRIVATE SPACE FOR A FRONT GARDEN.

PARKING SQUARES

- 3.61 A parking square will typically serve apartments and should be designed as a pedestrian/vehicle shared surface. The parking square will be directly fronted by buildings to ensure overlooking, and will be linked to them by a safe and attractive route. The siting of trees will be used to informally manage parking, as well as to soften the appearance of the hard landscape.

PARKING COURTS

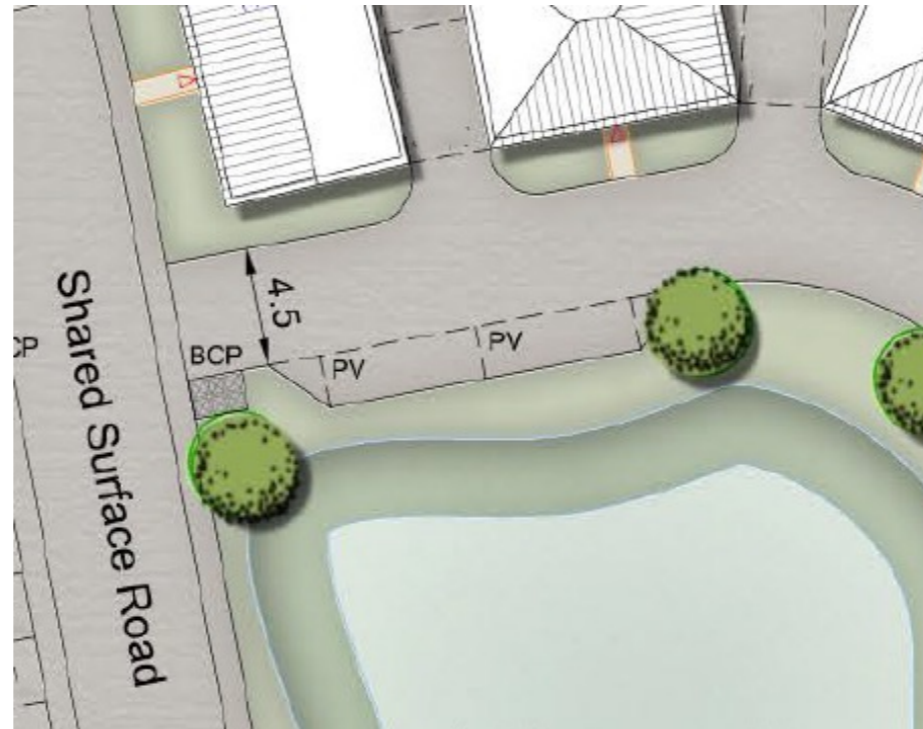
- 3.62 Parking courts would serve small groups of dwellings should be designed carefully, with connections to adjoining streets and have adequate lighting that minimise light pollution.
- 3.63 Parking courts should be designed so that the resident's parking space is located on the boundary of the rear garden. In this way, residents are more likely to use the parking court, rather than parking in inappropriate locations. Walking distance from the parking court to the resident's door should be less than 100m to encourage the use of the parking court.
- 3.64 Configuration of Parking court should follow the principles below:
- Overlooking onto the parking court should be achieved by increasing the number of habitable rooms facing it, while avoiding gable ends backing onto the court;
 - Soft landscaping and tree planting should be incorporated into parking courts to break the sequence of parking bays and to soften the court's appearance;
 - Boundary fencing should be designed to allow observation from dwellings over the parking spaces; and
 - The number of dwellings served off a parking court should be limited, and should generally be up to 10 dwellings.



PARKING COURTS:
 MAXIMISING WINDOWS OF HABITABLE ROOMS FACING THE COURT;
 INCORPORATING SOFT LANDSCAPING AND TREE PLANTING TO SOFTEN
 APPEARANCE, AS WELL AS BREAK THE HARD LANDSCAPING AND
 SEQUENCE OF PARKING BAYS; AND
 LIMIT THE WALKING DISTANCE FROM THE PARKING COURT TO THE
 RESIDENT'S DOOR TO NO MORE THAN 100M, TO ENCOURAGE THE USE
 OF THE PARKING COURT.

VISITOR PARKING SPACES

- 3.65 Visitor parking spaces include unallocated parking bays, which can be provided on-street on adoptable roads, often in the form of laybys, as part of private drives or incorporated into parking courts, alongside allocated parking spaces.
- 3.66 Allowance should be made for visitor car parking. A 0.25 space per dwelling (1 no. space per 4 no. dwellings) allowance will be made for visitor parking, in line with Suffolk Guidance for Parking.
- 3.67 Private drives could be widened to facilitate parking opportunities for visitors, in addition to the allocated spaces, within the curtilage of the dwellings. These opportunities could be utilised towards meeting the required level of visitor parking spaces set within the Suffolk Guidance for Parking document.
- 3.68 Visitor spaces are to be distributed throughout the scheme, to maximise the accessibility of this facility to all residents.



VISITOR PARKING – EXAMPLES SHOWN AS PART OF A PRIVATE DRIVES AND IN A PARKING COURT.

LOW EMISSION VEHICLE PARKING (ELECTRIC VEHICLE CHARGING)

- 3.69 The adopted Suffolk Guidance for Parking requires that all new developments in Suffolk are to provide sufficient electric charging infrastructure to cater for the growing demand of electric vehicles in the area.
- 3.70 Proposals for development on the site will be required to provide Electric Vehicle Charging facilities in compliance with the principles set out within the emerging Building Regulations part S.
- 3.71 All charging related equipment must be fully compliant with Building Regulations and certified with the relevant British Standards.
- 3.72 As set out in the emerging Approved Document S – Infrastructure for the Charging of Electric Vehicles (2021 Edition), Part S1 of the Building Regs states that a new residential building with **associated parking** must have access to an electric vehicle charge point.
- 3.73 The Approved Document defines an ‘**Associated Parking Space**’ as: ‘any parking space that is available within the site boundary of the building, for the use by the occupant of, or a visitor to, a dwelling in the building, including any parking space which is for the use of any occupant of, or any visitor to, any dwelling in a building containing more than one dwelling.’
- 3.74 The Approved Document also states that any cable route must be ‘a safe and unobstructed route from the power supply to the envisaged electric vehicle charge point location’.
- 3.75 The Note accompanying Para 1.1 in Section 1 of the Approved Document states ‘Where no associated parking spaces are provided, there is no requirement to install an electric vehicle charge point’.

CYCLE PARKING

- 3.76 Cycle parking spaces for individual dwellings will be provided within the curtilage of the dwelling, at a rate of 2 spaces per dwelling, in line with Suffolk Guidance for Parking.
- 3.77 Where cycle parking is to be accommodated within garages, then these will be of an appropriate size to ensure that there is room for both car and cycle parking. Where no suitably sized garage is available, cycle parking should be provided in secure covered areas, such as a shed at the rear garden.
- 3.78 For apartments, secure cycle parking will be provided in a communal facility



CYCLE PARKING – EXAMPLE SHOWS A SECURE COVERED CYCLE PARKING FOR A BLOCK OF FLATS, AS A COMMUNAL FACILITY.

SERVICES AND UTILITIES

3.79 Although private cars will usually comprise most of the flow, streets must accommodate and manage a range of vehicles, including for maintenance or emergency purposes, but also for other vehicles, such as delivery vans and refuse vehicles, all of which will require regular access. The geometric design for streets will be dictated by the larger vehicles.

EMERGENCY SERVICES

3.80 In most developments, ensuring adequate provision for access for a large fire appliance will enable all other emergency service vehicles to safely operate in the streets. A swept path analysis will be required to demonstrate adequate access for a fire appliance.

REFUSE VEHICLES

3.81 The Suffolk Waste Partnership is a strategic partnership of the county, district and borough councils, which work together to continuously improve waste management services throughout Suffolk and provide technical guidance for residential and commercial developments. Suffolk authorities currently operate a three-bin (recycling, garden and residual waste) system, as set out in the Partnership's guidance document: Waste Technical Guidance for Residential and Commercial Developments (February 2019).

3.82 In line with the Suffolk Waste Partnership's guidance document, adequate provision is required for waste segregation, storage and collection.

STORAGE CAPACITY

3.83 Appropriate amount of space is required to fit external storage containers for domestic waste (3 x 360 litre bins).

STORAGE AND COLLECTION POINTS

3.84 Storage points and collection points should be convenient for both the user and the service crews to access without presenting a risk to health and safety.

3.85 For individual dwellings (not flats) only, residents should not have to move waste more than 30m to any designated storage area within the boundaries of the property

3.86 For flats only: Residents should not have to move waste more than 30m (excluding vertical distance) to any designated storage area within the boundaries of the property.

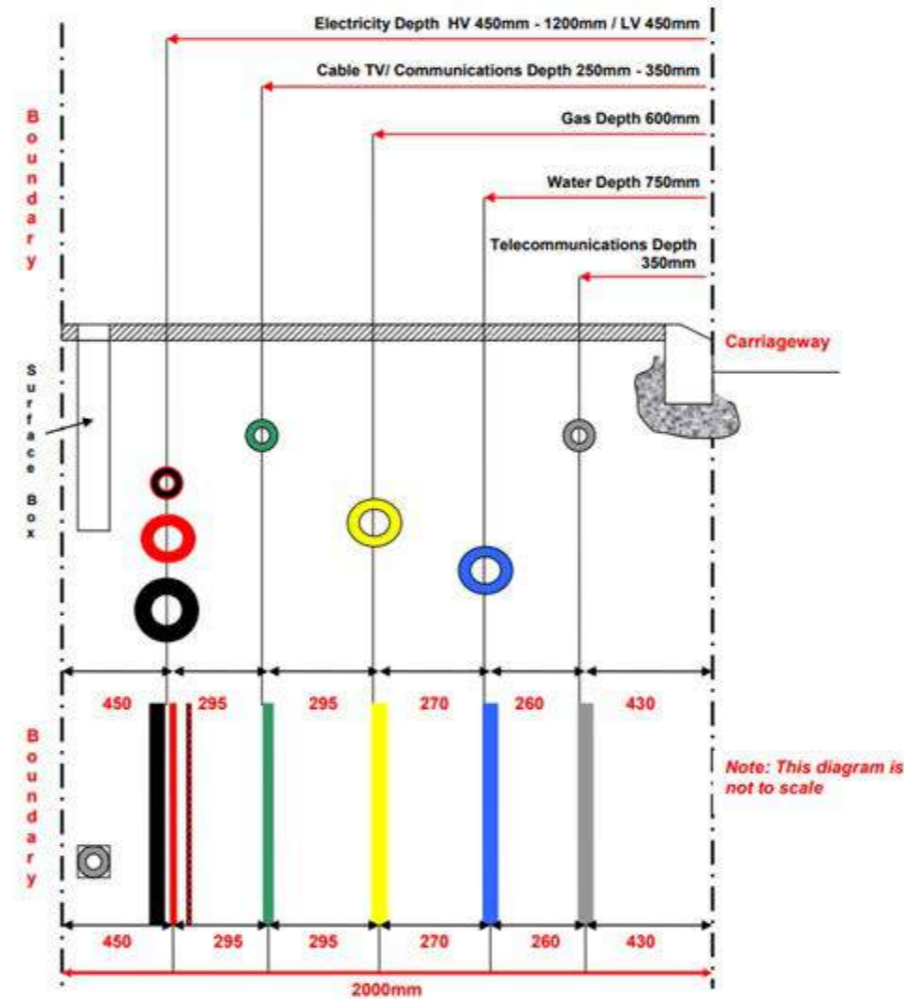
3.87 Any designated storage area within the boundaries of the property should not be more than 30m distance from the collection point, to minimise the distance householders need to move their waste.

3.88 Collection crews should not have to carry individual waste containers or move wheeled containers in order to facilitate their collection.

UTILITIES

- 3.89 The highway should also be considered a conduit for utilities. The requirement for public utilities is an essential part of development. The layout, installation, and maintenance of services all need to be considered in the design of streets to minimise obstruction and avoid barrowing of the footway during maintenance works.
- 3.90 Most streets will need to provide a route for statutory undertakers and other services and in the most cases these can be simply managed. The National Joint Utilities Group (NJUG) provides details of service arrangements and typical sections and the 2m section for typical service spacing shall be adhered to wherever possible.
- 3.91 In terms of preference, utilities should be within highway verges (not swales), then footways and least preferably within the carriageway. The utility corridors should be identified early in the development process and should not be confused with narrow 'maintenance' strips that are provided to allow the highway authority space to maintain the edge of the street and / or to include apparatus such as road signs and street-lights.
- 3.92 In shared surfaces the preference is to provide a utility corridor alongside the carriageway. This must be a minimum of 2m wide.
- 3.93 Other considerations regarding utilities applicable to the design of streets may include:
- The proximity of current and proposed public utilities needs to be considered when planting schemes are proposed and will require liaison with the utility providers.
 - Placement of cabinets, sub-stations, covers, pumping stations and other features of utilities should be identified at an early stage of the design. The number of covers should be minimised to reduce highway clutter and cabinets shall not be placed in visibility splays.
 - Suffolk Fire and Rescue Service requires, through a condition of planning permission, the prior agreement of the location and specification of fire hydrants within developments, this normally occurs when the water mains are being agreed.

Page 697



NATIONAL JOINT UTILITIES GROUP (NJUG) – 2M SECTION FOR TYPICAL SERVICE SPACING

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

COMMUNITY

OPPORTUNITY FOR COMMUNITY ORCHARD

- FORMAL AND INFORMAL PLAY LOCATIONS
- INCIDENTAL MEETING SPACES WITH SEATING
- PATH NETWORK CONNECTING THE SITE TO WIDER AREA



CHARACTER

- ORCHARD TREES
- LINEAR LANDSCAPE FEATURES WITHIN THE GREEN INFRASTRUCTURE TO REFLECT FEN-TYPE ELEMENTS (DRAINAGE DITCHES, HEDGEROWS)

VIEWS ALONG INTERNAL ROADS TERMINATE IN FOCAL TREE OR GROUP AND LEAD THE EYE TOWARDS THE GREEN EDGES AND INTERNAL GREEN SPACES

CLIMATE CHANGE

- TREES TO PROVIDE SHADE AND PASSIVE COOLING EFFECT TO THE NEIGHBOURHOOD
- RAINWATER SWALES AND BASINS AIDING RAINWATER ATTENUATION

FRUIT TREE ORCHARDS AND MEADOW GRASS AREAS PROVIDING FOOD AND HABITATS FOR WILDLIFE

PRINCIPLES OF THE NPPF

COMMUNITY

Through nodal spaces and footpath junctions incidental meeting spaces for residents will be created and equipped with seating and appealing planting.

An extensive footpath network within the site will provide unrestricted pedestrian movement within, into neighbouring parcels and the wider area.

Where space allows, community orchards will provide space to meet and expand horizons.

CHARACTER

To improve legibility and instil a sense of place and belonging, distinct character will be created through the use of a variety of landscape elements. Each residential street will have a character tree species associated with it to provide markers for recognition and way-finding.

A varied, fen-type landscape will extend the green infrastructure into the development parcel, enhancing habitat connection and ecological benefits.

CLIMATE CHANGE

In a changing climate with hotter, drier summers, torrential rain events and warmer winters the landscape will seek to establish a varied environment through the use of species rich, partly native planting, creation of a network of seasonal swales and attenuation basins to alleviate extreme rain events and providing passive cooling using a variety of trees and climbing plants near buildings.

Green infrastructure to improve habitat connection.





- Legend
- Application boundary
 - Existing vegetation
 - Proposed native boundary planting
 - Proposed tree
 - Proposed public orchard
 - Proposed ornamental planting
 - Species rich amenity grass
 - Proposed swale
 - Informal play
 - Primary road
 - Private drive
 - Shared surface
 - Private parking area
 - Attenuation basin



LANDSCAPE MASTERPLAN

NETWORK OF SPACES

- 4.1 The development parcel is bookended between two large public open spaces at the eastern and western ends of the site, which are interconnected by the generous verges and raingardens along the central spine, thus creating a strong green and blue infrastructure link.
- 4.2 A central village green, connected by a north-south green corridor, combines well-located and overlooked play space as well as space for social interaction and gathering.
- 4.3 A smaller green pocket is situated in the lower western quadrant of the site to support the SUDs strategy and provide a doorstep green.



TREES IN VERGES



EXISTING AND PROPOSED NATIVE VEGETATION ALONG BOUNDARIES



PLANTED ROAD-SIDE RAINGARDEN



- ← - → Green Infrastructure links
- ⟷ Blue Infrastructure links (SUDs)
- ▬ Green Infrastructure POS
- ▬ Blue Infrastructure POS

GREEN & BLUE INFRASTRUCTURE LAYOUT

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

OPEN SPACE PROVISION



PLAY REQUIREMENTS

4.4 The Fields in Trust Guidelines (FIT) set out that any development of 1 - 200 dwellings is required to provide Local Areas for Play (LAPs) within a 100m walking (60m straight line) distance of residential units as well as a Local Equipped Area of Play (LEAP) within 400m walking (260m straight line) distance.

- Attenuation basins to be multi-use and incorporate informal play opportunities
- Green corridors and incidental meeting spaces, create opportunities to include informal seating and play items as well as trim trail equipment to enhance the overall play provision across the site
- Topography to be used to improve play experience (tunnels, mounds)
- The informal POS to the east of the site provides opportunity for ball games away from residential units in lieu of formal sport pitches

LAPS

- Not formally equipped
- 100m² minimum area with seating
- Min 5m buffer to residential units
- Imaginative play space with incidental play elements such as mounding, rocks, tree stems etc
- Planting to enhance the setting and provide buffer to movement corridors

LEAP

- Formally equipped for 4 to 8 year olds with toddler provision away from main activity zones
- Min 400m² with 20m buffer to residential properties



INCIDENTAL, NATURAL PLAY FEATURES



SPACE FOR KICK-ABOUT



LAP-TYPE SPACE WITH EARTH MOUNDING, ROCKS AND SEATING



SCULPTURAL SEATING AND PLAY FEATURES



LEAP-TYPE PLAY STRUCTURE IN NATURAL SETTING



INCIDENTAL PLAY ELEMENTS

- Mostly natural play items creating imaginative play areas that blend in well with their surroundings
- Fragrant and colourful planting to frame play spaces with native buffers where appropriate



MULTI-USE PLAY SUDS



UTILISING STEEP BANKS



MULTI-USE PLAY SUDS

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

DESIGN

GREEN EDGES

- 4.5 Two wide green corridors run along the eastern and western boundaries: the Entrance Green along Norwich Road to the west and the Eastern Green Edge to the east.
- Providing recreational routes for pedestrians and cyclists which meander through a landscape created by swales and attenuation basins and are framed and separated by lines and groves of native trees
 - Providing non-vehicular access to the school site along public green spaces
 - Creating informal nodes at connection points into residential parcel containing sculpted lawn areas, natural play elements and seating
 - Small orchard grove providing a destination as part of the 'productive landscape' which strives to encourage community spirit
 - Areas for ecological enhancement, comprising a variety of grasslands with differing mowing regimes to provide a mosaic of different habitats
 - Boundaries will be planted with a native scrub mix and trees on a loose grid with woodland meadow being established beneath
 - Wetland meadow to be established at bottom of swales where water levels allow and banks to be seeded with a tussock grass mixture
 - Special pollen and nectar meadow in proximity to productive landscape elements such as the orchards to encourage pollinators and improve cropping.

Page 704



COMMUNITY ORCHARD



ATTENUATION BASIN ON THE EDGE OF HOUSING



INFORMAL NODES AND MEETING SPACE ALONG PATH NETWORK

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

VILLAGE GREEN

- 4.6 Located in the centre of the residential parcel, this green space serves as a Village Green with play provision and socialising space where it can be easily accessed and overlooked.
- Located centrally at main junction of spine road and green corridor to serve all residents
 - Social gathering space with well overlooked play for all ages up to 8 years
 - Framed by tall trees and smaller, domestic varieties of natives as well as wildlife-friendly planting
 - Species-rich lawn mixture allows regular mowing whilst still providing wildlife benefits
 - Earth mounding to enhance play value, visual appearance and provide natural buffer towards streets



POCKET GREEN

- Multi-purpose space for rainwater attenuation and incidental play
- Nodal space incorporating natural play elements and seating
- SUDs meadow to be established within the basin and banks to be seeded with a tussock grass mixture



CENTRAL GATHERING SPACE AND PLAY AREA



WELL-OVERLOOKED ATTENUATION BASIN

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

SUDS

- Two main attenuation basins within Entrance Green Edge – slopes to be shallow for access in key locations to allow use for recreation
- Terraces (benches) along slopes to improve access and break up long slopes
- Narrow, undulating swale within bottom of basins to permanently contain water to allow different habitat and visual enhancement
- Dense native thickets around headwalls of in- and outlets to limit access for health and safety reasons
- Opportunity for multi-functional space by creating access and providing low-key, natural, playable features within the dry, raised areas of the SUDs
- Smaller SUDs basin within central Pocket Green
- Rainwater swales along the main access road providing habitat connection and separation of footpath from road



RAINGARDEN
SHALLOW DEPRESSIONS ALONG MAIN ROAD IN TERRACED ARRANGEMENT TO ALLOW FOR VARIETY OF HABITATS AND STORMWATER MANAGEMENT

MULTI-USE SPACE
GENTLY SLOPED ACCESS TO BASIN



WILLOW SCULPTURE & PLAYABLE FEATURE

PERMANENT SWALE
NARROW AND PERMANENTLY WET SWALE MEANDERING ALONG THE BOTTOM OF ATTENUATION BASIN TO PROVIDE HABITAT AND VISUAL FEATURE



ATTENUATION BASIN (DAVENTRY) – AT CONSTRUCTION

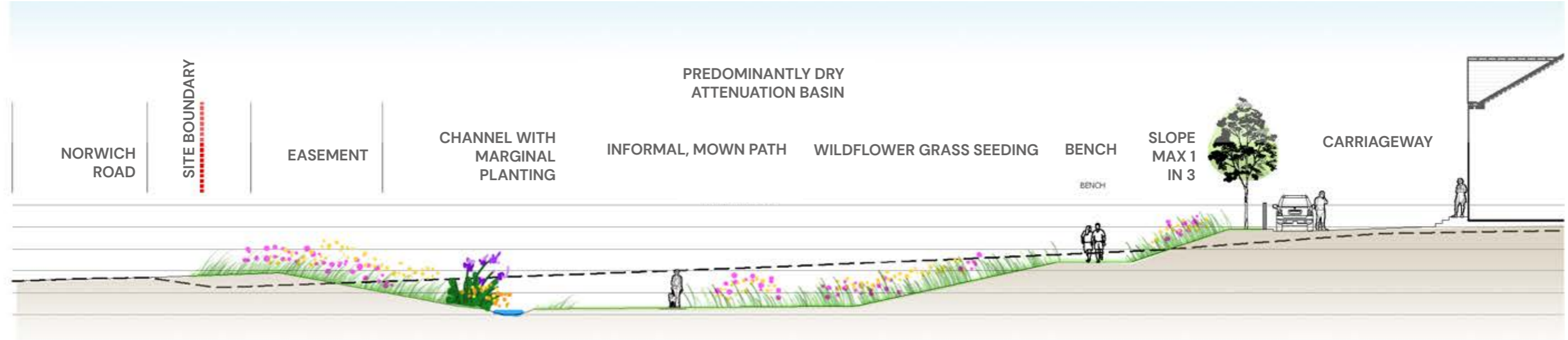


ATTENUATION BASIN (DAVENTRY) – AFTER ESTABLISHMENT OF LANDSCAPE



Page 707

ATTENUATION BASINS ALONG WESTERN SITE BOUNDARY



ILLUSTRATIVE SECTION A-AA

BIODIVERSITY



- 4.7 The choice of species proposed for any new development is not only based on locality and aesthetics but informed by climate change consideration.
- 4.8 The use of mainly native (UK) species outside of the private curtilage of dwellings ensures that plants are best equipped to thrive with the climate.
- 4.9 To respond to the hotter and drier conditions encountered the UK has been facing in recent years, we are increasingly using a higher percentage of more drought tolerant species and cultivars native to southern regions of continental Europe.
- 4.10 The rain gardens and attenuation basins will contain a species mix that is native, can withstand drought but also prolonged periods of water logging and is thus best suited for those conditions.

- NATIVE HEDGES AND BUFFER PLANTING
- NATIVE WETLAND PLANTING
- ORNAMENTAL SHRUBS AND HERBACEOUS
- WILDFLOWER MEADOW / ROUGH GRASSLAND

NOTE: THE COLOUR-CODING / GROUPING OF THE IMAGES REFERS TO THE RESPECTIVE HATCHED AREAS AND ASSOCIATED LEGEND IN THE PLAN ON PAGE 64 (BIODIVERSITY AND PLANTING STRATEGY PLAN)



ACER CAMPESTRE (FIELD MAPLE)

CARPINUS BETULUS (COMMON HORNBEAM)

CORYLUS AVELLANA (COMMON HAZEL) - FORAGING

ROSA CANINA (ROSEHIP) - FORAGING

PRUNUS SPINOSA (BLACKTHORN) - FORAGING

CRATAEGUS MONOGYNA (COMMON HAWTHORN)

ILEX AQUIFOLIUM (HOLLY)

SAMBUCUS NIGRA (ELDER) - FORAGING

LIGUSTRUM VULGARE (PRIVET)

NATIVE HEDGE AND BUFFER MIXES



AQUILEGIA VULGARIS (GRANNY'S BONNET)

LYTHRUM SALICARIA (PURPLE LOOSESTRIFE)

IRIS PSEUDACORUS (YELLOW FLAG IRIS)

MENTHA AQUATICA (WATER MINT)

LYCHNIS FLOS-CUCULI (RAGGED ROBIN)

PERSIACRIA BISTORTA (BISTORT)

FILIPENDULA ULMARIA (MEADOW SWEET)

RANUNCULUS LINGUA GRANDIFLORA (WATER BUTTERCUP)

MENTHA PULEGIUM (PENNYROYAL)

NATIVE WETLAND MIXES - SWALES AND RAINGARDENS

NOTE: THE COLOUR-CODING / GROUPING OF THE IMAGES REFERS TO THE RESPECTIVE HATCHED AREAS AND ASSOCIATED LEGEND IN THE PLAN ON PAGE 64 (BIODIVERSITY AND PLANTING STRATEGY PLAN)



Page 710

CHOISYA TERNATA
'SUNDANCE'

FERNS

CARYOPTERIS X
CLANDONENSIS
'HEAVENLY BLUE'

LONICERA NITIDA 'MAIGRUN'

SPIREA JAPONICA
'CANDLELIGHT'

CISTUS 'SILVER PINK'

PITTOSPORUM TENUIFOLIUM
'TOM THUMB'

ORNAMENTAL GRASS

HEBE 'MRS WINDER'

ORNAMENTAL SHRUBS AND HERBACEOUS



CEANOTHUS THYRSIFLORUS
VAR. REPENS

SYRINGA MEYERI 'PALIBIN'

HEBE ALBICANS

VIBURNUM DAVIDII

EUONYMUS 'EMERALD AND
GOLD'

SARCOCOCCA HOOKERIANA
'DIGYNA'

LAVENDAR 'MUNSTEAD'

PRUNUS LUSITANICA

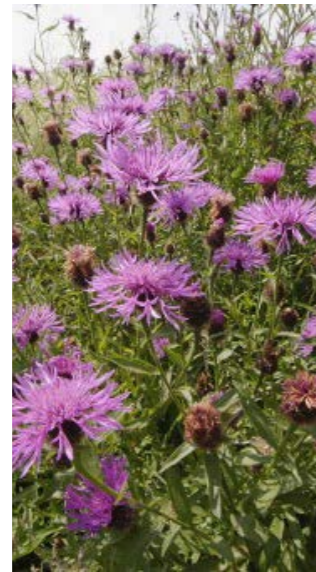
CORNUS SANGUINEA

ORNAMENTAL SHRUBS AND HERBACEOUS

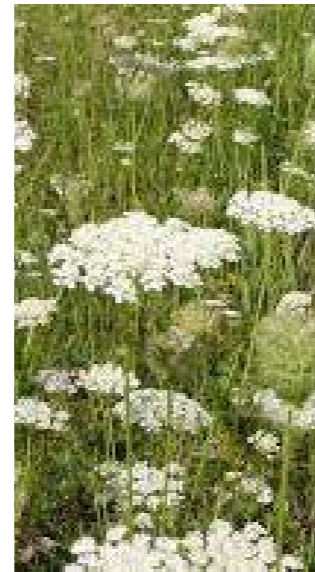
NOTE: THE COLOUR-CODING / GROUPING OF THE IMAGES REFERS TO THE RESPECTIVE HATCHED AREAS AND ASSOCIATED LEGEND IN THE PLAN ON PAGE 64 (BIODIVERSITY AND PLANTING STRATEGY PLAN)



ACHILLEA MILLEFOLIUM



CENTAUREA NIGRA



DAUCUS CAROTA



GALIUM VERUM



KNAUTIA ARVENSIS



LEONTODON HISPIDUS



LEUCANTHEMUM VULGARE



ROUGH GRASSLAND

WILD FLOWER MEADOW MIX



PLANTAGO LANCEOLATA



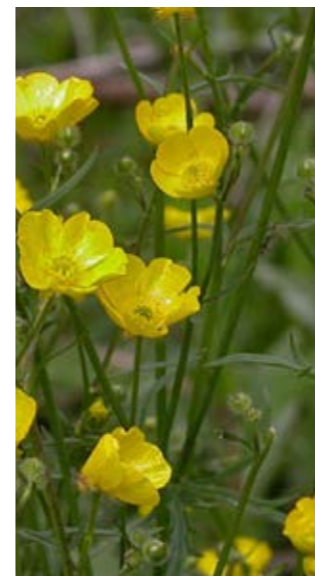
POTERIUM SANGUISORBA - (SANGUISORBA MINOR)



PRIMULA VERIS



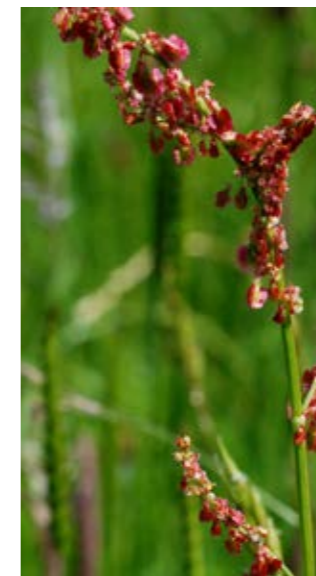
PRUNELLA VULGARIS



RANUNCULUS ACRIS



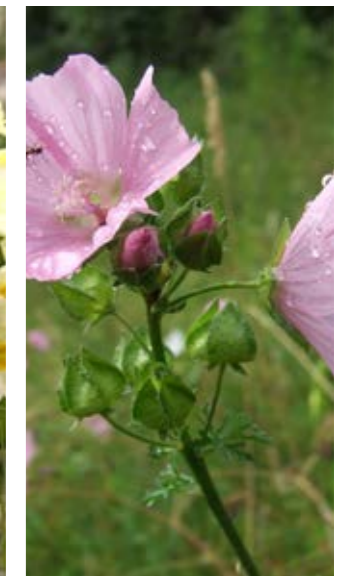
RHINANTHUS MINOR



RUMEX ACETOSA



PRIMULA VULGARIS



MALVA MOSCHATA

WILD FLOWER MEADOW MIX

STREET TREES

Page 712



EXISTING BOUNDARY TREE AND KEY WOODY VEGETATION RETAINED WITHIN THE PROPOSALS

- Public Open Spaces
- Spine Road
- Parking Courts
- Residential Streets

- Significant new tree planting across the site with careful consideration to the species selection
- Trees to be predominately native species, especially within open spaces, or species of known wildlife value which will enhance the site's biodiversity
- Where space is restricted tree species will be small to medium and of narrow habit with relatively open crowns to allow light to filter throughout the canopies
- In open spaces, larger and longer lived, native species will be selected
- Selected to maximise the seasonal change, from spring blossom, summer fruits, autumn leaf colour and winter stem colour
- Indicative species are shown on the adjacent page. Selection to consider availability, current import restrictions and future management requirements
- Additional species (not featured) could include; *Acer campestre* 'Streetwise', *Alnus incana* 'Aurea', *Cercidiphyllum japonicum*, *Cercis siliquastrum*, *Crataegus x prunifolia*, *Tilia tomentosa* 'Brabant'

TREE STRATEGY PLAN

NOTE: THE COLOUR-CODING / GROUPING OF THE IMAGES REFERS TO THE RESPECTIVE HATCHED AREAS AND ASSOCIATED LEGEND IN THE PLAN ON PAGE 68 (TREE STRATEGY PLAN)



ACER CAMPESTRE
(FIELD MAPLE)



ALNUS GLUTINOSA
(COMMON ALDER)



CARPINUS BETULUS
(COMMON HORNBEAM)



MALUS SYLVESTRIS
(WILD CRAB APPLE)



QUERCUS ROBUR
(ENGLISH OAK)



PRUNUS AVIUM
(WILD CHERRY)



SORBUS ARIA
(WHITEBEAM)



TILIA CORDATA
(SMALL-LEAVED LIME)



BETULA PENDULA
(SILVER BIRCH)

PUBLIC OPEN SPACES



TILIA CORDATA
'RANCHO'



CARPINUS BETULUS
'FRANS FONTAINE'



PRUNUS 'SUNSET
BOULEVARD'



AMELANCHIER
LAMARCKII 'ROBIN HILL'



MALUS TSCHONOSKII



MALUS 'RUDOLPH'



SORBUS AUCUPARIA



CORNUS MAS



PYRUS X CALLERYANA
'CHANTICLEER'

SPINE ROAD

PARKING COURTS

RESIDENTIAL STREETS



“Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place.”

(Para. 61, NDG 2021)

COMPACT FORM OF DEVELOPMENT

- 5.1 A compact form of development will help to promote active travel to local facilities and services, so reducing dependence on the private car and enhancing the scheme’s sustainability.
- 5.2 Different levels of compactness should be offered throughout the development, to respond to the unique local context of each area within the scheme.
- 5.3 The degree of compactness within each area of the development is defined by:
 - The level of residential density; and
 - The buildings types and forms.

DENSITY

- 5.4 Well-designed new development makes efficient use of land with an amount and mix of development and open space that optimises density. It also relates well to, and enhances the existing character and context, such as interface with existing dwellings, heritage assets and open space. At the same time, the density will be required to relate to place-making components within the proposals, such as specific street types and proximity to proposed green amenity spaces or public open space.
- 5.5 A varied level of density, therefore, is expected within the proposals, to respond to and reinforce the different areas within the development, to reflect the surrounding context – existing and proposed.
- 5.6 Based on the consented outline planning application, *“development density will take into account the topography of the site, which rises to the east, as well as the potential to impact upon existing residential properties on Church lane.” (Extract from Planning Design and Access Statement (May 2017, submitted as part of the outline planning application, p. 24)*
- 5.7 In addition, the Design and Access Statement of the consented outline planning application sets out the gross density as 16 dwellings per hectare. This level of gross density excludes the site reserved for the school, and includes the significant green buffer to the church, which provides open space in excess of planning policy requirements.
- 5.8 Based on the above, it is expected that the density of the proposals for Land at Norwich Road will meet the following principles:
 - Low density should be incorporated along the eastern edge of the development, at the interface with the proposed informal public open space and the St Mary & St Peter’s Church grounds further to the east. The low density will contribute to a softer edge to the development in transition to the informal open space and the open countryside further beyond. It will also assist in protecting the setting of the existing Grade 1 Listed Church of St Mary and St Peter.

- Medium density should be incorporated into the development along the major access road, which facilitates the primary route for vehicular movement between the two access points – off Norwich Road at the western edge and off Church Lane at the south-eastern corner of the site. Medium density along this route will facilitate a formal appearance to this principal movement corridor, with dwellings – mostly detached houses – arranged along shared private drives which would restrict direct access to parking spaces. The arrangement of dwellings at medium density at this location will also offer opportunities for shrub and tree planting in front of dwellings, as part of semi-private front gardens, which will assist in providing a buffer between the main vehicular route at the public realm and the private realm.
- Medium-High Density will be expected in areas within the development which front formal green public open space, such as a “village green”, or a green corridor which comprises a key pedestrian/cycle path. Medium-high density will be achieved in these locations through incorporating semi-detached and terraced dwellings alongside larger detached houses, with a combination of shared private drives and frontage parking. The varied parking and access arrangement will assist in increasing the distance between the front of the dwellings and the public open space, forming a buffer between public and private realms.
- Higher density will be expected in the inner parts of the development, behind the houses fronting the primary vehicular routes and to the rear of dwellings fronting the open spaces. A larger portion of semi-detached and terraced houses will be proposed in these locations, alongside the larger detached houses, with private courts also used to increase the efficient use of the land.

BUILDING TYPES AND FORMS

- 5.9 A wide range of building types and forms should be incorporated into the proposed development. A variety within the built form will add interest to the street scene, aid street legibility and “way-finding”, as well as contribute to the sense of a coherent neighbourhood.
- 5.10 Taking cues from existing building types, forms and material palettes within the site’s surrounding will also assist in positively integrating the development to its local context. The design solution for the site should reflect the variety in townscape form that can be seen in Barham and in particular the area surrounding the site.
- 5.11 The distribution of different building types, sizes and forms throughout the site will be defined by the “urban grain” – a term referring to the arrangement of blocks containing buildings and plots of different sizes.
- 5.12 Similarly to the distribution of varied density throughout the site, the urban grain will affect the level of compactness in different areas within the development, as follows:
- 5.13 A loose urban grain should be incorporated along the eastern edge of the development, at the interface with the proposed informal public open space and the St Mary & St Peter’s Church grounds further to the east. The mostly large, detached family homes, arranged within relatively large plots, which are generally set back generously from the edge of the street/private drive, contribute to a softer edge to the development in transition to the informal open space and the open countryside further beyond.



LOOSE URBAN GRAIN AT THE INTERFACE WITH THE INFORMAL PUBLIC OPEN SPACE AT THE WESTERN EDGE OF THE DEVELOPMENT

5.14 A tighter urban grain, in comparison, should be provided within the inner parts of the development, such as in areas behind dwellings fronting the major access road / primary vehicular route, or behind areas fronting formal public open spaces, such as the "village green". A tighter urban grain within these locations will contribute to an increased residential density, therefore achieve a greater compactness to the development. The frequent rhythm of change in the built form, resulting from the relatively narrow plot frontages, will contribute to adding interest to the street scene, as well as aid street legibility.



TIGHTER URBAN GRAIN WITHIN THE INNER PARTS OF THE DEVELOPMENT, FACILITATING A HIGHER RESIDENTIAL DENSITY AND A MORE COMPACT FORM OF DEVELOPMENT.

5.15 Other areas within the development, such as along the primary vehicular route, or at the frontage of formal open spaces, will display a varied, or mixed level of compactness associated with varying levels of urban grains, where larger plots accommodating detached houses are arranged alongside smaller plots, associated with semi-detached and terraced dwellings. Such "mixture" of urban grains helps achieving a balanced approach between high level of compactness which add interest to the street scene on the one hand, and a looser form which aid softening the transition from the built-up areas to the green amenity spaces on the other.



"MIXED" URBAN GRAIN AT THE FRONTAGE OF FORMAL OPEN SPACES AND ALONG THE PRIMARY VEHICULAR ROUTE: LARGER PLOTS / LOOSE URBAN FORM AROUND THE PUBLIC OPEN SPACE SURROUNDING THE LANDSCAPED AREA WITH THE ATTENUATION BASIN, AND A TIGHTER BUILDING FORM AT THE FRONTAGE OF A VILLAGE GREEN.

BUILDING LINE

5.21 Building line represents the extent by which the dwellings are set back from the street. The space in between the building and the edge of the street, defined by the building line, provides opportunities for soft landscaping, offering a semi-private buffer between the public and private realms. This space also assists in softening the transition between the built form and the amenity greenspaces, in cases where dwellings are positioned to form a frame around the public open space.

5.22 The depth of the building line, as well as the extent of its consistency, will vary across the development, as follows:

ALONG THE MAIN VEHICULAR ROUTE:

5.23 Along the main vehicular access road, building should generally be consistent and formal, resulting in coherent built form, which is appropriate to this location, where dwellings are lining the primary street through the development.

5.24 Dwellings will generally be accessed off shared private drives which stretches in parallel to the main vehicular route, increasing the opportunities for soft landscaping and tree planting, as well as allowing for a wider buffer between the private realm and the main road.

AT AREAS SURROUNDING PUBLIC OPEN SPACES:

5.25 Where fronting onto public open spaces and landscape buffers, building line will generally be irregular and inconsistent, adding to a less-formal appearance of the development in these locations. In broad terms, dwellings are to be set back behind generous front gardens in these locations, to allow for a soft transition between the built form and the green open space.

5.26 Often accessed from a shared private drive which runs parallel to the edge of the public open space, dwellings in these locations are positioned well away from the public realm, with the private drives adding depth to the semi-private area in front of dwellings.

AT INNER PARTS OF THE DEVELOPMENT:

5.27 Building line within the inner parts of the development should generally be formal and consistent, to give coherent built form along Minor Access Roads and Shared Surface Roads.

5.28 The combination of a wide range of building types, including detached, semi-detached and terraced dwellings, and a varied arrangement for car parking methods, the building line within these areas will display a degree of flexibility, resulting in an organised, consistent street scene, with some opportunities for soft landscaping to the front of dwellings.



Legend

- Single Storey Dwelling / Garage shaded blue
- 2 Storey Dwelling shaded blue

STOREY HEIGHT PLAN – FORMING PART OF OUTLINE PLANNING APPLICATION

HEIGHT

- 5.29 The proposed building height will be required to meet the principles set out as part of the consented outline planning application, and the Building Height Parameter Plan submitted as part of it.
- 5.30 The Design and Access Statement of the approved outline planning application has set out the building height strategy across the site in the “Scale” section. It suggested that the development will feature a range of storey heights, from single storey to 2.5 storeys, with bungalows particularly meeting the needs of an ageing population. It continued to say that it is anticipated that the majority of the proposed properties will be two storeys. The bungalows, according to the Storey Height Plan submitted as part of the outline application, will be mostly located at the eastern edge of the development, at the interface with the public open space around the Grade I listed building of the church.
- 5.31 The Design and Access Statement also suggested that within the overall site layout, a variation in building height and form can add visual interest to streets and aid orientation and legibility.
- 5.32 Overarching design principles are to be applied to and incorporated into the proposed massing of the buildings.
- 5.33 Key development frontages, such as those overlooking areas of public open space and following the primary movement route, will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development.
- 5.34 Landmark buildings, positioned within key locations such as important street intersections or at vista stops, should be designed as such so that they reinforce their prominent location. Larger or taller buildings, or by merit of materials and detailing and more distinctly recognisable landmark buildings should be located in these key locations.

06 IDENTITY

LOCAL CHARACTER

IDENTITY. ATTRACTIVE AND DISTINCTIVE

NPPF CHAPTERS: 8, 12, 15, 16

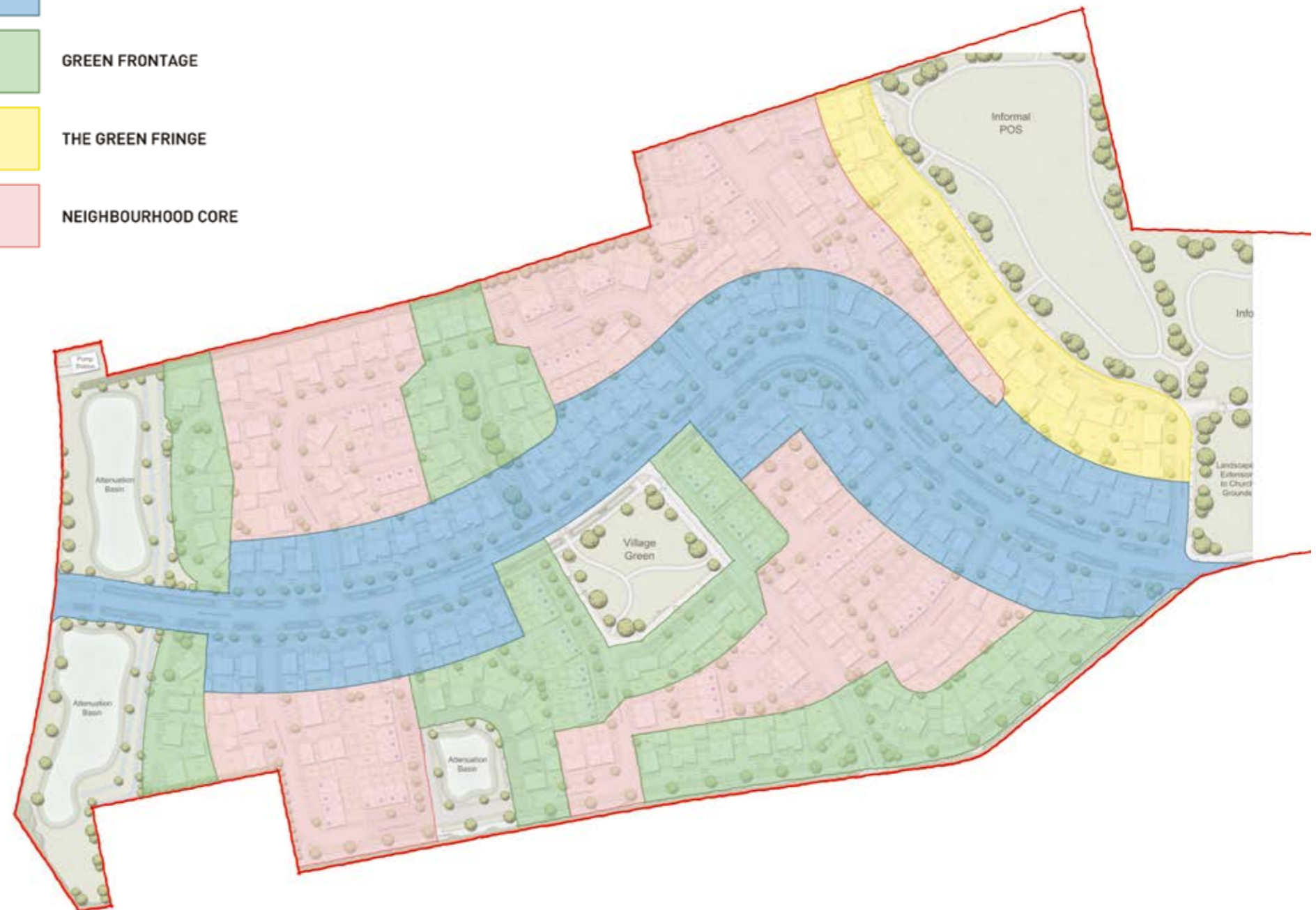
“The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses.”

(Para. 50, NDG 2021)

- 6.1 Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development.
- 6.2 The site has been split into 4 no. character areas, each with a clearly defined character relating to the site’s context and surroundings. The following pages describe how the character areas should be designed in such a way to help create a varied and diverse townscape.
- 6.3 The character areas are detailed below as follows:
- CA1: Avenue Character Area
 - CA2: Lanes & Private Drives Character Area
 - CA3: Neighborhood Core Character Area
 - CA4: Green Fringe Character Area
- 6.4 Each character area is defined via a range of design components including building typology, density, height, enclosure, building detail, building materials and other key elements that shape the overall appearance of the identified character areas.

KEY

-  SITE LOCATION (15.76 HA)
-  THE AVENUE
-  GREEN FRONTAGE
-  THE GREEN FRINGE
-  NEIGHBOURHOOD CORE



CHARACTER AREAS PLAN

**CHARACTER AREA 1
THE AVENUE**

- 6.5 The Avenue character area runs adjacent to the Major Access Road, which runs through development linking Norwich Road to the west and Church Lane to the south east, and is characterised by the most formal development.
- 6.6 Green verges along the Major Access Road will be provided on both sides to accommodate Swale.
- 6.7 As The Avenue runs through the site, the consistency of street tree planting will help to provide a cohesive green character.
- 6.8 No direct vehicular access from the major access road into individual properties as they will be served by Private Drives off the major access road, with parking typically to the side of the property. Garages and parking spaces will be set back behind the building line, to avoid car dominating the street scene.
- 6.9 The use of consistent building lines and setbacks from the street will aid a cohesive character and help to define a more formal character.



CA1 THE AVENUE LOCATION PLAN

**CHARACTER AREA 2
GREEN FRONTAGE:**

- 6.10 The Green Frontage character area will covers dwellings in the centre of the site, and those overlooking Norwich Road, Church Lane, and the proposed small pocket of village green along the eastern half of the southern boundary of the site.
- 6.11 Dwellings will be accessed via private drives.
- 6.12 Varied building alignments will give the character area a more informal residential feel, with street alignments designed to provide convenient pedestrian routes through development to open space.
- 6.13 Wherever possible, views through development towards amenity open space or areas of planting will be incorporated.
- 6.14 The presence of smaller more intimate focal spaces and areas of soft landscaping to both the public and private realm will contribute to a more informal residential character.



CA2 GREEN FRONTAGE LOCATION PLAN

**CHARACTER AREA 3
GREEN FRINGE**

- 6.15 The Green Fringe character area contains development overlooking the proposed public open space within the eastern part of the site, adjacent to the existing Grade I Listed Church of St Mary and St Peter to the east.
- 6.16 Characterised by an informal and green character, the proposed dwellings located within the Green Fringe will be bungalows and benefit from views across areas of open space or landscaped planting, aiding the transition between built form and open space.
- 6.17 Dwellings within this character area will tend to be served via shared surface and private drive street typologies, thus creating more of an irregular street pattern to aid in the creation of a more informal character.



CA3 THE GREEN FRINGE LOCATION PLAN

**CHARACTER AREA 4
NEIGHBOURHOOD CORE**

- 6.18 The Neighbourhood Core character area covers development along the northern boundary of the site together with development to the south of the Avenue character area.
- 6.19 Characterised by a more formal character, the majority of dwellings within the Neighbourhood Core will be served via a mix of Minor Access Road, Shared Surfaces, and Private Drives depending on the nature of public realm to be created.
- 6.20 Parking predominantly to the side of the property with few cases of parking to the front of the property. Private parking areas are proposed in several locations serving small groups of dwellings.



CA4 NEIGHBOURHOOD CORE LOCATION PLAN

LEGIBILITY

6.21 Legibility of the development should be achieved through incorporating the following characteristics:

- A clear and walkable network of streets and other routes;
- Street hierarchy whereby movement is organised along a hierarchical network of streets of distinct character, as set out in the “Movement” section (section 03) of this document; and
- Landmark and keynode buildings – these should be positioned within key locations such as important street intersections or at vista stops, and should be designed as such so that they reinforce their prominent location. Larger or taller buildings, or by merit of materials and detailing and more distinctly recognisable landmark buildings should be located in these key locations, in order to aid site legibility and way-finding.

MASTERPLANNING

- 6.22 Consistent masterplanning principles should be applied to the design proposals, so that to create a distinctive local identity to the development, yet at the same time, facilitating the integration of the development into its surroundings.
- 6.23 Generating local identity within the development should be achieved through incorporating the following characteristics:
- Incorporating a consistent and hierarchical network of streets, following the street typologies and street configuration set out in Section 3: Movement, will aid contribute to a consistent appearance of the public realm;
 - Implementing a consistent planting and landscaping strategy, whereby the appearance and specification of hard surfaces and soft landscaping are consistent throughout the site and are reflective of the character areas identified to guide the development; and
 - Incorporating distinctive design to landmark buildings, to break the uniformity and hence aid site legibility and way-finding.
 -

THE IDENTITY OF BUILDINGS

- 6.24 The design of buildings should follow principles which correspond with the identified character areas set out in Section 06: Identity, so that a sense of place and local character is being reinforce in response to the local context.
- 6.25 The design of building should therefore follow the principles set out in the following pages, with specific reference to:
- Building types and forms; and
 - Blocks characteristics.

TYPES AND FORMS – CA1: AVENUE

CHARACTER AREA	Character Area 1 – THE AVENUE	
BUILDING TYPOLOGY	Detached houses predominantly; occasional semi-detached	
ROOFSCAPE	Broadly consistent ridge heights along Private Drives; Predominance of gables	
MATERIALS	Proposed	Reference to Local Character Area
	<p>Facing materials: Predominantly plain red brick, with multi-red brick at buildings within key locations, such as at key intersections or at vista stops. Occasional use of white render at front elevations, above dark plinth – at keynote buildings.</p> <p>Roofs: A combination of concrete red pantile and grey slate tile, with the latter predominantly at buildings in key locations.</p>	
BUILDING DETAIL	<p>Contemporary design approach.</p> <p>Plain contemporary casement windows with central vertical bar; Window reveal returns of 75mm.</p> <p>Plain contemporary door style.</p> <p>Flat entrance canopies.</p> <p>Bay windows could be used to define keynote dwellings.</p> <p>Chimneys /brick banding could be used to define keynote dwellings.</p> <p>Projecting gables with feature windows could be used adding interest to the street-scene.</p>	CA1 Historic Core (Chimneys, Bay Windows), CA7 Recent Development along Hereford Drive to the south of the site (more contemporary design approach).

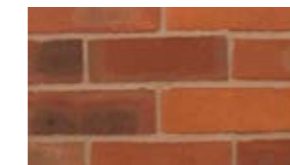
INDIVIDUAL PROPERTY IS SERVED BY PRIVATE DRIVES



- ROOF – SLATE TILES
- WINDOW – PLAIN CONTEMPORARY CASEMENT WINDOWS, GREY
- FACADE – RED-MULTI BRICK
- FLAT ENTRANCE CANOPY
- DOOR – GREY
- PARKING TO SIDE OF DWELLINGS OFF PRIVATE DRIVES, SET BACK BEHIND BUILDING LINE

GENERAL DWELLING – POTENTIAL FEATURES

MATERIALS PALETTE

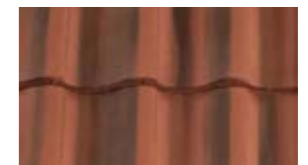


MULTI-RED BRICK

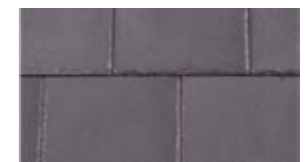


PLAIN RED BRICK

ROOF TILES



FENLAND FARMOUSE RED PANTILE



CAMBRIAN GREY SLATE TILE

TYPES AND FORMS – CA2: GREEN FRONTAGE

CHARACTER AREA	CHARACTER AREA 2 – GREEN FRONTAGE	
BUILDING TYPOLOGY	Dwellings are predominantly detached with the exception of few semi-detached dwellings when overlooking public open space along the western half of the southern boundary of the site.	
ROOFSCAPE	Pitched roofs with gables and occasional hipped roofs to animate public realm frontages.	
MATERIALS	Proposed	Reference to Local Character Area
	<p>Facing materials: Predominantly plain red brick, with multi-red brick at buildings within key locations, such as at key intersections or at vista stops. Occasional use of white, sand or ivory render at front elevations at keynote buildings.</p> <p>Roofs: A combination of duo pan red tile, clay plain tile and grey slate tile, with the latter predominantly at buildings in key locations.</p>	<p>CA5 Late 20th Century Infill Development (Old Rectory Close) – A mix of buff brick, red multi, and plain red brick works.</p>
BUILDING DETAIL	<p>Flat entrance canopies.</p> <p>Dwellings to be designed to ensure no blank walls front onto the public realm.</p> <p>Bay windows could be used to define keynote dwellings.</p>	<p>CA7 Recent Development along Hereford Drive to the south of the site (more contemporary design approach).</p> <p>CA4 Mid 20th Century development (a presence of flat entrance canopies throughout development).</p>

MATERIALS PALETTE



RED PLAIN BRICK



MULTI-RED BRICK

ROOF TILES



CAMBRIAN GREY SLATE TILE



FENLAND FARMHOUSE RED PANTILE



ROSEMARY CLAY CRAFTSMAN PLAIN TILE

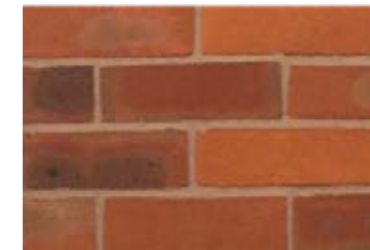


GENERAL DWELLINGS – POTENTIAL FEATURES

TYPES AND FORMS – CA3: GREEN FRINGE

CHARACTER AREA	CHARACTER AREA 3 – THE GREEN FRINGE	
BUILDING TYPOLOGY	Dwellings are predominantly detached or semi-detached.	
ROOFSCAPE	Pitched roofs with prominent gables to animate public realm frontages.	
MATERIALS	<p>Proposed</p> <p>Facing materials: Predominantly multi-red brick; black weather-boarding and black window and roofing components.</p> <p>Roofs: A combination of traditional pantile and clay plain tiles, with the latter predominantly at buildings in key locations.</p>	<p>Reference to Local Character Area</p> <p>CA3 Predominantly Bungalow Dwellings with Varying Styles – Phillips Road (Predominantly Plain Red and Red Multi Brick Works).</p>
BUILDING DETAIL	<p>Flat entrance canopies. Mono pitch canopies. Dwellings to be designed to ensure no blank walls front onto the public realm. Occasional use of projecting plinths.</p> <p>Cottage casement windows and cottage styled entrance doors.</p> <p>Occasional appearance of dormers, and typically positioned at the rear elevation of the dwelling.</p>	<p>CA7 Recent Development along Hereford Drive to the south of the site.</p>

MATERIALS PALETTE



MULTI-RED BRICK

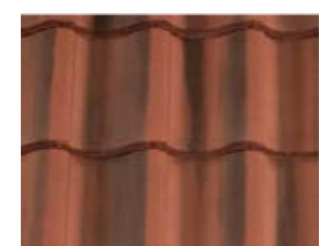


PLAIN RED BRICK

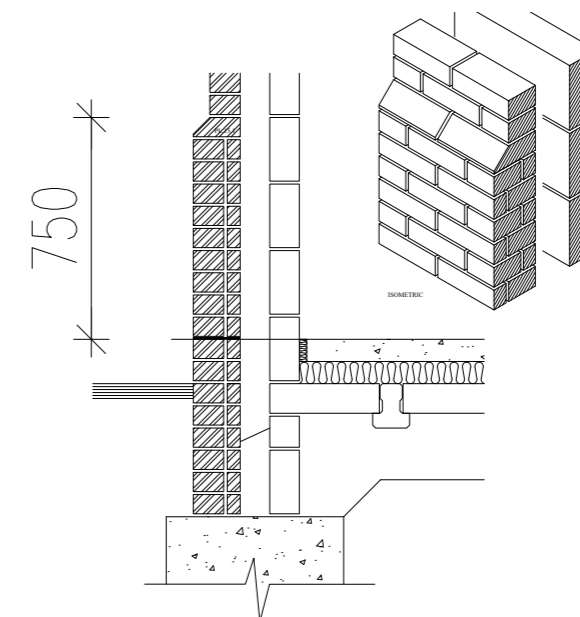
ROOF TILES



ROSEMARY CLAY PLAIN TILES



FARMHOUSE RED PANTILE



PROJECTING PLINTH

TYPES AND FORMS – CA4: NEIGHBOURHOOD CORE

CHARACTER AREA	CHARACTER AREA 4 - NEIGHBORHOOD CORE	
BUILDING TYPOLOGY	A mix of detached, semi-detached, and terraces.	
ROOFSCAPE	Broadly consistent ridge heights along Minor Access Road and Shared Surfaces; Occasional gable fronted building to mark intersection and to provide further interest.	
MATERIALS	<p>Proposed</p> <p>Facing materials: Predominantly plain red brick, with multi-red brick at buildings within key locations, such as at key intersections or at vista stops. Occasional rendered panels.</p> <p>Roofs: A combination of concrete pantile roofs and grey slate tiles.</p>	<p>Reference to Local Character Area</p> <p>CA5 Late 20th Century Infill Development (Old Rectory Close) – A mix of buff brick, red multi, and plain red brick works.</p>
BUILDING DETAIL	<p>Flat entrance canopies.</p> <p>Chimneys could be used to add interest to the roof-scape along the Minor Access Roads.</p> <p>Occasional gablets could be used where dwellings front onto key locations.</p> <p>Occasional appearance of dormers.</p>	<p>CA7 Recent Development along Hereford Drive to the south of the site.</p>

MATERIALS PALETTE



PLAIN RED BRICK



PLAIN RED BRICK

ROOF TILES



GREY PANTILE



RUSTIC RED PANTILE



FARMHOUSE RED PANTILE



SLATE - SANDTOFT

Page 729



INDICATIVE STREET-SCENE ILLUSTRATES POTENTIAL FEATURES WITHIN THE NEIGHBOURHOOD CORE CHARACTER AREA

BLOCKS – CA1: AVENUE

CHARACTER AREA	Character Area 1 – THE AVENUE
URBAN FORM	No direct vehicular access from the major access road into individual properties. Individual properties will be served by Private Drives off the major access road. Dwellings create a strong and formal frontage, with a greater presence and continuity of urban form. Consistent sense of massing and high-level of enclosure to the public realm. Dwellings on corners typically to be dual frontage. Strong rhythm in the street scene.
STREET TYPES	Major Access Road and Private Drives beyond.
PARKING	No parking provided along the Major Access Road. Parking to the side of dwellings off Private Drives, set back behind building line.
HARD LANDSCAPING	Major Access Road: Standard Tarmac. Raised Tables: Block Paving – Omega Charcoal – Various Patterns Options. Footway/Cycleway: Standard Tarmac. Private Drives: Block Paving – grey or brindle colour, various patterns options.
BOUNDARY TREATMENTS	Frontages – Hedgerows, low-level planting. Side boundaries facing public realm – green screen.

Page 730

HARD LANDSCAPING



MAJOR ACCESS ROAD – STANDARD TARMAC



RAISED TABLES/PRIVATE DRIVES – BLOCK PAVING IN COLOUR GREY OR BRINDLE; VARIOUS PATTERNS OPTIONS



FOOTWAY/CYCLEWAY – HERITAGE FINISH TARMAC (BUFF CHIPPINGS)

BOUNDARY TREATMENT PALETTE



FRONTAGES – HEDGEROWS – LOW



SIDE BOUNDARIES FACING PUBLIC REALM – GREEN SCREEN

NOTE:
A MAINTENANCE REGIME DOCUMENT WILL BE SUBMITTED AS PART OF RESERVED MATTERS APPLICATION.

BLOCKS – CA2: GREEN FRONTAGE

CHARACTER AREA	CHARACTER AREA 2 – GREEN FRONTAGE
URBAN FORM	Semi-formal development covers dwellings in the centre of the site, and those overlooking Norwich Road, Church Lane, and the proposed small pocket of village green along the eastern half of the southern boundary of the site, with variation in massing and levels of enclosure provided through variation in the built form. Dwellings on corners typically dual frontage to increase natural surveillance. More informal arrangement of dwellings to create variation in character. Direct access to dwellings off private drives (p). Dwellings will be accessed via private drives.
STREET TYPES	Private Drives (p), Private Parking Area (o).
PARKING	Parking to side of dwellings.
HARD LANDSCAPING	Private Drives: Block Paving – Grey or Brindle colours. Shared Surfaces: Block Paving – Grey colour.
BOUNDARY TREATMENTS	Frontages – Low level hedgerow. Side boundaries facing public realm – Side boundaries facing public realm – green screen.

Page 731

HARD LANDSCAPING



SHARED SURFACES – BLOCK PAVING – COLOUR: BRINDLE



PRIVATE DRIVES – BLOCK PAVING – COLOUR: GREY VARIOUS PATTERNS OPTIONS

BOUNDARY TREATMENT PALETTE



SIDE BOUNDARIES FACING PUBLIC REALM – GREEN SCREEN



FRONTAGES – HEDGEROWS – LOW

NOTE:
A MAINTENANCE REGIME DOCUMENT WILL BE SUBMITTED AS PART OF RESERVED MATTERS APPLICATION.

BLOCKS – CA3: GREEN FRINGE

CHARACTER AREA	CHARACTER AREA 3 – THE GREEN FRINGE
URBAN FORM	Less-formal development frontage, with greater variation in massing and levels of enclosure to create a greener and more permeable transition from development to open space to the east. All dwellings on corners to be dual frontage. More informal arrangement of dwellings to create variation in character. Direct access to dwellings off shared surfaces (p) and Private Drives (o).
STREET TYPES	Shared Surface Roads (p) and Private Drives (o).
PARKING	Parking to the front of dwellings (p). Parking to side of dwellings(o)
HARD LANDSCAPING	Private Drives – Block paved, colour: Brindle. Shared Surfaces – Block Paving – Colour: Grey.
BOUNDARY TREATMENTS	Frontages – Low level hedgerows and groundcover planting. Side boundaries facing public realm – Side boundaries facing public realm – green screen.

Page 732

HARD LANDSCAPING



SHARED SURFACES – BLOCK PAVING – GREY



SHARED SURFACES – BLOCK PAVING – BRINDLE

BOUNDARY TREATMENT PALETTE



SIDE BOUNDARIES FACING PUBLIC REALM – GREEN SCREEN



FRONTAGES – HEDGEROWS – LOW

NOTE:
A MAINTENANCE REGIME DOCUMENT WILL BE SUBMITTED AS PART OF RESERVED MATTERS APPLICATION.

BLOCKS – CA4: NEIGHBOURHOOD CORE

CHARACTER AREA	CHARACTER AREA 4 – NEIGHBORHOOD CORE
URBAN FORM	<p>Development along the northern boundary of the site together with development to the south of the Avenue character area.</p> <p>More formal character with the majority of dwellings served via a mix of Minor Access Road, Shared Surfaces, and Private Drives street typologies depending on the nature of public realm to be created.</p> <p>All dwellings on corners to be dual frontage.</p> <p>Parking predominantly to the side of the property with few cases of parking to the front of the property. Private parking areas are proposed in several locations serving small groups of dwellings.</p>
STREET TYPES	Minor Access Road, Shared Surfaces, and Private Drives.
PARKING	Parking to the side of dwellings (p), Parking to the front of dwellings (o). Private Parking Areas off Minor Access Road.
HARD LANDSCAPING	<p>Minor Access Road – Standard Tarmac.</p> <p>Shared Surface Road – Block Paving – Colour: Grey or Brindle.</p> <p>Private Parking Areas – Block Paving – Standard tarmac and occasional block paving.</p>
BOUNDARY TREATMENTS	<p>Frontages – Low hedgerows and lawn.</p> <p>Side boundaries facing public realm – Side boundaries facing public realm – green screen.</p>

Page 733

HARD LANDSCAPING



MINOR ACCESS ROAD – STANDARD TARMAC



SHARED SURFACES – BLOCK PAVING – COLOUR: GREY



SHARED SURFACES – BLOCK PAVING – COLOUR: BRINDLE

BOUNDARY TREATMENT PALETTE



FRONTAGES – HEDGEROWS – LOW



SIDE BOUNDARIES FACING PUBLIC REALM – GREEN SCREEN


NOTE:
A MAINTENANCE REGIME DOCUMENT WILL BE SUBMITTED AS PART OF RESERVED MATTERS APPLICATION.


LANDSCAPE CHARACTER


Page 734




ARCHITECTURAL CHARACTER AREAS

- 


CA-1: THE AVENUE
INCORPORATING PRIMARY STREET CORRIDOR AND RAINGARDENS WITH AQUATIC PLANTING (SWALES). FRONTAGES TO BE FORMED BY OPEN GRASS PRIVATE AREAS WITH DEFENSIBLE STRIP OF PLANTING UP AGAINST THE BUILDINGS
- 


CA-2: GREEN FRONTAGES
DELIVERING OPEN FRONTAGES ONTO ADJACENT OPEN SPACES WITH LOW TIMBER KNEE RAIL FENCING TO BOUNDARIES
- 

CA-3: GREEN FRINGE
FRONTAGES TO BE FORMED BY TIMBER POST AND RAIL Paddock FENCING. OPPORTUNITY TO REINFORCE THE BOUNDARIES WITH STRUCTURAL HEDGE PLANTING. PLANTING PALETTE TO DELIVER ADDITIONAL SEASONAL INTEREST THROUGH SOFTER AND SHADE TOLERANT MIXES.
- 

CA-4: NEIGHBOURHOOD CORE
FRONTAGES TO BE FORMED BY LOW CLIPPED HEDGEROWS OR GRAVEL STRIP TOWARDS BUILDING AND IF SPACE ALLOWS GRASS AREAS PROVIDING THE INTERFACE WITH THE CARRIAGEWAYS. OPPORTUNITY FOR MULTIPLE SUB-CHARACTER AREAS DELIVERED THROUGH INDIVIDUAL PLANTING PAlettes AND BY SELECTING DOMINANT TREE AND HEDGE SPECIES.


LANDSCAPE CHARACTER


- 


LCA-5: POS AREAS
AMENITY OPEN SPACES INCORPORATING PLAY AND SUDS FEATURES
- 

LCA-6: WESTERN EDGE GREEN
INCORPORATING SUDS ATTENUATION BASINS WHICH IS TO BE ACCESSIBLE TO THE PUBLIC

LCA-7: EASTERN EDGE GREEN

- 

LCA-7A: GREEN INTERFACE
AREAS OF THE EASTERN OPEN SPACE WHICH ABUT THE PROPOSED RESIDENTIAL AREAS. THIS RELATIONSHIP TO BE CAREFULLY DESIGNED TO PROVIDE OPEN & ATTRACTIVE VIEWS INTO OPEN SPACE. OPPORTUNITY FOR GRASS SWARDS WITH AREAS OF LONGER GRASS TO ENHANCE VISUAL, AMENITY, LEISURE APPEAL AND ECOLOGICAL VALUE, WITH INFORMAL GROUPS OF TREE PLANTING.
- 

LCA-7B: NATURAL GREEN SPACE
PREDOMINANTLY SPECIES RICH AMENITY GRASS AREAS WITH FRAMING OF ROUGH / WILDFLOWER GRASS SEEDING; PROVIDING OPPORTUNITIES FOR INFORMAL PLAY / KICK-ABOUT / PICNICS / FORAGING TRAIL
- 

LCA-7C: WILDERNESS AREAS
OPPORTUNITY FOR CREATING LOW MAINTENANCE AREAS WHICH WOULD FOCUS ON HABITAT CREATION AND PROTECTION; OPPORTUNITY FOR FORAGING TRAIL

LANDSCAPE CHARACTER AREAS RELATING TO CHARACTER AREAS



DEFENSIBLE MIXED PLANTING AND FORMAL HEDGE WITH GRAVEL TO PRIVATE FRONTAGES AND ROBUST MIXED PLANTING TO STREETS



GREEN FRINGE



THE AVENUE PLANTED RAINGARDENS

Page 735



ILLUSTRATIVE EXAMPLE YOUNG NATIVE SHRUB PLANTING BEHIND HEADWALLS WHICH TO DISCOURAGE ACCESS



ILLUSTRATIVE EXAMPLE OF TIMBER POST AND RAILS TO BE IMPLEMENTED TO THE TOP OF HEADWALLS TO PREVENT FALL HEIGHT ISSUES



INFORMAL PLAY ELEMENTS



WILDERNESS AREA - UNDERSTOREY



LOW TIMBER KNEE RAIL DEFINING BOUNDARIES



TREE LINED PATHS IN CHURCH EXTENSION



WESTERN EDGE GREEN - SUDS BASIN WITH WATER CHANNEL



EASTERN EDGE GREEN - SPECIES RICH GRASS AND TREE PLANTING



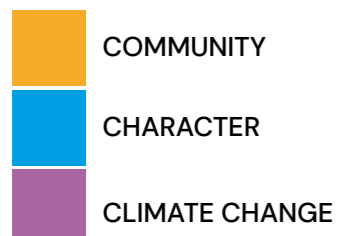
MEADOW WITH INFORMALLY MOWN PATHS

07 PUBLIC SPACE

“The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art.”

(Para. 99, NDG 2021)

- 7.1 The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices.
- 7.2 The quality of public spaces is partly about the way they are enclosed by buildings and partly the way that they are designed. Detailed proposals for the site will need to meet the requirements and follow the principles set out below, in relations the different types of street, along with their associated hierarchy principles outlined in Section 04–Movement, as well as with regard to public spaces.
- 7.3 Additionally, Manual for Streets defines common street types and functions, which this design code seeks to align with.
- 7.4 The Public Space section, therefore, outlines the principles for:
 - Streets – facilitating placemaking, in addition to enabling movement, with specific reference to the street hierarchy and typology outlined in Section 04–Movement; and
 - Social Interaction – outlining the design principles for streets and other public spaces, such as public squares, enabling them to fulfil a social function to bring people together and to act as a focus for community life.



STREETS

PRIMARY ROAD



Page 737

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

RAINGARDEN SWALES

BOTH SIDES OF SPINE ROAD TO FEATURE PLANTED RAINGARDEN SWALES TO ENHANCE HABITAT CONNECTION AND BIODIVERSITY

TREE AVENUE

AVENUE TREES IN GREEN VERGES ALONG BOTH SIDES OF THE SPINE ROAD TO CREATE A GREEN CORRIDOR THROUGH THE CENTRE OF THE DEVELOPMENT

PEDESTRIAN PRIORITY

RAISED TABLE CROSSING AT KEY INTERSECTIONS TO PROVIDE PRIORITY TO NON-MOTORISED TRAFFIC

- Main access from Norwich Road and Church Lane via Major Access Road - CA: The Avenue)
- Double-sided arrangement of raingardens and separate verge with avenue trees, segregating foot/cycle path from road
- Private frontages to be formed by open lawns where depth allows with defensible strip of planting up against the buildings
- Residential dwellings served by Minor Access Roads and via smaller shared surface streets and drives off The Avenue

RAINGARDEN TO RECEIVE SURFACE RUNOFF FROM ROAD AND FOOTPATH



SEGREGATED FOOTPATH VERGE WITH STREET TREE

INDICATIVE SECTION THROUGH SPINE ROAD

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

MINOR ACCESS ROAD



GREEN FRONTAGES

STRONG DEFINITION OF PRIVATE DEMISE THROUGH GREEN FRONTAGES

OFF-STREET PARKING

TREE BAYS TO BREAK UP PARKING BAYS ALONG THE ROAD VERGE AND TO PROVIDE CONTINUOUS TREE PLANTING

PEDESTRIAN PRIORITY

RAISED TABLE CROSSING AT KEY INTERSECTIONS TO PROVIDE PRIORITY TO NON-MOTORISED TRAFFIC

PLANTED TREE POCKETS

IN SUITABLE LOCATIONS TREES TO BE WITHIN PLANTED POCKETS

- Footpaths on both sides and tree planting on one side to provide shading to the public realm
- Private boundaries defined by low hedges with gravel strips or larger gravel areas with specimen shrubs
- Road surfaces and footpaths will be asphalt
- Parking bays demarcated with darker toned pavers in charcoal
- Raised block-paved tables in key locations to create safe crossing places for pedestrian priority

Page 738



PLANTED TREE POCKETS



PARKING BAYS WITH TREE PLANTING

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

SHARED SURFACE ROAD & PRIVATE DRIVES



SHARED SURFACE STREET WITH OFF-STREET PARKING AND PLANTING



SHARED PRIVATE DRIVE OVERLOOKING OPEN SPACE

PARKING COURTS



PARKING COURTS WITH TREE PLANTING

- Shared-surface with some street trees in key locations
- Private boundaries defined by low hedges with gravel strips or larger grass or gravel areas with feature shrubs

- Domestic character and dedicated off-street parking to limit car dominance on the streets
- Block paved with greening to edges



STREET TREES

SHARED SURFACE STREETS WITH TREES IN KEY LOCATIONS

PRIVATE PARKING

MAXIMISING GREEN EDGES WITHIN PRIVATE PARKING COURTS TO SOFTEN APPEARANCE, NARROW CROWNED TREES WHERE SPACE ALLOWS

PEDESTRIAN SPACE

PRIORITY OF PEDESTRIANS AND CYCLISTS ON SHARED SURFACES WITH LOW DESIGN SPEEDS AND TRAFFIC CALMING MEASURES

PLAY STREET

PRIVATE DRIVES WITH VERY LOW DESIGN SPEED TO FUNCTION AS PLAY STREETS WITH PRIORITY TO PEDESTRIAN TRAFFIC AND USE; NO FORMAL TREE PLANTING EXCEPT ASSOCIATED WITH PRIVATE FRONTAGES

OFF-STREET PARKING

RUNS OF PARKING BAYS BROKEN UP BY TREE PLANTING BAYS TO CREATE GREEN COVER AND PASSIVE SHADING

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

SOCIAL INTERACTION

MEETING PLACES



Page 740

INFORMAL PLAY & SEATING

INCIDENTAL PLAY AND MEETING SPACES WITHIN GREEN CORRIDOR. NATURAL OR SCULPTURAL PLAY FEATURE AS WELL AS TRIM TRAIL EQUIPMENT AND SEATING TO ENCOURAGE SOCIALISING AND PROVIDE BREAK OPPORTUNITY, TREE PLANTING TO PROVIDE SHADE

PLAY SPACE

FORMAL PLAY SPACES WITHIN THE DEVELOPMENT TO PROVIDE PLAY FOR ALL AGES, SEATING AND SURVEILLANCE. FRAGRANT AND STIMULATING PLANTING FRAMING THE SPACE AND CREATING BUFFER TO STREETS. PARKLAND TREES TO PROVIDE SHADE.



IMAGINATIVE SEATING ALONG THE WAY

MULTI-USE SUDS

ATTENUATION BASINS TO PROVIDE INCIDENTAL PLAY OPPORTUNITIES WHEN DRY AS WELL AS CREATING WILDLIFE HABITAT

SEATING OPPORTUNITIES

ALONG KEY FOOTPATH LINKS PROVIDE SEATING AT REGULAR INTERVALS TO ENCOURAGE USE BY ALL. PLACEMENT UNDERNEATH TREES FOR SHADING

INFORMAL NODES

INCIDENTAL MEETING SPACES TO FURTHER THE COMMUNITY SPIRIT, CREATE FOCAL POINTS AND ENHANCE WAYFINDING. OPPORTUNITY TO PROVIDE SEATING ELEMENTS



PLAYABLE SCULPTURES AND SEATING



VISUAL AND INTERACTIVE MULTI-PURPOSE ELEMENTS

- COMMUNITY
- CHARACTER
- CLIMATE CHANGE

MULTI - FUNCTIONAL STREETS

- All street types to include greening to private frontages and tree planting
- Private drives to function as play streets with very low vehicular speeds to allow safe space for use by residents
- Seating to informal nodes to encourage journeys by foot and community spirit
- The Avenue raingardens to alleviate rainfall and transport rainwater to basins at the bottom of the site

Page 741



LOW SPEED PRIVATE DRIVES AS BUFFER TO GREEN SPACES



SEATING TO INFORMAL NODES



SHARED SURFACE STREET WITH OFF-STREET PARKING AND PLANTING



INCIDENTAL NODE AT STREET JUNCTION



RAINWATER ACCUMULATION IN RAINGARDEN



LAND USE PLAN

USES. MIXED AND INTEGRATED

NPPF CHAPTERS: 2, 5, 6, 7, 8, 12

“Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use.”

(Para. 109, NDG 2021)

VARIETY AND ACTIVITY

8.1 The site covers a total area of 15.7 hectares. The proposals encompass the following uses:

RESIDENTIAL

8.2 The proposals incorporate a residential development area, providing up to 300 dwellings, at a gross density of 16 dph (excluding the school/doctors surgery site and including the extension to the church grounds), in line with the approved outline planning application.

8.3 The housing mix will include a range of house types, sizes and tenures. 35 % of the homes will be affordable and these will be fully integrated within the market housing, and be of a type and size that meets local needs.

GREEN INFRASTRUCTURE

8.4 The proposals will include green infrastructure in line with the approved outline planning application, and will comprise the following components:

PUBLIC OPEN SPACE

8.5 The proposed development will consist of a mix of formal and informal open spaces providing a range of recreational benefits for both new and existing residents.

8.6 Children’s play areas are to be provided as part of the landscape proposals, in line with the principles set out within the outline planning application, and in accord with subsequent discussions with the local authority. At the detailed design stage, the play areas will be designed to complement their attractive setting by incorporating natural materials and play elements, and new landscaping. The play areas will also be designed to offer disabled children the same play opportunities as other children.

8.7 The areas of open space accommodated on the Land Use Plan will provide a substantial new asset for informal recreational activities, including walking, picnicking and informal play.

EXTENSION TO CHURCH GROUND

8.8 Part of the open space at the eastern end of the site will be allocated for uses associated with the Church, including an additional access/egress to enhance safety and the creation of new overflow parking provision for peak events such as weddings and christenings. It is intended that this will be a low key construction with a new shingle-type drive providing an attractive entrance, and the car park in a ‘grasscrete’ style form to reduce any potential visual impact.

AMENITY AREAS

8.9 Part of a network of public open space designed to create a sense of place. These areas will have a more ‘cared-for’ appearance.

SUSTAINABLE DRAINAGE FEATURES (SUDS)

8.10 To accommodate the provision of drainage basins to manage excess surface water run-off during periods of heavy or persistent rainfall. The sustainable drainage (SuDS) features will also be designed to create new habitats for wildlife and contribute to the setting of the new homes.



LAND USE PARAMETERS PLAN – EXTRACT FROM OUTLINE PLANNING APPLICATION

HOUSING MIX

- 8.11 A successful community contain a rich mix of people, which will require a variety of housing in terms of tenure, type and construction. The development proposals will need to allow space for a range of dwelling types suitable for people of different ages and lifestyles.
- 8.12 The Design and Access Statement accompanying the consented outline planning application has set out in principle the mix for the proposed development. According to this Statement, a maximum of 300 units, including 35% affordable homes were proposed. The mix of units, according to this document, will reflect local needs and will include bungalows and self-build plots.

HOUSING FOR ALL

- 8.13 In accordance with development plan policy, 35% of the housing provided would be affordable, amounting to 105 units (out of up to 300 dwellings, as proposed in the approved outline planning application). This meets with the requirements of amended saved policy H4 of the 1998 Local Plan. Affordable housing will be provided in line with development plan and central government guidance, and will form an integral part of the total housing provision.
- 8.14 The precise amount, type, mix and tenure will be agreed with Mid Suffolk District Council Planning and Housing Officers at the time of a Reserved Matters application, but would accord with development plan policy.
- 8.15 This level of affordable housing provision is also in line with the S106 agreement associated with the approved outline planning application (local authority reference 1856/17), according to which 35% of the dwellings provided on site are to be affordable, unless otherwise agreed in writing with the District Council. The expected tenure split, according to the S106 agreement, is 71% of affordable housing are to be Affordable Rented Housing, and the remaining 29% of affordable units are to be Shared Ownership.

- 8.16 S106 Agreement requires that an affordable housing scheme is to be submitted to the District Council as part of the reserved matters application, incorporating the following mix, unless otherwise agreed with the District Council in writing:
- 10% x 1 bed 2-person flats
 - 6% x 2 bed 4-person flats
 - 9% x 2bed 3 and 4-person bungalows
 - 48% x 2bed 4-person houses
 - 27% x 3 bed 5 and 6-person houses

TYPE

- 8.17 As required by policy CS9 of the 2008 Core Strategy the scheme will incorporate a variety of houses for a range of households particularly families and elderly people. The scheme submitted as part of the outline planning application proposes a maximum of 300 dwellings. This would comprise a wide range of house types and sizes in line with the market demand and housing need as identified by Mid Suffolk District Council.
- 8.18 The Strategic Housing Market Assessment (2012) sets out an indication of the estimated proportionate demand for new housing stock by 2031 in Mid Suffolk, as follows:
- 1 bedroom: 14%
 - 2 bedroom: 25%
 - 3 bedroom: 43%
 - 4 bedroom+: 16%
- 8.19 The proposed scheme would provide a housing mix within these ranges or as otherwise agreed with Mid Suffolk District Council at Reserved Matters stage when the details of the layout and design are prepared.
- 8.20 S106 agreement also requires that the affordable housing are constructed in accordance with the outline planning permission, in agreed locations, and in clusters of no more than 15 units. They should be built to a standard of construction that meets HE requirements, NDSS 215 and Building Regulations part M4(2) and M4(3), provided that no more than 5% of the affordable housing units shall be required to meet Building Regulations part M4(2) and M4(3), unless otherwise agreed in writing through a reserved matters application.

COMMUNITY

- 8.21 Community facilities should be designed as integral part of the residential development, promoting a sustainable community.
- 8.22 The proposals forming part of the consented outline planning application include the following land use components:
- School;
 - Community Facilities; and
 - Local Services.

SCHOOL

- 8.23 According to the proposals within the approved outline planning application, and as included in the signed S106 agreement, land is to be reserved for education provision, in the form of a pre-school and a 3-form entry primary school, and is situated to the north of the residential development.
- 8.24 The education facilities will be brought forward by others and separately from a reserved matters application for the housing parcel.

COMMUNITY FACILITIES

- 8.25 The public open space incorporated within the proposals, in line with the approved outline planning application, will need to include:
- Local Areas of Play;
 - Green Public Open Spaces, including extension to the Church Grounds (including a new access/egress and the creation of a new overflow parking provision associated with the church) and in line with the principles set out in the Illustrative Landscape Masterplan, forming part of the approved outline planning application; and
 - Green corridor – aligning with the Illustrative Landscape Masterplan.

LOCAL SERVICES

- 8.26 Part of the site has been allocated as land for either a doctors surgery or another use to be agreed with the council, as part of the outline planning application. This will include space for car parking with vehicular access from Church Lane, with pedestrian and cycle links, and is due to be delivered by the current landowner.
- 8.27 As in the case of the provision of a school, the provision of a doctors surgery or alternative use, will be brought forward by others and separately from a reserved matters application for the housing parcel.

Page 745



ILLUSTRATIVE LANDSCAPE MASTERPLAN – EXTRACT FROM APPROVED OUTLINE PLANNING APPLICATION

09 HOMES & BUILDINGS



NPPF CHAPTERS: 8, 12

“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.”

(Para. 120, NDG 2021)

- 9.1 Ensuring the delivery of well-designed homes and buildings will depend on providing dwellings that:
- Meet a specific level of **Housing Quality**; with specific reference to-
 - » space standards; and
 - » accessibility.
 - Promote **Health and Well-Being**, with reference to-
 - » Lighting aspect and privacy; and
 - » Security; and the design of Gardens and balconies.

SPACE STANDARDS

- 9.2 New homes are to meet the following standards
- Nationally Described Space Standards (2015) a national document which sets out the minimum size of dwellings in relation to the bedspaces, and the expected level of associated storage;
 - The principles set out within the adopted Suffolk Design Guide for Residential Areas; and
 - S106 agreement, which sets out the specific space standard requirements for affordable housing. It requires that the affordable housing are constructed in accordance with the outline planning permission, in agreed locations, and in clusters of no more than 15 units.
- 9.3 Good practice principles should be followed at the detailed design as, as part of a reserved matters application, such as:
- Allowing for a minimum 1.9m-2m space between the front of the building and the edge of the footway or the parking bays, facilitating a semi-private space as a buffer between public and private realms, as well as offering opportunities for soft landscaping;
 - Allowing for a minimum of 1.5m between buildings; and
 - Minimising the use of gable end wall facing the street or other elements of the public realm, such as public open space.
- 9.4 It is expected that the arrangement of dwellings withing the street and their design will follow the principles set out within "Manual for Streets" 1 and 2.

Number of bedrooms	Number of bed spaces (persons)	1 Storey dwellings	2 Storey dwellings	3 Storey dwellings	Built-in storage
1b	1p	39(37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

NATIONALLY DESCRIBED SPACE STANDARDS.

ACCESSIBILITY

- 9.5 Accessible homes can be easily reached, entered and used by everyone, regardless of age and physical ability.
- 9.6 Incorporating measures to increase accessibility within the scheme will contribute to the development's sustainability, by ensuring the needs of varied groups of people are being met, particularly older or disabled people.
- 9.7 The signed S106 agreement requires that the proposed affordable housing meet further standards, increasing their accessibility to a more diverse age groups and lifestyles.
- 9.8 Affordable housing should be built, according to S106, to a standard of construction that meets HE requirements, NDSS 215 and Building Regulations part M4(2) and M4(3), provided that no more than 5% of the affordable housing units shall be required to meet Building Regulations part M4(2) and M4(3), unless otherwise agreed in writing through a reserved matters application.

FLEXIBLE HOMES

- 9.9 The increasing need for flexible homes has become more apparent in the past few years, where residents aspire to have the option of working from home in a home-office environment, as well as expect their homes to promote the occupants' health, wellbeing and fitness.
- 9.10 Future homes within the site's development are expected to accommodate opportunities for working from home, to meet this increasing demand, as well as minimise the need to travel and enhance the development's sustainability.
- 9.11 Parallel to the provision of a flexible home, proposals will be expected to promote the occupants' health and wellbeing by improving access to nature for communities through regenerating the natural environment on the site. Additionally, integrating green infrastructure into the new development, including parks, playing fields, woodlands and gardens, sustainable drainage features and planting, will enhance the quality of the natural environment in the immediate and wider context of the new homes. In turn, the integration of nature into the development helps creating a strong sense of place, supports water management, reduces flood risk and helps to enhance biodiversity.

LIGHTING ASPECT & PRIVACY

- 9.12 The Guidance Notes for Design Codes document suggests that:
“Good quality housing creates a pleasant indoor environment with adequate levels of natural lighting, and sunlight, without problems of overheating, good quality ventilation and privacy from overlooking.”
- 9.13 Guidance Notes for Design Codes, p. 75
- 9.14 Promoting such an indoor environment depends on:
- Internal layouts that maximise access to natural light;
 - Appropriate levels of glazing to ensure adequate internal lighting without problems of overheating;
 - Dual aspect apartments particularly on north facing blocks;
 - Application of privacy distances and their effect on layout; and
 - Front gardens and privacy strips.
- 9.15 Suffolk Design Guide for Residential Areas should be used as guidance for the arrangement of dwellings, particularly the section of “Shape of the Development” within this guide. In the “Privacy and Overshadowing” chapter of the Suffolk Design Guide (Shape of Development), the following principles are set out:
- Care will be needed to secure a good degree of personal privacy within the layout, to prevent the overlooking of areas of private gardens;
 - Upper floor windows of conventional cill height should be carefully located to avoid direct views into neighbouring private gardens;
 - Views into living rooms from the public side of buildings also require protection, achieved, for example, by means of screening large, front facing living room windows; and
 - A reasonable size of private garden size should always be provided, and a major part of that space should be arranged to receive sunlight, particularly during the months of British Summer Time.
- 9.16 In addition to meeting the requirements set out in the Suffolk Design Guide for Residential Areas, consideration should also be given to good practice design principle, such as:
- House frontages should be carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window; and
 - Internal habitable rooms should have high-levels of natural daylight and connect well to gardens and terraces.

SECURITY

- 9.17 Homes should be built to promote the sense of security for both its inhabitants and their neighbours.
- 9.18 The layout of dwellings should ensure that homes and places are easy to move around and safe and secure as set out in Secured by Design guidance. Layouts need to ensure natural surveillance from buildings to public spaces, encourage community interaction, engagement and participation and environmental control.
- 9.19 The Secured by Design / Homes 2019 document is a police initiative aimed at guiding specification, design and build of new homes to adopt crime prevention measures. The document sets out measures such as the design of dwellings boundaries, layout and orientation of dwellings, access, parking, planting and street lighting, all contributing to the safety of homes and streets.
- 9.20 In addition, the NPPF sets out the principle of safe homes as follows:
“...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 users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”
 (Para. 130 (f), NPPF 2021)

- 9.21 In addition to measures introduced within the Secured by Design document, good practice principles for designing crime out of developments will include:
- Convenient, safe and direct access for all residents;
 - Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in the methods of enclosure of private spaces;
 - Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities;
 - Control of access to private areas, particularly rear gardens and parking courts;
 - Clearly define public and private areas to create secure spaces:
 - » Provide public spaces with definable boundaries and clear functions;
 - » Use surface and/or boundary treatments to clearly indicate the transition between public and private space.
 - Design car parking provision that is secure and overlooked:
 - » Provide car parking provision either in private space/on the street or within designated spaces which are visible from a routinely habitable (Kitchen/Living) room window of that property.
 - » Provide carefully designed rear parking areas which are appropriately secured.

- Layout of roads and footpaths:
 - » Vehicular and pedestrian routes should be designed so that they are open, well used and direct.
 - » Where it is desirable to limit access, features such as rumble strips, change of surface or narrowing the carriageway should be used.
- Ensure good lighting:
 - » Reduce the fear of crime and create a safe place for pedestrians and vehicles.
 - » Areas within the Public open space should be overlooked as much as possible. These should discourage anonymous movement routes for persons up to no good.
 - » Ensure adequate maintenance
 - » Details of the long-term management of spaces within the development will be provided to minimise neglect and anti-social behaviour.
 - » Secure by Design: To reduce opportunities for crime, houses should be built to a minimum of SBD part 2 standard.



GARDENS AND BALCONIES

THE AVENUE

- Properties set well back from road and separated from it by wide raingardens and green verges
- Defensible planting to building frontages
- Private drives to function as play streets with very low vehicular speeds to allow safe space for use by residents

GREEN FRONTAGE

- Property frontages overlooking green spaces vary in depth
- Defensible planting to buildings, evergreen backbone species with colourful accents



VARIED, FLORIFEROUS MIXED PLANTING



MIXED PLANTING WITH ORNAMENTAL GRASSES



NARROW PLANTING STRIP TO BUILDING FRONTAGE FACING GREEN SPACE



MIXED FLOWERING PLANTING



PLANTED FRONTAGE

106 LAND AT NORWICH ROAD, BARHAM | DESIGN CODE



NARROW FRONTAGE WITH DEFENSIBLE PLANTING



HEDGE BOUNDARY WITH MAINTENANCE STRIP AND PLANTING TO BUILDING



FLOWERING HEDGE

GREEN FRINGE

- Large front gardens to be framed by clipped 1.5m high hedge with species-rich grass areas and narrow planting strip to building facade
- Narrow front gardens to be planted in their entirety to provide defensible space and screening from parking bays



CLIPPED HEDGE FRAMING FRONTAGE



FLOWERING, EVERGREEN HEDGING (CHOISYA TERNATA)

NEIGHBOURHOOD CORE

- Defensible clipped hedge planting to front
- Depth of front garden up to 2m: gravel with specimen shrubs
- Deeper frontages: maintenance strip to back of hedge and planting to facade



HEDGE TO FRONTAGE WITH MAINTENANCE STRIP BEHIND



LOW HEDGE



NARROW PLANTING TO PROVIDE DEFENSIBLE SPACE



MIXED FRONTAGE PLANTING



CLIPPED HEDGE TO FRONT GARDEN EDGE



HORNBEAM HEDGE

10 RESOURCES

“Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050.”

(Para. 135 NDG, 2021)

- 10.1 The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:
- An economic objective – to build a strong, responsive and competitive economy;
 - A social objective – to support strong, vibrant and healthy communities; and
 - An environmental objective – protecting and enhancing the natural, built and historic environment
- 10.2 To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.

PRIMARY TARGETS

- 10.3 Taylor Wimpey is highly committed to the delivery of sustainable places and communities and its overarching targets are set out below. In particular, Taylor Wimpey is committed to provide a consistent response within their developments to issues arising from climate change, as set out in this section of the design Code.

Our targets in brief

Our strategy focuses on three key areas and will see us make changes across our operations, supply chains and customer homes.

Building a better world

Climate change

Defend the planet and our future by playing our part in the global fight to stop climate change.

Key target

- Achieve our science-based carbon reduction target:
- Reduce operational carbon emissions intensity by 36% by 2025.
 - Reduce carbon emissions intensity from our supply chain and customer homes by 24% by 2030.

Key metric

- Greenhouse gas emissions per 100sqm completed homes (scope 1, 2 and 3) Tonnes CO₂e/100m².

Nature

Improve access to and enable enjoyment of nature for customers and communities by regenerating the natural environment on our developments.

Key target

- Increase natural habitats by 10% on new sites from 2023 and include our priority wildlife enhancements from 2021.

Key metrics

- Percentage increase in natural habitats on new sites.
- Percentage of new sites with our priority wildlife enhancements and number of enhancements implemented.

Resources and waste

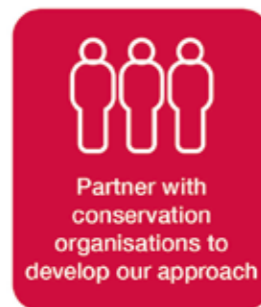
Protect the environment and improve efficiency for our business and our customers by using fewer and more sustainable resources.

Key target

- Cut our waste intensity by 15% by 2025 and use more recycled materials. By 2022, publish a towards zero waste strategy for our sites.

Key metric

- Tonnes of construction waste per 100m² build.



PLACEMAKING, DESIGN AND WELLBEING

- 10.4 Taylor Wimpey are committed to deliver schemes that promote social, environmental and economic sustainability, and the wellbeing of future residents. The aim is to encourage walking and cycling and to enable residents to adopt healthier lifestyles by integrating nature and green spaces, as well as access to leisure facilities. Factors such as noise, natural light, air quality and preventing overheating are considered inside all new homes.
- 10.5 Placemaking standards are based on best practice, such as the Building for a Healthy Life standard as below:
 - Schemes that are well connected and integrated into their surroundings
 - Layouts that are responsive to the context of the site, including topography, landscape, and existing buildings
 - Distinctive character and good architectural quality
 - Well defined streets and spaces with plenty of visual markers
 - Good walkable neighbourhoods that prioritise pedestrians and cyclists
 - Attractive public and green spaces
 - An interconnected network of green spaces and parks
 - Easy access to community facilities, such as shops, schools and workplaces
 - Well-designed homes and a mix of housing to suit local requirements
 - Good provision for cycle and bin storage

ENHANCING ECOLOGICAL VALUE

- 10.6 The aim is to improve access to nature for customers and communities by regenerating the natural environment on their sites. Also, integrate green infrastructure into new developments including parks, playing fields, woodlands and gardens, sustainable drainage features and planting. This helps create a strong sense of place, supports water management, reduces flood risk and helps to enhance biodiversity.

GREEN TRAVEL

- 10.7 Taylor Wimpey aims to design walkable neighbourhoods that prioritise pedestrians and cyclists and where customers can enjoy an active lifestyle and make sustainable transport choices. Placemaking standards encourage layouts that integrate paths and cycle routes that connect with existing networks and street design that encourages slower vehicle speeds and safer cycling conditions.
- 10.8 It is important to invest in public and community transport, walkways and cycle paths through the planning obligations and aim to install this infrastructure at an early stage.

COMMUNITY NETWORKS

- 10.9 When moving into a new home, people want to quickly feel part of a thriving community. However, it can take time for social networks to establish on new developments. We're exploring how we can accelerate this process.

ENERGY EFFICIENCY

- 10.10 Taylor Wimpey's house type portfolio demonstrates a commitment to energy efficiency and considers a response to climate change, ensuring that the homes they build are suited for the energy challenges we face at present and in the future. Their homes also incorporate a range which takes account of customer insight and has been further informed by the experiences of how people use their homes during the Covid 19 Pandemic.
- 10.11 Overall, Taylor Wimpey's new houses are better designed to integrate the services and equipment that are required to meet carbon reduction: WWHR (Waste Water Heat Recovery), FGHR (Flue Gas Heat Recovery), PV, car charging points and eventually air source heat pumps.
- 10.12 This aligns with the Government's approach to ensure that homes we build today are 'zero carbon ready' and to encourage low carbon, sustainable ways of living.
- 10.13 The new houses will have improved insulation and fabric efficiency to meet the new FEES requirement (Fabric Energy Efficiency Standard) which may include increased cavities or changes to other elements, such as windows or a combination of both.
- 10.14 The layout and design of the houses is predicated on emphasising the qualities of light and space, as well as a connection with outside, all qualities that contribute to health and well-being.
- 10.15 The houses include sustainable design features, from energy-efficient walls and windows, to insulated loft spaces. This reduces running costs for our customers and helps cut carbon emissions.
- 10.16 Inside the homes, energy-efficient fixtures and fittings are being used, including 100% low energy light fittings and LED recessed downlights.
- 10.17 All Taylor Wimpey homes have water meters fitted, as well as low flow taps and showers, and dual flush toilets.
- 10.18 Off-site construction techniques are being integrated, which can improve the performance of finished homes.
- 10.19 Taylor Wimpey's focus on build quality helps ensure that the finished homes achieve the specified energy efficiency standards, and that ventilation systems are installed correctly to provide good indoor air quality.

OPPORTUNITIES TO INCORPORATE NATURE AND SUSTAINABILITY

OUR VISION

"Our world – our home – is in trouble and we aren't standing on the sidelines watching. We want to be part of the solution – working together to minimise the impact we have on climate change and protecting our planet for future generations. We are committing to challenging, measurable targets based on science, to making changes in the way we work and to reducing our footprint. By thinking globally and acting locally, we will play our part to create a greener, healthier home for us all. Let's build a better world together."
(Taylor Wimpey Environment Strategy 2021)

INTEGRATING SUSTAINABILITY INTO OUR DEVELOPMENTS

- 10.20 Taylor Wimpey are committed to build great homes and create thriving communities by focusing on improving environmental performance, fostering community networks, supporting local economic activity, and helping customers adopt a more sustainable lifestyle.

ENERGY EFFICIENCY

- 10.21 New dwellings will include a range of sustainable design features ranging from highly energy efficient walls and windows, to insulated loft space. This reduces running costs for the new residents and helps cut carbon emissions.

BUILDING REGULATIONS

- 10.22 The proposed development will accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements.
- 10.23 The image below reflects Taylor Wimpey current standard specification in compliance with the 2013 building regulations Parts L&F:



FUTURE HOMES 3D ILLUSTRATIONS TAYLOR WIMPEY CURRENT HOME

10.24 However, The 2021 Part L&F is due to be published shortly and come into force in June 2022 with a 1 year transition to June 2023, where all plots not started will transition to the 2021 L&F specification. The specification illustrated on the enclosed render below reflects Taylor Wimpey understanding at this time based on information available currently, these images and the fabric and technological improvements are subject to change when the government FEES and Overheating consultation are published towards the end of 2021 and the SAP software is finalised in Spring 2022. At this time, Taylor Wimpey are committed to issue any revisions to the renders as their confirmed specification for 2021 L&F.

10.25 The 2025 FHS render below illustrates the variety of fabric and technological enhancements that Taylor Wimpey believe will be necessary for their House Type range to meet the FHS 2025. The exact specification would vary depending on the house type and construction methodology however this represents their 'best guess' at the moment. The government are due to issue a consultation on 2025 Future Homes Standard in early 2023 and this particular render, fabric and technological proposals at that point will be revisited and re-issued.

10.26 The render below intended to support the successful delivery of Taylor Wimpey Environment Strategy which illustrates how their environmental strategy will be delivered on their developments and homes.



FUTURE HOMES 3D ILLUSTRATIONS BUILDING REG 2022



FUTURE HOMES 3D ILLUSTRATIONS BUILDING REG 2025



FUTURE HOMES 3D ILLUSTRATIONS NATURE INTERVENTIONS BY 2023"

ENERGY COMMITMENTS

10.27 Taylor Wimpey recognise the incipient need to build sustainable homes and developments along with the emerging regulations that will shape how people use and live in their homes. As outlined in **Section 10 Energy Efficiency** of the Design Code document, Taylor Wimpey will look to provide energy commitments ahead of regulations where possible, i.e. Air Source Heat Pumps. This will be further detailed and established as part of the Reserved Matters Application for the residential phase.

EMBODIED ENERGY

- 10.28 Embodied energy is the energy consumed by all the processes associated with the production of a building.
- 10.29 Reducing embodied energy can be achieved by remodel and reuse of buildings where possible rather than rebuild, using low energy materials, designing to use materials efficiently, reducing the energy used in construction, the re-use of materials and design for disassembly and adaptability so that the carbon locked in the building can be retained or reused in future. This can be achieved by:
- Reuse and refurbishment in preference to new construction;
 - Energy used in construction;
 - Reuse of materials;
 - Design for disassembly; AND
 - Foundations that accommodate trees.



- 10.30 Taylor Wimpey's response to climate change incorporates measures to reduce embodied carbon. They already source many materials with lower embodied carbon and energy, for example:
- Timber frame can have a significantly lower carbon footprint than traditional "brick and block" building techniques, due to the materials and use of off-site construction techniques;
 - The glass mineral wool insulation used is made from recycled glass bottles;
 - Recycled uPVC makes up over 60% of the material used in Taylor Wimpey's window frames and cavity closers;
 - Use of recycled aggregates and recycled bricks and blocks; and
 - Chipboard flooring contains 30% recycled wood and 70% wood sourced from Forest Stewardship Council (FSC) certified.

SUSTAINABLE MATERIALS AND CONSTRUCTION TECHNIQUES

- 10.31 All demolition and construction processes and materials production and application have environmental impacts. In addition to embodied energy, issues relate to the impacts of extraction, pollution, ozone, water extraction, and waste disposal.
- 10.32 Taylor Wimpey test sustainable build technologies, including cross-laminated timber with wood fibre insulation and energy efficiency solutions, for example:
- Selecting, and partnering with responsible sourcing of suppliers who meet high standards of sustainability;
 - Sourcing timber from sustainably managed forests, certified by recognised schemes such as the FSC and PEFC, while requiring that all suppliers provide timber from legally logged sources, in line with Taylor Wimpey's Supply Chain policy and the EU Timber Regulation; and
 - Construction waste – waste reduction through providing guidance to relevant teams and introducing incentives for compliance.
- 10.33 Taylor Wimpey aim to use more sustainable and recycled materials in the homes, to reduce waste from sites and to adopt modern methods of construction that can improve efficiency and reduce environmental impacts.

10.34 Examples of more sustainable products and materials include:

- Glass mineral wool insulation supplied by Knauf, is made from recycled glass bottles. Around 6 million bottles were used to create the insulation for our homes in 2020
- Recycled uPVC makes up over 60% of the material used in our window frames and cavity closers supplied by Eurocell, our main window frame supplier that supplied almost half our window frames in 2020
- Around 93.5% of timber supplied by Group suppliers is FSC or PEFC certified
- Around 60% of the sanitary ware, 55% of timber frame, 81% of blocks and 80% of the bricks we buy are BES 6001 certified (the standard for responsible sourcing of construction products)
- Some sites are using 100% recycled aggregates and 75% recycled concrete blocks supplied by Sheehan Group
- Off-site construction techniques can improve the performance of finished homes. For example, Taylor Wimpey use off-site pre-insulated panelised systems for the top storey of 'room in the roof' house types and system roof which are pre-formed roof panels, including insulation that are placed together on site. Also, a wide range of pre-fabricated GRP canopies and chimneys stacks, floor cassettes and spandrels panels are used.

MODERN METHODS OF CONSTRUCTION (MMC)

10.35 'Modern methods of construction' is a term that embraces a range of off-site manufacturing and on-site techniques that provide alternatives to traditional housebuilding. Such techniques can contribute to the efficient use of resources.

10.36 MMC approaches, such as panelised systems and sub-assemblies, are seen to be enhancing the build process by increasing the speed of construction and improving quality; given the concerns about full volumetric construction, these alternatives are providing solutions sufficient for many housebuilders' and housing associations' needs at present.

10.37 Sub-assemblies and components (i.e. off-site manufactured gable spandrel panels and cassette roofs, door sets, floor cassettes, GRP dormers and canopies) and panelised construction (i.e. Timber Frame, Large Format Block (LFB) Structural Insulated Panels (SIPs) and Light Gauge Steel Frame (LGSF) are most widely adopted forms of MMC, and consideration should be given to maximising their use within the development.

WATER EFFICIENCY

10.38 Water scarcity is already a challenge in some parts of the UK and climate change will exacerbate this. Taylor Wimpey aim to reduce water use in their operations, to design their homes to be water efficient, in line with building regulations and to protect water quality during construction and remediation on their sites.

10.39 They integrate measures to manage surface water and reduce flood risk on their completed developments.

10.40 We have a target to reduce our metered mains water consumption by 10% by 2025.

10.41 All new Taylor Wimpey homes have low flow taps and showers, and dual flush toilets water and, in England and Wales, all homes have water meters fitted. Some developments include additional water saving features.

11 LIFESPAN

MANAGEMENT PLAN

- 11.1 Management and maintenance of places incorporate the processes associated with preserving their quality or condition. Good management and maintenance contribute to the resilience and attractiveness of a place and allows communities to have pride in their area.
- 11.2 According to the S106 agreement, the management plan will incorporate the following:
- **Affordable housing units** – these are to be transferred to a Registered Provider agreed with the District Council
 - **Open Space** – prior to implementation of the open space specification, the site owner will be request from the District Council a confirmation on whether the Parish Council Intends to be the Nominated Body for the maintenance and management of the open space. In the event that the open space is to be transferred to a Management Company instead, the site owner shall obtain the District Council's written approval of the details of the proposed Management Company;
 - **Church Extension Site** – the site owner is to offer this area to be transferred to the Church. In the event this transfer is not successful, the owner shall submit a Meadow Scheme to the District Council for approval for the Church Extension Site to form part of the area of land set aside as a Meadow. The owner will, thereafter, be responsible for the management and maintenance of this area, in accordance with the approved specification;
 - **Meadow** – the owner shall submit the Meadow Scheme for the Meadow to the District Council for approval. The owner shall implement the Meadow Scheme and shall, thereafter, be responsible for its management and maintenance in accordance with the Meadow Scheme. The same applies to the Additional Meadow.

PARTICIPATION

- 11.3 Participation has been integrated into the process of preparing the design code, in order to improve transparency, help to build trust, allow for valuable knowledge to be gained, increase a sense of ownership over the completed development and help to build community cohesion.
- 11.4 Taylor Wimpey is fully committed to consulting the local community and stakeholders about its proposals to bring forward a cohesive and sustainable scheme that delivers attractive housing and complements the villages of Barham and Claydon.
- 11.5 The consultation process was undertaken during the months of April and May 2022. Alongside engagement with local political stakeholders, including Barham Parish Council and Claydon & Whitton Parish Council, Taylor Wimpey ran two community workshops, using a range of tools to ensure local residents were notified of the consultation and encouraged to participate.

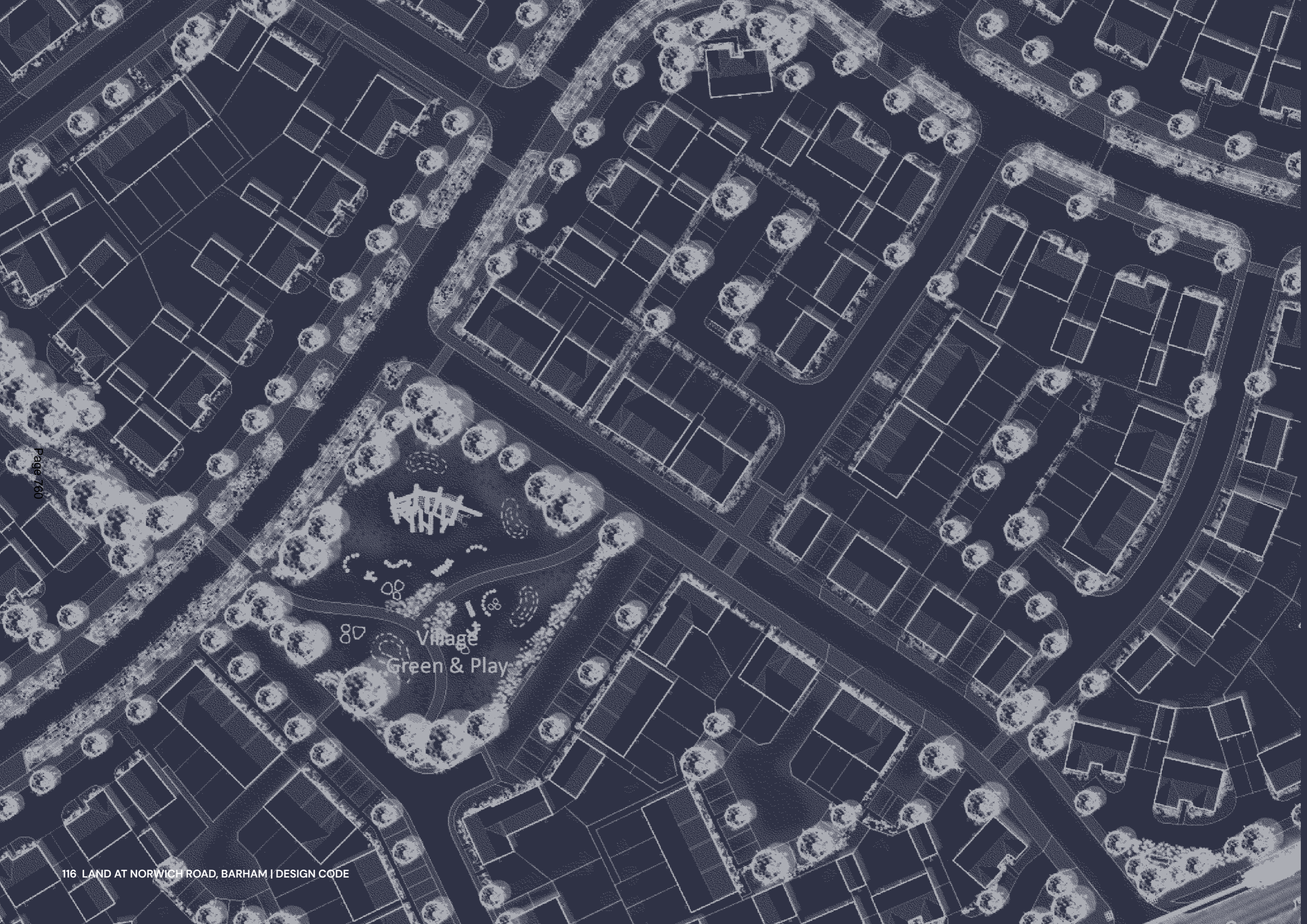
11.6 The feedback received from the local community and stakeholders has informed the development principles set out within the design code. The detailed layout for the site should therefore incorporate the following:

- The proposed village green will be positioned at the centre of the site. In the plans shown at consultation, the green was situated on the northern edge of Barham Church Lane. Residents suggested it was unsafe to place an open space designated for play next to one of the busier roads in the area, regardless of mitigation. This is in accord with additional further feedback from the MSDC officers preferring a more central village green.
- Existing hedgerow along northern edge of Church Lane to be fully retained and 'gapped-up' where necessary (with the exception of agreed locations where new roads are to be cut through).
- 2m wide landscape strip on northern edge of proposed Cycle Path running parallel with Church Lane to be retained, to offer further Landscape Buffering.
- Southern village green & central pair of Local Areas for Play are to be combined in to one meaningful central open space to accommodate a broader range of users due to its size.
- New, enlarged central village green is to provide opportunities for suitable landscape buffering between play spaces and adjacent roads.
- New 'Green Footpath Link' to be added to northern section of the development, providing attractive link to new central village green.
- Some lower density housing to be accommodated on the southern boundary.
- More organic approach to housing facing Norwich Road to be proposed.
- Generous visitor parking to be proposed to housing facing Norwich Road to prevent un-controlled parking on existing carriageway.
- Affordable housing to be partially redistributed in southern section of development (note: maximum 15no. unit clusters).
- Natural speed restraints to be added to central spine road (i.e. raised tables).

COMMUNITY MANAGEMENT

- 11.7 Community management is the management of a common resource by the people who use it through the collective action of volunteers and stakeholders. The community management of neighbourhoods is a valuable way of engendering a sense of ownership and responsibility as well as building social cohesion.
- 11.8 Community management could be facilitated in a number of ways, for example:
- Encouraging, or setting informal community management groups, which would oversee and look after community projects, such as tree planting;
 - Neighbourhood Planning Groups;
 - Community management of public spaces;
 - Community management of buildings and facilities; and
 - Community management of local energy networks.





Village
Green & Play

12 SUMMARY

- 12.1 This Design Code has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Taylor Wimpey East Anglia, in consultation with Mid Suffolk District Council, to accompany the Reserved Matters Planning Application (RMA) for the residential development of Land at Norwich Road, Barham.
- 12.2 The document is prepared in accordance with S106 obligations associated with the initial outline approval for development of the site (LPA Ref: 1856/17).
- 12.3 The Design Code will be a key document in the implementation of development at Norwich Road, Barham and will be used by the developer for delivering dwellings, infrastructure, services and setting out the landscape framework for the new community, in the process of bringing forward reserved matters application.
- 12.4 Structured on the basis of the National Design Guide and the ten characteristics of well-designed places it outlines, the Design Code covers key components essential for the design of an environment which facilitates a successful and sustainable community.
- 12.5 Specific documentation associated with the Reserved Matters Application for the site is to be agreed with the local authority.
- 12.6 The timetable for the delivery of the residential component of the development on the site is as follows:
- Submit Reserved Matters Application: June 2022; and
 - Site start date (excluding infrastructure works) – August 2023.
- 12.7 Reserved Matters documentation – checklist to be agreed with the local authority

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Key

	Primary School Site
	Additional Meadow
	Open Space
	Community Use Site
	Meadow
	Church Extension Site



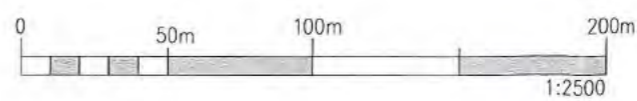
Rev	Date	Description
-	-	-
-	-	-

PIGEON
 Pigeon Investment Management Ltd
 Linden Square
 146 King's Road
 Bury St Edmunds
 IP33 3DJ

Project
 0068 BARHAM AND CLAYDON

Drawing Title
 S106 PLAN
 1856/17

Drawn	Check	Scale	@
JK	SBF	1:2500	A3
Date	Drawing No.	Rev	
24/05/2021	0068/108	-	





Key

Site Boundary

Area for Skylark mitigation
(13.06ha)



Notes

1. Do not scale from this drawing

Rev	Date	Description



Pigeon Investment Management Ltd
Linden Square
146 King's Road
Bury St Edmunds
IP33 3DU

Project

Land off Church Lane,
Barham

Drawing Title

Skylark Plot
Mitigation Area

Drawn	Check	Scale	@
AP		1:5,000	A3

Date	Drawing No	Rev
20/12/17	0068/304	

This Deed is made the 9th day of December 2021

Between:

- (1) **MID SUFFOLK DISTRICT COUNCIL** of Endeavour House, 8 Russell Road, Ipswich IP1 2BX ("**the District Council**")
- (2) **SUFFOLK COUNTY COUNCIL** of Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP1 2BX ("**the County Council**")
- (3) **MR JOHN PHILIP CUTTING** and **MARGARET JACINTHA CUTTING** of White Lodge Farm, Church Lane, Barham, Ipswich IP6 0PU ("**the Owner**")

INTRODUCTION

1. The District Council is a local planning authority for the purposes of the Act for the area in which the Site is situated
2. The County Council is the local highway authority (except for trunk roads) the local education authority and is also a local planning authority for the purposes of the Act for the area in which the Site is situated and by whom the obligations contained in this Deed are enforceable
3. The ownership and other interests in the Site are as set out in the First Schedule
4. The Applicant has submitted the Application to the District Council for the Development and the District Council has resolved to grant planning permission for the Development pursuant to the Application subject to the prior completion of this Deed to regulate the Development and to secure the planning obligations contained in this Deed
5. The District Council enters into this Deed to the intent that the requirements of the District Council's policies are met and that any objections by the District Council to the grant of planning permission on the basis of those policies are overcome

6. The District Council and the County Council consider and the Owner acknowledges that the Development should not take place until certain restrictions regulating the use of the Site are imposed in the manner hereafter appearing and pursuant to Section 106 of the Act the parties have agreed to enter into this Deed in order to secure the planning obligations contained in this Deed
7. The District Council in resolving to approve the Application is satisfied that the planning obligations sought under the provisions of this Deed meet the tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended)

NOW THIS DEED WITNESSES AS FOLLOWS:

1. DEFINITIONS

For the purposes of this Deed the following expressions shall have the following meanings:

- | | |
|----------------------------|--|
| “Act” | the Town and Country Planning Act 1990 (as amended) |
| “Additional Meadow” | means the 1ha of land indicatively identified on the Plan and shaded blue to be provided as meadow pursuant to Part 9 of the Third Schedule or if agreed in the District Council’s absolute discretion in its capacity as local planning authority such other land as may be agreed between the Owner and the District Council in writing subject to a satisfactory planning permission and section 106 agreement (unless otherwise agreed in writing) |
| “Additional Meadow Scheme” | means the specification and timing for delivery of the Additional Meadow including the specifications plans and drawings showing but not limited to the location, layout and design and future maintenance and management of the Meadow (but FOR THE AVOIDANCE OF DOUBT not including the identity of the management body) to be agreed in writing with the District |

Council, in accordance with paragraph 1 of Part 9 of the Third Schedule

"Affordable Housing"

subsidised housing that will be available to persons who cannot afford to rent or buy housing generally available on the open market in accordance with and defined in Annex 2 of the NPPF

"Affordable Housing Nomination Agreement"

an agreement substantially in the form set out in the Seventh Schedule (subject to such amendments as may be reasonably required by the Registered Provider with a view to ensuring that the objectives of that agreement are met) dealing with the allocation of the Affordable Housing by a Registered Provider which shall apply to all of the Affordable Housing Units and "Nomination Agreement" shall have the same meaning

"Affordable Housing Scheme"

means the affordable housing scheme to be submitted to the District Council as part of the reserved matters application for written approval by the District Council for the provision of Affordable Housing as part of the Development detailing the following (unless otherwise agreed in writing):

- i) the plots and location;
- ii) bedroom numbers per Dwelling based on an indicative mix of (unless otherwise agreed in writing);

10% x 1 bed 2-person flats

6% x 2 bed 4-person flats

9% x 2 bed 3 and 4-person bungalows

48% x 2 bed 4-person houses

27% x 3 bed 5 and 6-person houses

iii) Dwelling size; and

iv) tenure

"Affordable Housing Units"

means thirty-five per cent (35%) of the Dwellings to be provided on the Site pursuant to the Planning Permission to be Occupied as Affordable Housing in accordance with the Affordable Housing Scheme and for the avoidance of doubt and unless otherwise agreed in writing with the District Council (such agreement not to be unreasonably delayed or withheld) will have a tenancy split of seventy-five per cent (75%) Affordable Rented Housing Units and shall be Occupied by persons allocated in accordance with a Choice Based Letting Scheme to which the District Council is a party or otherwise nominated by the District Council pursuant to the Nomination Agreement (as varied from time to time) and twenty-five per cent (25%) Shared Ownership and shall be Occupied by persons in accordance with the Government's Help to Buy Scheme (or any subsequent scheme)

BLLP on behalf of Mid
Suffolk District Council,
Suffolk County Council &
the owner

BLLP on behalf of Mid
Suffolk District Council,
Suffolk County Council &
the owner

"Affordable Rented Housing Units"

means housing made available by a Registered Provider as low-cost rental accommodation (as defined by the Housing and Regeneration Act 2008 Section 69) with a rent charged at a level up to 80% of the equivalent Market Rent including any service charges applicable

"Applicant"

Pigeon Investment Management Ltd of Salisbury House, Station Road, Cambridge CB1 2LA

"Application"

the application for planning permission to develop the Site in accordance with the application plans and other materials deposited with the District

Council validated on 9 May 2017 and bearing the District Council's reference number 1856/17

"BCIS Index"

the All In Tender Price Index published by the Building Cost Information Service of the Royal Institution of Chartered Surveyors or any successor organisation or (if that index shall cease to be published or is otherwise unavailable) such alternative basis of indexation as may be agreed between the District Council the County Council and the Owner

"BCIS Indexed"

the increase in any sum referred to in the Third and Fourth Schedule by an amount equivalent to the increase in the BCIS Index from the date hereof until the date on which such sum is payable to be calculated in accordance with Clause 11 of this Deed

"Chargee"

any mortgagee or chargee of the Registered Provider or any receiver or manager (including an administrative receiver) appointed by such mortgagee or chargee or any other person appointed by such mortgagee or chargee under its security documentation to enable such mortgagee or chargee to realise its security or any administrator (however appointed) including a housing administrator

"Chargee's Duty"

the tasks and duties set out in paragraph 1.7 of Part 2 of the Third Schedule

"Church"

the Church of St Mary & St Peter Barham Church Lane, Barham, Ipswich IP6 0EB

"Church Extension Site"

means the part of the Site shown for identification purposes only shaded pink on the Plan (or as may otherwise be agreed with the District Council or agreed pursuant to the Planning Permission)

"Church Extension Site Contribution"	means the sum of Sixty Thousand Pounds (£60,000) to be paid to the District Council to enable improvements to the Church car parking, improvements to the access route to and from the Church and the provision of cycle parking at the Church
"Church Extension Site Meadow"	shall mean the meadow to be created in the event the Church Extension Site is not transferred to the Church pursuant to Part 5 of Schedule 3
"Commencement of Development"	means the first carrying out of a material operation (as defined in Section 56(4) of the Act) in relation to the Development other than (for the purposes of this Deed and for no other purpose) operations consisting of site clearance, demolition work, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and lay of services, erection of any temporary means of enclosure, the temporary display of site notices or advertisements although for the purposes of this Deed Commencement of Development shall not include any material operation or otherwise on the Primary School Site or any part of the Site that is agreed to be for the provision of the Primary School and "Commence" and "Commencement" and "Commence Development" shall be construed accordingly
"Community Use Site"	means the area coloured red on the Plan to be used for either a doctor's surgery or as agreed in writing with the District Council for an alternative community use or if agreed in the District Council's absolute discretion in the Council's capacity as local planning authority such other land as may be agreed between the Parties in

	writing subject to a satisfactory planning permission and section 106 agreement
"Completion of Development"	means the date that the last Dwelling is first Occupied
"Design Code"	<p>means the Design Code to be submitted to the District Council prior to the submission of the first reserved matters application for the Residential Phase for written approval by the District Council having regard to the expectations of good design and planning for climate change pursuant to the NPPF ensuring the following:</p> <ul style="list-style-type: none"> i) establishing measurable reductions in carbon emissions through sustainable construction, use of renewable energy by optimising opportunities for sustainable travel including walking, cycling and public transport initiatives; ii) that the development delivers sustainable development; iii) creating better places in which to live and work <p>PROVIDED THAT the Design Code shall not be expected to exceed legislative requirements at the time of determination whether under Building Regulations 2010 (as amended) or otherwise</p>
"Development"	the development of the Site pursuant to the Application for phased development for the erection of up to 269 dwellings and affordable housing together with associated access and spine road including works to Church Lane, a Community Use Site, amenity space including an extension to the church grounds, reserved site for pre-school and primary school and all other works and infrastructure
"Dwelling"	a dwelling (including a house flat or bungalow and includes Affordable Housing Units) to be

constructed pursuant to the Planning Permission and "Dwellings" shall be construed accordingly

"Education Contribution"

means the sum of One Million Four Hundred and Thirty-One Thousand Two Hundred and Ten pounds (£1,431,210) to be paid to the County Council towards the provision of a new primary school including land acquisition costs serving the Development

"First Skylark Mitigation Monitoring Report"

a report prepared by a suitably qualified person following a survey to record the number of skylark present in proximity to plots identified in the Skylark Mitigation Scheme undertaken during the fifth nesting season following Commencement of Development providing the results of the survey

"Full Travel Plan"

the full travel plan to be agreed pursuant to the Planning Permission

"Habitats Sites"

means those sites on the Suffolk Coast which will be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations

"Habitats Sites Mitigation Contribution"

means the sum of up to £32,788.41 (thirty-two thousand seven hundred and eighty-eight pounds and forty one pence) to be calculated using the Habitats Sites Mitigation Contribution Calculation to be paid by the Owner to the District Council as a contribution towards the impact of development on the Habitats Sites

"Habitats Sites Mitigation Contribution Calculation"

means the sum of £121.89 (one hundred and twenty one pounds and eighty-nine pence) per Dwelling to calculate the Habitats Sites Mitigation Contribution

"HE"

Homes England or such other organisation as may from time to time be the Regulator of Social

	Housing within the meaning of Section 81 Housing and Regeneration Act 2008 or such other body with statutory force charged with regulating Registered Providers
"Highways PROW Contribution"	means the sum of One Hundred and Fifteen Thousand Five Hundred pounds (£115,500) to be paid to the County Council towards improvements to the public rights of ways within the vicinity of the Development
"Highways Village Contribution"	means the sum of eighty five thousand pounds (£85,000) to be paid to the County Council towards improvements to highways infrastructure within the villages of Barham and Claydon serving the Development
"Interest"	interest at four (4) per cent above the base lending rate of the Bank of England from time to time
"Management Company"	a company or body who will take over responsibility for the future maintenance of the Open Space and which definition may include a resident's association established for this purpose or a private limited company
"Market Housing Units"	those Dwellings which are general market housing for sale or rent on the open market and which are not Affordable Housing Units
"Market Rent"	means market rent as defined in the latest edition of the Red Book and certified by a member of the Royal Institution of Chartered Surveyors
"Marketing Specification"	means a scheme detailing how the Community Use Site shall be marketed including timing of implementation and duration to be agreed with the District Council in accordance with paragraph 2 of Part 3 of the Third Schedule or deemed to be

	approved by the District Council pursuant to paragraph 4 of Part 3 of the Third Schedule
"Market Value"	means the market value as defined by the Red Book or any replacement volume
"Meadow"	means the area identified as a meadow pursuant to the Planning Permission and as indicatively shown on the Plan and shaded orange (unless otherwise agreed in writing)
"Meadow Scheme"	means the specification for delivery of the Meadow and/or Church Extension Site Meadow (as appropriate) including the specifications plans and drawings showing but not limited to the location, layout and design and future maintenance and management (but FOR THE AVOIDANCE OF DOUBT not including the identity of the management body) of the Meadow to be agreed in writing with the District Council in accordance with paragraph 1 of Part 8 of the Third Schedule or the Church Extension Site Meadow in accordance with paragraph 2 of Part 5 of the Third Schedule
"Nominated Body"	means one of the following: <ul style="list-style-type: none"> a) the Parish Council; b) the Management Company; c) the Owner; or d) such other body (other than those listed above) as the District Council may agree
"Notice of Actual Commencement"	notice in writing to advise of the actual Commencement Date
"NPPF"	Means the National Planning Policy Framework (July 2021) as amended or replaced

"Occupation"	occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations and "Occupied" and "Occupy" shall be construed accordingly
"Open Market Value"	means the Market Value of the Affordable Housing Units but on the assumption that the Affordable Housing Units can be sold on the open market without restriction on price, tenure, ownership or occupation free from the implications contained in this Deed and assuming that the Affordable Housing Unit is newly completed decorated and equipped and ready in all respects for first residential occupation and which shall be evidenced by the provision of valuations from three suitably qualified valuers who are independent and not employed by the Owner
"Open Space"	the areas of open space and onsite playing area to include any sustainable drainage system as agreed pursuant to the Planning Permission up to a maximum of 2.05 hectares for use by the wider community (and for the avoidance of doubt there shall be no obligation to provide open space on the Meadow and in respect of the Additional Meadow there shall be no obligation to provide public access to the open space on the Additional Meadow for 7 years from the date of this Deed)
"Open Space Commuted Sum"	means a sum of £4.59 per sqm per annum of Open Space (that comprises equipped play space) plus £0.62 per sqm per annum of Open Space (including any areas of Open Space that does not included equipped play space) to be paid for a period of 8 years for the ongoing

maintenance and management of the Open Space

"Open Space Land"

means the part of the Site upon which the Open Space is to be provided in accordance with the Open Space Specification

"Open Space Specification"

means the specification for delivery of the Open Space (excluding the Meadow and Additional Meadow) including the specifications plans and drawings showing but not limited to the location, layout and design of the Open Space including details of any proposed play areas and equipment landscaping, paths and access arrangements, street furniture and fencing to be agreed in writing with the District Council in accordance with paragraph 1 of Part 4 of the Third Schedule

"Open Space Transfer"

A transfer of the Open Space which inter alia shall contain the following provisions (and such other terms as may reasonably be agreed):

- a) The Owner shall transfer the fee simple estate free from encumbrances save those set out in the title;
- b) All easements and rights necessary in relation to access for the benefit of the Open Space;
- c) Any exceptions and reservations in relation to drainage and services, support and access of light and air for the benefit of the Development;
- d) Restrictive covenants by the Management Company:
 - (i) Not to use or permit the Open Space to be used for any purpose other than for the provision of recreational facilities or amenity land for use by the general public as open space;

(ii) Not to use or permit the Open Space to be used in a manner which may be or become a nuisance (whether or not amounting to a legal nuisance), annoyance, disturbance or cause damage to the rest of the Development

e) payment of the Open Space Commuted Sum in the event the Nominated Body is the Parish Council and the Open Space is transferred to the Parish Council; and

f) in the event the Open Space is to be provided following the transfer of the Open Space Land obligations requiring the Owner to provide the Open Space in accordance with the terms of this Deed

“Parish Council”

means either Barham Parish Council or Claydon and Whitton Parish Council

“Phase”

means a phase of the Development as set out and agreed pursuant to the Planning Permission which for the avoidance of doubt shall not include the Primary School Site, Additional Meadow, Meadow, Community Use Site and the Church Extension Site / Church Extension Site Meadow and land subject to the Skylark Mitigation Scheme

“Plan”

the plan attached to this Deed and marked “S.106 Plan 1856/17”

“Planning Permission”

the planning permission subject to conditions which may be granted by the District Council pursuant to the Application substantially as set out in the draft in the Second Schedule

“Practical Completion”

issue of a certificate of practical completion by the Owner’s architect or project manager or in the event that the Development is constructed by a party other than the Owner the issue of a

certificate of practical completion by that other party's architect or project manager

"Primary School"

means an education facility for children between the ages of 4 and 11 (inclusive) or any variant thereof to be provided on the Primary School Site to comprise both indoor and outdoor facilities for education and/or childcare and/or sports and/or community use

"Primary School Site"

means the site allocated for the new Primary School shown for identification purposes only coloured yellow on the Plan or any alternative Site serving the Development as may otherwise be agreed with the District Council

"Protected Tenant"

any person who has:

- a) exercised the right to acquire pursuant to the Housing and Regeneration Act 2008;
- b) exercised the right to acquire pursuant to any statutory provision for the time being in force (or any equivalent contractual right) in respect of a particular Affordable Housing Unit; and
- c) any person who has staircased the equity in their Shared Ownership Dwelling to 100%; and
- d) any successor in title to a)-c) above

"Red Book"

means the RICS Valuation – Global Standards 2017 (the Red Book) or such other document amending, consolidating or replacing it

"Registered Provider"

means a registered provider of social housing as defined in Section 80(2) of the Housing and Regeneration Act 2008 and listed in the registers kept by HE under Chapter 3 of that act. For the avoidance of doubt this includes the Council.

"Residential Phase"	means the part of the Site to be developed for residential purposes containing dwellings to exclude the Additional Meadow, Community Use Site, Church Extension Site/ Church Extension Site Meadow, Primary School Site and land subject to the Skylark Mitigation Scheme
"RTA Purchaser"	means a former tenant of an Affordable Housing Unit who purchases the Affordable Housing Unit under the right to buy under Part V of the Housing Act 1985 or pursuant to the right to acquire under the Housing and Regeneration Act 2008 or any similar or substitute statutory rights in force from time to time
"Second Skylark Monitoring Report"	a report prepared by a suitably qualified person following a survey to record the number of skylark present in proximity to plots identified in the Skylark Mitigation Scheme undertaken during the tenth nesting season following Commencement of Development providing the results of the survey
"Shared Ownership Dwellings"	dwellings to be let on a Shared Ownership Lease to a household for which the household income does not exceed eighty thousand pounds (£80,000) per annum or such other household income for the time in force in accordance with the terms as set out in HE's capital funding guide
"Shared Ownership Lease"	a lease or sub-lease of a Shared Ownership Dwelling granted at a premium whereby not less than 10% (ten percent) and not more than up to 70% (seventy percent) (save that the Council will agree up to 75% (seventy-five percent) should the Owner provide reasonable justification to the Council) on first purchase of the equitable interest is paid by the tenant on completion of such lease and/or raised by mortgage or charge from a bank or building society and which lease shall include arrangements enabling the tenant to acquire up to

100% (one hundred percent) of the legal and equitable interest in the Shared Ownership Dwelling at some future date or dates and which lease shall allow a rent to be charged on the remainder of the equitable interest not purchased, such rent not to exceed an annual sum calculated at 2.75% of the value of the equity retained by the Registered Provider at the date of the grant of the Shared ownership Lease or such other figure permitted by Homes England from time to time and any capital receipt received by the Registered Provider in excess of eighty per cent (80%) as a result of the tenant exercising their right to staircase out to one hundred per cent (100%) shall be retained by the Registered Provider for re-investment in Affordable Housing within the district of Mid Suffolk

"Site"

the land described in the First Schedule against which this Deed may be enforced as shown edged red for identification purposes only on the Plan together with the Skylark Mitigation Scheme Plan

"Skylark"

is a UK Priority Species under Section 41 of the Natural Environment and Rural Communities (NERC) Act, 2006, in addition, to being a Red listed species of Conservation Concern

"Skylark Mitigation Implementation and Monitoring Report"

a report prepared by a suitably qualified person following a survey to record the number of skylark present in proximity to the Skylark Mitigation Scheme undertaken during the first nesting season following Commencement of Development confirming that the Skylark Mitigation Scheme has been implemented in full and providing the results of the survey.

"Skylark Mitigation Scheme"

the delivery of mitigation for the potential impact of the Development upon local Skylark breeding

territories to include (unless otherwise agreed in writing with the District Council):

a) three Skylark plots to be provided as areas of undrilled arable farmland within the areas shown shaded purple for identification purposes only on the plan appended hereto and given reference 0068/304 dated 20 December 2017 unless it is subsequently agreed with the District Council (acting reasonably) that the Skylark plots may be provided elsewhere within the land edged red on the Skylark Mitigation Scheme Plan; and

b) each Skylark plot to be at least 3 metres wide and have an area of between 16 metres squared and 24 metres squared and to be provided in accordance with the RSPB Guidance Leaflet "Farming for Wildlife Skylark Plots" appended to this Agreement as Appendix 1

"Skylark Mitigation Scheme Plan"

the plan marked "*Skylark Mitigation Scheme Plan*" attached to this Deed

"Travel Plan Evaluation and Support Contribution"

means the sum of One Thousand Pounds (£1,000) BCIS Indexed per annum from Occupation of the 100th Dwelling for a minimum of 5 years or one year after Occupation of the final Dwelling whichever is the longest duration paid by the Owner to the County Council to be used towards the monitoring and support by the County Council of the travel plans to be agreed pursuant to the Planning Permission

"Working Days"

Monday to Friday (inclusive) except Good Friday, Christmas Day and public or bank holidays from time to time in England.

2. CONSTRUCTION OF THIS DEED

2.1 Where in this Deed reference is made to any clause, sub-clause, schedule, paragraph, sub-paragraph or recital such reference (unless the context otherwise

requires) is a reference to a clause, sub-clause, schedule, paragraph, sub-paragraph or recital in this Deed

- 2.2 Words importing the singular meaning where the context so admits include the plural meaning and vice versa
- 2.3 Words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, corporations and firms and all such words shall be construed as interchangeable in that manner
- 2.4 Wherever there is more than one person named as a party and where more than one party undertakes an obligation all their obligations can be enforced against all of them jointly and against each individually insofar as such obligation relates to land within such party's ownership unless there is an express provision otherwise
- 2.5 Any reference to an act of Parliament shall include any modification, extension or re-enactment of that act for the time being in force and shall include all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that act or deriving validity from it
- 2.6 References to any party to this Deed shall include the successors in title to that party and to any party deriving title through or under that party and in the case of the District Council and the County Council the successors to their respective statutory functions
- 2.7 Where this Deed requires a plan or strategy or other document to be submitted to the District Council for approval or agreement then upon approval of the same it shall be deemed to have been incorporated into this Deed and the same shall apply to any provision requiring a review of any such plan or strategy or other document
- 2.8 References to a "Plan" or "Drawing" in this Deed shall be reference to the plans attached to this Deed bearing the relevant plan number or any amended plans as shall be agreed between the Owner, the District Council and the County Council
- 2.9 None of the covenants contained in this Deed on the part of the Owner shall be enforceable against:
- 2.9.1 those persons who purchase (including purchasers by way of long lease) any Dwelling for occupation by themselves or their lessees tenants or individuals of the Dwellings (save that the restrictions relating to Occupation set out herein in respect of the Affordable Housing Units set out in paragraphs 1.5 of Part 2 of the Third Schedule shall be enforceable against the owners and occupiers of such units); or

2.9.2 any statutory undertaker who acquires any part of the Site or interest therein for the purposes of the supply of electricity gas water drainage telecommunication services or public transport services.

2.10 The headings are for reference only and shall not affect construction

2.11 Any covenant by the Owner not to do an act or thing shall be deemed to include an obligation not to permit or suffer such act or thing to be done by another person.

3. LEGAL BASIS

3.1 This Deed is made pursuant to Section 106 of the Act Section 111 of the Local Government Act 1972 and Section 1 of the Localism Act 2011 and all other enabling powers

3.2 The covenants restrictions and requirements imposed upon the Owner under this Deed create planning obligations pursuant to Section 106 of the Act and are enforceable by the District Council and the County Council as appropriate as local planning authorities against the Owner or its successors in title

3.3 This Deed is a deed and may be modified or discharged in part or in total at any time after the date of this Deed by deed between the parties in the form of a deed

3.4 This Deed is a local land charge and upon completion shall be registered by the District Council as such

4. CONDITIONALITY

4.1 This Deed is conditional upon:

4.1.1 the grant of the Planning Permission; and

4.1.2 the Commencement of Development

save for the provisions of Clauses 3, 7.3, 7.4, 7.5, 7.6, 7.7, 7.9, 7.11, 7.15, 9, 14, 15, 16, 17, and 19 and any other relevant provisions which shall come into effect immediately upon completion of this Deed

5. THE OWNER'S COVENANTS

5.1 The Owner covenants with the District Council as set out in the Third Schedule

5.2 The Owner covenants with the County Council as set out in the Fourth Schedule

- 5.3 The Owner, District Council and the County Council agree that the obligations in this Deed shall only be binding on the Residential Phase SAVE THAT and FOR THE AVOIDANCE OF DOUBT:
- 5.3.1 the obligations in Part 3, Third Schedule shall only be binding and enforceable against the Community Use Site;
 - 5.3.2 the obligations in Part 9, Third Schedule shall only be binding and enforceable against the Additional Meadow;
 - 5.3.3 the obligations in Part 8, Third Schedule shall only be binding and enforceable against the Meadow;
 - 5.3.4 the obligations in Part 5, Third Schedule shall only be binding and enforceable against the Church Extension Site/ Church Extension Site Meadow; and
 - 5.3.5 the obligations in Part 10, Third Schedule shall only be binding and enforceable against the land identified on the Skylark Mitigation Scheme Plan and that land ultimately subject to the Skylark Mitigation Scheme; and
 - 5.3.6 the obligations in Part 5, Fourth Schedule shall only be binding and enforceable against the Primary School Site; and
 - 5.3.7 none of the obligations referred to in paragraphs 5.3.1 to 5.3.6 above shall be binding or enforceable against a Residential Phase

6. THE DISTRICT COUNCIL'S AND THE COUNTY COUNCIL'S COVENANTS

- 6.1 The District Council covenants with the Owner as set out in the Fifth Schedule
- 6.2 The County Council covenants with the Owner as set out in the Sixth Schedule

7. MISCELLANEOUS

- 7.1 The Owner shall act in good faith and shall co-operate both with the District Council and the County Council to facilitate the discharge and performance of all obligations contained herein and the Owner shall comply with any reasonable requests of the District Council and or the County Council to have access to any part of the Site or any requests to provide documentation within the Owner's possession (at the Owner's expense) for the purposes of monitoring compliance with the obligations contained herein

- 7.2 The Owner agrees declares and covenants both with the District Council and County Council to observe and perform the conditions restrictions and other matters mentioned herein and shall not make any claim for compensation in respect of any condition restriction or provision imposed by this Deed
- 7.3 The Owner covenants to pay to the District Council on completion of this Deed the proper and reasonable legal costs of the District Council incurred in the negotiation preparation and execution and completion of this Deed
- 7.4 The Owner covenants to pay to the County Council the proper and reasonable legal costs of the County Council incurred in the negotiation preparation and execution and completion of this Deed prior to the completion of this Deed and the County Council's monitoring fees of £2,060 on completion of this Deed
- 7.5 No provision of this Deed shall be enforceable under the Contracts (Rights of Third Parties) Act 1999
- 7.6 Where an approval consent or expression of satisfaction or a subsequent deed is required by the Owner from either the District Council or the County Council under the terms of this Deed such approval or consent or expression of satisfaction shall not be unreasonably withheld or delayed and any such consent approval or expression of satisfaction shall be given on behalf of the District Council by the Chief Planning Officer and on behalf of the County Council by the Executive Director of Growth, Highways and Infrastructure or officer acting under his hand
- 7.7 Following the performance and satisfaction of all the obligations contained in this Deed the District Council shall, on application by the Owner, forthwith effect the cancellation of all entries made in the Register of Local Land Charges in respect of this Deed
- 7.8 Insofar as any clause or other provision of this Deed is found (for whatever reason) to be invalid illegal or unenforceable then such invalidity illegality or unenforceability shall not affect the validity or enforceability of the remaining provisions of this Deed
- 7.9 This Deed shall cease to have effect (insofar only as it has not already been complied with) if the Planning Permission shall be quashed revoked or otherwise withdrawn or expires by effluxion of time for the Commencement of the Development or is modified (without the consent of the Owner) and the District Council will effect cancellation of all entries in the Register of Local Land Charges in respect of this Deed PROVIDED THAT if the District Council agrees following an application under section 73 of the Act to vary or to be released from any condition contained in the Planning Permission or if a condition is varied or released following an appeal under section 78 of the Act

the covenants or provisions of this Agreement shall be deemed to bind the varied permission and to apply in equal terms to the new planning permission unless the District Council in determining the application for the new planning permission indicate that consequential amendments are required to this Agreement to reflect the impact of the section 73 application, when a separate deed under section 106 of the Act will be required to secure relevant planning obligations relating to the new planning permission

- 7.10 No person shall be liable for any breach of any of the planning obligations or other provisions of this Deed after it shall have parted with its entire interest in the Site or part of the Site to which the breach relates save for an interest arising only from the grant or reservation of an easement or similar right or the benefit of any restrictive covenant in the Site but without prejudice to liability for any subsisting breach arising prior to parting with such interest
- 7.11 Nothing in this Deed shall prohibit or limit the right to develop any part of the Site in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Deed
- 7.12 The Owner agrees that any rights to claim compensation arising from any limitations or restrictions on the planning use of the Site under the terms of the Deed are hereby waived
- 7.13 Save as otherwise provided in this Deed all works and activities to be carried out under the terms of this Deed (including for the avoidance of doubt such works as are of a preparatory ancillary or of a maintenance nature) are (save where expressly provided otherwise) to be at the sole expense of the Owner and at no cost to the District Council or the County Council
- 7.14 Nothing contained or implied in this Deed shall prejudice or affect the rights, discretions, functions, powers, duties and obligations of the District Council or the County Council under all statutes by-laws statutory instruments orders and regulations in the exercise of their functions as local authorities
- 7.15 The Owner covenants and warrants to the District Council and the County Council that they have full power to enter into this Deed and there is no other person having a charge over or any other interest over that part of the Site registered with the Land Registry under title number SK366650

8. WAIVER

No waiver (whether expressed or implied) by the District Council, the County Council or the Owner of any breach or default in performing or observing any of the covenants terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the District Council, County Council or the Owner from enforcing any of the relevant terms or conditions or for acting upon any subsequent breach or default

9. CHANGE IN OWNERSHIP

The Owner agrees with the District Council and the County Council to give each of them independently written notice of any transfer in ownership of its freehold interest in the Site occurring before all the positive obligations under this Deed have been discharged such notice to be served within twenty one (21) days of such transfer and to give details of the transferee's full name and registered office (if a company or usual address if not) together with the area of the Site or unit of occupation purchased by reference to a plan PROVIDED THAT this obligation shall not apply to transfers of individual Dwellings within the Development or the transfer or grant of leases of electricity sub-stations or gas governors or the like

10. RIGHT OF ENTRY

At all times on not less than twenty-four (24) hours written notice except in case of emergency with or without notice the Owner shall allow any employee or agent of the District Council or the County Council entry to the Site for the purposes of inspection and monitoring compliance with the provisions of this Deed PROVIDED THAT:

- 10.1.1 such employee or agent on arrival at the Site shall if requested by any person present who appears to be the Owner the manager or person in charge thereof produce evidence of identity (but entry may be made if there is or appears to be no such person on the Site)
- 10.1.2 such entry shall be effected between 08.00 and 17.00 on any day
- 10.1.3 such employee or agent may be accompanied by such other persons as may be reasonably necessary
- 10.1.4 such employee or agent may take photographs measurements and levels
- 10.1.5 such employee or agent may not remain on the Site for longer than is reasonably necessary for carrying out a proper inspection

- 10.1.6 such employee or agent and any other accompanying persons shall comply with the Owner's or the Owner's representative's reasonable directions and precautions in the interests of safety

11. INDEXATION

Any sum referred to in the Third Schedule Fourth Schedule and the Eighth Schedule (unless the context reads otherwise) shall be increased by an amount equivalent to the increase in the BCIS Index from the date hereof until the date on which such sum is payable using the application of the formula $A = B \times (C/D)$ where:

- 11.1 A is the sum payable under this Deed;
- 11.2 B is the original sum calculated as the sum payable;
- 11.3 C is the BCIS Index for the month two (2) months before the date on which the sum is payable;
- 11.4 D is the BCIS Index for the month two (2) months before the date of this Deed; and
- 11.5 C/D is greater than 1.

12. VAT

All consideration given in accordance with the terms of this Deed shall be exclusive of any value added tax properly payable

13. INTEREST

If any payment due under this Deed is paid late Interest will be payable from the date payment is due to the date of payment.

14. NOTICES

- 14.1 Any notices or other written communication to be served or given by one party upon or to any other party under the terms of this Deed shall be deemed to have been validly served or given if delivered by hand or sent by first class recorded delivery post to the party upon whom it is to be served or to whom it is to be given or as otherwise notified for the purpose by notice in writing PROVIDED THAT the notice or other written communication is addressed and delivered or sent by first class recorded delivery post to the address of the party concerned as nominated in clause 14.2

- 14.2 The address for any notice or other written communication in the case of each party to this Deed shall be as follows:

The District Council	The Chief Planning Officer Mid Suffolk District Council, Endeavour House, 8 Russell Road, Ipswich, Suffolk IP1 2BX
The County Council	The Executive Director of Growth, Highways and Infrastructure Constantine House 5 Constantine Road Ipswich Suffolk IP1 2DH
The Owner	White Lodge Farm, Church Lane, Barham, Ipswich IP6 0PU
The Bank	

- 14.3 Any notice or other written communication to be given by either the District Council or the County Council shall be deemed to be valid and effective if on its face it is signed on behalf of the District Council or the County Council by a duly authorised officer of the District Council or the County Council as appropriate

15. DISPUTE RESOLUTION

- 15.1 The parties will attempt in good faith to resolve any dispute or claim arising out of or relating to this Deed promptly through negotiations between the respective senior executives of the parties who have authority to settle the same.
- 15.2 If the matter is not resolved through negotiation within 40 Working Days the parties will attempt in good faith to resolve the dispute or claim through an Alternative Dispute Resolution ("ADR") procedure as recommended to the parties by the Centre for Dispute Resolution.
- 15.3 If the matter has not been resolved by an ADR procedure within 20 Working Days of the initiation of such procedure or if either party will not participate in an ADR procedure the dispute may be referred by either party to arbitration for decision by a person appointed by agreement between the parties or in default of agreement by the President for the time being of the Institute of Civil Engineers who shall act as an expert and not as an arbitrator and whose decision shall be final and binding upon the parties.

15.4 Nothing in Clauses 15.1 and 15.2 shall apply to the recovery of ascertained or ascertainable sums or prevent the parties from commencing or continuing court proceedings.

16. SATISFACTION OF ANY OF THE TERMS OF THIS DEED

Where in the opinion of the Owner any of the provisions of this Deed have been satisfied the Owner shall be entitled to apply to the District Council for a certificate to that effect and upon the District Council being satisfied that the relevant agreement obligation and covenant as the case may be has been satisfied and upon the payment by the Owner of the District Council's reasonable costs in issuing the certificate, the District Council shall forthwith issue a certificate to such effect

17. COMMUNITY INFRASTRUCTURE LEVY

The parties to this Deed agree that for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended) the obligations imposed in this Deed are (a) necessary to make the Development permitted pursuant to the Application acceptable in planning terms (b) directly relate to the Development permitted pursuant to the Application and (c) fairly and reasonably relate in scale and kind to the Development permitted pursuant to the Application

18. NOTIFICATION OF PROGRESS

The Owner covenants to inform the District Council and County Council by way of written notice ten (10) Working Days prior to:

- 18.1 Commencement of Development;
- 18.2 Commencement of Development in each Phase;
- 18.3 Occupation of the first (1st) Dwelling in any Phase;
- 18.4 Occupation of the twenty-ninth (29th) Dwelling;
- 18.5 Occupation of the forty-ninth (49th) Dwelling;
- 18.6 Occupation of the ninety-ninth (99th) Dwelling;
- 18.7 Occupation of the one hundred and ninety-ninth Dwelling;
- 18.8 Occupation of 33% of the Dwellings;
- 18.9 Occupation of 50% of the Market Dwellings;

- 18.10 Occupation of 66% of the Dwellings;
- 18.11 Occupation of 75% of the Dwellings in any Phase;
- 18.12 Occupation of 80% of the Market Dwellings;
- 18.13 Completion of the Development.

19. JURISDICTION

This Deed is governed by and interpreted in accordance with the law of England

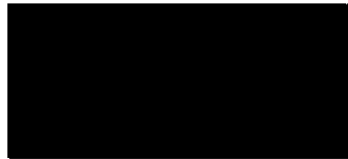
20. DELIVERY

The provisions of this Deed (other than this clause which shall be of immediate effect) shall be of no effect until this Deed has been dated

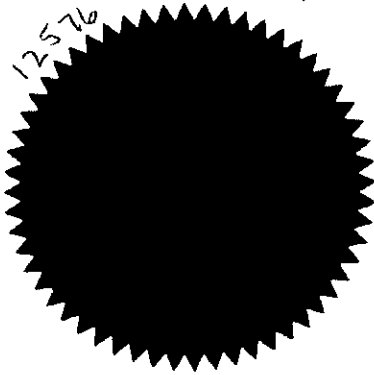
IN WITNESS WHEREOF THE PARTIES HERETO HAVE EXECUTED THIS DEED ON THE DAY AND YEAR FIRST BEFORE WRITTEN

**THE COMMON SEAL OF
MID SUFFOLK DISTRICT COUNCIL**
was affixed in the presence of:

)
)
)



Authorised Officer

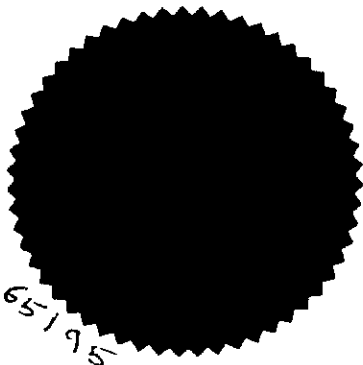


**THE COMMON SEAL OF
SUFFOLK COUNTY COUNCIL**
was affixed in the presence of:

)
)
)



Authorised Officer



**SIGNED AS A DEED BY
JOHN PHILIP CUTTING**

)
)
)



in the presence of:



Witness

[Faint handwritten text]

Address

Occupation

BIRKETTS LLP
PROVIDENCE HOUSE
141-145 PRINCES STREET
IPSWICH IP1 1QJ

[Faint handwritten text]

**SIGNED AS A DEED BY
MARGARET JACINTHA CUTTING**

)
)
)



in the presence of:



Witness

[Faint handwritten text]

Address

Occupation

BIRKETTS LLP
PROVIDENCE HOUSE
141-145 PRINCES STREET
IPSWICH IP1 1QJ

[Faint handwritten text]

FIRST SCHEDULE

Part 1

Freehold Interests

The Owner is the freehold owner of the Site the title to which is registered at the Land Registry with Title Absolute under Title Number SK366650

Part 2

Description of the Site

Freehold land to the east of Norwich Road, Barham and Claydon within registered title number SK366650 shown edged red for identification only on the Plan.

**SECOND SCHEDULE
DRAFT PLANNING PERMISSION**

THIRD SCHEDULE
THE OWNER'S COVENANTS WITH THE DISTRICT COUNCIL

PART 1

The Owner shall give the District Council Notice of Actual Commencement not less than ten (10) Working Days' of Commencement of the Development

PART 2

AFFORDABLE HOUSING

- 1.1 Having given notice under Part 1 above the Owner shall endeavour to agree with the District Council on the identity of the Registered Provider or other body to which the Affordable Housing Units are to be transferred such agreement not to be unreasonably withheld or delayed. The Owner may commence the Development on a Phase whilst that process is ongoing but shall not Occupy or permit Occupation of any Market Housing Units on that Phase until the identity of the Registered Provider has been agreed with the District Council for that Phase (such approval not to be unreasonably withheld or delayed) but if no agreement has been reached at the expiration of the period of four (4) months following the Commencement of the Development the District Council shall be entitled to nominate a Registered Provider or other approved body for the purpose
- 1.2 The Owner shall construct the Affordable Housing Units for a Phase in accordance with the Planning Permission and in the agreed locations to ensure the Affordable Housing Units are in clusters of no more than fifteen (15) Affordable Housing Units and built to a standard of construction that meets HE requirements, NDSS 2015 and Building Regulations part M4(2) and M4(3) PROVIDED THAT no more than 5% of the Affordable Housing Units shall be required to meet Building Regulations part M4(2) and M4(3) (unless otherwise agreed in writing through a reserved matters application or otherwise) and the Affordable Housing Scheme for that Phase
- 1.3 Subject to paragraph 1.8 below the Owner shall:
- 1.3.1 not Occupy or permit Occupation of more than fifty per cent (50%) (rounded up to the nearest whole Dwelling) of the Market Housing Units in each Phase until fifty per cent (50%) of the Affordable Housing Units for that Phase have been

constructed and are ready for Occupation and have been transferred to the Registered Provider; and

1.3.2 not Occupy or permit Occupation of more than eighty per cent (80%) (rounded up to the nearest whole Dwelling) of the Market Housing Units in each Phase until all of the Affordable Housing Units for that Phase have been constructed and are ready for Occupation and have been transferred to the Registered Provider

1.4 Any transfer to a Registered Provider of the land on which the Affordable Housing Units will be constructed shall be:

1.4.1 with vacant possession;

1.4.2 free from any encumbrance other than existing at the time of the disposition (save for any financial charge or the transfer of statutory apparatus by the Owner to any statutory undertaker);

1.4.3 subject to grant by the Owner to the Registered Provider of all rights of access and passage of services and other rights reasonably necessary for the beneficial enjoyment of the Affordable Housing Units;

1.4.4 subject to a reservation of all rights of access and passage of services and rights of entry reasonably necessary for the purpose of the construction, operation, use, maintenance and management of the Development; and

1.4.5 subject to a requirement to enter into the Affordable Housing Nomination Agreement with the District Council

1.5 The Affordable Housing Units shall be Occupied for no other purpose than as Affordable Housing save where provided otherwise in paragraphs 1.6 and 1.7 below

1.6 The District Council and the Owner agree that the obligations and restrictions contained in this Third Schedule Part 2 paragraph 1 shall not bind:

1.6.1 a mortgagee, chargee or receiver who has complied with the provisions of paragraph 1.7 of this part of this Schedule;

1.6.2 any RTA Purchaser;

1.6.3 any Affordable Housing Unit where a Registered Provider sells to a tenant through Social Homebuy funded pursuant to section 19(3) of the Housing and

Regeneration Act 2008, a voluntary grant scheme under section 21 of the Housing Act 1996 or any amendment or replacement thereof;

1.6.4 a leaseholder of a Shared Ownership Dwelling who is entitled to exercise their right under a shared ownership lease to acquire 100% of the equity of their property; or

1.6.5 any person or body deriving title through or from any of the parties mentioned in this paragraph 1.6

1.7 Any Chargee shall prior to seeking to dispose of the Affordable Housing Unit(s) pursuant to any default under the terms of its mortgage or charge give prior written notice to the District Council of its intention to dispose:

1.7.1 in the event that the District Council confirms to the Chargee indicating that

1.7.1.1 arrangements for the transfer of the Affordable Housing Unit(s) can be made in such a way as to safeguard it/them as Affordable Housing Unit(s); and

1.7.1.2 that such a transfer would take place within three (3) months from receipt of the notice ("the Moratorium Period")

then the Chargee shall cooperate with such reasonable arrangements and use reasonable endeavours to secure such transfer

1.7.2 if the District Council cannot within the Moratorium Period secure such transfer then provided that the Chargee shall have complied with its obligations under this paragraph 1.7 the Chargee shall be entitled to dispose free of the restrictions set out in this Third Schedule part 2 paragraph 1 which shall from the time of the completion of the disposal cease to apply

PROVIDED THAT at all times the rights and obligations in this paragraph 1.7 shall not require the Chargee to act contrary to its duties and rights under the charge or mortgage and that the District Council must give consideration to protect the interest of the Chargee in respect of monies outstanding under the charge or mortgage

1.8 In the event that the Registered Provider (within two months' of written invitation) is unable to make an acceptable offer to purchase the Affordable Housing Units or no longer wants to purchase the Affordable Housing Units to enable the Owners to transfer the Affordable Housing Units to the Registered Provider pursuant to paragraph 1. of this Third Schedule Part 2 the Owners shall:

- 1.8.1 notify the District Council three (3) months prior to the Practical Completion of the Affordable Housing Units;
- 1.8.2 set out the reasons (together with any supporting evidence) in writing why a transfer to the Registered Provider has not been entered into pursuant to paragraph 1.4 of part 2 of this Third Schedule
- 1.8.3 submit any other information reasonably requested by the District Council to satisfy why the Owners have not been able to enter into a transfer with the Registered Provider pursuant to paragraph 1.4 of part 2 of this Third Schedule
- 1.8.4 calculate a commuted sum to be agreed by and paid to the District Council (or such other body as the District Council may elect) in lieu of providing the Affordable Housing Units on the Site such commuted sum is currently calculated in accordance with the formula as set out in the Eighth Schedule but for the avoidance of doubt shall be calculated in accordance with the District Council's policies as are applicable at the time of the calculation and shall be paid to the District Council in phases in accordance with any phasing of the Development to be agreed with the District Council
- 1.8.5 any commuted sum payment received by the District Council (or such other body as the Council may elect) shall be ring-fenced and shall be used for investment in Affordable Housing within the Mid Suffolk district
- 1.8.6 upon the commuted sum payment being received by the District Council (or such other body as the Council may elect) the provisions of this paragraph 1 of part 2 of this Third Schedule shall no longer be applicable in respect of those Dwellings that were the Affordable Housing Units and the Owner shall be free to dispose of said Dwellings as Market Housing Units

PART 3

COMMUNITY USE SITE

1. Subject to the remaining provisions of this Part 3 to reserve the Community Use Site in perpetuity from the date of the Planning Permission
2. The Owner hereby covenants with the District Council that no later than expiry of 3 years from the date of the Planning Permission the Owner shall submit the Marketing Specification to the District Council for approval

3. If the District Council has not within 20 Working Days notified the Owner of its refusal of the Marketing Specification the Owner shall be entitled to assume deemed approval of the Marketing Specification
4. For the avoidance of doubt if the District Council has within the 20 Working Day period as specified in paragraph 3 above notified the Owner of its refusal to approve the Marketing Specification the Owner may if it considers such refusal to be unreasonable invoke the Dispute Resolution Provisions in Clause 15 of this Deed
5. The Owner hereby covenants with the District Council to implement the Marketing Specification in accordance with the approved details to the reasonable satisfaction of the District Council (unless otherwise agreed in writing)
6. The Owner covenants with the District Council that in the event the Community Use Site is to be provided as a doctor's surgery or another community building pursuant to the Planning Permission it shall include the necessary infrastructure to enable all utilities including water sewerage electricity and ducting for broadband to be provided to the building (unless otherwise agreed in writing with the District Council)
7. In the event that the District Council (or another body pursuant to the implementation of the Marketing Specification) elects to take a transfer of the Community Use Site from the Owner or the District Council is able to agree terms with a suitable purchaser of the Community Use Site for a new doctor's surgery, healthcare provision or community purposes (which may for the avoidance of doubt include uses under Use Class E(e) or F2 of the Use Classes Order 1987 (as amended)) the District Council shall notify the Owner in writing and the Owner shall be required to transfer the Community Use Site for consideration to be agreed (in respect of any commercial floorspace) or for £1 (in respect of any non-commercial floorspace for a doctor's surgery, healthcare provision or other community purposes) and on the following terms to be included and agreed in the relevant transfer between the transferor and transferee: -
 - (a) the land comprising the Community Use Site will be transferred free of any financial charges together with the rights and easements but subject only to the exceptions reservations rights easements and other matters contained and referred to in the epitome of title or registered title to the Site;
 - (b) vacant possession of the Community Use Site shall be given on the date of the transfer in accordance with the provisions of this Deed; and
 - (c) a restrictive covenant that the Community Use Site shall not be used other than for the intended purposes of the purchaser for a community use as set

out in paragraph 8 and that no development shall be carried out on the Community Use Site unless it is for such purposes

8. In the event that the District Council does not serve notice or if following implementation of the Marketing Specification no reasonable or commercially acceptable offers are received for the Community Use Site in accordance with the time period set out in the Marketing Specification or if following service of such notice or receipt of a reasonable offer (and for the avoidance of doubt the dispute resolution clause at clause 15 of this deed can be invoked) and following the use of reasonable and commercially prudent endeavours the Owner is unable to complete the transfer of the Community Use Site to the District Council or nominated purchaser or other purchaser within the time period set out in the Marketing Specification further details shall be submitted to the District Council of the future management and maintenance of the Community Use Site and for the avoidance of doubt the Owner covenants to only use the Community Use Site for community uses (unless otherwise agreed in writing).
9. In the event that the Owner and the District Council agree that an equivalent suitable replacement provision of the Community Use Site shall be provided pursuant to a separate planning permission and is secured via a section 106 agreement or planning condition accordingly instead of pursuant to the Planning Permission then the obligations in this Part 3 shall have no further force nor effect

PART 4

OPEN SPACE

1. The Owner hereby covenants with the District Council that prior to Occupation of any Dwelling on a Phase to submit the Open Space Specification to the District Council for approval for that Phase
2. The Owner covenants not to Occupy any Dwelling on a Phase unless and until the Open Space Specification has been approved by the District Council for that Phase such approval not to be unreasonably withheld or delayed
3. If the District Council fails within twenty (20) Working Days to notify the Owner its approval of the Open Space Specification the Owner shall be entitled to assume deemed approval of the Open Space Specification

4. Prior to implementing the Open Space Specification the Owner will request from the District Council confirmation of whether the Parish Council intends to be the Nominated Body for the maintenance and management of the Open Space and if requested by the Owner shall be able to complete a transfer of the Open Space (or Open Space Land) within 3 months from receipt of confirmation that the Parish Council intends to be the Nominated Body PROVIDED THAT in the event the District Council fails within 20 Working Days to notify the Owner that the Parish Council is the Nominated Body and shall be in a position to complete the transfer of the Open Space (or Open Space Land) within 3 months the Owner shall be entitled to determine the Nominated Body
5. In the event that the Open Space is to be transferred to a Management Company the Owner shall obtain the District Council's written approval of details of the proposed Management Company its corporate structure, directors and officers (where known) and the mechanism of funding the Management Company demonstrating that the proposed Management Company can carry out the management and maintenance of the Open Space which may for the avoidance of doubt include obligations on each purchaser of an individual Dwelling to become a member of the Management Company and to pay a fair proportion of the costs of maintaining the Open Space
6. The Owner hereby covenants with the District Council not to permit the Occupation of any more than 75% of the Dwellings in a Phase until the Open Space has been provided in accordance with the approved Open Space Specification for that Phase (unless otherwise agreed in writing)
7. The Owner covenants that following the District Council's written confirmation that the Open Space has been laid out and equipped in accordance with the Open Space Specification to transfer the freehold thereof to the Nominated Body and shall for the avoidance of doubt include a covenant that the Open Space shall thereafter be retained and maintained in accordance with the Open Space Specification and the Planning Permission for the benefit of the public
8. The Owner covenants at their own cost to maintain and manage the Open Space strictly in accordance with the Open Space Specification and the Planning Permission until such time as it has been transferred to the Nominated Body
9. The Open Space (or Open Space Land) is to be transferred to the Nominated Body in accordance with the Open Space Transfer for the sum of One Pound (£1) no later than twelve months (12 months) of Occupation of the last Dwelling PROVIDED THAT in the event the Parish Council are notified to the Owner as being the Nominated Body pursuant to paragraph 4 above and after using reasonable and commercially prudent

endeavours over a period of 3 months commencing no earlier than the date the Open Space Specification has been approved or deemed to be approved (or such other time as shall be agreed between the Owner and the District Council) the Owner has been unable to complete the Open Space Transfer with the Parish Council the Owner shall be entitled to nominate the Nominated Body and transfer the Open Space to the Nominated Body in accordance with the Open Space Transfer in accordance with the remaining provisions of this Deed

PART 5

CHURCH EXTENSION SITE

1. Prior to Occupation of the fiftieth (50th) Dwelling the Owner shall offer the Church Extension Site to the Church for a sum not exceeding £1 (one pound) and subject to a future restriction to use the land as an extension to and for the benefit of the Church.
2. In the event the Owner is unable to transfer the Church Extension Site to the Church within 18 months following the date the offer is made pursuant to paragraph 1. above the Owner shall submit a Meadow Scheme to the District Council for approval for the Church Extension Site to be provided as a meadow (the Church Extension Site Meadow) in addition to the areas of land set aside as a Meadow and Additional Meadow and upon approval by the District Council shall implement the scheme and the Owner shall thereafter be responsible for the management and maintenance of the same in accordance with the approved specification (unless otherwise agreed with the District Council)
3. Any transfer of the Church Extension Site shall be on the following terms to be included in the relevant transfer:
 - (a) for consideration of £1;
 - (b) the land comprising the Church Extension Site will be transferred free of any financial charges together with the rights and easements but subject only to the exceptions reservations rights easements and other matters contained and referred to in the epitome of title or registered title to the Church Extension Site;
 - (c) vacant possession of the Church Extension Site shall be given on the date of the transfer in accordance with the provisions of this Deed; and

- (d) a restrictive covenant that the Church Extension Site shall not be used other than for the intended purposes of the purchaser as set out in this Deed and that no development shall be carried out on the Church Extension Site unless it is for such purposes; and
- (e) payment of the Church Extension Site Contribution by way of funding for works to the Church Extension Site.

PART 6

RAMS CONTRIBUTION

1. The Owner covenants to pay a proportion of the Habitats Site Mitigation Contribution as calculated in accordance with the Habitats Site Mitigation Contribution Calculation for each Phase to the District Council prior to Commencement of the Development of any Dwelling in a Phase
2. The Owner covenants not to Commence the Development of any Dwellings in a Phase until the proportion of the Habitats Site Mitigation Contribution as calculated in accordance with paragraph 1 of this Part 6 above has been paid to the District Council

PART 7

DESIGN CODE

1. Prior to the submission of the first reserved matter application relating to a Phase the Owner covenants to prepare the Design Code to be submitted to the District Council for its written approval
2. Prior to the submission of the Design Code to the District Council in accordance with paragraph 1 above, the Owner covenants that it will have engaged with the local community of Barham and Claydon and Whitton and consulted with the Parish Councils of Barham and Claydon and Whitton on the content of the Design Code and made any necessary reasonable amendments to the Design Code as a result of the consultation
3. The Owner covenants not to Commence Development on a Phase until the written approval of the District Council has been given for the Design Code PROVIDED THAT if the District Council fails within forty (40) Working Days to respond or provide

substantive comments on the Design Code or issue its final decision the Owner shall be entitled to engage Clause 15 and seek approval of the Design Code through Dispute Resolution.

4. The Owner covenants to construct each Phase in accordance with the approved Design Code.

PART 8

MEADOW

1. The Owner hereby covenants with the District Council that it shall submit the Meadow Scheme for the Meadow to the District Council for approval prior to Occupation of the 30th Dwelling (unless otherwise agreed in writing with the District Council)
2. The Owner shall implement the Meadow Scheme for the Meadow prior to Occupation of the 100th Dwelling and the Owner shall thereafter be responsible for the management and maintenance of the same in accordance with the Meadow Scheme (unless otherwise agreed with the District Council).

PART 9

ADDITIONAL MEADOW

1. The Owner hereby covenants with the District Council that it shall submit the Additional Meadow Scheme for the Additional Meadow to the District Council for approval prior to Occupation of the 200th Dwelling and the Owner shall thereafter implement the same in accordance with the approved details and the Owner shall thereafter covenant to be responsible for the delivery management and maintenance of the same in accordance with the Additional Meadow Scheme (unless otherwise agreed in writing with the District Council) and shall be retained in accordance with the Additional Meadow Scheme and upon expiry of the period 7 years from the date of this Deed to retain the Additional Meadow for the benefit of the public AND FOR THE AVOIDANCE OF DOUBT there shall be no obligation on the Owner to provide public access to the Additional Meadow before expiry of this 7 year period
2. In the event that the Owner and the District Council agree that an equivalent suitable replacement provision of the Additional Meadow shall be provided pursuant to a separate planning permission and is secured via a section 106 agreement or planning

condition accordingly instead of pursuant to the Planning Permission then the obligations in this Part 9 shall have no further force nor effect.

PART 10

SKYLARK MITIGATION

1. The Owner covenants to implement in full the Skylark Mitigation Scheme in the first nesting season following Commencement of Development.
2. The Owner covenants to maintain the Skylark Mitigation Scheme and ensure provision of the three Skylark plots secured through the Skylark Mitigation Scheme for at least 10 years from Commencement unless otherwise agreed in writing with the District Council.
3. The Owner covenants to submit the Skylark Mitigation Implementation and Monitoring Report to the Council within 12 months of Commencement of Development unless otherwise agreed in writing with the District Council.
4. The Owner covenants to submit the First Skylark Mitigation Monitoring Report to the Council within 5 years of Commencement of Development unless otherwise agreed in writing with the District Council.
5. The Owner covenants to submit the Second Skylark Mitigation Monitoring Report to the Council within 10 years of Commencement of Development unless otherwise agreed in writing with the District Council.

FOURTH SCHEDULE

THE OWNER'S COVENANTS WITH THE COUNTY COUNCIL

PART 1

EDUCATION CONTRIBUTION

- 1.1 The Owner covenants to pay thirty-three per cent (33%) of the Education Contribution to the County Council prior to Occupation of thirty-three per cent (33%) of the Dwellings.
- 1.2 The Owner covenants not to Occupy thirty-three per cent (33%) of the Dwellings until thirty-three per cent (33%) of the Education Contribution has been paid to the County Council.
- 1.3 The Owner covenants to pay the remaining sixty-seven per cent (67%) of the Education Contribution to the County Council prior to Occupation of sixty-six per cent (66%) of the Dwellings.
- 1.4 The Owner covenants not to Occupy or permit Occupation of sixty-six per cent (66%) of the Dwellings until the remaining sixty-seven per cent (67%) of the Education Contribution has been paid to the County Council

PART 2

TRAVEL PLAN EVALUATION AND SUPPORT CONTRIBUTION

- 1.1 The Owner covenants to pay to the County Council the Travel Plan Evaluation and Support Contribution prior to the first Occupation of the 100th Dwelling.
- 1.2 The Owner hereby covenants not to Occupy or permit Occupation of more than 99 Dwellings until the Travel Plan Evaluation and Support Contribution has been paid to the County Council.

PART 3

HIGHWAYS PROW CONTRIBUTION

- 1.1 The Owner covenants to pay the Highways PROW Contribution to the County Council prior to 1st Occupation of any Dwelling

- 1.2 The Owner covenants not to Occupy or permit Occupation of any of the Dwellings until the Highways PROW Contribution has been paid to the County Council

PART 4

HIGHWAYS VILLAGE CONTRIBUTION

- 1.1 The Owner covenants to pay the Highways Village Contribution to the County Council prior to 1st Occupation of any Dwelling.
- 1.2 The Owner covenants not to Occupy any Dwelling until the Highways Village Contribution has been paid to the County Council.

PART 5

PRIMARY SCHOOL SITE

- 1.1 The Owner hereby agrees and covenants to provide to the County Council prior to Commencement of the Development an agreement in the form of an option for the County Council to purchase the land required by the County Council for provision of the Primary School and shall not Commence the Development before the said option agreement has been provided
- 1.2 The agreement to be provided under paragraph 1 of this Part 5 shall be in a form acceptable to the County Council, and contain terms relating to condition of the land to be provided, transfer arrangements and agreed consideration on purchase and other details as may be agreed by both the Owner and the County Council acting reasonably.

FIFTH SCHEDULE

THE DISTRICT COUNCIL COVENANTS WITH THE OWNER

1. The Planning Permission

The District Council shall issue the Planning Permission within 5 Working Days of the date of this Deed

2. Discharge of Obligations

At the written request of the Owner the District Council shall provide written confirmation of the discharge of the obligations contained in this Deed when satisfied that such obligations have been performed

3. Habitats Sites Mitigation Contribution

3.1 To use the Habitats Sites Mitigation Contribution for its intended purposes under this Deed and for no other purpose

3.2 To provide to the Owner, on the Owner's written request, information regarding the expenditure of the Habitats Sites Mitigation Contribution PROVIDED THAT such request is made within eleven (11) years of Completion of Development

3.3 The District Council shall if requested to do so in writing after the expiry of ten (10) years of the date of Completion of Development, within a further period of one (1) year, either confirm that the Habitats Sites Mitigation Contribution was committed or expended by the District Council in accordance with the provisions of this Deed or if it was not so committed or expended in that period pay the Habitats Sites Mitigation Contribution (or any part not committed or expended) back to the person who paid it, such payment to be made within twenty (20) Working Days' of such request

4. Affordable Housing Commuted Sum

4.1 To use any commuted sum payable pursuant to paragraph 1.8 of Part 2 of the Third Schedule ("Affordable Housing Commuted Sum") for its intended purposes under this Deed and for no other purpose

4.2 To provide to the Owner, on the Owner's written request, information regarding the expenditure of the Affordable Housing Commuted Sum PROVIDED THAT such request is made within eleven (11) years of Completion of Development

4.3 The District Council shall if requested to do so in writing after the expiry of ten (10) years of the date of Completion of Development, within a further period of one (1)

year, either confirm that the Affordable Housing Commuted Sum was committed or expended by the District Council in accordance with the provisions of this Deed or if it was not so committed or expended in that period pay the Affordable Housing Commuted Sum (or any part not committed or expended) back to the person who paid it, such payment to be made within twenty (20) Working Days' of such request

5. **Open Space Commuted Sum**

5.1 To use any Open Space Commuted Sum for its intended purposes under this Deed and for no other purpose

5.2 To provide to the Owner, on the Owner's written request, information regarding the expenditure of the Open Space Commuted Sum PROVIDED THAT such request is made within 8 years of payment

5.3 The District Council shall if requested to do so in writing after the expiry of eight (8) years of the date of Completion of Development, within a further period of one (1) year, either confirm that the Open Space Commuted Sum was committed or expended by the District Council in accordance with the provisions of this Deed or if it was not so committed or expended in that period pay the Open Space Commuted Sum (or any part not committed or expended) back to the person who paid it, such payment to be made within twenty (20) Working Days' of such request

SIXTH SCHEDULE

THE COUNTY COUNCIL COVENANTS WITH THE OWNER

- 1. Travel Plan Support and Evaluation Contribution**
 - 1.1 To use the Travel Plan Support and Evaluation Contribution for the evaluation and support of the Full Travel Plan.
 - 1.2 The County Council shall if requested to do so in writing after the expiry of ten (10) years of the date on implementation of the Full Travel Plan within a further period of one (1) year pay to any person such amount of the Travel Plan Evaluation and Support Contribution paid by that person in accordance with the provisions of this Deed which has not been committed or expended by the County Council in accordance with the provisions of this Deed such payment to be made within twenty (20) Working Days' of such request
 - 1.3 When the Travel Plan Evaluation and Support Contribution paid to the County Council pursuant to this Deed has been spent or committed the County Council shall upon written request by the Owner after the expiry of ten (10) years of the date on implementation of the Full Travel Plan within a further period of one (1) year notify the Owner that such monies have been spent or committed such notice to include full details of what the said monies were spent on or committed to
- 2. Highways PROW Contribution and Highways Village Contribution**
 - 2.1 To use the Highways PROW Contribution and the Highways Village Contribution for its intended purposes under this Deed and for no other purpose
 - 2.2 To provide to the Owner, on the Owner's written request, information regarding the expenditure of the Highways PROW Contribution and/or the Highways Village Contribution PROVIDED THAT such request is made within eleven (11) years of Completion of Development
 - 2.3 The County Council shall if requested to do so in writing after the expiry of ten (10) years of the date of Completion of Development, within a further period of one (1) year, either confirm that the Highways PROW Contribution and/or the Highways Village Contribution was committed or expended by the County Council in accordance with the provisions of this Deed or if it was not so committed or expended in that period pay the Highways PROW Contribution and/or the Highways Village Contribution (or any part not committed or expended) back to the person who paid it, such payment to be made within twenty (20) Working Days' of such request

3. Education Contribution

- 3.1 To use the Education Contribution for its intended purposes under this Deed and for no other purpose
- 3.2 To provide to the Owner, on the Owner's written request, information regarding the expenditure of the Education Contribution PROVIDED THAT such request is made within eleven (11) years of Completion of Development
- 3.3 The County Council shall if requested to do so in writing after the expiry of ten (10) years of the date of Completion of Development, within a further period of one (1) year, either confirm that the Education Contribution was committed or expended by the County Council in accordance with the provisions of this Deed or if it was not so committed or expended in that period pay the Education Contribution (or any part not committed or expended) back to the person who paid it, such payment to be made within twenty (20) Working Days' of such request

pursuant to the Law of Property Act 1925 or housing administrator pursuant to section 101 of the Housing and Planning Act 2016

- 1.5 **'Chargee's Duties'** means the tasks and duties set out in Clause 10.4 of this Deed
- 1.6 **'Gateway to Homechoice'** means the Greater Haven Gateway sub-regional Choice Based Lettings system (or any replacement or similar system in place at the time)
- 1.7 **'Initial Let'** means the first tenancy of such newly constructed and previously unoccupied Affordable Housing Unit
- 1.8 **'Local Connection Criteria'** means an individual who immediately before taking up occupation of an Affordable Housing Unit:
- 1.8.1 had his only or principal home in the district of Mid Suffolk for a continuous period of not less than 2 years and in the event that there are no or insufficient individuals qualifying under this sub-paragraph then the choice of person shall default to (but with no preference in ranking order) to those individuals fulfilling the criteria set out in the following sub-paragraphs 1.8.2 to 1.8.4 inclusive
- 1.8.2 has or a member of whose household has a parent adult child brother or sister whose only or principal home is and has been for a continuous period of not less than 2 years in the district of Mid Suffolk and wishes to be near that relative or
- 1.8.3 is employed in the district of Mid Suffolk on the date of the consideration of the individual's entitlement for an Affordable Housing Unit and has been continuously so employed for 2 years
- 1.8.4 who during the period commencing from the date on which an Affordable Housing Unit to which such individual is eligible pursuant to this sub-paragraph becomes available (for the purposes of this sub-paragraph called the "Availability Date") can provide satisfactory written evidence to the District Council of his or her former residency in the district of Mid Suffolk for either (i) six months out of the preceding twelve months or (ii) three years out of the preceding five years and in either case such period of former residency shall end with the Availability Date

- 1.9 **'Nomination List'** means the Gateway to Homechoice Short List produced in accordance with the Service Level Agreement
- 1.10 **'Nominee'** means a person named on the Nomination List who satisfies the Local Connection Criteria and is verified by the District Council as best meeting the criteria for the category of Affordable Housing Unit in respect of which the Registered Provider is to select a person from the Nomination List and offer a Tenancy Agreement
- 1.11 **'Practical Completion'** means issue of a certificate of practical completion by the Registered Provider's surveyor or in the event that the Affordable Housing Units are constructed by a party other than the Registered Provider the issue of a certificate of practical completion by that other party's surveyor
- 1.12 **'Property'** means the land and dwellings at land off Norwich Road, Barham, Claydon, Suffolk shown edged red on the plan annexed
- 1.13 **'Protected Tenant'** means any Nominee who has exercised the right to acquire pursuant to the Housing and Regeneration Act 2008 or any statutory provision for the time being in force (or any equivalent contractual right) in respect of a particular Affordable Housing Unit
- 1.14 **'Registered Provider'** means a registered provider of social housing as defined in section 80(2) of the Housing and Regeneration Act 2008 and listed in the register kept by Homes England Chapter III of that Act
- 1.15 **"the Service Level Agreement"** means the Gateway to Homechoice service level agreement or such other service level agreement for the time being in force made between the Registered Provider and Others (1) and the District Council and Others
- 1.16 **'Shared Ownership Dwelling'** means an Affordable Dwelling to be let on a Shared Ownership Lease in accordance with the terms as set out in Homes England's capital funding guide or any other such guidance as shall replace it
- 1.17 **'Shared Ownership Lease'** means a lease or sub-lease of an Affordable Dwelling granted at a premium whereby up to 70% of the Open Market Value on first purchase of the legal and equitable interest in the Affordable Dwelling is paid by the tenant upon completion of such lease and/or raised by mortgage or charge from a bank or building

society and which lease shall include arrangements enabling the tenant to acquire up to 100% of the legal and equitable interest in the Affordable Dwelling at some future date or dates and which lease shall allow a rent to be charged on the remainder of the equitable interest not purchased such rent not to exceed an annual sum calculated at 2.75% of the value of the equity retained by the Registered Provider at the date of the grant of the Shared Ownership Lease or such other figure permitted by Homes England from time to time. Any capital receipt received by the Registered Provider in excess of eighty per cent (80%) as a result of the tenant exercising their right to staircase out to one hundred per cent (100%) shall be retained by the Registered Provider for re-investment in Affordable Housing within the district of Mid Suffolk for a period of five (5) years from the date of receipt and if not spent within 5 years the Registered Provider will be able to expend such sums for Affordable Housing elsewhere

1.18 **'Tenancy Agreement'** means an assured tenancy agreement in a form prepared by the Registered Provider and containing terms which accord with the form of tenancy agreement being used by the Registered Provider from time to time for its general lettings

1.19 **'Vacancy Notice'** means a written notice (in a form to be agreed between the Registered Provider and given by the Registered Provider to the District Council within one month from the date of this Deed) the function of such notice being the notification to the District Council by the Registered Provider of the expected date on which the construction and fitting out of the Affordable Housing Units will be complete

1.20 **'Void'** means an Affordable Housing Unit which is vacant otherwise than as a result of the tenant having:

1.20.1 moved to other accommodation either by transfer or decant provided by the Registered Provider

1.20.2 moved to other accommodation under a reciprocal arrangement provided by another Registered Provider

1.20.3 vacated and moved to other accommodation as a consequence of the tenant having accepted a mutual exchange which provides such tenant with accommodation elsewhere

1.21 **'Void Notice'** means a written notice given by the Registered Provider to the District Council (in a form to be agreed between the Registered Provider and the District Council within one month from the date of this Deed) the function of such a notice being the notification to the District Council of a Void

1.22 **'Working Day'** means Monday to Friday (inclusive) except Good Friday, Christmas Day and any public or bank holidays from time to time in England

2 Enabling Provisions

This Deed is made pursuant to the Local Government Act 1972 Section 111 and all other enabling powers

3 Procedure

The parties agree that the Service Level Agreement procedure to which they are signatories and the Local Connection Criteria shall apply to the nomination of persons in respect of the Affordable Housing Units

3.1 Initial lets

In relation to the Initial Lets of the Affordable Housing Units the following provisions shall apply

3.1.1 The Registered Provider shall give the District Council not less than three (3) months' written notice of the date when all the Affordable Housing Units will be ready for Occupation

3.1.2 The Registered Provider shall serve a Vacancy Notice upon the District Council in respect of an Affordable Housing Unit not earlier than two (2) months prior to an Affordable Housing Unit becoming available for Occupation

3.2 Voids

Should any Affordable Housing Unit become a Void after the Initial Let or the Registered Provider has reasonable cause to believe it will become a Void then and in each case the Gateway to Homechoice Service Level Agreement procedure shall apply

4. Supplemental provisions relating to allocating Initial Lets and Voids

4.1 Where there are two or more applicants applying to occupy one of the Affordable Housing Units the Local Connection Criteria set out in clause 1.8.1 to 1.8.5 of this Schedule and subject to clause 4.2 of this Schedule preference must be given to the applicant/s who have the highest housing need according to the District Council's current allocations policy

4.2 If any of the Affordable Housing Units are designed or adapted for people with disabilities then any such Dwelling may be first offered to a person or persons with disabilities who require such accommodation even where such person(s) have a lesser Local Connection under clauses 1.8.1 to 1.8.5 of this Schedule than someone who does not have disabilities

5. Registered Provider covenants

The Registered Provider covenants with the District Council to the intent that the Local Government (Miscellaneous Provisions) Act 1982 applies

5.1 To ensure the Affordable Housing Units comprised within the Property are used as Affordable Housing Units

5.2 To ensure that the Affordable Housing Units are let on the basis of a Tenancy Agreement at an Affordable Rent or as Low-Cost Home Ownership and they are all retained and managed by a Registered Provider in accordance with the objectives of such Registered Provider

5.3 the Affordable Housing Units are constructed in accordance with current Homes England and the Nationally Described Space Standard (2015) requirements (unless

otherwise agreed in writing with the District Council through reserved matters or otherwise)

6. Alteration of lists

6.1 The District Council and the Registered Provider agree that the nomination rights contained in this Deed may be varied from time to time by agreement in writing by the parties

7. Notices

Any notice required to be served hereunder shall be sufficiently served on the parties at the address indicated above or such other address notified by one party to the other and any notice shall be deemed to have been served two (2) Working Days' after posting or in the case of electronic mailing the day such notice was transmitted by the party serving the notice

8 Transfer to other Registered Provider

The Registered Provider shall use reasonable endeavours to ensure that any Registered Provider to which the Property and Affordable Housing Units erected thereon are transferred otherwise than by direction of Homes England under its statutory powers shall enter into a similar Deed mutatis mutandis with the District Council and Gateway to Homechoice simultaneously on completing the transfer of the Property

9 Disputes

Where any matters fail to be agreed between the parties or any dispute or difference occurs the question shall be referred on the application of either party for the determination of a single expert to be agreed between the parties or in default of agreement to be nominated by or on behalf of the President for the time being of the Chartered Institute of Housing on the application of either party

10 Agreements and declarations

The parties agree:

- 10.1 Nothing in this Deed fetters or restricts the exercise by the District Council of any of its powers
- 10.2 The obligations and covenants contained in this Deed are covenants for the purpose of the Local Government (Miscellaneous Provisions) Act 1982 Section 33
- 10.3 From the date of Practical Completion the Affordable Housing Units shall be let in accordance with the terms of this deed save that the obligations and restrictions contained in this deed shall not be binding on:
- 10.3.1 any Protected Tenant or any mortgagee or chargee of the Protected Tenant or any person deriving title from a Protected Tenant or any successor in title thereto and their respective mortgagees and chargees; or
- 10.3.2 any Chargee and any successor in title to the Chargee PROVIDED THAT the Chargee shall have first complied with the Chargee's Duty; or
- 10.3.3 any mortgagee and any purchaser from a mortgagee of an individual Affordable Housing Unit pursuant to any default by the individual mortgagor and any successor in title to either of them
- 10.4 The Chargee shall prior to seeking to dispose of the Affordable Housing Unit(s) pursuant to any default under the terms of its mortgage or charge give not less than two (2) months' prior notice to the District Council of its intention to dispose and:
- 10.4.1 in the event that the District Council responds within one month from receipt of the notice indicating that arrangements for the transfer of the Affordable Housing Unit(s) can be made in such a way as to safeguard them as Affordable Housing then the Chargee shall co-operate with such arrangements and use its reasonable endeavours to secure such transfer at a price and upon such terms as are reasonably acceptable to the Chargee

10.4.2 if the District Council does not serve its response to the notice within the said period of one month contained in clause 10.4.1 then the Chargee shall be entitled to dispose free of the restrictions set out in this deed.

10.4.3 if the District Council or any other person cannot within two (2) months' of the date of service of its response under clause 10.4.1 secure such transfer then provided that the Chargee shall have complied with its obligations under clause 10.4 the Chargee shall be entitled to dispose free of the restrictions set out in this deed

PROVIDED THAT at all times the rights and obligations in this clause shall not require the Chargee to act contrary to its duties under the charge or mortgage and that the District Council shall give full consideration to protecting the interest of the Chargee in respect of moneys outstanding under the charge or mortgage

AS WITNESS whereof the parties have executed this Instrument as a Deed hereto the day and year first above written

THE COMMON SEAL OF)
MID SUFFOLK DISTRICT COUNCIL)
was affixed in the presence of:)

Authorised Officer

THE COMMON SEAL OF)
[])
was affixed in the presence of:)

Director

[Director/ Secretary]

EIGHTH SCHEDULE

Affordable Housing Contribution Formula

1	Plot value	£620 per m ²	+
2	Design & Build costs per m ²	£2000	+
3	Registered Provider on costs %	7%	+
4	Management Fee	£500	+
Minus			
5	Registered Provider acquisition price	Based on average of 65% of OMV	

Example Commuted (based on indicative layout and mix)	Total Sum	1 + 2 + 3 + 4 – 5 £7,101,885

APPENDIX 1

RSPB GUIDANCE LEAFLET



**Application No:
DC/22/03231**

Address:

Land north-west of Church Lane. BARHAM

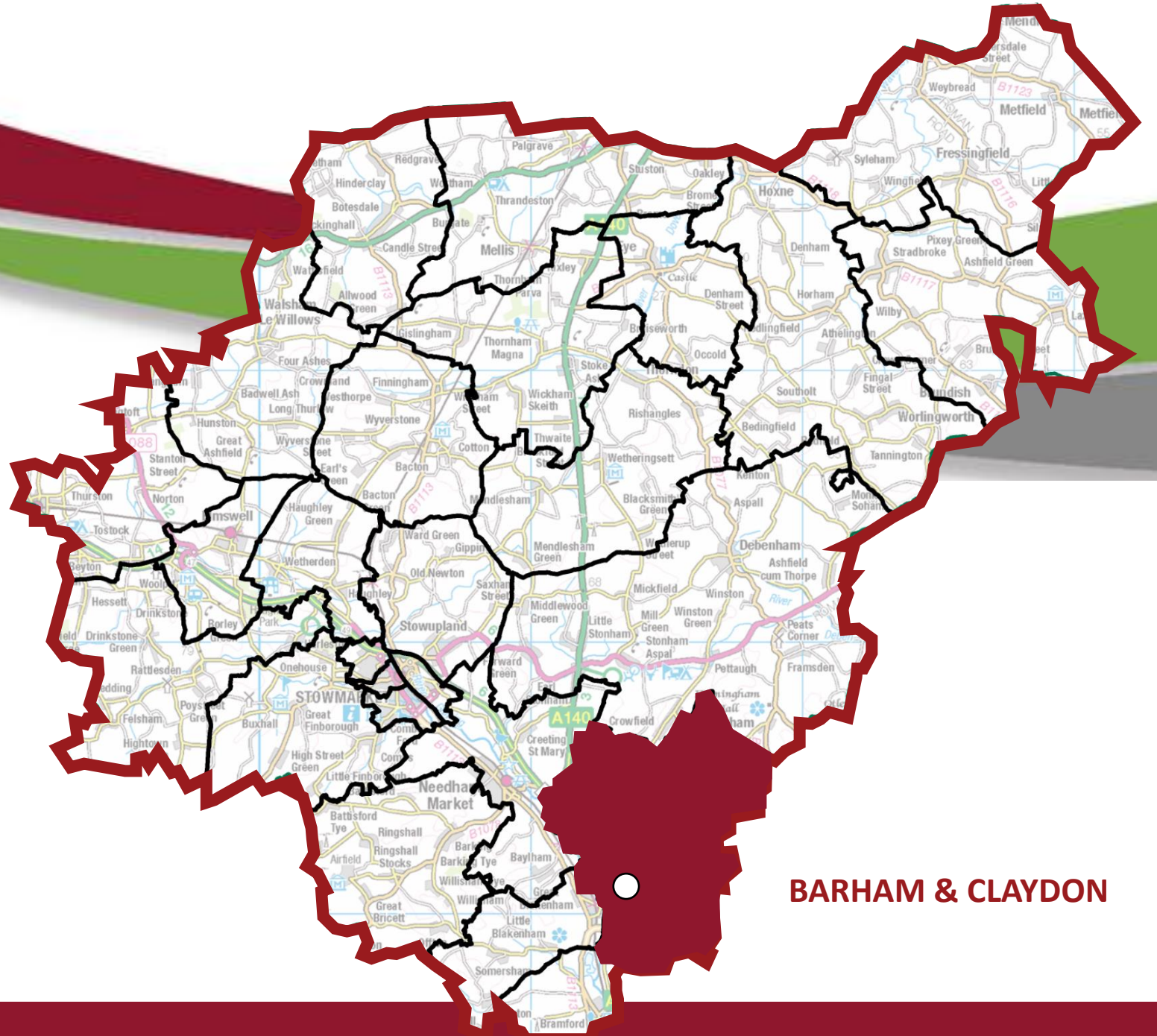
Proposal:

**Submission of Reserved Matters including details for 269
Dwellings**

**APPEARANCE, SCALE, LAYOUT, STRATEGIC LANDSCAPING
to be determined**

Mid Suffolk
DISTRICT

Page 826



BARHAM & CLAYDON



Development Control Committee A 9 November 2022

This presentation provides an introduction and additional illustration of some of the points within the published committee report. It does not supplant the committee report. It acts merely as a springboard for debate.

All applications must be assessed on their own individual planning merits after having had regard to all material planning considerations

Red Line

slide 1



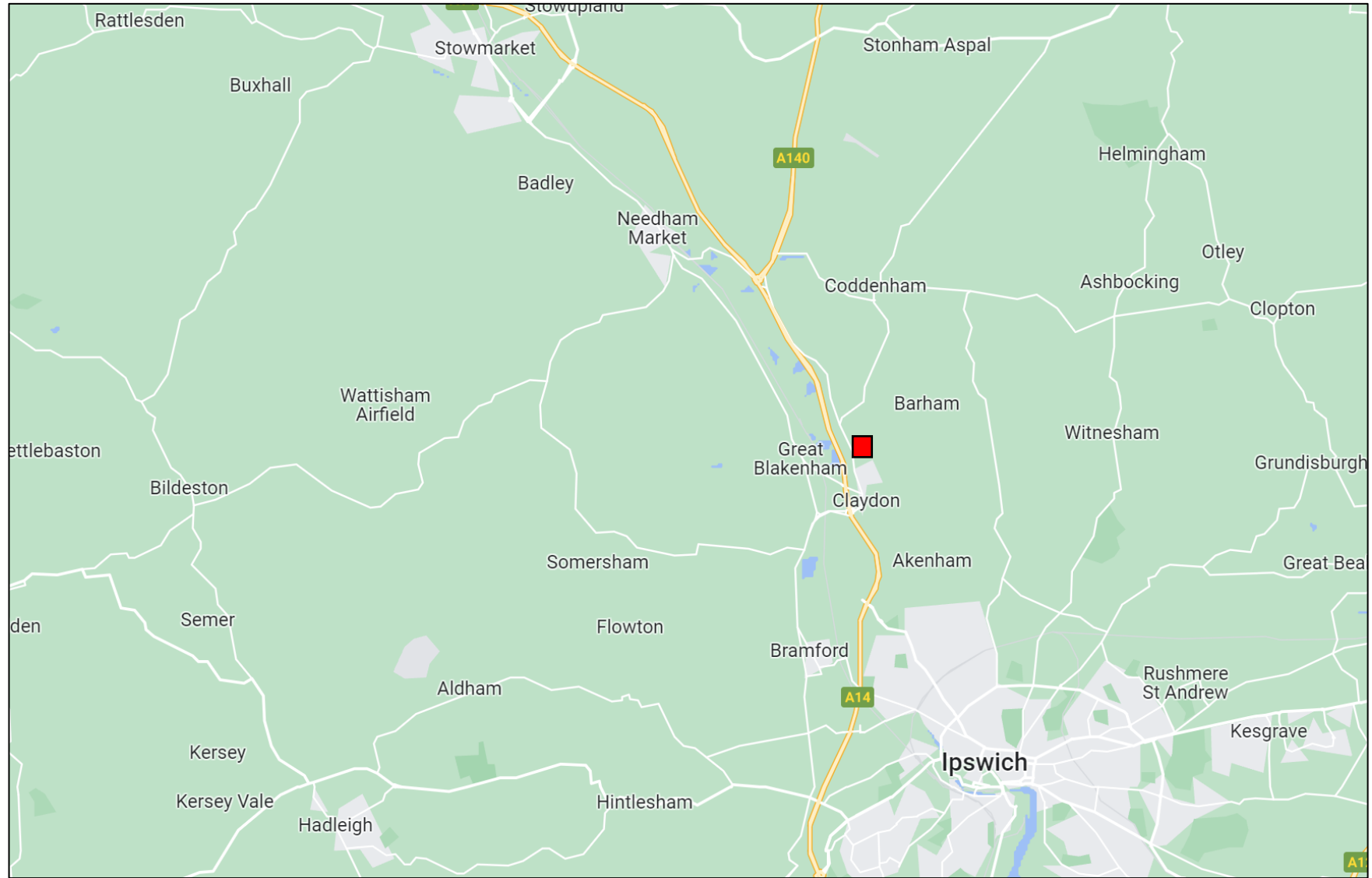
Red Line

slide 2



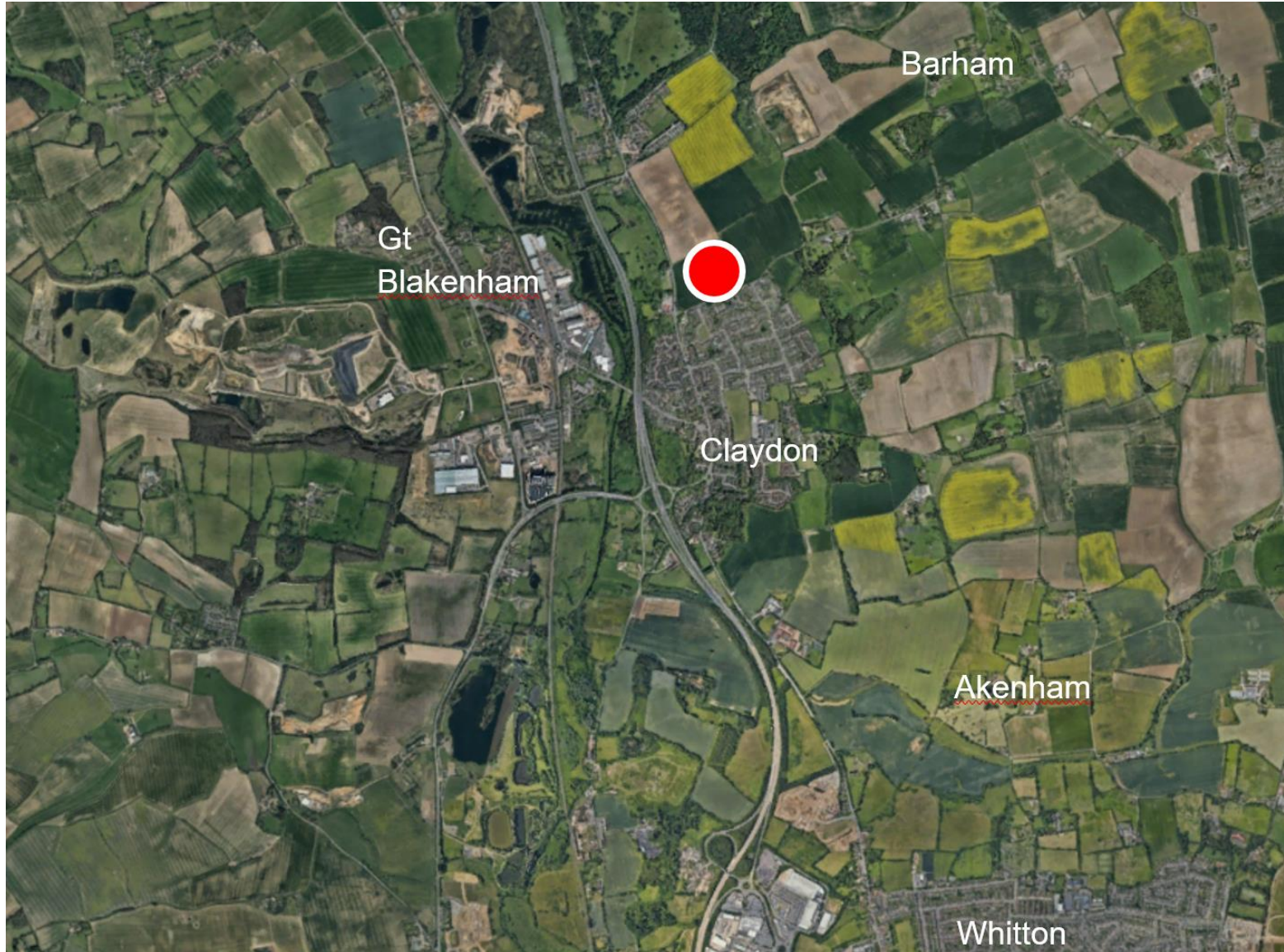
Wider Geographic Context

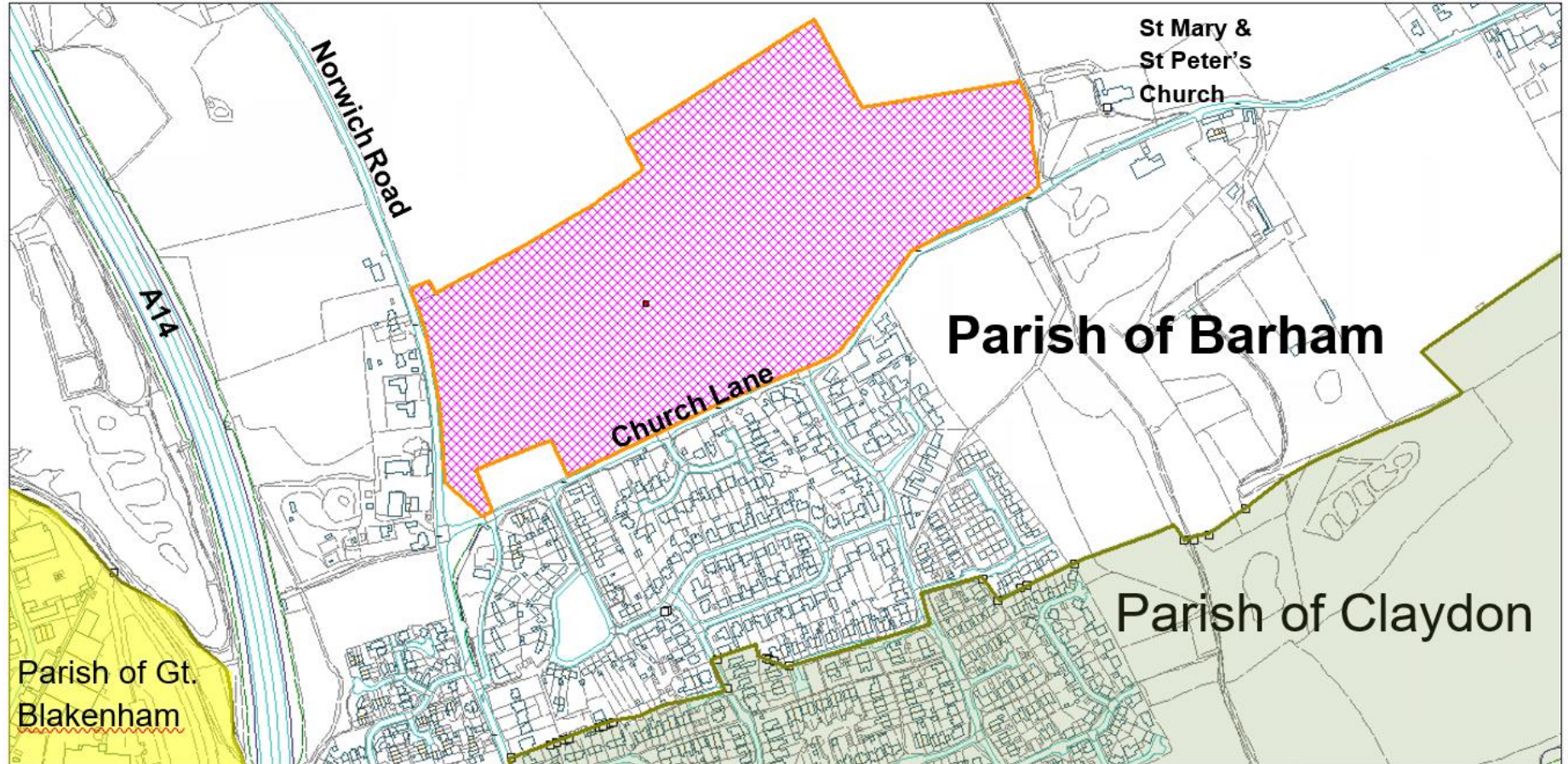
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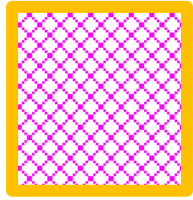


Local Context

slide 4







application site



Grade II listed



Grade II* listed



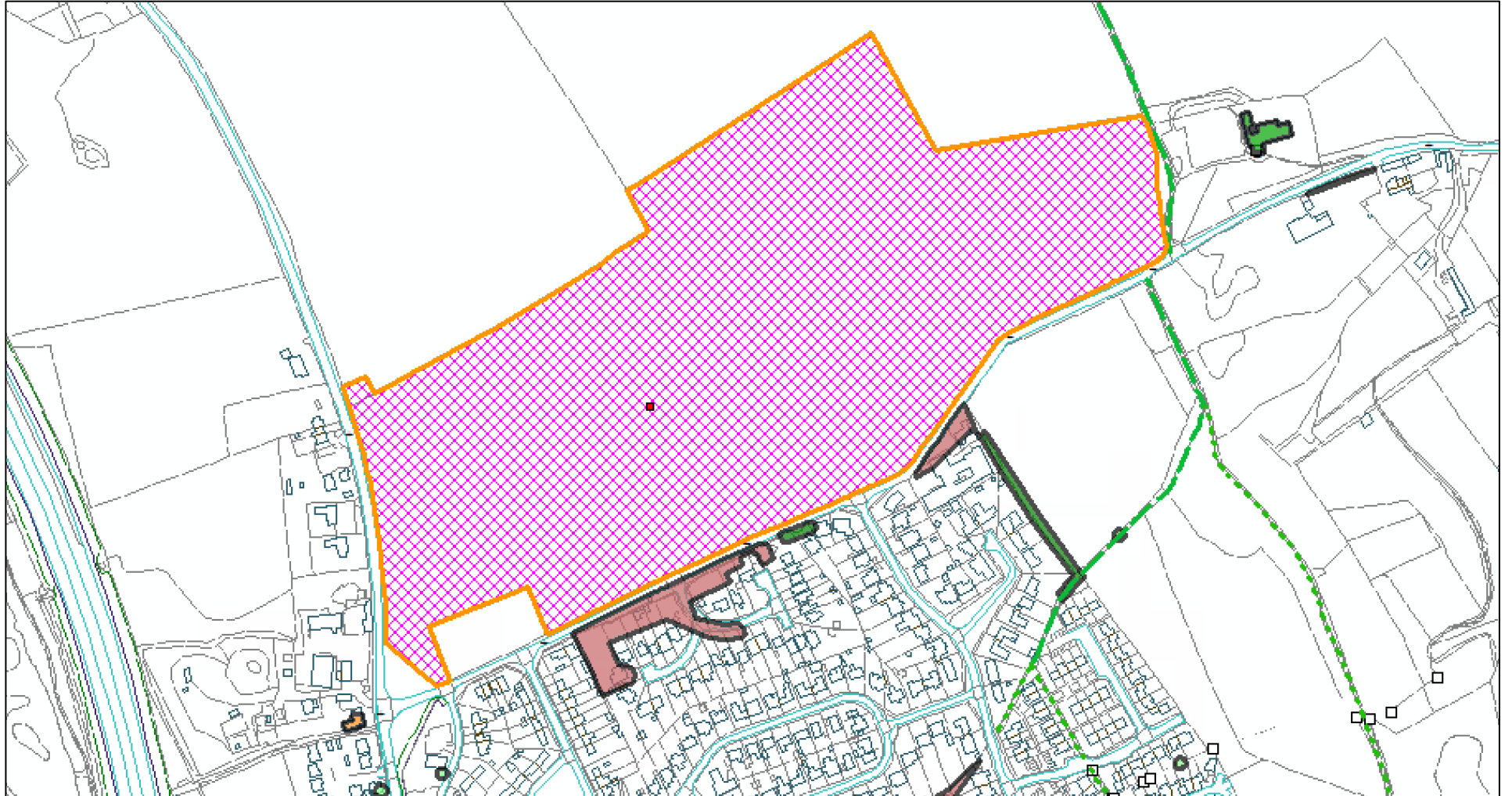
Grade I listed



PRoW



TPO



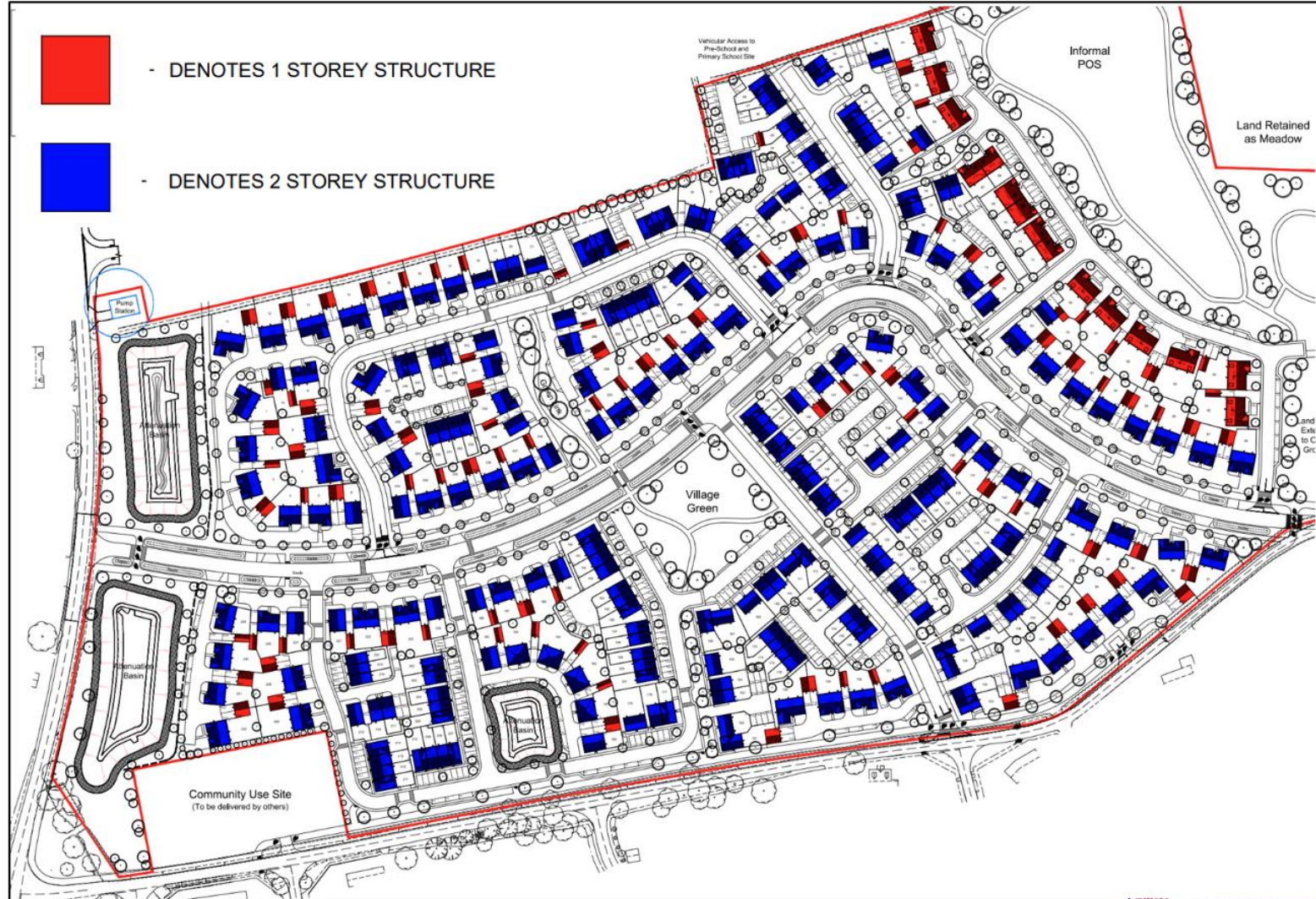
Page 633

Layout

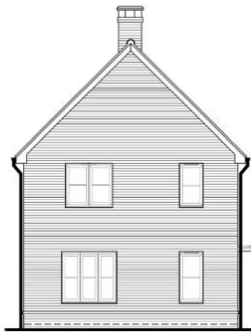
slide 7



Scale



Appearance





Strategic Open Space



Development Control Committee 'A'
9 November 2022



Application No:
DC/22/03093

Address:
Land north-west of Church Lane. BARHAM

RECOMMENDATION

Endorse the Design Code

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Agenda Item 7d

Committee Report

Item No: 7D

Reference: DC/22/03423

Case Officer: Helen Noble

Ward: Elmswell & Woolpit.

Ward Member/s: Cllr Helen Geake. Cllr Sarah Mansel.

RECOMMENDATION – REFUSE OUTLINE PLANNING PERMISSION

Description of Development

Application for Outline Planning Permission (Access to be considered) Erection of 1no 1.5 storey dwelling and construction of new vehicular access.

Location

Land Adj 10 Crown Mill, Elmswell, IP30 9GF,

Expiry Date: 16/11/2022

Application Type: OUT - Outline Planning Application

Development Type: Minor Dwellings

Applicant: Elmswell Parish Council

Agent: Mr M Johnston

Parish: Elmswell

Site Area: 380 sqm

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:

The Site is owned by Elmswell Parish Council and having regard to the extent and planning substance of comments received, the Head of Economy considers the application to be of a controversial nature that should be heard in a public forum.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

NPPF - National Planning Policy Framework 2021

Core Strategy Focused Review 2012:

FC1 - Presumption In Favour Of Sustainable Development
FC1.1 - Mid Suffolk Approach To Delivering Sustainable Development

Core Strategy 2008:

CS1 - Settlement Hierarchy
CS5 - Mid Suffolk's Environment

Mid Suffolk Local Plan 1998:

H3 - Housing development in villages
SB2 - Development appropriate to its setting
GP1 - Design and layout of development
H15 - Development to reflect local characteristics
H16 - Protecting existing residential amenity
H17 - Keeping residential development away from pollution
T9 - Parking Standards
T10 - Highway Considerations in Development

Neighbourhood Plan Status

This application site is within a Neighbourhood Plan Area.

The Elmswell Neighbourhood Plan concluded pre-submission consultation in July 2022, therefore it can only be afforded limited weight in the decision-making process at this time.

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

Elmswell Parish Council
Supports the application.

Officer Note: Members should note the Parish Council is the owner of the site and have provided comments on their own application. Governance have confirmed the Parish Council can provide comments on their own proposal, but for the sake of transparency they should have made this clear however this is being reported to members so it flet the local planning authority are being open and transparent in this regard.

National Consultee

Network Rail

No objection providing an informative is placed on the decision recommending the developer complies with requirements to maintain the safe operation of the railway and protect Network Rail's Infrastructure.

County Council Responses

SCC – Highways Comments following submission of amended plan

No objection, subject to conditions to control visibility splays, access built meets SCC standard DM03, 5m of access has bound surface material, discharge of surface water, provision of areas and infrastructure for manoeuvring and parking of vehicles, cycle storage and electric vehicle charging, refuse and recycling bin provision.

SCC - Fire & Rescue

No objection. They recommend consultation should be made with the Water Authorities to determine flow rates in all cases.

Internal Consultee Responses

Environmental Health - Land Contamination

No objection.

Environmental Protection – Noise, Light, Odour

No objection, subject to condition for an Environmental Noise Assessment (ENA) prepared by a suitably qualified Acoustic consultant, to demonstrate that the proposed layout, construction and glazing were suitable to reduce the likelihood of their amenity being affected by noise and vibration from rail activities both day and night. The application site is in close proximity to the railway, therefore there is potential for significant loss of amenity at new dwelling due to noise from trains.

B: Representations

At the time of writing this report, a petition with 39 valid signatures has been received.

At least twelve letters/emails/online comments have been received. It is the officer's opinion that these represent twelve objections. A verbal update shall be provided as necessary.

Views are summarised below:-

- Loss of open space used for jubilee celebrations, informal chat amongst individuals of local community, relax and enjoy the outdoor wildlife, safe and accessible space for young children to play, valued by autistic community members who prefer somewhere quieter
- Loss of open area which can help mitigate effects of climate change
- Adverse impact on residential amenity of close neighbours with regards to privacy, sunlight, overlooking
- Overdevelopment of the site, estate and village in general
- One new dwelling does not contribute to sustainability of village
- Highway safety; intensification of road network - used for school drop off/collection parking, safety of children, restriction on driveway access for no. 2-8 Crown Mill, width of road cannot support refuse collection lorries.
- Adverse impact on wildlife, loss of mature trees and hedges. Hedgehogs, slow worms and bats regularly sited there.
- Out of character and appearance of area

- Adverse impact on mental well being of residents

(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/22/04528	Application for Outline Planning Permission (Access to be considered) Erection of 1No dwelling.	DECISION: WDN 20.09.2022
REF: 2285/13	Erection of footbridge linking north and south of village over railway line.	DECISION: GTD 15.10.2013
REF: 0035/98/OL	ERECTION OF FOOTBRIDGE OVER RAILWAY LINE.	DECISION: REF 30.07.1998
REF: 0093/91/OL	RESIDENTIAL DEVELOPMENT (2.35 HA OF LAND), LAYOUT AND CONSTRUCTION OF NEW VEHICULAR ACCESS (FROM BENNETT AVENUE) AND ACCESS ROADS; CONSTRUCTION OF NEW PEDESTRIAN ACCESSES FROM STATION ROAD TOGETHER WITH PUBLIC OPEN SPACE AND RETENTION OF EXISTING VEHICULAR ACCESS FROM STATION ROAD FOLLOWING DEMOLITION OF EXISTING BUILDINGS ON SITE.	DECISION: GTD 16.01.1992
REF: 0034/04/OL	OUTLINE PLANNING APPLICATION FOR A FOOTBRIDGE LINKING NORTH AND SOUTH OF VILLAGE OVER RAILWAY LINE.	DECISION: GTD 20.04.2004
REF: 0123/02/OL	ERECTION OF A TWO-STOREY DWELLING	DECISION: WDN 01.07.2003
REF: 0380/94/	RESIDENTIAL DEVELOPMENT COMPRISING 50 DWELLINGS AND GARAGES WITH LAYOUT AND CONSTRUCTION OF NEW VEHICULAR ACCESS AND ACCESS ROADS, CONSTRUCTION OF NEW PEDESTRIAN ACCESSES FROM STATION ROAD TOGETHER WITH PUBLIC OPEN SPACE AND RETENTION OF EXISTING VEHICULAR ACCESS FROM STATION ROAD FOLLOWING DEMOLITION OF EXISTING BUILDINGS	DECISION: GTD 14.07.1994

PART THREE – ASSESSMENT OF APPLICATION

1. The Site and Surroundings

- 1.1. The site is a small parcel of flat grassed land, set back from the northern side of the highway and adjacent to No. 10 Crown Mill. It is on the estate known as 'Crown Mill' built in the 1990s, within the defined settlement boundary of Elmswell village.
- 1.2. The surrounding properties are two storey dwellings with a mixture of red and buff brick.
- 1.3. The site borders No. 10 Crown Mill to the west and a shared driveway serving No.s 2-8 Crown Mill to the east. To the north is the railway line and the site is opposite the junction for Crabtree Meadow.
- 1.4. The site is not in a conservation area, nor a special landscape area, nor has any trees with preservation orders on them.

2. The Proposal

- 2.1. The proposal seeks outline permission for one 1.5 storey dwelling on the land adjacent to No. 10 Crown Mill with a new dropped kerb access onto Crown Mill highway. Matters of access are supplied for consideration here, but matters of appearance, layout, scale and landscaping are reserved.
- 2.2. The indicative dwelling shown within the submitted drawings shows a property that would have a visually similar principal elevation alignment to adjacent property, no.10 Crown Mill, with a footprint of approx. 80 sqm.
- 2.3. The application was subject to amended plans during the course of determination in order to address the initial concerns raised by SCC Highways Authority. Amended plans were received on 22nd July 2022; the revisions include the visibility splays and confirmation the new access will be 3m in width, be constructed to SCC drawings DM01 and nothing above 600mm will obstruct the visibility splays.
- 2.5. The indicative drawings propose a rear garden similar in size and shape to the adjacent property at No. 10 Crown Mill. The indicative gap between the property of No 10 Crown Mill and the dwelling on this site could be similar to the rest on the estate.

3. 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) 2021, which requires proposals that accord with an up-to-date development plan 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 CS1 and CS2 jointly set out the spatial strategy for the district in directing how and where new development should be distributed. Read together the policies provide a strategy for the distribution of development that is appropriate in recognising local circumstances and their overall strategy remains sound. This is because they take a responsible approach to spatial distribution, requiring the scale and location of new development to take into account local circumstances and infrastructure capacity. These elements are consistent with the NPPF. Policy CS1 of the Mid Suffolk Core Strategy 2008 identifies new development should be directed to more sustainable locations such as towns and key service centres; Elmswell is identified as a key service centre within CS1. By virtue of the application site's location within the defined settlement boundary of the village of Elmswell, the site is considered sustainable with acceptable access to services and facilities conducive with day to day living. Purely in locational terms, the application site complies with policy CS1, which is considered to be in general accordance with the NPPF, directing new development to more sustainable locations.
- 3.5 The site subject of this proposal is a small undeveloped plot of existing public open space, as defined on the approved plans for permission granted (application ref 0380/94). As such, development on open space is only acceptable if the obligations of the NPPF, paragraph 99, are met. Public open space is defined as "*all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity*" in the NPPF.
- 3.6 Paragraph 99 states "*existing open space should not be built on unless:*
a) *an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
b) *the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
c) *the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.*"
- 3.7 Two areas of public open space were transferred to Elmswell Parish Council 6th May 1999 following planning application ref 0380/94 for the Crown Mill estate. Conditions attached to the transfer

ensured this public open space remained as such in perpetuity in the interests of protecting the character of the area and providing amenity space for the benefit of the local residents. Planning history of the site indicates that at one point, it was intended to utilise the land in question to provide a footbridge over the railway line to the north. While this has previously gained planning permission, it has never been built out. It is now not considered possible for a footbridge to be erected over the railway line due to the residential development now occupying the land on which the bridge was proposed to set down upon.

- 3.8 No assessment has been provided as part of this proposal to demonstrate that the area of open space is surplus to requirements. As objectors have commented, although the Parish Council have prohibited ball games on the land, the space is regularly used by the residents of Crown Mill for informal gathering, socialising and meeting, it provides a space to relax and enjoy the outdoor wildlife and is safe and accessible for young children to informally play on close to their homes. Notably, the residents held their jubilee celebration on the space. It is considered the open space is an important piece of the fabric of the estate and of material benefit to the residents of Crown Mill, thus to them, it is not surplus to requirements.
- 3.9 Although it is noted the Parish Council have pledged the proceeds from this development to Elmswell Community Land Trust with the aim of building affordable housing, there is no method of tying this action to the development or securing a timeframe for delivery of affordable housing to occur within. There is no exception within paragraph 99 that allows development on open space under these circumstances.
- 3.10 Elmswell Parish Council state they have secured an additional 6 acres for expansion of the recreational space at Blackbourne Community Centre as a replacement for the loss of open space in Crown Mill. However, the acquisition is unrelated to this proposal, happening regardless and not as a result of the proposed loss of open space in Crown Mill. From a site visit, it is considered Blackbourne Community Centre is a minimum of a 10 minutes walk from the site and offers a different type of public open space to the site in Crown Mill. The layout of Crown Mill estate, with surrounding properties overlooking this area of open space lends itself to passive informal supervision, which in turn encourages increased use of the open space by younger residents, who would not necessarily walk to the Blackbourne community centre alone. By virtue of being small, the land adjacent to 10 Crown Mill is a social space for people of the immediate area to informally gather, meet, play, and talk. It provides a quieter space for relaxation in the natural light and fresh air, compared to the busier and larger play area adjacent to Station Road or facilities at Blackbourne. It positively contributes to the amenity of outlook of the houses along Crown Mill.
- 3.11 It is considered important for residential areas to benefit from a wide variety of incidental open spaces nestled within the fabric of the village's more urban areas. Small spaces such as adjacent to Crown Mill are utilised by residents closer to the site, especially the very young and old alike, who may not be able to access facilities further away at Blackbourne; it helps to extend the number of years people gain the health benefits associated with access to the open spaces. Thus, this proposal is not considered to meet the requirements laid out in paragraph 99 of the NPPF, part (b).
- 3.12 Within the emerging policies of Elmswell Neighbourhood Plan policy ELM1 accords with policy CS1, the site is within the settlement boundary and as a purely spatial exercise, under normal circumstances the principle of development would be acceptable. Whilst this direction of travel within the emerging Elmswell Neighbourhood Plan is acknowledged, the Neighbourhood Plan currently has no determinative weight.

- 3.13 When taking the basket of policies as a whole, policies GP1, H3, H16 and SB2 of The Mid Suffolk Local Development Plan (1998) are of particular importance. The site subject of this proposal is a small undeveloped plot of existing open space. Policies H3 and SB2 seek to allow development of the infilling of small undeveloped sites within the settlement boundary, unless it is considered desirable to retain the site as an important amenity or open space within the village scene. As discussed in detail within section 6, this proposal is considered to adversely affect the character and appearance of the area and adversely impact the amenity provided by the open space for the local community. Thus, this proposal is considered contrary to policies SB2 and H3. The detailed requirements of Policy H3, GP1 and SB2 are assessed within the following sections of the report below.
- 3.14 In isolation, the site itself is considered to be in a sustainable location owing to its position within the existing settlement boundary of a Key Service Centre (Elmswell), with regard to policy CS1. However, development of the site as proposed would represent an unsustainable form of development, as a result of the loss of visually and functionally important public open space. On balance, the proposal would conflict with policies FC1, FC1.1, CS5, H3, H15, H16, SB2 and GP1 and paragraphs 8 and 99 of the NPPF. The proposed development is therefore considered to conflict with the most important policies of the development plan and there are no material planning considerations that indicate that a decision should be taken other than in accordance with the development plan. As such the principle of development is considered unacceptable.

4. Nearby Services and Connections Assessment of Proposal

- 4.1 The application site is within the settlement boundary of Elmswell, defined as a key service centre within the Mid Suffolk Core Strategy.
- 4.2 Elmswell is considered a sustainable location with multiple services including a nursery, pre-school, primary school, dental practice, health centre, various shops, Blackbourne Community Centre, three churches and a library. It is considered Elmswell contains everything required for day to day living; it has public transport links to the wider area, including a train station.
- 4.3 The site for this proposal is located on the periphery of the village centre core, and it is considered that occupiers of the proposed development would have convenient access by foot path and cycle to the services the village has to offer.

5. Design And Layout

- 5.1 Policy CS5 requires development to be of a high-quality design that respects the local distinctiveness and the built heritage of Mid Suffolk, enhancing the character and appearance of the district. Paragraph 130 (b) of the NPPF states developments should ensure they are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- 5.2 Policy GP01 of the Local Plan states that proposals comprising poor design and layout will be refused, requiring proposals to meet a number of design criteria including maintenance or enhancement of the surroundings and use of compatible materials.
- 5.3 In this case, the proposal is for a 1.5 storey dwelling and an indicative siting has been provided; the matters of the dwelling's appearance and scale are reserved so no information has been provided in this regard. As such thorough assessment would be carried out at Reserved Matters stage if Outline planning permission is granted.

6. Landscape Character and Residential Amenity

- 6.1 NPPF paragraph 130(c) states that planning decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting. The NPPF states that local authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.
- 6.2 Policy H3 allows development of infill sites within the settlement boundaries, unless it is desirable to retain a site as an important amenity or open space within the village scene. Policy H15 seeks to ensure new housing is consistent with the pattern and form of development within the neighbouring area. Policy SB2 seeks to ensure development is appropriate to its setting, it does not adversely affect the character and appearance of the settlement or open spaces which provide important facilities or amenities for the local community. Policy H16 states development should not erode the character of an area, nor result in loss of open spaces which contribute to the character or appearance of an area and which are important for recreation or amenity purposes.
- 6.3 The site is an area of grassland, with some mature shrubs and trees along the northern and western boundaries. It is the smaller and quieter of two areas of public open space within the Crown Mill estate. The larger open space is to the west of the estate, adjacent to Station Road. Both pieces of open space were transferred to Elmswell Parish Council in 1999, to be maintained in perpetuity as public open space, an amenity for the neighbourhood.
- 6.4 The definition of amenity is something intended to make life more pleasant or comfortable for people. It provides comfort, convenience or enjoyment. In planning, amenity is often used to refer to the quality or character of an area and elements that contribute to the overall enjoyment of an area, including the pleasantness or attractiveness of a place.
- 6.5 Elmswell Parish Council have erected a 'no ball games sign' on the site, which the Parish Council believe diminishes the site's amenity value. However, the objection comments received have indicated the residents of Crown Mill utilise this area of open space for a variety of purposes and strongly value the visual amenity and recreational amenity this piece of open space provides to their immediate locality.
- 6.6 Open spaces can provide different types of amenity and are utilised for many different purposes. Spaces for informal meeting with neighbours and residents brings greater interaction within the community and fosters social ties. The properties overlooking this informal open space create informal surveillance that provides safety for young residents to play here.
- 6.7 In regard to visual impacts of the development on the landscape and appearance of the area, it is of particular relevance that the site is in a prominent position in the street scene, centrally positioned within the estate. The introduction of a new dwelling will clearly have an impact on the immediate and wider area.
- 6.8 Open spaces between buildings are considered an essential part of creating a particular pattern to development and thus character of an area. The Crown Mill estate pattern is well spaced, detached properties, with a sense of openness. This site, a small area of undeveloped form, characterised by the openness of the grassed area, connects and disperses the greener areas throughout the estate and contributes to the pleasantness and scene of the area. It is considered loss of this open space would demonstrably harm the local distinctiveness of the area; resulting in a denser, more urban pattern.

- 6.9 Paragraph 185 of the NPPF identifies that new development should be appropriate to its location, taking into account issues such as impacts on health, living conditions etc. This aim is reflected in Mid Suffolk Local plan policies H3, H16 and SB2.
- 6.10 The proposal is for a dwelling of 1.5 storeys in height. In relation to issues of loss of light, overshadowing etc. it is considered likely the new dwelling could be orientated and sufficiently distant from existing dwellings so that unacceptable impacts were avoided. In any case, this would be subject to further scrutiny once reserved matters details were submitted.
- 6.11 The existing dwellings of Nos.2, 4, 6 and No.8 Crown Mill, are located down a shared driveway to the east and perpendicular of the site and would overlook the private amenity space of the new dwelling regardless of where it was positioned within the site. Their first-floor windows are approx. 10m from the site boundary and would have a direct view of the immediate rear area directly to the rear of the new dwelling wherever it would be placed in any resultant reserved matters application. This would lead to an unacceptable impact upon the privacy that would be enjoyed by the proposed occupiers of a dwelling on this site.
- 6.12 Paragraph 130(f) of the NPPF is clear that developments should “*create places....with a high standard of amenity for existing and future users*”. The proposal fails to do so, resulting in harm to the future residents as a result of this overlooking, contrary to this requirement of paragraph 130(f).

7. Site Access, Parking and Highway Safety Considerations

- 7.1 Paragraph 111 of the NPPF recognises that development ‘...should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe...’ Policy T10 states development should not unacceptably impact the highway network and associated safety, including safe and suitable access to the site, for all users.
- 7.2 The proposal inter alia seeks to create a new vehicular access point off Crown Mill highway to serve the new dwelling. Crown Mill is speed limited to 30mph and affords good visibility in both directions. A dropped kerb providing a minimum entrance width of 3m built to Suffolk County Council drawing DM01 and visibility splays of 59m in both directions. These dimensions are adequate for a single dwelling and the Highway Authority has confirmed that it has no objection to the proposal, requiring final details of the proposed access to be secured through condition. Given this application seeks full approval for matters of access, there is no issue with applying the suggested highways conditions.
- 7.3 As part of the Planning Statement submitted with this proposal, parking will be provided in accordance with Suffolk Parking Standards (2019) and policy T9. During a site visit, Officers witnessed numerous vehicles parked on the highway along Crown Mill during school pick up time. It is considered the proposed plans demonstrate sufficient space for parking provision and manoeuvring onsite, ensuring vehicles would be front facing when exiting the site and avoid exacerbating the requirement for on street parking.
- 7.4 The site is located within a 4 minute walk along foot paths to the primary school and village centre, thus it could reasonably be assumed future occupants would make these journeys on foot, limiting the potential intensification on the highway network.
- 7.5 In summary, notwithstanding the objections to the proposals that have been received on highway safety and impact grounds, Members will note that the proposals put forward for determination have not given rise to an objection from the Highway Authority. A number of conditions are proposed for

inclusion on a grant of planning permission; an element of which would include the provision of electric vehicle charging points in accordance with the Council's adopted standards. Officers support their inclusion.

8. Land Contamination, Flood Risk, Drainage and Waste

- 8.1 Paragraph 183 of the NPPF requires that planning decisions should ensure that a site is suitable for its proposed use. Additionally, paragraph 184 identifies that where a site is impacted by contamination, responsibility for securing a safe development rests with the developer and/or landowner. The site of the proposed new dwelling would include land that is existing flat grassland and has been maintained as such by Elmswell Parish Council in excess of 20 years. As part of this application, an enviroscreen certificate and land contamination overview have been submitted. Environmental Protection Officer for land contamination has been consulted and raised no objections.
- 8.2 The site is within flood zone one, the lowest risk of flooding and as such is assessed as having a less than 1 in 1000 annual probability of fluvial flooding (less than 0.1%). There are no known surface water flooding issues at the site. Less than 50% of the surface area is proposed to be covered by the dwelling footprint. The proposal is considered acceptable in this regard.
- 8.3 In regard to foul water, the proposed new dwelling would be connected to Anglian Water mains foul sewer network. Surface water drainage would discharge to soakaways and details of these has been requested by Suffolk Highways through condition.
- 8.4 In relation to waste, site access by refuse vehicles would be from the new Crown Mill access. Provision of a suitable storage bin location has been requested as a condition by Suffolk County Highways. Crown Mill is an existing residential area, currently served by refuse vehicles passing along the existing road width of Crown Mill. The addition of one dwelling along Crown Mill is considered of negligible impact.

9. Biodiversity

- 9.1 Regulation 9(3) of the Conservation of Habitats and Species Regulations 2017 (Implemented 30th November 2017) provides that all "competent authorities" (public bodies) to "have regard to the Habitats Directive in the exercise of its functions." It has been considered that no criminal offence under the 2017 Regulations against any European Protected Species is likely to be committed. There are no recordings of protected species or their habitats within the site or likely to be affected in the immediate area. It is highly unlikely that any protected species would be found within this site and as such this proposal is not considered to be harmful in terms of biodiversity issues.

PART FOUR – CONCLUSION

10. Planning Balance and Conclusion

- 10.1. In isolation, the site itself is considered to be in a sustainable location owing to its position within the existing settlement boundary of a Key Service Centre (Elmswell), with regard to policy CS1.
- 10.2 The layout of the estate forms part of the attractiveness of the Crown Mill development approved in the 1990s. In order to achieve a well designed estate, the original design and pattern of the settlement incorporated grassed undeveloped gaps. This contributes to the character of the area

and its visual attractiveness. The local residents have demonstrated they value this site as a visual amenity for the immediate locality; they've also noted they physically use it for amenity. Although the Parish Council have pledged the proceeds of the property's sale to enable affordable housing at another site within Elmswell, obligations have to be compliant with CIL regulations. There is no mechanism provided with this application to secure funds for affordable housing.

- 10.3 The Parish Council propose they are meeting the requirements of the NPPF, para 99, (c) through the provision of an additional 6 acres at Blackbourne Community Centre. Due to this having already been secured, it is Officer's opinion it cannot be held as compensatory for the loss of open space at the application site.
- 10.4 The loss of this open space would be degrading the street scene, resulting in subsequent dilution of design and character of the area, conflicting with policies FC1, FC1.1, CS5, H3, H15, H16, SB2 and GP1 and paragraphs 8 and 99 of the NPPF. The proposed development is therefore considered to conflict with the most important policies of the development plan and there are no material planning considerations that indicate that a decision should be taken other than in accordance with the development plan.
- 10.5 On balance, it is considered the harm caused by the loss of this grassed area cannot mitigate the burden of development and would represent an unsustainable form of development, as a result of the loss of visually and functionally important public open space.
- 10.6 Furthermore the relationship between the existing dwellings would overlook the private amenity space of the proposed dwelling, resulting in harm to the future residents as a result, contrary to this requirement of paragraph 130(f) of the NPPF.

RECOMMENDATION

That the application is REFUSED planning permission for the following reasons:-

1. The site subject of this proposal is an existing area of open space and should only be built on if the local authority is satisfied the requirements of paragraph 99 of the NPPF have been met. Insufficient information has been provided to determine whether the proposal accords with the requirements of paragraph 99 of the NPPF. The open space is an intrinsically important amenity space for local residents and community, thereby contributing to their well-being. Its loss demonstrably adversely affects the character and appearance of the settlement and open space which provide important facilities or amenities for the local community. The proposed development is considered to contravene Mid Suffolk Local Plan (1998) Policies FC1, FC1.1, CS5, H3, H15, H16, SB2 and GP1 and paragraphs 8 and 99 of the NPPF.
2. The application site, and in particular the private amenity space of the proposed dwelling would be overlooked by first floor windows of neighbouring properties, detrimental to the privacy and amenity of the future residents. It is not considered that this issue could be remedied within any subsequent reserved matters application. As such the proposal fails to provide a high standard of amenity for future users, contrary to paragraph 130(f) of the NPPF.



Application No: DC/22/03423

Location: Land Adj 10 Crown Mill, Elmswell,
IP30 9GF

		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>Elmswell Parish Council</i>	
Appendix 4: National Consultee Responses	<i>Network Rail</i>	
Appendix 5: County Council Responses	<i>Highway Authority Fire and Rescue Service</i>	
Appendix 6: Internal Consultee Responses	<i>Environmental Health (Land Contamination) Environmental Health (Noise, Light, Odour)</i>	
Appendix 7: Any other consultee responses	<i>N/A</i>	
Appendix 8: Application Site Location Plan	<i>Attached</i>	
Appendix 9: Application Plans and Docs	<i>Attached</i>	
Appendix 10: Further information	<i>N/A</i>	

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

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Comments for Planning Application DC/22/03423

Application Summary

Application Number: DC/22/03423

Address: Land Adj 10 Crown Mill Elmswell IP30 9GF

Proposal: Application for Outline Planning Permission (Access to be considered) Erection of 1no 1.5 storey dwelling and construction of new vehicular access.

Case Officer: Helen Noble

Customer Details

Name: Mr Peter Dow

Address: Blackbourne Community Centre, Blackbourne Road, Elmswell, Suffolk IP30 9UH

Comment Details

Commenter Type: Parish Clerk

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:Elmswell Parish Council supports this application.

Peter Dow

Clerk to Elmswell Parish Council

Asset Protection Informatives for works in close proximity to Network Rail's infrastructure

The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.

Future maintenance

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least **2 metres (3m for overhead lines and third rail)** from Network Rail's boundary.

This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than **2m (3m for overhead lines and third rail)** and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant.

As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. all possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third-party access to its land.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within **20 metres** of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point during or post construction should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation within Network Rail's land boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Vehicle Incursion

Where a proposal calls for hard standing area/parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Landscaping

Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.

Existing Rights

The applicant must identify and comply with all existing rights on the land. Network Rail request all existing rights, covenants and easements are retained unless agreed otherwise with Network Rail.

If you would like to discuss any of the above, please contact your local Network Rail's Asset Protection team:

Anglia: AssetProtectionAnglia@Networkrail.co.uk

Kent and Sussex: AssetProtectionLondonSouthEast@NetworkRail.co.uk

Wessex: AssetProtectionWessex@NetworkRail.co.uk

To identify your route, please use the link: <https://www.networkrail.co.uk/running-the-railway/our-routes>

Your Ref: DC/22/03423
Our Ref: SCC/CON/2963/22
Date: 29 July 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: Helen Noble

Dear Helen,

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/22/03423

PROPOSAL: Application for Outline Planning Permission (Access to be considered) Erection of 1 No. 1.5 storey dwelling and construction of new vehicular access.

LOCATION: Land adjacent 10 Crown Mill, Elmswell, Suffolk, IP30 9GF

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

Following the submission of additional information, the following conditions would be recommended on any approval given for this proposal.

Condition: Before the access is first used, vehicular visibility splays shall be provided as shown on Drawing No. 22.04/01, Rev. A with an X dimension of 2.4 metres and a Y dimension of 59 metres 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: No other part of the development hereby permitted shall be commenced until the new vehicular access has been laid out and completed in all respects in accordance with Suffolk County Council's standard access drawing DM03, with a minimum entrance width of 3 metres for a single access. 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. This needs to be a pre-commencement condition because access for general construction traffic is not otherwise achievable safely.

Condition: Prior to the development hereby permitted being first occupied, the new access onto the highway shall be properly surfaced with a bound material for a minimum distance of 5 metres measured from the nearside edge of the metalled carriageway, in accordance with details that shall have previously been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure construction of a satisfactory access and to avoid unacceptable safety risks arising from materials deposited on the highway from the development.

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. This needs to be a pre-commencement condition to avoid expensive remedial action which adversely impacts on the viability of the development if, given the limitations on areas available, a suitable scheme cannot be retrospectively designed and built.

Condition: Before the development is commenced, details of the areas and infrastructure to be provided for the loading, unloading, manoeuvring and parking of vehicles including powered two-wheeled vehicles shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles in accordance with the current Suffolk Guidance for Parking where on-street parking and or loading, unloading and manoeuvring would be detrimental to highway safety. This is a pre-commencement condition because it must be demonstrated that the development can accommodate sufficient parking spaces before construction works may make this prohibitive and in the interests of ensuring highway safety.

Condition: Before the development is commenced, details of secure, lit and covered cycle storage and 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: To ensure the provision of cycle storage and charging infrastructure for electric vehicles in accordance with Suffolk Guidance for Parking (2019).

Note: As per Suffolk Guidance for Parking (2019), ducting and a suitable consumer unit to allow for the installation of one EV charging unit should be provided per Class C3 dwelling.

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 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 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. This needs to be a pre-commencement condition to avoid expensive remedial action which adversely impacts on the viability of the development if, given the limitations on areas available, a suitable scheme cannot be retrospectively designed and built.

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.

Note: Suffolk County Council's highway apparatus appears to be affected by this proposal. The applicant must contact Suffolk County Council, telephone 0345 606 6067 to agree any necessary alterations to be carried out at the expense of the developer.

Yours sincerely,

Mohammedur Rashid-Miah
Transport Planning Engineer
Growth, Highways and Infrastructure

Babergh 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/F311098
Enquiries to: Water Officer
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 20/07/2022

Dear Sirs

Land Adjacent to 10 Crown Mill, Elmswell, IP30 9GF
Planning Application No: DC/22/03423

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

No additional water supply for fire fighting purposes is required in respect of this planning application. 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.

/continued

OFFICIAL

Should you need any further advice or information on access and fire fighting facilities, you are advised to contact your local Building Control or appoint 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

Copy: majdesign59@outlook.com

Enc: sprinkler information

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

Sent: 11 Jul 2022 10:27:48

To:

Cc:

Subject: FW: (309837) DC/22/03423. Land Contamination

Attachments:

From: Nathan Pittam

Sent: 11 July 2022 10:21

To: Helen Noble BMSDC Planning Area Team Yellow

Subject: (309837) DC/22/03423. Land Contamination

EP Reference: 309837

DC/22/03423. Land Contamination

Street Record, Crown Mill, Elmswell, BURY ST EDMUNDS, Suffolk.

Application for Outline Planning Permission (Access to be considered) Erection of 1no 1.5 storey dwelling and construction of new vehicular access.

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.

For details regarding how Babergh and Mid Suffolk District Councils approaches Land Contamination, including templates for planning submissions, please view our website at

<https://www.babergh.gov.uk/environment/contaminated-land/>

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

e:

w: www.babergh.gov.uk www.midsuffolk.gov.uk



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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: Helen Noble <Helen.Noble@baberghmidsuffolk.gov.uk>

Sent: 25 Aug 2022 10:29:37

To: DMS-MyEmails@baberghmidsuffolk.gov.uk

Cc:

Subject: FW: DC/22/03423 - Application for Outline Planning Permission (Access to be considered) Erection of 1no 1.5 storey dwelling and construction of new vehicular access.

Attachments:

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

Sent: 22 August 2022 09:17

To: Helen Noble <Helen.Noble@baberghmidsuffolk.gov.uk>

Subject: RE: DC/22/03423 - Application for Outline Planning Permission (Access to be considered) Erection of 1no 1.5 storey dwelling and construction of new vehicular access.

Hi Helen,

Looking at the site, thankfully there are other residential properties along that stretch so I don't think we could justify recommending outright refusal on noise and vibration. However, as the application site is in close proximity to the railway, therefore there is potential for significant loss of amenity at new dwelling due to noise from trains. The application should include as a minimum an Environmental Noise Assessment (ENA) prepared by a suitably qualified Acoustic consultant.

If consulted I would ask for this to demonstrate that the proposed layout, construction and glazing were suitable to reduce the likelihood of their amenity being affected by noise and vibration from rail activities both day and night. You should be able to condition this hopefully, for reserved matters.

Hope this helps

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

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

From: Helen Noble <Helen.Noble@baberghmidsuffolk.gov.uk>

Sent: 20 August 2022 12:04

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

Subject: DC/22/03423 - Application for Outline Planning Permission (Access to be considered) Erection of 1no 1.5 storey dwelling and construction of new vehicular access.

Importance: High

Re: Land Adj 10 Crown Mill

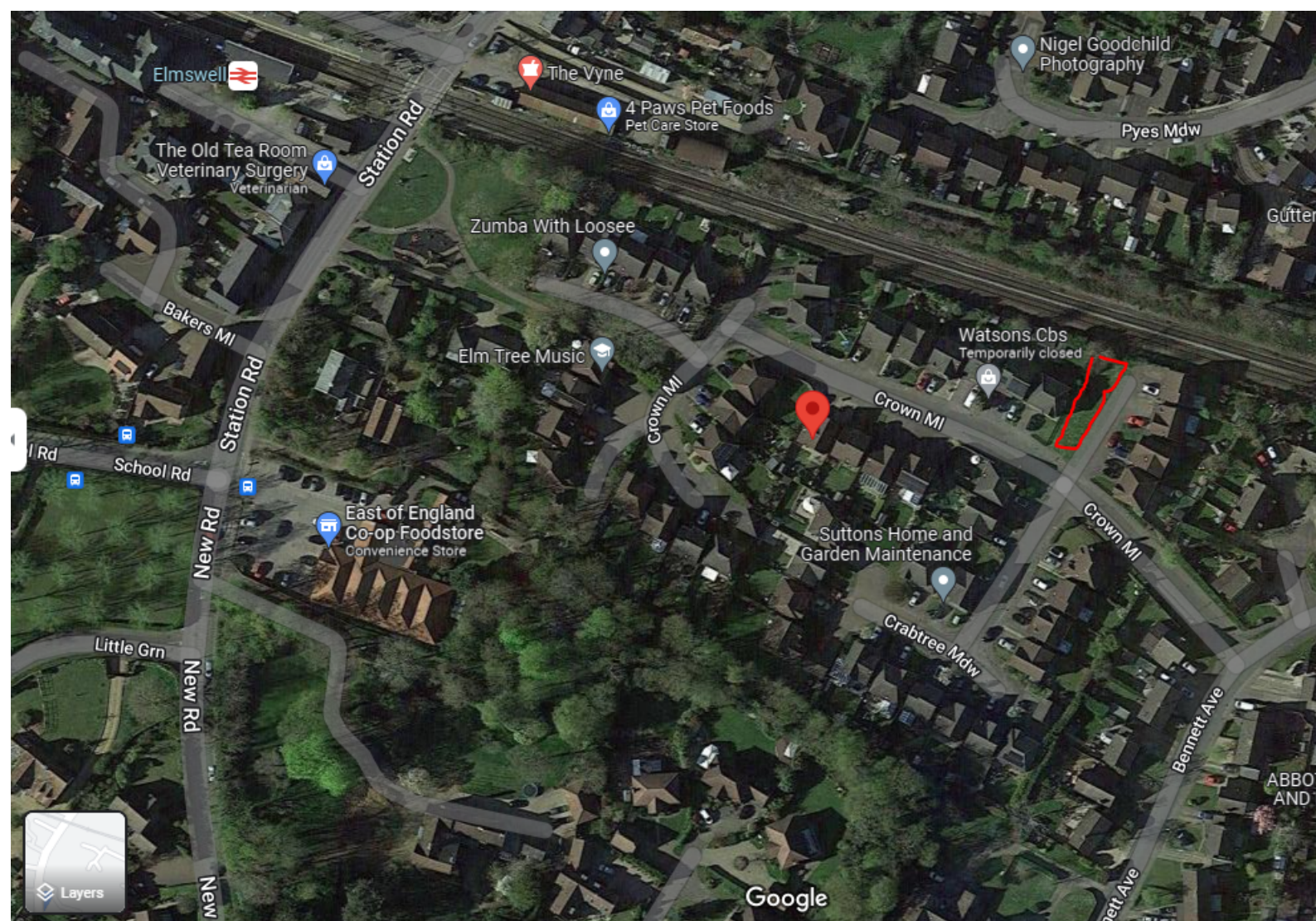
Elmswell

IP30 9GF

Hi Andy,

This application only has two weeks until determination and I've been on annual leave for a while. During my 121 with Dan, we discussed this case and it would appear it has slipped the net. No consultation to yourself was done, but Dan felt it should have been because the land in question is adjacent to a railway line.

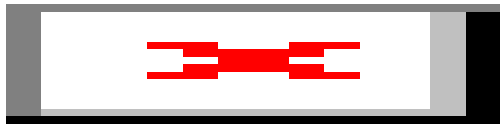
Please, is there any chance you could take a little look at this one and email me your thoughts? Site photos are on the file, if that helps.



Kind Regards,

Helen

Helen Noble
Planning Officer - working days Tuesday - Friday
Tel: **01449 724837 or 07563 398341**
Sustainable Communities
Babergh and Mid Suffolk District Councils - Working Together
Tel: 0300 123 4000 Option 5 Option 3
Email: helen.noble@babermidsuffolk.gov.uk
Website: www.babergh.gov.uk www.midsuffolk.gov.uk
Babergh and Mid Suffolk District Councils – Working Together
Endeavour House, 8 Russell Road, Ipswich IP1 2BX



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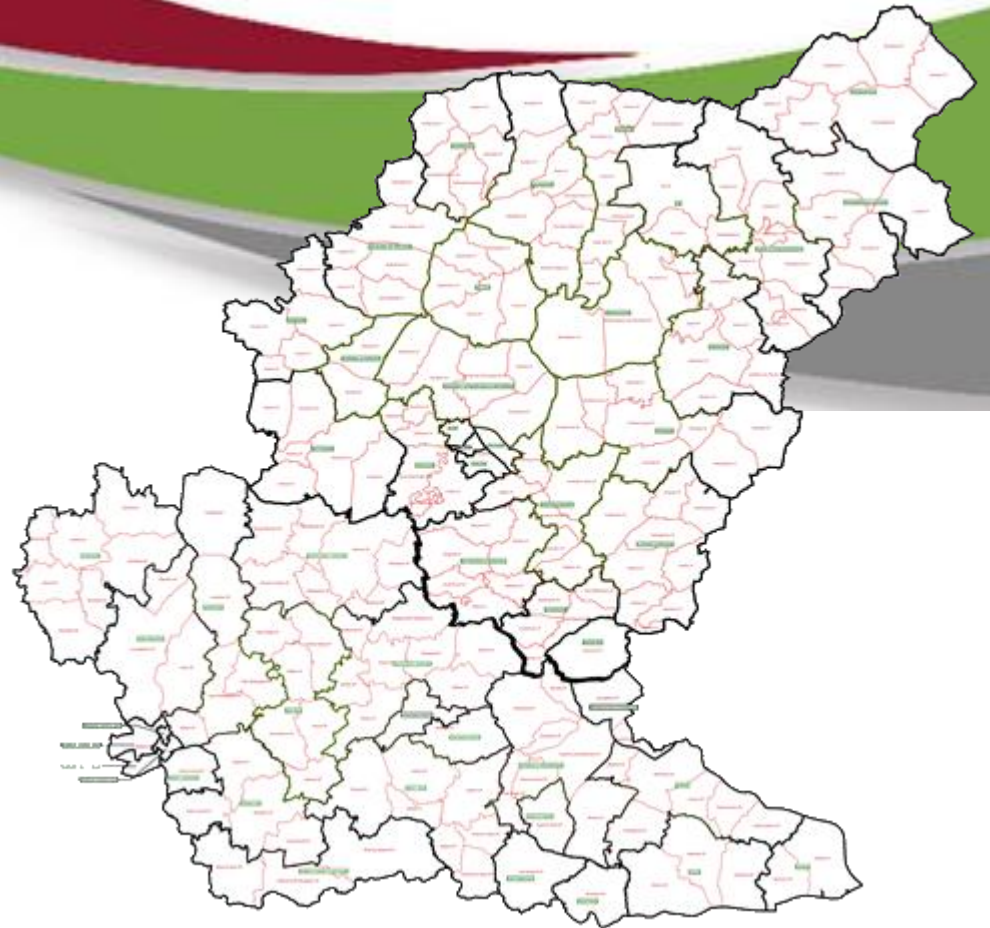
Application No:

DC/22/03423

Address:

Land Adj 10 Crown Mill
Ilmswell

699
Paid \$69





Aerial Map – wider view

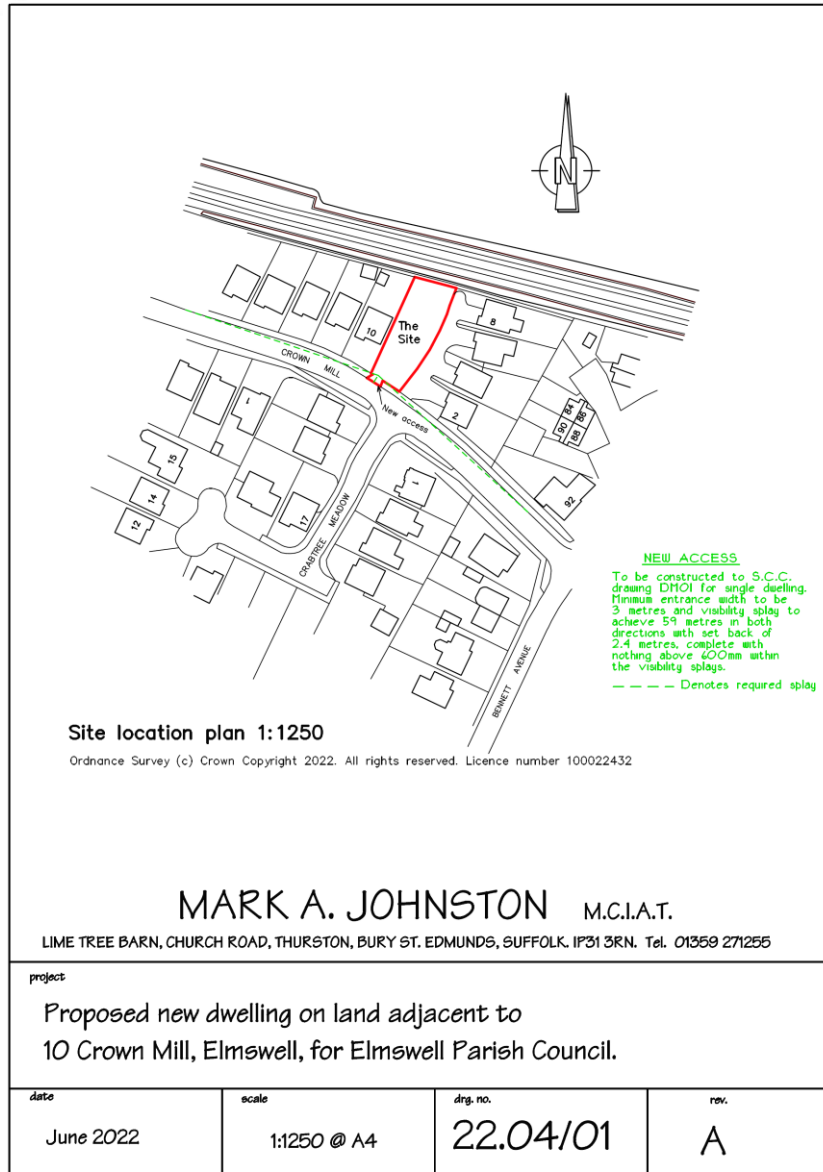
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Page 871

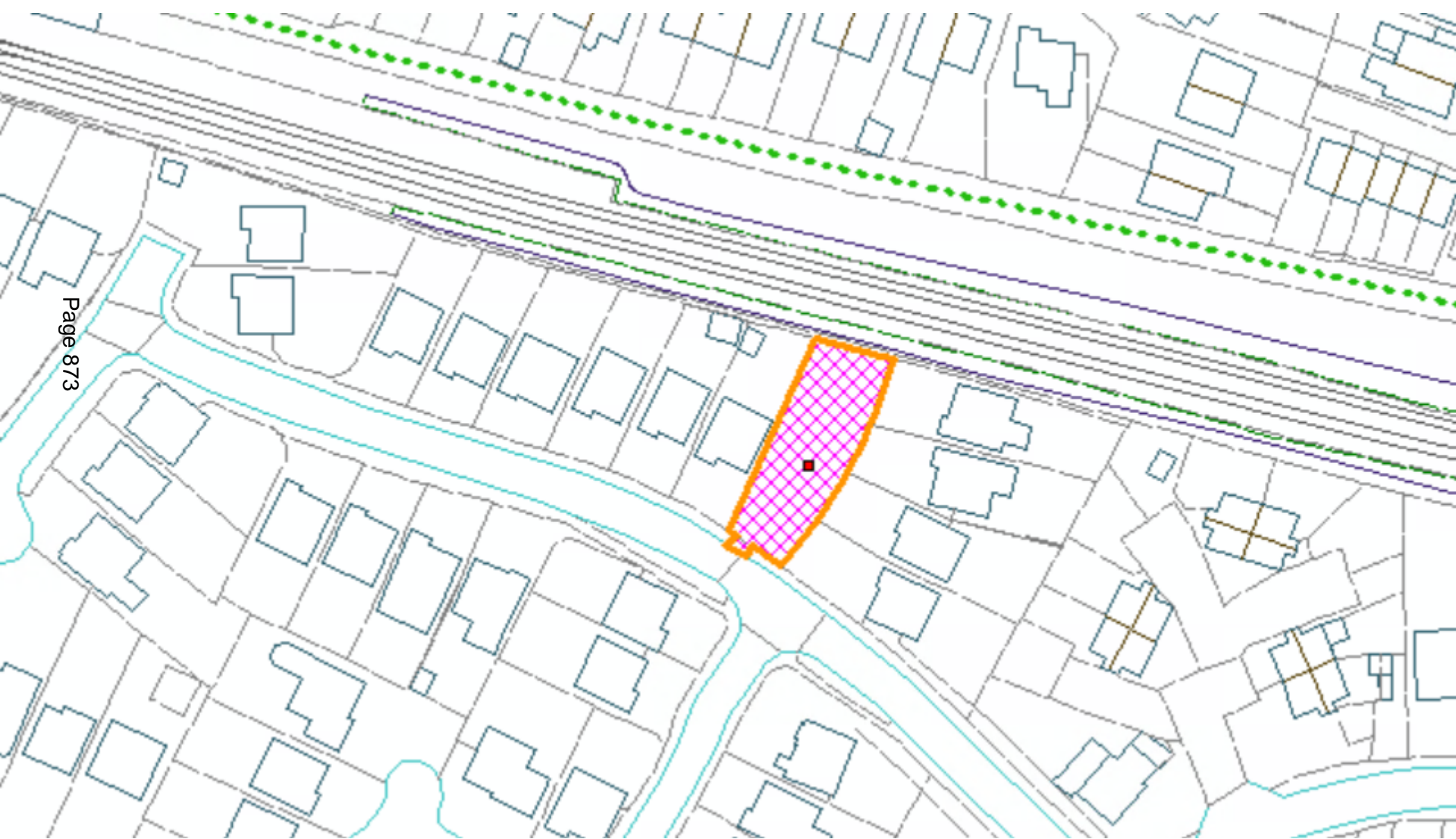
Site Location Plan



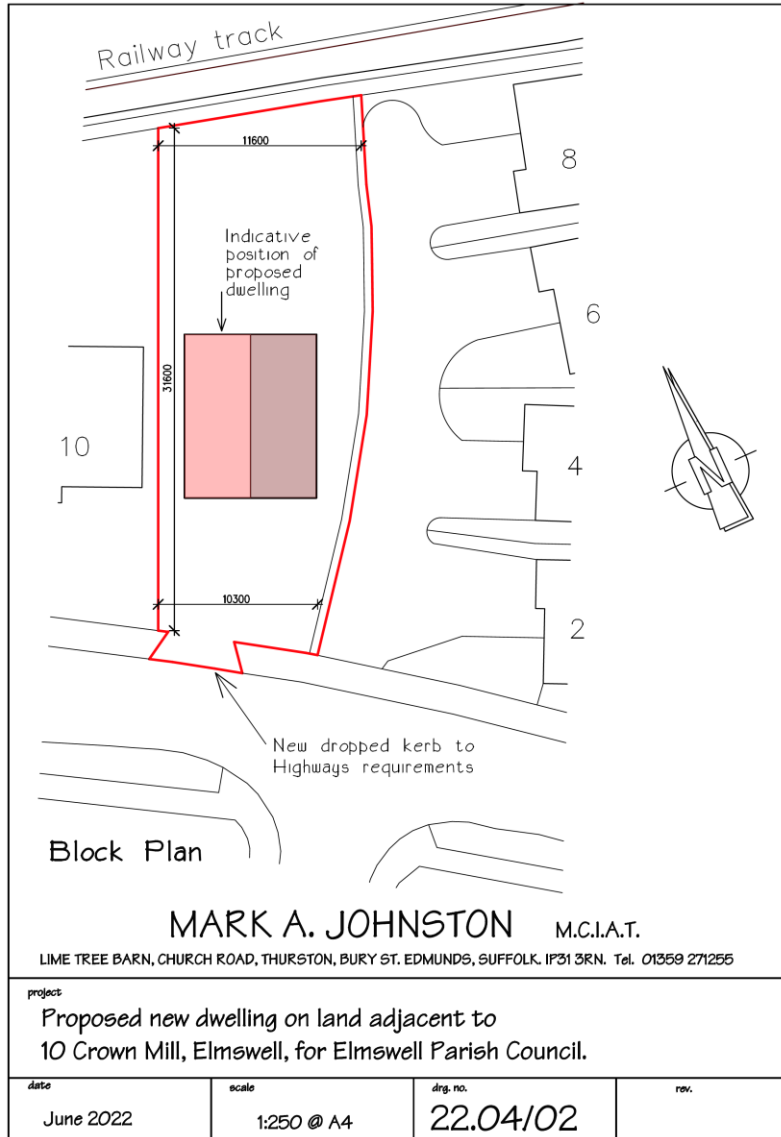
Constraints Map

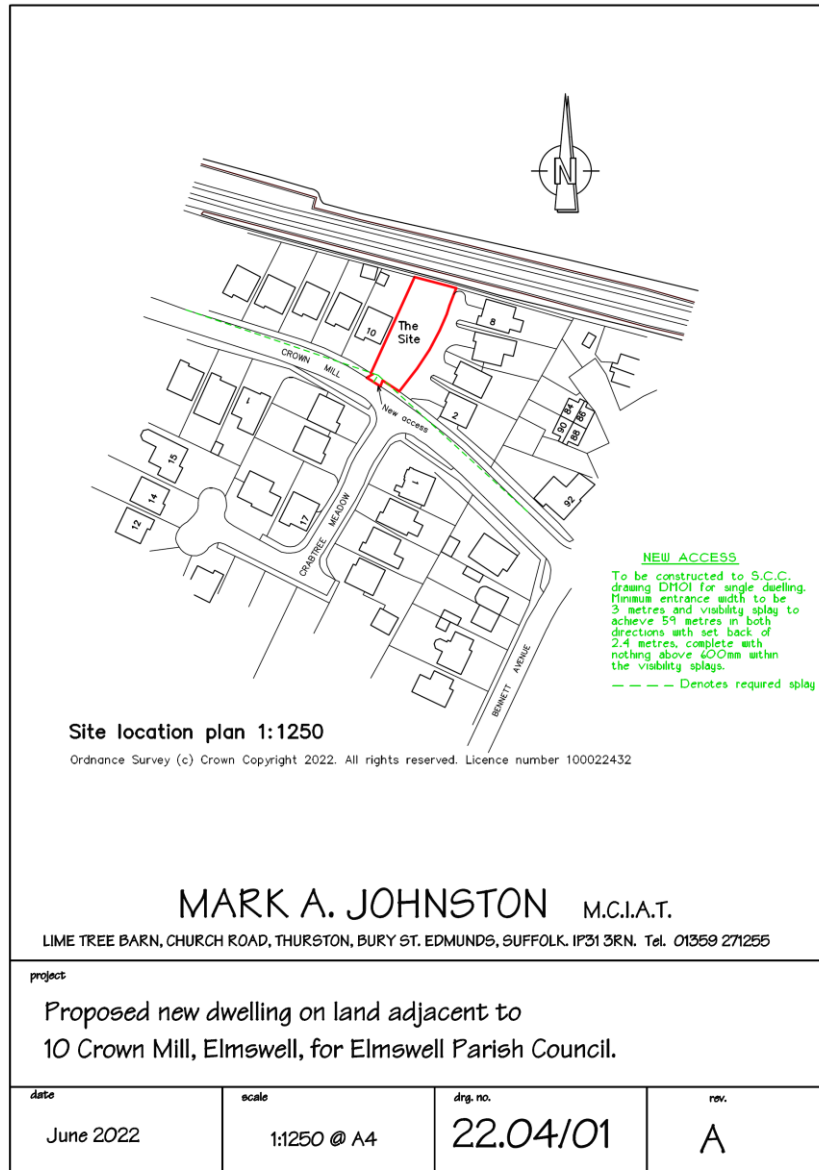
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..... Footpath



Page 873





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