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COMMITTEE:	DEVELOPMENT CONTROL COMMITTEE B
DATE:	WEDNESDAY, 23 NOVEMBER 2022 - 9.30 AM
VENUE:	BLACKBOURNE COMMUNITY CENTRE, 71 BLACKBOURNE ROAD, ELMSWELL, SUFFOLK, IP30 9GY

Councillors	
<u>Conservative and Independent Group</u> James Caston Peter Gould Kathie Guthrie (Chair) Dave Muller (Vice-Chair)	<u>Green and Liberal Democrat Group</u> Andrew Mellen Mike Norris Andrew Stringer Rowland Warboys

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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 **SA/22/11 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 26 OCTOBER 2022** 5 - 14
- 6 **TO RECEIVE NOTIFICATION OF PETITIONS IN ACCORDANCE WITH THE COUNCIL'S PETITION SCHEME**
- 7 **SA/22/12 SCHEDULE OF PLANNING APPLICATIONS** 15 - 16

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

- a **DC/22/04127 LAND TO THE FRONT OF 16, 18, 20 AND 22 17 - 42
EASTERN WAY, ELMSWELL, IP30 9DP**
- b **DC/22/00416 LAND ADJACENT NORTH ROUNDABOUT, A140 43 - 150
IPSWICH ROAD, BROME, PART IN THE PARISH OF
THRANDESTON, IP23 8AW**
- 8 **SITE INSPECTION**

Notes:

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

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

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

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

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

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

Date and Time of next meeting

Please note that the next meeting is scheduled for Wednesday, 21 December 2022 at 9.30 am.

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact the Committee Officer, A. Norman, or Committee Services on: 01473 296384 or Email: Committees@baberghmidsuffolk.gov.uk

Introduction to Public Meetings

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

Domestic Arrangements:

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

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If you hear the alarm:

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

MID SUFFOLK DISTRICT COUNCIL

Minutes of the meeting of the **DEVELOPMENT CONTROL COMMITTEE B** held in the King Edmund Chamber, Endeavour House, 8 Russell Road, Ipswich on Wednesday, 26 October 2022

PRESENT:

Councillor: Kathie Guthrie (Chair)
David Muller BA (Open) MCMi RAFA (Councillor) (Vice-Chair)

Councillors: James Caston Peter Gould
Andrew Mellen Mike Norris
Andrew Stringer Rowland Warboys

Ward Member(s):

Councillors: John Whitehead

In attendance:

Officers: Area Planning Manager (GW)
Planning Lawyer (IDP)
Planning Officer (AP / JW / MK)
Governance Officer (AN)

44 APOLOGIES AND SUBSTITUTIONS

44.1 None received.

45 TO RECEIVE ANY DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS AND OTHER REGISTRABLE OR NON REGISTRABLE INTERESTS BY MEMBERS

45.1 Councillor Andrew Stringer declared that he had a disclosable pecuniary interest in Application Number DC/22/01535. He confirmed that he would leave the committee during this item's proceedings and would not debate or vote on the application.

46 DECLARATIONS OF LOBBYING

46.1 None declared.

47 DECLARATIONS OF PERSONAL SITE VISITS

47.1 None declared.

48 SA/22/9 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 28 SEPTEMBER 2022

48.1 It was resolved that the minutes of the meeting held on the 28th September 2022 were confirmed and signed as a true record.

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

49.1 None received.

50 SA/22/10 SCHEDULE OF PLANNING APPLICATIONS

50.1 In accordance with the Council's procedure for public speaking on planning applications, representations were made as detailed below:

Application Number	Representations From
DC/22/04313	None.
DC/21/05596	Nick Mills – Coddenham Parish Council Elizabeth Parker – Objector Nigel Carr – Applicant Councillor John Whitehead – Ward Member
DC/21/06824	Withdrawn.
DC/22/01535	Councillor Andrew Mellen – Ward Member

51 DC/22/04313 UNIT 1, GIPPING WAY, STOWMARKET, IP14 1RA

51.1 The Case Officer presented the application to the Committee outlining the proposal before Members including: the location of the site, access to the site, the constraints, the Stowmarket Area Action Plan (SAAP), the proposed floor plans and elevations for the shop, the shopfront, the external plant, and the bin store area, existing footpath links to the site, proposed opening and operating hours, and the Officer recommendation for approval.

51.2 The Case Officer responded to questions from Members on issues including: accessible facilities within the store, the location of the extractor, the lack of consultation with Suffolk Police, parking provisions, delivery access, and whether any additional external lighting had been proposed.

51.3 Members debated the application on issues including: the potential improvements to the local area, pedestrian access to the site, the safety of the site, the potential impact on nearby residents, waste bin provisions, further mitigation measures to prevent littering, and additional external lighting on the site.

51.4 Councillor James Caston proposed that the application be approved as detailed in the Officer recommendation with the following condition and informative:

Condition:

- Scheme for additional lighting

Informative:

- To address wall adjacent to entrance and kerb, provision of footpath adjacent to the PureGym entrance

51.5 Councillor Dave Muller seconded the proposal.

By a unanimous vote

It was RESOLVED:

That planning permission for change of use to takeaway and for the installation of a shopfront and external plant be GRANTED subject to conditions

(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:

- 1. Standard time limit**
- 2. Approved plans**
- 3. Litter Collection Protocol**
- 4. Litter bin provision immediately outside the premises**
- 5. Cycle parking spaces for 4 cycles to be provide prior to business opening**
- 6. Hours of business restricted to hours indicated in the material submitted**
- 7. Waste storage arrangements**
- 8. Details of delivery driver permits**
- 9. Limit on external noise levels**
- 10. Equipment arrangements**

With the following condition as agreed by the Committee:

- **Scheme for additional lighting**

And the following Informative:

- **To address wall adjacent to entrance and kerb, provision of footpath adjacent to the PureGym entrance**

52 DC/21/05596 LAND AT PIPPS FORD, A14 SLIP OFF TO A140, CODDENHAM, SUFFOLK, IP6 8LJ

- 52.1 The Case Officer presented the application to the Committee outlining the proposal before Members including: the location of the site, planning application history on the site and the previous reasons for refusal, access to the site, the site constraints, the intended purpose of the site, the site plans, the floor plans and elevations for all proposed structures on the site, the site section, the proposed landscaping plan, and the Officer recommendation for approval.
- 52.2 The Case Officer responded to questions from Members on issues including: drainage, the grade of the land, noise prevention measures, health and safety on site, the current business use, the proposed land composition, whether the access to the site is used by other properties, height restrictions on containers, the number of proposed horse stables, and the dimensions of the access to the site.
- 52.3 Members considered the representation from Mr. Nick Mills who spoke on behalf of Coddensham Parish Council.
- 52.4 The Parish Council representative responded to questions from Members on issues including: the access to the site.
- 52.5 Members considered the representation from Ms. Elizabeth Parker who spoke as an Objector.
- 52.6 The Objector responded to questions from Members on issues including: the access to the site, the impact on properties in close proximity to the site, and past traffic accidents at the site's access.
- 52.7 Members considered the representation from Mr. Nigel Carr who spoke as the Applicant.
- 52.8 The Applicant responded to questions from Members on issues including: the quantity of equipment proposed for use on site, whether sustainable energy will be used to power and heat the site, noise prevention measures and the use of white noise, the discharge of water from the site, the proposed bus service to and from Needham Market for employees, whether other sites had been considered, sound proofing, the plans for an equestrian centre, the footpath that runs through the site, and the landscaping plans.
- 52.9 Members considered the representation from Councillor John Whitehead who spoke as the Ward Member.
- 52.10 Members debated the application on issues including: the need for construction training facilities, the objections within the consultee comments, previous applications on the site and their reasons for refusal, the potential impact on the environment, the potential impact of noise from the site and the proposed noise mitigation measures, heritage assets, the proposed travel

plan, the current use of the land, the proposed improvements to the site access and surrounding highways, the consultation response from Suffolk County Council Highways, the impact of increased traffic on the road network, and the safety of the site and vehicular health and safety measures.

52.11 Councillor James Caston proposed that the application be approved as detailed in the Officer recommendation with the following conditions:

- Restriction on height of container stacking
- Horse manure storage and removal
- Fuel storage details
- Hours of operation and use of machinery
- Advance landscaping installed
- Provision of PV panels
- Details to be agreed for equipment use numbers and machinery, based on noise assessment, including interaction with PROW
- No tonal reversing sensor to be used

52.12 Councillor Dave Muller seconded the proposal.

By a vote of 5 For and 3 Against

It was RESOLVED:

1) That Members resolve to: Delegate Authority to the Chief Planning Officer to GRANT planning permission, including the imposition of relevant conditions and informatives as summarised below and those as may be deemed necessary by the Chief Planning Officer:

Conditions:

- **Standard 3-year time limit**
- **Approved plans**
- **Sustainability measures (broadly in accordance with the proposed measures submitted under the application- including EV charging points and PV panels) to be submitted**
- **Construction Environmental Management Plan to be submitted**
- **Biodiversity Enhancement Strategy to be submitted**
- **Wildlife Sensitive Lighting Scheme to be submitted**
- **Fire hydrants to be submitted**
- **Archaeological Written Scheme of Investigation to be submitted**
- **Archaeological Post Investigation to be submitted**

- **Surface Water Drainage and Flood Risk Assessment Strategy implemented**
- **Surface Water Drainage Verification Report to be submitted**
- **Construction Surface Water Management Plan to be submitted**
- **Visibility splays to be provided in full and no obstruction to be within those splays.**
- **Parking provision provided in full**
- **Details of means to prevent surface water entering highway to be submitted**
- **Bin storage and presentation areas to be submitted**
- **Construction Management Plan to be submitted**
- **Access upgrades to be implemented**
- **Temporary cabins to removed from site 1 year after commencement**
- **Travel Plan to be submitted**
- **Notwithstanding the provisions of F1 use class, the building shall be exclusively for delivery of construction and agricultural training**
- **Container storage shall solely be used for incidental purposes to the construction and agricultural training**
- **Arboricultural report to be adhered to**
- **Materials details of all buildings (including colours) to be submitted**
- **Soft landscaping plan to be implemented**
- **Notwithstanding soft landscaping further landscaping details of SuDS to be submitted**
- **Notwithstanding soft landscaping plan, additional information on root barrier membranes to be submitted**
- **Landscape Management Plan to be implemented**
- **Hard Landscaping details to be submitted**
- **Equestrian land used for private use- no commercial equestrian use permitted**
- **Site Management Plan to be submitted**
- **Independent noise assessment to be carried out prior to first use**
- **Construction and agricultural activities shall be confined to the dedicated areas on site plan**

With the additional conditions as included in the Tabled Papers:

- **Notwithstanding the submitted information, details of boundary treatment (soft and hard) along the Public Right of Way and between the equestrian and training area to be agreed**
- **If the telehandler training tower is no longer in active use it will be removed from the site.**

Informatives:

- **Positive working with NPPF pre-app**
- **National Highways recommended notes**
- **SCC Highways recommended notes**
- **SCC Public Rights of Way recommended notes**
- **SCC Floods and Water recommended notes**
- **Environment Agency recommended notes**
- **East Suffolk Drainage Board recommended notes**

And the additional conditions from the committee:

- **Restriction on height of container stacking**
- **Horse manure storage and removal**
- **Fuel storage details**
- **Hours of operation and use of machinery**
- **Advance landscaping installed**
- **Provision of PV panels**
- **Details to be agreed for equipment use numbers and machinery, based on noise assessment, including interaction with PROW**
- **No tonal reversing sensor to be used**

53 DC/21/06824 LAND AT FENNINGS FARM, PIXEY GREEN, STRADBROKE, SUFFOLK

53.1 Application Number DC/21/06824 was withdrawn from proceedings by the Chief Planning Officer after the agenda was published but before the commencement of the committee.

54 DC/22/01535 LAND AT, BLACKSMITH ROAD, COTTON, IP14 4QN

- 54.1 Councillor Andrew Mellen declared himself as the Ward Member for this item and confirmed that he would not debate or vote on the application.
- 54.2 Councillor Andrew Stringer declared a disclosable pecuniary interest for this item and left the room during the consideration of this application.
- 54.3 Councillor Peter Gould left the meeting before the commencement of the application.
- 54.4 The Case Officer presented the application to the Committee outlining the proposal before Members including: the application's history at planning committee, the previous reasons for refusal, the location of the site, the constraints, access to the site, the existing housing supply in Bacton and Cotton, and the Officer's recommendation for refusal.
- 54.5 Members considered the representation from Councillor Andrew Mellen who spoke as the Ward Member.
- 54.6 Councillor Dave Muller proposed that the application be refused as detailed in the Officer recommendation.
- 54.7 Councillor Mike Norris seconded the proposal.

By a unanimous vote

It was RESOLVED:

That the Chief Planning Officer be authorised to REFUSE Planning Permission based on the following reasons:

1. The proposal is in a countryside location where the development of a new dwelling would not materially enhance or maintain the vitality of the rural community. Future occupants will, moreover, be likely to be reliant upon the private car to access services, facilities and employment. The District Council has an evidenced supply of land for housing in excess of 9 years and has taken steps to boost significantly the supply of homes in sustainable locations.

On this basis the proposal would not promote sustainable development and would be contrary to the adopted policies of the development plan which seek to direct the majority of new development to towns and key service centres listed in the Core Strategy 2008 with some provision to meet local needs in primary and secondary villages under policy CS1. In the countryside development is to be restricted having regard to policy CS2 and it is considered that in the circumstances of this application the direction of new housing development to more sustainable locations is of greater weight than the delivery of one additional dwelling in a less sustainable location. Having regard to the significant supply of land for homes in the District it is

considered that the objectives of paragraph 60 of the NPPF are being secured and that on the considerations of this application the objective to boost significantly the supply of homes should be given reduced weight.

It is considered that the development of this site would cause adverse impacts to the proper planning of the District having regard to the above mentioned development plan objectives to secure planned development in more sustainable locations rather than piecemeal development in less sustainable locations which significantly and demonstrably outweigh the limited benefits of this development.

As such the proposal is not acceptable in principle, being contrary to paragraphs 8 and 11 of the NPPF (2021), Policy H7 of the Mid Suffolk Local Plan (1998), Policies CS1 and CS2 of the Core Strategy (2008) and Policy FC1 and FC1.1 of the Core Strategy Focused Review (2012).

2. The proposed development results in the imposition of built development into the open countryside in a location where this would result in significant impacts on the character and appearance of the countryside, failing to protect or conserve landscape qualities and adversely impact the character of the countryside. As such the proposal would fail to comply with the requirements of Policy CL8 of the adopted Mid Suffolk Local Plan (1998), Policy CS5 of the Mid Suffolk Core Strategy (2008), and chapter 15 on the NPPF (2018).

3. The application fails to adequately demonstrate that the proposed development would not adversely impact protected species and delivery biodiversity net gain. The proposal is therefore contrary to policies CL8 of the adopted Mid Suffolk Local Plan (1998), CS5 of the Mid Suffolk Core Strategy (2008) and chapter 15 of the National Planning Policy Framework 2021, the Conservation of Habitats and Species Regulations 2010 and the Natural Environment and Rural Communities Act 2006.

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

- Proactive working statement

55 SITE INSPECTION

55.1 None received.

The business of the meeting was concluded at 12:30pm.

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Chair

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Agenda Item 7

MID SUFFOLK DISTRICT COUNCIL

DEVELOPMENT CONTROL B COMMITTEE

23 November 2022 - 09:30

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/22/04127	Land to Front of 16, 18, 20 and 22 Eastern Way, Elmswell, IP30 9DP	Cllr. Helen Geake and Cllr. Sarah Mansel / Elmswell & Woolpit	Helen Noble	17 - 42
7B	DC/22/00416	Land Adjacent North Roundabout, A140 Ipswich Road, Brome, Part in the Parish of Thrandeston, IP23 8AW	Cllr. David Burn / Palgrave	Alex Scott	43 - 150

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Agenda Item 7a

Committee Report

Item No: 7A

Reference: DC/22/04127

Case Officer: Helen Noble

Ward: Elmswell & Woolpit.

Ward Member/s: Cllr Helen Geake. Cllr Sarah Mansel.

RECOMMENDATION – GRANT PLANNING PERMISSION WITH CONDITIONS

Description of Development

Planning Application - Change of use of land for highway vehicular access and hard standing including Deed of Easement.

Location

Land To Front Of 16, 18, 20 And 22 Eastern Way, Elmswell, IP30 9DP

Expiry Date: 23/11/2022

Application Type: FUL - Full Planning Application

Development Type: Change of Use

Applicant: Norman Plumpton, Anthea Fisher, Jen Farmer & Michael Watkins

Agent: Mr Jason Parker

Parish: Elmswell

Site Area: 0.05 Hectares

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

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

Has the application been subject to Pre-Application Advice: No

PART ONE – REASON FOR REFERENCE TO COMMITTEE

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

The land subject of this proposal is owned by Mid Suffolk District Council and the adopted Scheme of Delegation requires all applications affecting Council owned land to be brought before Development Control Committee.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

Mid Suffolk Local Plan [2008]

GP1 - Design and layout of development
H16 - Protecting existing residential amenity
T9 - Parking Standards
T10 - Highway Considerations in Development

Mid Suffolk Core Strategy [2008]

CS1 – Settlement Hierarchy
CS5 - Mid Suffolk's Environment

Mid Suffolk Core Strategy Focused Review [2012]

FC1 - Presumption In Favour Of Sustainable Development
FC1.1 - Mid Suffolk Approach To Delivering Sustainable Development

NPPF 2021

NPPF - National Planning Policy Framework
NPPG- National Planning Policy Guidance

Section 12. Achieving well-designed places
Section 9. Promoting sustainable transport

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

Parish Council (Appendix 3)

Elmswell Parish Council

Elmswell Parish Council supports this application.

County Council Responses (Appendix 4)

SCC – Highways Comments following submission of amended plans

No objection, subject to conditions to control visibility splays as per submitted drawings in perpetuity, prior to construction accesses built meet SCC standard DM03, gradient of the accesses, access bound surface material and discharge of surface water.

SCC - Fire & Rescue

No objection. There is a fire hydrant located on this site and they recommend this is identified and protected whilst construction is being carried out and is accessible for inspection and work after the development works are complete.

Internal Consultee Responses (Appendix 5)

Contract and Asset Management

No comment to make on this application. They confirm the owners do have a legal easement in respect of access and were anticipating the application.

Environmental Protection – Noise, Light, Odour

No objection, subject to conditions for construction hours of work.

B: Representations

At the time of writing this report no representations have been received. A verbal update shall be provided as necessary.

PLANNING HISTORY

None

PART THREE – ASSESSMENT OF APPLICATION

1. The Site and Surroundings

- 1.1. The site is a 500sqm area of flat grassed land to the front of five properties in Eastern Way, Elmswell, numbers 16-22, between the edge of the metalled carriageway and the properties' front gardens.
- 1.2. Eastern Way forms part of an established residential area built approx. 1970's within the settlement boundary of Elmswell village.
- 1.3. The site is not within a conservation area, nor special landscape area, nor has any trees with preservation orders on them. One small shrub is noted within the application site and it is proposed to be retained throughout the proposed works.

2. The Proposal

- 2.1. The proposal seeks permission for change of use of the grassed land, to allow vehicular access over and hard standing to facilitate this for properties 16, 18, 20 and 22 Eastern Way, Elmswell. It is understood that a Deed of Easement is in place to allow the movement of vehicles over the land.
- 2.2. The plans propose construction of two 4.5m shared accesses with dropped kerbs off Eastern Way. The existing tarmac footpath, which runs between the site and metalled carriageway would be lowered and finished in tarmac. It is proposed to meet current highways standards to allow a vehicle to pass over them without causing damage.
- 2.3. A portion of the existing grassed area (approx. 130sqm) would be dug to a depth of 205mm, before filling with 150mm of hardcore, followed by Geotextile, sand and topped with grasscrete (Cellpave)

40 paving grids). Finally, the grasscrete would be filled with soil and grass seeded. This would allow vehicles to pass over the land, while ensuring that it continued to appear as though it were completely grassed.

- 2.4. The application was subject to amended plans during the course of determination in order to address the holding objection raised by SCC Highways Authority. Amended plans were received on 14th October 2022; the revisions include the 43m vehicular visibility splays and confirmation the new accesses will be 4.5m in width, be constructed to SCC drawings DM03 and nothing above 600mm will obstruct the visibility splays.

3. The Principle of Development

- 3.1. As a full application for the change of use of land for highway vehicular access and hardstanding, the application is assessed under Local Plan policies GP1, H16, T9, T10 and Core Strategy Policies CS1, CS5, FC1, FC1.1 and the NPPF.
- 3.2. Key considerations will be the design of the proposed accesses, their impact on the surrounding road safety, landscape and residential amenity of neighbouring properties. The policies seek to provide safe access to and egress from the site whilst protecting the needs of pedestrians and cyclists and ensure residential amenity is maintained with consideration to the existing landscape and design of the local area.
- 3.3. Subject to compliance with the details of these policies the proposal is considered acceptable in principle.

4. Design, Access, Parking and Highway Safety Considerations

- 4.1. 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.
- 4.2. Policy GP1 calls for proposals to, amongst other matters, maintain and enhance the character and appearance of their surroundings.
- 4.3. The proposal would create two new shared vehicular accesses off Eastern Way, across the site and allow vehicular access to the frontages of 16, 18, 20 and 22 Eastern Way. The frontage of each property has sufficient space to accommodate a minimum of two parked cars, thus leaving the shared accessways free from parked cars. The provision of these accesses would enable occupants of the property Nos. 16-22 Eastern Way to implement electric vehicle charging at home, should they desire and would allow off-street parking for the properties involved.
- 4.4. The existing shrub on site is to be retained. The proposed finishing surface would be grasscrete. Once the grass has re-established, it would appear visually unobtrusive and similar to existing grassed area, yet sufficient to withstand regular vehicular movements without damage, avoiding unsightly indentations, ruts and bald patches.
- 4.5. The number of dwellings and cars owned by the occupants is not affected by this proposal. Due to no intensification of vehicle movements, it is considered there are no adverse impacts relating to residential amenity as a result of vehicle movements. This has been confirmed by the Highway Authority within their response to the application.

- 4.6. Due to the potential impact of noisy work effecting the nearby residents during the construction phase of the development, Officers recommend applying a condition limiting construction work hours in line with the Environmental Protection Officer's recommendation, to protect residential amenity and to ensure that noisy works do not take place at particularly sensitive times.
- 4.7. Thus, the proposal would not erode the character of the area, nor reduce the amenity of the area by means of appearance, traffic generation, nuisance or safety and accords with policies GP1 and H16 of the Local Plan.
- 4.8. By way of creating a new vehicular accessway off the highway, the proposal engages highways considerations. In respect of Policy T9 and T10 and Paragraph 111 of the NPPF, development should not adversely affect the highway network and associated safety.
- 4.9. The Highway Authority were consulted and have no objection, subject to conditions securing the access is developed to highways standard drawing DM03, with proposed visibility splays, and conditions ensuring the gradient and surface of the existing footway are safe and suitable for pedestrians and cycling access. They consider the vehicular visibility splays provided on amended plans are sufficient.
- 4.10. The road is speed limited to 30mph and affords good visibility in both directions, ensuring safe access to and egress from the site. The footpath is to remain the same width and material, ensuring the needs of pedestrians are met, in accordance with policy T10 of the Local Plan. It is also to be upgraded to allow vehicle movements over it such that the quality of the surface would not break down due to repeated vehicle crossings.
- 4.11. The site is within flood zone one with no known surface water flooding issues. This is the lowest risk of flooding. Given the proposed site surface, it is pleasing that grasscrete is proposed as it is permeable, allowing water collected on the surface to flow to the ground, and mitigates any surface water drainage issues. There is no change in the flood absorption capability of the site to deal with any surface water run off because the site remains predominantly grass and grasscrete allows the flow of water through it.
- 4.12. Therefore, Officers do not consider it justified to impose the condition requesting submission of details showing the means to prevent the discharge of surface water from the development onto the highway including any system to dispose of the water as the application itself already provides this detail.

PART FOUR – CONCLUSION

13. Planning Balance and Conclusion

- 13.1 Decision taking begins with the development plan and it is of vital importance that planning decisions are plan-led. The NPPF, an important material consideration, reiterates this fundamental point.
- 13.2. The basket of policies identified hold full weight, of specific importance and relevance are Core Strategy policies CS5, FC1 and FC1.1 and Local Plan policies GP1, H16, T9 and T10. The proposal for change of use of land for highway vehicular access and hard standing is considered acceptable with no adverse impacts to the character of the surrounding area, residential amenity, highways

safety or flood risk. A Deed of Easement to allow the movement of vehicles over the land is in place, it does not allow for the parking of vehicles on the land.

- 13.3 The accesses are onto a 30mph road serving existing residential dwellings. There are no design concerns, and the highways team are satisfied with the accesses from a safety perspective, following the subsequently provided additional drawings of the access. The proposal offers no residential amenity concerns sufficient to warrant the refusal of the application. The proposal would ensure occupants could implement electric vehicle charging at home should they so desire and would ease on-street parking pressure within the area.
- 13.4 The application accords with relevant development plan policies and national planning guidance and permission should be granted with the added safeguards provided by the recommended conditions.

RECOMMENDATION

That Members resolve to: Delegate Authority to the Chief Planning Officer to GRANT planning permission, including the imposition of relevant conditions and informatives as summarised below and those as may be deemed necessary by the Chief Planning Officer:

Conditions:

- Standard 3 year time limit to implement permission
- Approved Plans
- Vehicular visibility splays provided as per approved plans and thereafter retained in perpetuity
- No obstruction to visibility over 0.6m high within visibility splays
- Pedestrian visibility splays to be provided
- Access to be provided in accordance with SCC standard access drawing DM03 and thereafter retained in perpetuity
- New accesses onto the highway, over the existing footways (and not the grassed area itself), to be surfaced with bound material in accordance with SCC Estate Road Specification
- Gradient of accesses to be agreed.
- Restriction on construction times during development: 0800 to 1800 Monday to Fridays and 0900 to 1300 on Saturdays, none at all on Sundays and Bank Holidays.

Informatives:

- Pro active working statement
- SCC Highways and Rights of Way notes



Application No: DC/22/04127

Location: Land to front of, 16, 18, 20 and 22 Eastern Way, Elmswell

		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>	25
Appendix 4: National Consultee Responses	<i>N/a</i>	
Appendix 5: County Council Responses	<i>Highways Fire & Rescue</i>	26 – 31
Appendix 6: Internal Consultee Responses	<i>Contract and Asset Management Environmental Protection – Noise, Odour and Light</i>	32 - 33
Appendix 7: Any other consultee responses	<i>N/a</i>	
Appendix 8: Application Site Location Plan	<i>Yes</i>	
Appendix 9: Application Plans and Docs	<i>Yes</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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Consultee Comments for Planning Application DC/22/04127

Application Summary

Application Number: DC/22/04127

Address: Land To Front Of 16, 18, 20 And 22 Eastern Way Elmswell IP30 9DP

Proposal: Planning Application - Change of use of land for highway vehicular access and hard standing including Deed of Easement.

Case Officer: Helen Noble

Consultee Details

Name: Mr Peter Dow

Address: Blackbourne Community Centre, Blackbourne Road, Elmswell, Suffolk IP30 9UH

Email: Not Available

On Behalf Of: Elmswell Parish Clerk

Comments

Elmswell Parish Council supports this application.

Peter Dow

Clerk to EPC

Your Ref: DC/22/04127
Our Ref: SCC/CON/4037/22
Date: 17 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: Helen Noble

Dear Helen,

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/22/04127

PROPOSAL: Planning Application - Change of use of land for highway vehicular access and hard standing including Deed of Easement. (Addition of 18 Eastern Way to the Site Address)

LOCATION: Land to Front of 16, 18, 20 and 22 Eastern Way, Elmswell, Suffolk, IP30 9DP

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's. PPS21-2520-VP16 and PPS21-2520-VP22 with an X dimension of 2.4 metres and a Y dimension of 43 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: Before the access is first used pedestrian visibility splays shall be provided within 2 metre by 2 metre triangular areas each side of the access, in accordance with Suffolk County Council's standard access drawing DM03. 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. The visibility splay shall thereafter be retained.

Reason: For the safety of people using the highway by enabling drivers of vehicles entering the highway to see and give way to pedestrians and for pedestrians to 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 accesses has been laid out and completed in all respects in accordance with Suffolk County

Council's standard access drawing DM03; with an entrance width of 4.5 metres for a shared 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 vehicular accesses onto the highway shall be properly surfaced with a bound material, specifically over the existing footways as shown in SCC Estate Road Specification (6mm dense surface course macadam, 20mm thick, 20mm dense binder course macadam, 60mm thick and granular Sub-base Type 1, 225mm thick).

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: The gradient of the vehicular access shall not be steeper than 1 in 20 for the first five metres measured from the nearside edge of the highway.

Reason: To ensure that vehicles can enter and leave the public highway in a safe manner.

Condition: The gradient of the access driveway shall not be steeper than 1 in 12 measured from the nearside of the edge of the highway.

Reason: To avoid unacceptable safety risk from skidding vehicles and provide for pedestrian and cycling access.

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 is a pre-commencement condition because insufficient details have been submitted at planning stage.

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

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

Suffolk County Council must be contacted on Tel: 0345 606 6171.

For further information go to:

<https://www.suffolk.gov.uk/roads-and-transport/parking/apply-and-pay-for-a-dropped-kerb/>

or;

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/>

Suffolk County Council drawings DM01 - DM14 are available from:

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

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

Yours sincerely,

Mohammedur Rashid-Miah
Transport Planning Engineer

Growth, Highways and Infrastructure

Your Ref: DC/22/04127
Our Ref: SCC/CON/3543/22
Date: 23 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: Helen Noble

Dear Helen,

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/22/04127

PROPOSAL: Planning Application - Change of use of land for highway vehicular access and hard standing including Deed of Easement. (Addition of 18 Eastern Way to the Site Address)

LOCATION: Land to Front of 16, 18, 20 and 22 Eastern Way, Elmswell, Suffolk, IP30 9DP

Notice is hereby given that the County Council as Highway Authority make the following comments:

For Suffolk County Council to assess the application, further information will be required to advise whether the proposal would be deemed acceptable or not. Please see the comments below that needs to be addressed. Please note that the below points will need to be illustrated within the revised plan.

1. Vehicular visibility splays details should be provided to determine the level of visibility the proposed accesses would be able to achieve. The splays are to be measured 2.4 metres back from the edge of the carriageway at the centre of the access (X Value) and measured to the nearside edge of the carriageway, in both directions, without encroaching third-party land (Y Value). Nothing above the height of 0.6 metres should be situated within the visibility splays. It should be recognised that for a road with a nominal speed limit of 30 mph, a Y Value of 43 metres is expected.

Pedestrian visibility splays measured by 2 metres x 2 metres should also be provided on either side of the access entrance to ensure greater intervisibility between highway users when the access is in use.

2. The proposed vehicular accesses will need to be designed in accordance with Suffolk County Council's standard access drawing DM03, with a minimum entrance width of 4.5 metres for a shared access.

3. It is acknowledged that a Deed of Easement Title plan (SK303809) has been provided for outside No's. 16 and 18. However, this plan does not reflect an agreement to allow the proposed vehicular access for outside No's. 20 and 22 to be constructed over third-party land.

Until the above concerns have been addressed, a holding objection to the proposal will be maintained.

Yours sincerely,

Mohammedur Rashid-Miah
Transport Planning Engineer

Babergh 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/F311103
Enquiries to: Water Officer
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 13/09/2022

Dear Sirs

Land to front of 16, 20 and 22 Eastern Way, Elmswell IP30 9DP
Planning Application No: DC/22/04127

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.

Please be advised that we have a fire hydrant installed at this site.

We strongly recommend that this is identified and protected whilst construction is being carried out and is accessible for inspection and work after work is complete. Failure to protect the fire hydrant could incur repair or replacement costs.

/continued

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: jason@parkerplanningservices.co.uk

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

Sent: 13 Sep 2022 04:53:25

To:

Cc:

Subject: FW: WK312329 DC2204127

Attachments:

From: Andy Rutson-Edwards <Andy.Rutson-Edwards@baberghmidsuffolk.gov.uk>

Sent: 13 September 2022 16:52

To: Helen Noble <Helen.Noble@baberghmidsuffolk.gov.uk>; BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Subject: WK312329 DC2204127

Environmental Health -
Noise/Odour/Light/Smoke

APPLICATION FOR PLANNING PERMISSION - DC/22/04127

Proposal: Planning Application - Change of use of land for highway vehicular access and hard standing including Deed of Easement. (Addition of 18 Eastern Way to the Site Address)

Location: Land To Front Of 16, 18, 20 And 22 Eastern Way , Elmswell , IP30 9DP

Thank you for re consulting me on this application.

I have no further comments to add to those I have already submitted.

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

Sent: 12 Sep 2022 11:54:30

To:

Cc:

Subject: FW: WK312010 DC2204127

Attachments:

From: Andy Rutson-Edwards <Andy.Rutson-Edwards@baberghmidsuffolk.gov.uk>

Sent: 12 September 2022 11:45

To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>; Helen Noble <Helen.Noble@baberghmidsuffolk.gov.uk>

Subject: WK312010 DC2204127

Environmental Health -
Noise/Odour/Light/Smoke

APPLICATION FOR PLANNING PERMISSION - DC/22/04127

Proposal: Planning Application - Change of use of land for highway vehicular access and hard standing including Deed of Easement

Location: Land To Front Of 16, 20 And 22 Eastern Way , Elmswell , IP30 9DP

Thank you for consulting me on this application.

I have no objections in principle. However, due to the potential of noisy work effecting the nearby amenity I would ask that the hours of work are restricted to 0800-1800- Monday to Friday, 0900-1300 Saturdays only, with no work on public/bank holidays or Sundays.

Andy

Andy Rutson-Edwards, MCIEH AMIOA

Senior Environmental Protection Officer

Babergh and Mid Suffolk District Council - Working Together

Tel: 01449 724727

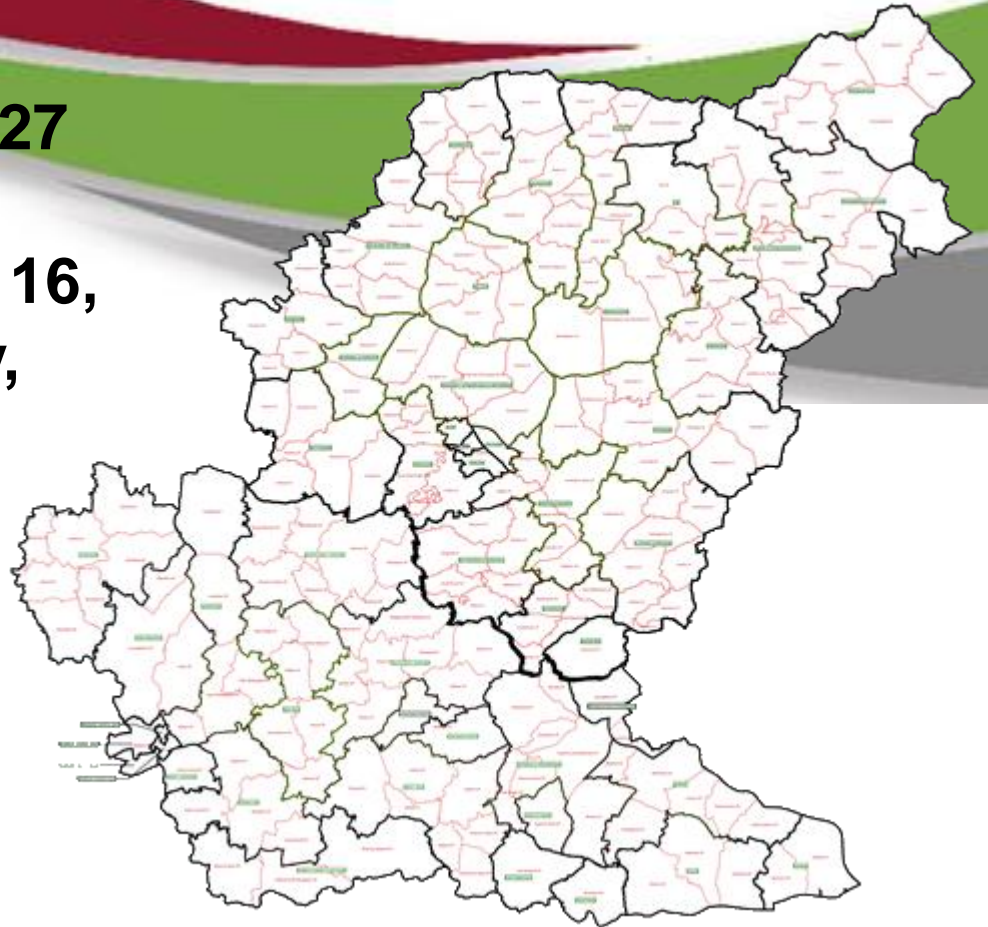
Email andy.rutson-edwards@baberghmidsuffolk.gov.uk

www.babergh.gov.uk www.midsuffolk.gov.uk

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Application No: DC/22/04127

**Address: Land To Front Of 16,
18, 20 And 22 Eastern Way,
Elmswell**

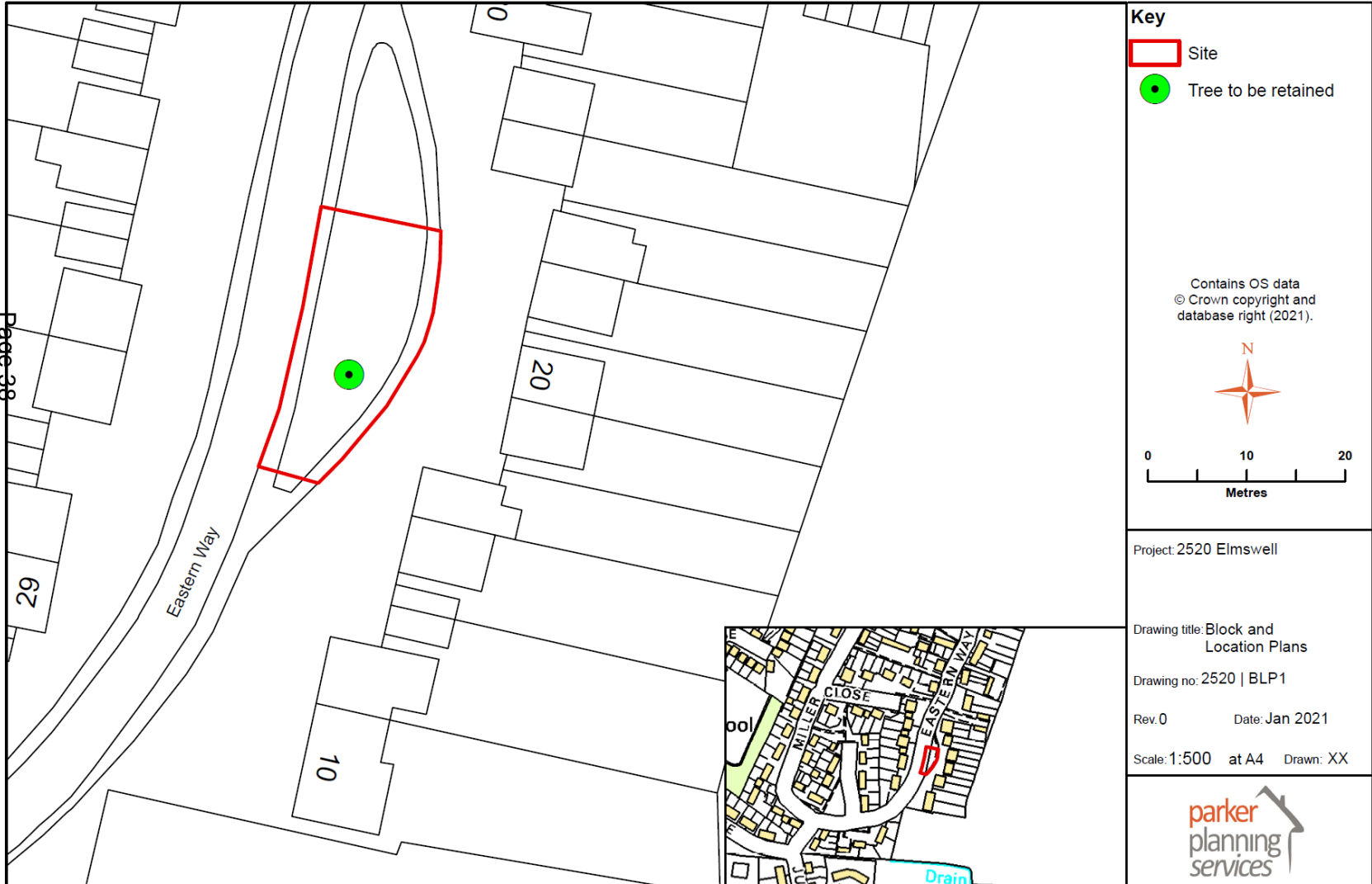




Aerial Map – wider view

Slide 3






Key

- Site
- Tree to be retained

Contains OS data
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database right (2021).



0 10 20
Metres

Project: 2520 Elmswell

Drawing title: Block and Location Plans

Drawing no: 2520 | BLP1


Rev. 0 Date: Jan 2021

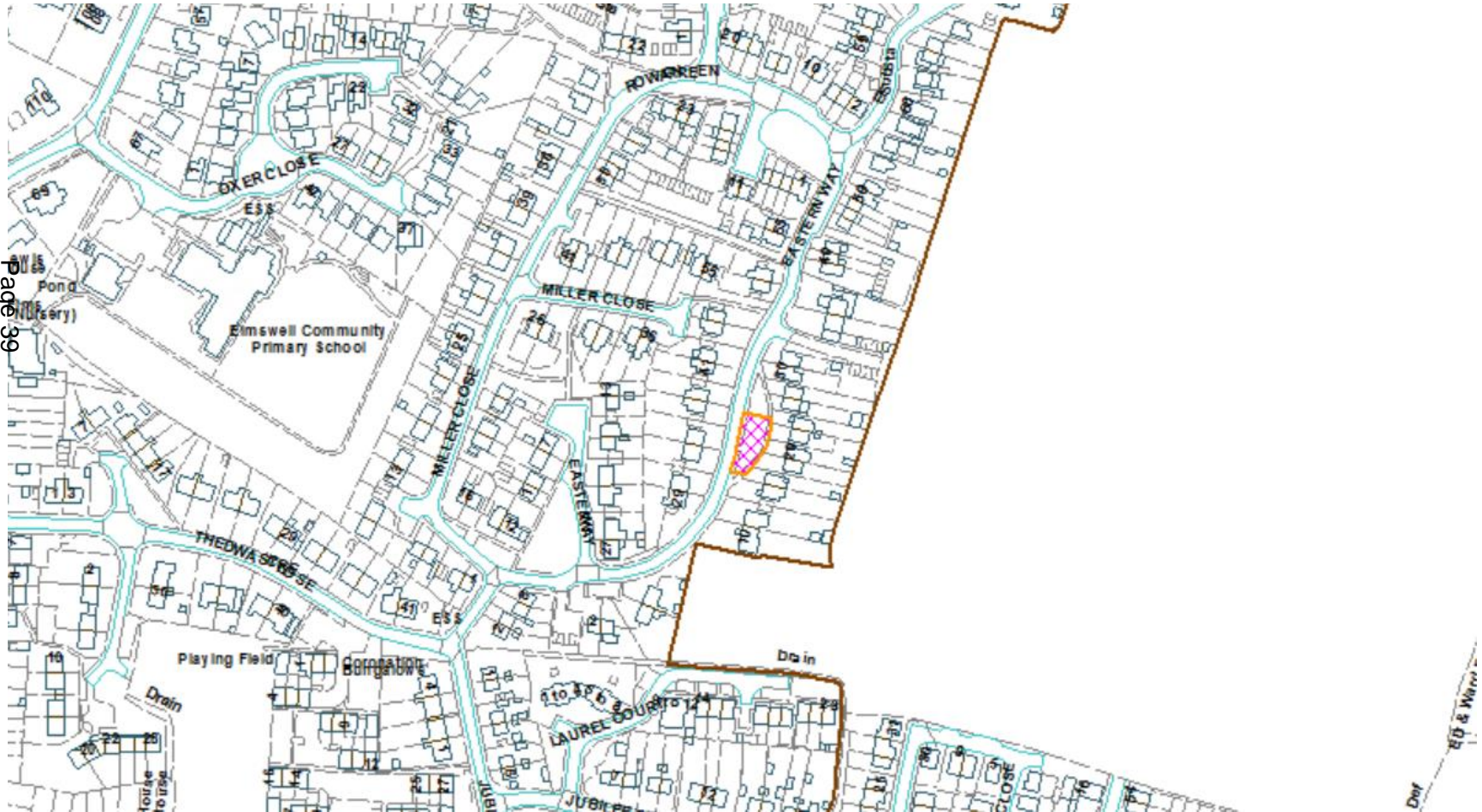
Scale: 1:500 at A4 Drawn: XX



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Constraints Map

 Built Up Area Boundaries





Page 40



50m Scale Bar with 10m graduations

- Geo-reinforced grass
- Dropped Kerb pavement area
- Drop Kerb and edging
- Viewsplays to footpath 2m x 2m
- Viewsplays to Highway 4.3m x 2.4m

Notes on Sheets:
 This drawing must not be reissued, loaned or copied without the written consent of Parker Planning Services Ltd. (The originator)

All errors, omissions, discrepancies and deviations should be reported to the originator immediately.

All dimensions to be checked before site fabrication by the contractor, their sub-contractor or supplier

Rev.	Date	Description

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Norfolk/Suffolk/Essex/Cambridge/Lincolnshire.

Project Name:
 16-22 Eastern Way, Elmswell, Suffolk, IP30 9DP

Drawing Title:
 Viewsplay, Number 16-18 Eastern Way, Elmswell, Suffolk

Drawing Number: PPS21-2520-VP16

Project Number: 2021-2520

Client: Michael Seeley

Drawn by: KH	Sheet: 1 of 1
Date: 10/2022	Scale: 1:500 © A3

Email: contact@parkerplanningservices.co.uk



Page 41

Notes on Sheets:
 This drawing must not be reissued, loaned or copied without the written consent of Parker Planning Services Ltd. (The originator)
 All errors, omissions, discrepancies and deviations should be reported to the originator immediately.
 All dimensions to be checked before site fabrication by the contractor, their sub-contractor or supplier

Rev.	Date	Description
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		©Parker Planning Services Ltd. This Drawing may not be reproduced in any form without prior agreement.



Norfolk/Suffolk/Essex/Cambridge/Lincolnshire.

Project Name:
 16-22 Eastern Way, Elmswell,
 Suffolk, IP30 9DP

Drawing Title:
 Viewsplay, Number 20-22 Eastern
 Way, Elmswell, Suffolk

Drawing Number: PPS21-2520-VP22

Project Number: 2021-2520

Client: Michael Seeley

Drawn by: KH **Sheet:** 1 of 1

Date: 10/2022 **Scale:** 1:500 @ A3

Email: contact@parkerplanningservices.co.uk



Agenda Item 7b

Committee Report

Item No: 7B

Reference: DC/22/00416

Case Officer: Alex Scott

Ward: Palgrave.

Ward Member/s: Cllr David Burn.

RECOMMENDATION – GRANT OUTLINE PLANNING PERMISSION WITH CONDITIONS

Description of Development

Application for Outline Planning Permission (All matters reserved) - Erection of petrol and electric charging facility with associated shop; roadside restaurant with drive through facility; E(g) (formerly B1) and B8 starter units; HGV lorry parking facility for rest area and drivers' facilities as a phased development.

Location

Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Expiry Date: 02/09/2022

Application Type: OUT - Outline Planning Application

Development Type: Major Small Scale – Services/Retail/Offices/Storage/Distribution/Light Industrial

Applicant: R H Developments (East Anglia Ltd)

Agent: Mr Clive Tanner

Parish: Brome And Oakley Thrandeston

Site Area: 6.163 ha

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

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

Has the application been subject to Pre-Application Advice: Yes - DC/21/03069 - Dated: 12th July 2021.

PART ONE – REASON FOR REFERENCE TO COMMITTEE

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

The proposal is for the erection of industrial buildings with a gross floor space exceeding 3,750 square metres.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

National Policies and Guidance

NPPF - National Planning Policy Framework
NPPG - National Planning Policy Guidance

Mid Suffolk Core Strategy Focused Review (2012)

FC1 - Presumption in favour of sustainable development
FC1.1 - Mid Suffolk approach to delivering Sustainable Development
FC3 - Provision and distribution of Employment related Development

Mid Suffolk Core Strategy (2008)

CS1 - Settlement Hierarchy
CS2 - Development in the Countryside and Countryside Villages
CS3 - Reduce contributions to Climate Change
CS4 - Adapting to Climate Change
CS5 - Mid Suffolk's Environment
CS6 - Services and Infrastructure

Mid Suffolk Local Plan (1998) and Proposals Maps

GP1 - Design and layout of development
HB1 - Protection of Historic Buildings
HB14 - Ensuring archaeological remains are not destroyed
H16 - Protecting existing residential amenity
CL6 - Tree Preservation Orders
CL8 - Protecting wildlife habitats
E2 - Industrial and Commercial Development on Allocated Sites
E4 - Protecting existing industrial/commercial areas
E5 - Change of use within existing industrial/commercial areas
E10 - New industrial and commercial development in the countryside
E12 - General principles for location, design and layout of Industrial or Commercial premises
S12 - Retailing on Industrial Estates and Commercial Sites
T6 - Petrol Filling Stations and Other Road Side Services
T9 - Parking Standards
T10 - Highway considerations in development
RT12 - Footpaths and Bridleways
SC4 - Protection of Groundwater Supplies

Eye Airfield Development Framework (and Appendices) (2013)

Eye Airfield (Planning) Position Statement (2013)

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)

Brome and Oakley Parish Council - 18th February 2022

Support the application - However concerns raised with regards the accuracy of plans submitted and request consideration is given to the residents of Four Oaks Caravan Park in determination, adding any conditions which may mitigate impacts to residential amenity.

Thrandeston Parish Council - 9th and 18th March 2022

Objects to this application:

- Question if landowners have been consulted;
- Surface Water runoff and impact on neighbouring land;
- Suggestion is that drainage data is inaccurate and existing drains are of insufficient capacity to cope with increased surface water runoff from the Airfield;
- Photographic and Video evidence provided in relation to existing flooding of adjacent farmland, following heavy rain;
- Request that existing surface water runoff issues are addressed before the area to be used for this application is developed;
- The proposal would increase water flow into Thrandeston Beck, increasing flood risk in the area;
- Concern that proposal would result in increased surface water runoff and flood risk to land and property;
- Concern with regards increased traffic noise affecting nearby properties.

Eye Town Council - 18th February 2022

Concern with regards additional light pollution emanating from the development - Request that lighting levels and time in operation be considered as part of the MSDC evaluation.

National Consultee (Appendix 4)

Natural England - 21st February 2022

The proposal site lies within the Impact Risk Zone of: Gypsy Camp Meadows, Thrandeston Site of Special Scientific Interest (SSSI) - Advisory note, with regards discharge of surface water, ground water, and foul water provided.

The Environment Agency - 18th February; 8th April; 30th August; and 15th September 2022

- The site is underlain by secondary and principle aquifers;
- The site is located within a Groundwater Source Protection Zone (SPZ);
- The location of the site is considered to be of medium environmental sensitivity.

Holding objection on pollution of controlled water grounds:

- Insufficient information has been provided to demonstrate that risk of pollution to controlled waters is acceptable;
- The level of risk posed by the current proposal is unacceptable;
- The application fails to provide assurance that the risks of pollution are understood;
- There is no indication given as to whether tanks for the development would be below or above the ground;
- Any spills or leaks have the potential to derogate the nearby licenced abstractions;

Advice in overcoming current holding objection provided:

- A comprehensive and balanced opinions appraisal, comparing above and below ground storage, with appropriate mitigation measures to demonstrate the best available technique should be provided;
- EA Groundwater Protection Position Statements D1 to D4 need to be met;
- Underlying sensitive groundwater bodies, nearby abstractions and associated source protection zone, and peak seasonal depth to ground water at the site, need to be considered;
- Detailed assessment of groundwater levels required, including seasonal fluctuations and different strata;
- Groundwater should be significantly deeper than any underground tanks proposed - above ground tanks are, however, preferred;
- Unlined lagoons taking runoff, including runoff from the forecourt, would not be considered acceptable;
- List of reference documents provided, for the attention of the applicant.

Officer Note: The holding objection remains in place - please see paragraph 13.5 and recommendation.

Anglian Water - 28th March 2022

Have no comments to make - There is no connection to the Anglian Water sewers.

Historic England - 3rd February 2022

Do not wish to offer any comments - Suggest the LPA seek the views of their specialist conservation and archaeological advisers, as relevant.

National Highways - 3rd February 2022

Offer no objection - The site is some way from the Strategic Road Network, given its scale and location it is unlikely to have a severe impact upon the Strategic Road Network. Suffolk County Council should be consulted as local highway authority.

County Council Responses (Appendix 5)

SCC - Highways - 31st March and 5th July 2022

- Accept that the level of impact and scale of the proposal does not warrant improvement to the roundabout, in order to make the proposal acceptable to the Highway Authority;
- A Section 106 contribution is required towards pedestrian and cycle improvements between the site location and Eye, in order to encourage sustainable travel to the site and reduce the impact upon the highway network;
- It is noted that information regarding the extinguishment of Footpath 8 (that was previously potentially obstructed by the proposal) has since been provided by SCC Public Rights Of Way team;
- Conditions relating to: Access details; Turning and parking (including cycle and EV) details; Means to prevent surface water discharge on to the highway; Refuse and recycle bin areas; provision carriageways and footways serving buildings to be provided prior to occupation; Lighting levels not to exceed 1 Lux at ground level at highway boundary; Construction Management Plan.

SCC - Travel Plan Officer - 2nd February 2022

No comment to make as the development does not meet the threshold of requiring a Travel Plan in accordance with the Suffolk Travel Plan Guidance.

SCC - Public Rights of Way - 17th February and 3rd March 2022

No objection to this application with regard to Brome Public Footpath 8 - Standing advice provided.

SCC - Lead Local Flood Authority - 13th April 2022

Recommend approval of this application, subject to conditions.

SCC - Archaeology - 9th February 2022

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 NPPF Paragraph 205, 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.

SCC - Fire and Rescue - 9th February 2022

Recommend that fire hydrants be installed within this development on a suitable route for laying hose, i.e. avoiding obstructions. However, it is not possible, at this time, to determine the number of fire hydrants required for fire fighting purposes. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies - Recommend that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision of an automatic fire sprinkler system.

SCC - Developer Contributions - 8th February 2022

S106 contribution requirements - As required by SCC-Highways.

Internal Consultee Responses (Appendix 6)

MSDC - Heritage Team - 3rd February 2022

The Heritage Team does not intend to provide comments on the application.

MSDC - Ecology Consultants - Place Services - 9th and 23rd March 2022

No objection subject to securing biodiversity mitigation and enhancement measures.

MSDC - Environmental Protection - Land Contamination - 15th February 2022

No objection to the proposed development from the perspective of land contamination - Request that the LPA are contacted in the event of unexpected ground conditions being encountered during construction and that the advised minimum precautions are undertaken until such time as the LPA responds to the notification - Advise that the developer is made aware that the responsibility for the safe development of the site lies with them.

MSDC - Environmental Protection - Air Quality - 9th February 2022

No objections with regard to air quality - Recommend the applicant contacts the Environmental Protection Team to discuss applying for an Environmental Permit for the petrol filling station.

MSDC - Environmental Protection - Sustainability - 23rd February 2022

No objection subject to imposition of a condition requiring a scheme for the provision and implementation of water, energy and resource efficiency measures for the lifetime of the development.

MSDC - Environmental Protection - Noise, Light, Odour, Smoke (Other) - 25th March 2022

No objection subject to imposition of: Noise assessment; Lighting Scheme; Construction Hours; Prohibition of burning; Dust control; Acoustic Screening; Construction Management Plan, Conditions.

Other Consultee Responses (Appendix 7)

Ramblers - Bury Group - 3rd February 2022

We have no objection to this planning application as construction of new footpaths has already been provided.

B: Representations

At the time of writing this report at least 20 letters/emails/online comments have been received. It is the officer opinion that this represents 19 objections, 1 support and 0 general comment. A verbal update shall be provided as necessary.

Views are summarised below:-

Objections

- Proposal is not in the right location - it is in rural Suffolk;

- Proposal could negatively affect local businesses;
- Concerns that proposed plans are inaccurate - Proposed plans do not show nearby residential homes at Four Oaks Park Caravan Site;
- Proposal will impact neighbouring amenity: Noise; Light; Disturbance; Vibration; Odour; Fumes;
- Concerns with regards Shipping Containers stored on part of the site;
- Proposal will affect traffic flow;
- Proposal will be detrimental to the Environment;
- Proposal will increase anti-social behaviour;
- Proposal will increase light pollution;
- The proposal would increase flooding to nearby Farmland and rivers - There are reportedly existing problems.

Support

- Proposed Lorry Park would benefit the area and would reduce HGVs currently parked in lay-bys on a nightly basis;
- Proposed food outlets would also benefit the area, where there are none existing;
- Support proposed EV charging as this will be in more demand in the future;
- Site is already an industrial area;
- Should noise, light and air pollution matters be addressed - Support proposed development.

(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

MSDC DC/19/00074 & SCC REF: SCC/0110/18MS	REF: Regulation 3 Planning Application (Application on behalf of Suffolk County Council) – Eye Airfield junction improvements incorporating a link road into the A140 and B1077. Including 2 new roundabouts, road improvement measures and associated works.	DECISION: Planning Permission Granted: 30.04.2019
REF: 3856/11	Use of land for siting storage container	DECISION: GTD 16.12.2011
REF: 0810/11	Erection of 1 electricity substation, 2 electrical enclosures and temporary construction compound. Construction of access track.	DECISION: GTD 27.05.2011
REF: 0852/10	Use of land for the display of motor vehicles for sale, erection of vehicle retail showroom, construction of raised display platforms and parking areas.	DECISION: REF 02.07.2010
REF: 0881/09	Erection of 70m high anemometry mast for temporary period of 2 years.	DECISION: GTD 08.05.2009
REF: 2193/09/EQ	PRE-APP : LORRY PARKING, FILLING STATION, CAFE, CAR SHOWROOM	DECISION: REC 2009

PART THREE – ASSESSMENT OF APPLICATION

1. The Site and Surroundings

- 1.1. The site extends to approximately 6.163 hectares and is located at the far north-west corner of the Eye Airfield site, to the north-east of the existing access to the A140, and to the south of the new northern A140 roundabout and B1077 link road.
- 1.2. The existing distributor road runs down the approximate centre of the site, from north-east to south-west. The southeast portion of the site comprises an existing area of hardstanding observed to presently being used for the storage of hardcore, aggregate, rubble and timber. The northwest portion of the site is currently undeveloped grassland, comprising 5 no. significant trees, believed to be protected by a Tree Preservation Order, to the south-west, adjacent to the Airfield's existing junction access to the A140.
- 1.3. The site has the benefit of potential direct access via the new Eye Airfield A140 northern roundabout, via a junction arm already constructed but not yet in use.
- 1.4. The site affects the setting of a public right of way (Brome Public Footpath 8), to the north of the site, which runs adjacent to the B1077, and which crosses the A140, to the north-west.
- 1.5. The site lies in proximity to a major Gas Compressor installation and associated High Pressure Gas Mains, the closest proximity of which lie approximately 700 metres to the south-east of the site.
- 1.6. The site affects the setting of 3 no. Grade II listed buildings: Stone Cottage; 30 and 32 Eye Road; and Mill House, all of which front the B1077 'Eye Road', the closest of which lies approximately 250 metres to the north-east of the site.
- 1.7. The site is considered to have archaeological potential, with Iron Age, Roman and Medieval finds being recorded within the vicinity.

2. The Proposal

- 2.1. The proposal seeks outline planning permission, with all matters reserved, for the erection of: a petrol station and electric charging facility, with associated shop; a roadside restaurant with drive through facility; approximately 24 no. business starter units (land use classes: E(g) (formerly B1) and B8); and provision of an HGV lorry parking facility and rest area for HGV drivers. The proposal is to deliver the development in 4 no. phases.
- 2.2. Whilst matters relating to access are presently reserved, indicative information provided shows the individual aspects accessing onto the existing distributor road, and then to the A140 highway via the existing roundabout junction arm, to the west of the site.

3. The Principle of Development

Development Plan

- 3.1. The current development plan identifies Eye Airfield as an allocated Employment Site, with potential for delivery of approximately 80 no. new jobs within the plan period. Development Plan Policy FC3 identifies that B1 (now Class E(g)), B2 and B8 land uses will be prioritised at Eye Airfield generally. The policy also provides that other commercial uses may be permitted where there is no sequentially preferable site available.
- 3.2. Development Plan Policy CS2 provides that in the countryside new-build employment generating proposals, where there is a strategic, environmental or operational justification, will generally be accepted.
- 3.3. Saved development plan policy T6 provides the Council's current policy with regards Petrol Filling Stations and other Road Side Services and provides the following criteria:
 - Filling Stations should be well related to existing built up areas and the primary route network;
 - Other roadside services such as restaurants, motels, or parking areas (including provision for HGVs) should be sited adjacent to petrol filling stations;
 - There should be no significant loss of residential or environmental amenity;
 - There should be no adverse effect on the surrounding landscape and wildlife features;
 - There should be no adverse effect on potable water supply sources;
 - Landscaping schemes should retain existing landscape features such as trees and hedgerows and if necessary include screening or mounding;
 - Such schemes will not be permitted in open countryside.

Eye Neighbourhood Plan

- 3.4. It should be noted that the site does not lie within the Eye Neighbourhood Development Plan Area. This plan and the policies therein are not, therefore, directly relevant to the proposal site and proposed development.

Eye Airfield Development Framework

- 3.5. The Eye Airfield Development Framework SPD (2013) indicative masterplan identifies the site of the proposed Lorry Park and Business Starter Units within indicative business zones, however the site of the proposed Petrol Station, Associated Shop and the Restaurant are within a zone indicated as a buffer to the A140 and new enhanced structural landscaping. It is worth noting, however, that the dynamic of the indicative masterplan has changed significantly in the area of the proposed site since its inception due to the amended location of the proposed link road between the A140 and B1077 and the inclusion of a roundabout on part of the land indicated for structural landscaping on the Masterplan. Further deviation to the indicative plan in this location is not, therefore, considered, to be significant should the proposed development be structurally landscaped sufficiently, be deemed sustainably beneficial, and accord with the policies of the development plan, having had regard to the NPPF as a material consideration.

Gas Compressor and National High Pressure Gas Main

- 3.6. The gas compressor site, at the centre of the former Eye Airfield, and the associated high pressure gas pipelines, which extend away to the south-west and north-east of the compressor, represent hazards to development, and with limits imposed by the Health and Safety Executive

(HSE). It is also advised that an intermediate gas main runs from the south of the existing A140 access to land just north of the gas compressor station.

- 3.7. There is a constraint to the amount of people who can use sites located on parts of the Airfield due to the gas compressor station and the HSE imposes zones within defined distances from the compressor station and high pressure gas pipelines across the Airfield. The HSE zones are set out at appendix 2 of the Eye Airfield Development Framework and identify that the proposal site lies within the area which the HSE do not advise against any workplace development or any residential developments.
- 3.8. Whilst such issues are outside of the planning remit it is advised that putting fuel storage near a gas pipeline could result in an increased safety risk for the area. It is considered that this issue is a matter that the HSE would provide final comment on, when such details become available, at a reserved matters stage. There is no indication given by consultees that the application is unacceptable in principle, on the basis of information currently received, in the absence of such detailed information.

Environment Agency Considerations

- 3.9. The Environment Agency (EA) have been consulted on the application and have advised that the site is located within a Groundwater Source Protection Zone (SPZ) and is underlain by secondary and principle aquifers. Consequently the EA advise that the location of the site is considered to be of medium environmental sensitivity.
- 3.10. The EA have raised a holding objection to the application, as currently submitted on pollution of controlled water grounds. The EA raise concern that any spills or leaks have the potential to derogate the nearby licenced abstractions.
- 3.11. The EA consider insufficient information has been provided to demonstrate that risk of pollution to controlled waters is acceptable and that the applicant has failed to provide assurance that the risks of pollution are understood. The EA have requested information as to whether tanks for the development would be below or above the ground.
- 3.12. Overall the EA consider the level of risk posed by the current proposal is unacceptable.
- 3.13. The EA have advised that the following, in overcoming their current holding objection:
 - A comprehensive and balanced opinions appraisal, comparing above and below ground storage, with appropriate mitigation measures to demonstrate the best available technique should be provided;
 - EA Groundwater Protection Position Statements D1 to D4 need to be met;
 - Underlying sensitive groundwater bodies, nearby abstractions and associated source protection zone, and peak seasonal depth to ground water at the site, need to be considered;
 - Detailed assessment of groundwater levels required, including seasonal fluctuations and different strata;
 - Groundwater should be significantly deeper than any underground tanks proposed - above ground tanks are, however, preferred;

- Unlined lagoons taking runoff, including runoff from the forecourt, would not be considered acceptable;
- 3.14. The EA have also provided a list of reference documents, for the attention of the applicant, in consideration of provision of the further information requested.
- 3.15. Whilst the EA maintain a holding objection on the basis of the information currently provided by the applicant, your officers do not consider this to represent an in principle reason for refusal and further negotiation with the applicant, in accordance with the advice given by the EA, is considered have the potential to overcome the current holding objection, subject to receipt of further information, as advised. Your officers' recommendation, therefore, includes to delegate to the Chief Planning Officer to address the issues raised by the EA prior to the issue of a formal decision notice.

Conclusion - Principle of proposed development

- 3.16. The current development plan is considered to support the principle of such proposals on the site.
- 3.17. In applying the sequential approach, required by plan policy FC3 it is considered that there is no sequentially preferable site available for the proposed development in the area, being located at an existing industrial area, adjacent to the principle highway in the area, and adjacent to an existing highway node (the roundabout) with existing access/egress available to that node (the existing access/egress junction 'arm' off the roundabout).
- 3.18. Furthermore, for the above reasons, it is considered there is strategic, environmental and operational justification for the proposed new build employment generating proposals, in the countryside, in accordance with the requirements of plan policy CS2.
- 3.19. The Eye Airfield Development Framework SPD is also in support of the Lorry Park and Business Starter Units element of the application, within indicative business zones business zones.
- 3.20. The proposed Petrol Filling, and Electric Charging, Station and Drive Through Restaurant element of the application, although located outside of the business zones, as identified by the Eye Airfield Development Framework SPD is considered to be in conformity with development plan policies FC3, CS2 and T6 together. Significant deviations from the indicative SPD masterplan have also already been carried out, by way of the amended location of the new B1077 link road and introduction of a new roundabout. Further deviation from this indicative masterplan is not, therefore, considered unacceptable in principle, should the site be appropriately structurally landscaped, as is currently indicated in the masterplan.
- 3.21. The site also lies a sufficient distance from the existing Gas Compressor Site and High Pressure Gas Mains, in a location where the HSE do not advise against any workplace development. Whilst the HSE have been formally consulted on the application they have declined to comment on the overall principle. Notwithstanding this, there is nothing to suggest, at this outline stage that the proposed development would be considered unacceptable in principle, by reason of its proximity to these existing safety hazards.

3.22. Overall your officers do not raise objection to the proposed development on a point of principle, subject to acceptability in terms of other material planning considerations. Those considered most relevant to the proposal are set out below:

4. Design, Layout, Access and Landscape

- 4.1. Whilst no significant objection is raised with regards the indicative layout provided and the general location of the various aspects of the development, the proposals will ultimately need to be of an appropriate siting, scale, form and design so as to appropriately blend with the character of existing adjacent development and respect the character and quality of the existing landscape.
- 4.2. The final approved layout would be expected to be acceptable in term of SCC Highways access, highway visibility and on-site parking and manoeuvring requirements, and should not create significant distraction to highway users.
- 4.3. Furthermore, the final approved layout would be expected to include sufficient surface water treatment and drainage infrastructure, as required by the Lead Local Flood Authority, at Suffolk County Council.
- 4.4. The final development will also be expected to be appropriately structurally landscaped and should afford suitable protection for the existing landscape features, most importantly the 5 no. significant trees on the site.
- 4.5. Further consideration of these matters of detail would be required at a reserved matters stage, when such matters are available.

5. Heritage Assets

- 5.1. The site affects the landscape setting of 3 no. listed buildings within the vicinity of the site at: Stone Cottage; 30 and 32 Eye Road; and Mill House, all fronting the B1077 'Eye Road', to the north-east of the proposal site.
- 5.2. A Heritage Statement has been provided with the application, providing an understanding of the Heritage Assets affected and setting out how the proposal would conserve their setting and significance.
- 5.4. Historic England and your Heritage officers have been consulted on the application, however, both have declined to comment.
- 5.5. It is the consideration of your planning officers that, should the application site be appropriately landscaped and screened, and should lighting of the site be suitably controlled by way of condition, then the proposal would not likely result in a significant negative impact on the setting and significance of the heritage assets identified.

6. Archaeology

- 6.1. SCC Archaeology have been consulted on the application proposal and have advised that the site lies in an area of archaeological potential recorded on the County Historic Environment Record (HER).

- 6.2. SCC Archaeology advise that an archaeological investigation on the roundabout adjacent the proposal identified an early Roman rectilinear enclosure (HER ref no. BRM 134) which extended towards the A140 which follows the line of a Roman road (BRM 011). As a result, they advise there is high potential for the discovery of below-ground heritage assets of archaeological importance within the area, and groundworks associated with the proposed development have the potential to damage or destroy any archaeological remains which exist.
- 6.3. SCC Archaeology advise that 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 NPPF paragraph 205, they advise that any permission granted should be subject to planning condition(s) to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

7. Highways, Access and Parking

- 7.1. SCC Highways have been formally consulted on the application proposal and, following receipt of further technical information from the applicant, accept that the level of impact and scale of the proposal does not warrant improvement to the existing roundabout, in order to make the proposal acceptable to the local highway authority.
- 7.2. SCC Highways advise that any approval should be subject to a Section 106 contribution towards pedestrian and cycle improvements between the site location and Eye, in order to encourage sustainable travel to the site and reduce the impact upon the highway network.
- 7.3. SCC Highways and SCC Public Rights of Way note information provided regarding the prior extinguishment of Brome Public Footpath 8, which is not considered to be a significant constraint on the current development proposal.
- 7.4. SCC Highways recommend that any approval is subject to conditions relating to: Access details; Turning and parking (including cycle and EV) details; Means to prevent surface water discharge on to the highway; Refuse and recycle bin areas; Provision carriageways and footways serving buildings to be provided prior to occupation; Lighting levels not to exceed 1 Lux at ground level at highway boundary; and Construction Management Plan.
- 7.5. In terms of assessment against current planning policy, your officers advise that the development would provide opportunities for access via the existing adjacent roundabout off the main A140 highway, would not likely result in an unacceptable impact on highway safety and has the potential to provide safe and suitable access to the site for all users, subject to further details, to be agreed by way of conditions. It is also considered that any significant effects on the transport network can be cost effectively mitigated to an acceptable degree and that the development would also ensure that opportunities are taken to promote sustainable transport modes.

8. Ecology

- 8.1. Natural England have been consulted on the application proposal and have advised that the proposed development triggers the Impact Risk Zone of Gypsy Camp Meadows, Thrandeston Site of Special Scientific Interest (SSSI).
- 8.2. The applicant has provided ecology reports in support of the application, relating to the likely impacts of development on designated sites, protected and priority species & habitats.

- 8.3. Both the comments raised by Natural England and the ecology reports provided by the application have been assessed by the Council's Ecology consultants at Place Services, who have advised that they are satisfied that there is sufficient ecological information available for determination of the application.
- 8.4. Your consultants advise that the information submitted by the applicant 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.
- 8.5. Your consultants advise that the mitigation measures identified in the Preliminary Ecological Appraisal (Liz Lord Ecology Ltd, February 2022), should still be secured and implemented in full, by way of condition(s), being necessary to conserve protected and priority species.
- 8.6. In addition, it is highlighted that your consultants do not consider that adverse impacts will be caused on any of the lowland meadows associated with the Gypsy Camp Meadows, Thrandeston SSSI. This is because your consultants agree that the proposed development does not contain any impact pathways to this site via local topography or drainage. In addition, the proposed surface water lagoon will be situated over 2km from the designated site. As a result, your consultants are satisfied the proposals will not affect the favourable conservation status of this statutory designated site and that no additional measures are required.
- 8.7. Furthermore, your consultants recommend that the reasonable biodiversity enhancements should be implemented into the finalised design to secure measurable net gains for biodiversity, as outlined under Paragraph 174[d] of the National Planning Policy Framework 2021. The reasonable biodiversity enhancement measures outlined within the Ecological Impact Assessment should be implemented via a Biodiversity Enhancement Strategy and should be secured as a condition of any permission granted.
- 8.8. Your consultants advise that the imposition of such planning conditions will enable the LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006, and will minimise impacts such that the proposal would be acceptable based on BS42020:2013.

9. Flood Risk and Surface Water Disposal

- 9.1. The current application is supported by a site specific flood risk assessment and surface water drainage strategy, carried out by a suitably qualified company (Plandescil Consultant Engineers).
- 9.2. The final report and recommendations are considered to satisfactorily demonstrate that the proposed development is classified as 'less vulnerable' in flood risk terms, and is appropriate and sustainable with regards to flood risk.
- 9.3. SCC Lead Local Flood Authority (LLFA) have been consulted on the application proposal and, following negotiation and receipt of revised and further information from the applicant, resolved to recommend approval of this application on basis of the most recent proposals submitted, subject to conditions.
- 9.4. In assessing the proposal, your officers consider the surface water drainage scheme, as currently proposed would suitably manage surface water runoff from the proposed development and would not demonstrably result in significant increased flood risk on the site or elsewhere.

10. Land Contamination

- 10.1. The application site is considered to comprise potentially contaminated land, that of a former Airfield, with existing industrial land uses.
- 10.2. In addition elements of the proposed development, namely the proposed Petrol Station and Car Parks, and the proposed HGV Lorry Park, are considered to relate to potentially contaminating land uses.
- 10.3. As such a detailed geoenvironmental study and land contamination assessment been submitted in support of the application proposal.
- 10.4. Your environmental protection officers have assessed the land contamination assessment provided and are accepting of the principle of the proposed development on the site, subject to further intrusive land contamination investigation, and remediation, where necessary, being carried out prior to commencement. Such further investigation and remediation is recommended to be secured by way of condition.
- 10.5. The Environment Agency have reviewed the potential impacts relating to the proposed land uses and have commented, as addressed at paragraphs 3.9 to 3.15, above.

11. Impact on Residential Amenity

- 11.1. The nearest residential properties, at Four Oaks Mobile Home Park, are located approximately 70 metres to the north-east of the site. As such, the proposed development has potential to result in a significant impact on the amenities currently enjoyed by occupants of these properties, principally in relation to additional noise impact, artificial light spillage, and impact on existing air quality.
- 11.2. Your environmental protection officers have been consulted on the application proposal and have raised no objection to the principle of the proposed development with regards potential impact on residential amenity, subject to: Noise assessment; Lighting Scheme; Construction Hours; Prohibition of burning; Dust control; Acoustic Screening and Construction Management conditions being imposed by way of condition.
- 11.3. Subject to approved mitigation measures, therefore, the proposal is not considered to result in significant additional impacts on the amenities of nearby properties, to the extent that refusal of permission should be considered, for these reasons.

12. Parish Council Comments

- 12.1. It is considered that the matters raised by the Parish Councils and Town Council have been addressed in the above report.

PART FOUR – CONCLUSION

13. Planning Balance and Conclusion

- 13.1 The broad principle of the proposed development is considered to be consistent with the provisions of development plan policies CS2 and T6, having had regard to the proposed location of development, within a former industrial area, adjacent to existing industrial land uses and the existing highway network.
- 13.2. The proposed development is not considered to result in a significant impact on the existing landscape character and quality of the locality, having had regard to the existing site location, within and adjacent to an established industrial area, adjacent to a principle highway and node, subject to agreed matters of layout and landscaping, to be secured by way of conditions
- 13.3. Having considered the Transport Assessment provided by the applicant, and the advice provided by the local highway authority, the proposal is not considered to result in a significantly detrimental impact on the existing highway network, and is not considered to result in a severe impact on existing highway safety from a point of principle. No objection to the current outline application is, therefore, raised with regards highway safety and the site is considered to have potential to provide safe and suitable access, and an acceptable amount of on-site turning and parking, subject to approval of details to be secured by way of condition.
- 13.4. The proposal site is not considered to be at significant risk of flooding and the application is considered to propose suitable sustainable surface water drainage that would not significantly increase flood risk on the site or elsewhere, consistent with the requirements of development plan and section 14 of the NPPF.
- 13.5. The proposal site is not considered to result in a significant risk to future users of the development with regards land contamination and, subject to agreed details, as required by the Environment Agency, the proposed potentially contaminating land use (Petrol Filling Station, Car Parks and HGV Lorry Park) would not result in a significant impact on the existing land and water environment in the locality.
- 13.6. Should mitigation and enhancement measures be implemented, as proposed and secured by way of condition, the development proposal would not result in a significant impact on protected and priority species and their habitats.
- 13.7. Having considered the proposed siting and scale of the development in relation to existing neighbouring residential properties in the site vicinity, the existing impacts of adjacent developments, and subject to conditions as suggested by your environmental protection officers, the proposed development is not considered to result in a significant additional impact on the amenities currently enjoyed by occupants of nearby residential properties, to the extent that refusal of permission should be considered on a point of principle.
- 13.8. The proposal is considered to deliver significant economic benefits, in terms of expected job creation, and social benefits, in terms of providing additional services and facilities for local persons and employees, as well as the wider population. Whilst the proposal would result in a

level of environmental harm in landscape, heritage asset setting, and highway convenience terms, it is considered that such impacts can be successfully mitigated to acceptable levels, by way of design and the imposition of planning conditions. As such the overall resultant level of harm is considered to be outweighed by the economic and social benefits of the proposal, in planning terms.

- 13.9. Overall the proposal is considered to represent sustainable development, having had regard to the provisions of the current adopted development plan and the provisions of the NPPF, taken as a whole.

RECOMMENDATION

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

- A financial contribution (of £75,000) towards pedestrian and cycle improvements between the site location and Eye, in order to encourage sustainable travel to the site and reduce the impact upon the highway network.

(2) That authority be delegated to the Chief Planning Officer to APPROVE Outline Planning Permission, subject to satisfactory resolution of pollution of controlled waters issues, as raised by the Environment Agency, upon completion of the legal agreement and subject to conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:

- Standard time limit for submission of reserved matters and commencement (3yrs for submission of reserved matters application and commencement within 2 years of approval of reserved matters);
- Reserved Matters to be approved prior to commencement;
- Approved Plans and Documents (Plans and Documents submitted that form this application);
- Those required by SCC- Archaeology;
- Those required by SCC-Lead Local Flood Authority (LLFA);
- Those required by the Environment Agency (EA);
- Those required by Place Services - Ecology;
- Sustainability Measures to be approved prior to commencement;
- Highways - Access details;
- Highways - Manoeuvring and Parking (including Cycle Storage and EV charging);
- Highways - Surface water discharge prevention details;
- Highways - Bin storage and collection areas;
- Highways - Carriageways and footways to be provided;
- Highways - Lighting levels adjacent to highway boundary;
- Noise assessment;
- Lighting scheme and proposed hours of Illumination;
- Construction management plan;
- Construction hours;

- Prohibition of burning;
- ; Dust control;
- Acoustic screening;
- Fire hydrants.

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

- Pro active working statement
- SCC Highways notes
- Land Contamination note
- Protected Species note
- LLFA notes

(4) That in the event of the Planning obligations or requirements referred to in Resolution (1), and/or the resolution of pollution of controlled waters issues referred to in Resolution (2), above not being secured and/or not secured within 6 months that the Chief Planning Officer be authorised to refuse the application on appropriate ground(s).



Application No: DC/22/00416

Location: Land Adjacent North Roundabout,
A140 Ipswich Road, Brome (Part in the Parish
of Thrandeston, IP23 8AW

		Page No.
Appendix 1: Call In Request	No	
Appendix 2: Details of Previous Decision	NA.	
Appendix 3: Town/Parish Council/s	Brome and Oakley Parish Council Thrandeston Parish Council Eye Town Council	63 - 67
Appendix 4: National Consultee Responses	Natural England Environment Agency Anglian Water Historic England National Highways	68 – 90
Appendix 5: County Council Responses	SCC – Highways SCC - Travel Plan Officer SCC - Public Rights of Way SCC - Lead Local Flood Authority SCC - Archaeology SCC - Fire and Rescue	91 - 125



Babergh and Mid Suffolk District Councils



	SCC - Developer Contributions	
Appendix 6: Internal Consultee Responses	MSDC - Heritage Place Services - Ecology MSDC - Environmental protection - Land Contamination MSDC - Environmental protection - Air Quality MSDC - Environmental protection - Sustainability MSDC - Environmental protection - Noise/Odour/Light/Smoke	126 - 139
Appendix 7: Any other consultee responses	Ramblers - Bury Group 20 letters/emails/online comments received. 19 objections, 1 support and 0 general comment.	140
Appendix 8: Application Site Location Plan	Yes	
Appendix 9: Application Plans and Docs	Yes	
Appendix 10: Further information	N/a	

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



Babergh and Mid Suffolk District Councils

Consultee Comments for Planning Application DC/22/00416

Application Summary

Application Number: DC/22/00416

Address: Land Adjacent North Roundabout A140 Ipswich Road Brome Part In The Parish Of Thrandeston IP23 8AW

Proposal: Application for Outline Planning Permission. (All matters reserved) Erection of petrol and electric charging facility with associated shop, roadside restaurant with drive through facility, B1 and B8 starter units, HGV lorry parking facility for rest area and drivers' facilities as a phased development.

Case Officer: Alex Scott

Consultee Details

Name: Mrs Sarah Foote Brome and Oakley Parish Council

Address: Church Hill, Hoxne IP21 5AT

Email: Not Available

On Behalf Of: Brome And Oakley Parish Clerk

Comments

Brome and Oakley Parish Council considered this application at a meeting on 17 February 2022. It was agreed to recommend support for the application. However, the Parish Council is concerned with the errors on the plans, asks that these are corrected and due consideration is given to the residents of Four Oaks caravan park when determining this application and any conditions attached which may mitigate impacts to their residential amenity:

1. The site plan DOES NOT show Four Oaks residential caravan park which is in close proximity to the development. The park has been in operation for many years. It is presumed an historic map has been used for the site plan and this should be updated.
2. The compass position on the site plan and the phased construction plan do not match and therefore do not give a true indication of any prevailing winds. Again, this should be corrected to ensure that consideration is given for noise and smells which may be directed to the residential park.

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

From: Philip Freeman <clerk@thrandestonparishcouncil.org>

Sent: 09 March 2022 22:21

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

Subject: Re: MSDC Planning Consultation Request - DC/22/00416 - OUT

EXTERNAL EMAIL: Do not click any links or open attachments unless you trust the sender and know the content is safe. Click here

<https://suffolk.freshservice.com/support/solutions/articles/50000031829-email-banners-external-emails> for more information or help from Suffolk IT

I have submitted comments on the planning website but in adding photographs the comments were submitted before I had finished the Parish Council's comments. I have added them below and the photographs and video to ensure you have received them.

Thrandeston Parish Council's comments:

Thrandeston Parish Council has been contacted by landowners whose land is adjacent to this planning application. None of them have been notified and consulted and this has been the case with other applications for Eye Airfield. Their main cause of concern is the water run off and its impact on their land. The problem has been exacerbated by the work on the Drax sub station. Apparently, the drainage data is inaccurate and the drains are of insufficient capacity to cope with the increase in water from the Airfield as it is at present.

In the document prepared by Wilkinson Planning it states that there is no data from pluvial flood risk modelling therefore it cannot be taken into account. However, one landowner who has farmed close to the site for many years has seen a major increase in flooding on his land in recent years, see attached photographs and videos, following heavy rain.

This application was considered at the meeting of Thrandeston Parish Council on 9 March 2022 and the increase in runoff has been taken into account and the Parish Council objects to this application.

The increase in heavy periods of rain has exacerbated this problem and flooding has increased and is causing the farmers considerable difficulty during the period when crops are sown. The Parish Council believes the only option is not to allow this application unless the amount of run off following rainfall is reduced by at least 50% and this is before the area to be used for this application is concreted over.

From the flood risk assessment and drainage strategy it would appear that all additional surface water will be channeled into Thrandeston Beck with no holding features such as ponds being visible on any of the plans. The Beck is culverted under the railway line in a single location and it already cannot cope with the volume of water and speed of flow, leading to 30 acres of grazing and arable being flooded on a frequent basis. This development would significantly add to this problem affecting a greater area of land than is already. This problem has been getting significantly worse over the past 25 years at least, as the Eye Airfield has been developed. The local Internal Drainage Board manager is greatly

concerned about the huge increase in water going towards the Waveney. The IDB is also worried about flooding risk to the railway line at Thrandeston.

The attached photographs are a sample of the impact of flooding on the farmland to the west of the A140.

Regards,
Philip Freeman
Clerk to Thrandeston Parish Council.

On 02/02/2022 15:15, planningblue@baberghmidsuffolk.gov.uk wrote:

> Please find attached planning consultation request letter relating to
> planning application - DC/22/00416 - Land Adjacent North Roundabout ,
> A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

>
> Kind Regards

>
> Planning Support Team

>
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--

Philip Freeman
Clerk to Thrandeston Parish Council
Email: clerk@thrandestonparishcouncil.org
Phone: 07958 623897

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

Sent: 18 Mar 2022 09:51:40

To:

Cc:

Subject: FW: Planning DC/22/00416

Attachments:

Hi Philip

Firstly sincere apologies for missing the meeting on Wednesday.

Can we just say that we are concerned as to why we were not informed of this planning application as we are probably one of the nearest dwellings to this plan.

We would like to put on record our concerns regarding the planning application, see above.

Our main concerns are as follows:- the plan that shows the flow of the water is incorrect! Please can we ask for a site visit?

1) Extra water flow entering into our ditches as we are given to understand that the surface water will be released via culverts on Alan Whiting's land then into our ditches and ultimately through out listed moat! The moat, in some places, is only 2 mts away from our dwelling. We are already noticing the rise in water levels that pass through our ditches each year, thus causing the moat to rise as the water cannot get away quick enough. The plans that have been submitted are incorrect and we suggest this is looked into.

2) We are also worried about the extra light pollution, this has got so much worse over the last few years.

3) What, if anything, would be done to prevent the extra waste and discarded rubbish that will happen. Our ditches are often blocked by rubbish now and we can only see it getting much worse.

4) There will be extra noise and traffic especially with lorries involved, which will undoubtedly affect the neighbours.

Kindest regards Sue & Mo Wade

Goswold Hall

Thrandeston

Sorry Philip but I can't seem to be able to get MSDC Planning on line can you help? Forward it?

Many thanks 😊

Consultee Comments for Planning Application DC/22/00416

Application Summary

Application Number: DC/22/00416

Address: Land Adjacent North Roundabout A140 Ipswich Road Brome Part In The Parish Of Thrandeston IP23 8AW

Proposal: Application for Outline Planning Permission. (All matters reserved) Erection of petrol and electric charging facility with associated shop, roadside restaurant with drive through facility, B1 and B8 starter units, HGV lorry parking facility for rest area and drivers' facilities as a phased development.

Case Officer: Alex Scott

Consultee Details

Name: Mrs Michelle Salazar

Address: 1 Tacon Close, Eye, Suffolk IP23 7AU

Email: Not Available

On Behalf Of: Eye Town Clerk

Comments

This development is not within the parish of Eye but the Town Council considers that additional light pollution could emanate from the development. Eye Town Council requests that lighting levels and time in operation be considered as part of the MSDC evaluation.

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

Sent: 21 Feb 2022 11:29:26

To:

Cc:

Subject: FW: DC/22/00416 NE Response

Attachments: NE local planning advice - discharges of foul drainage. Updated April 2020 (3).PDF

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

Sent: 18 February 2022 15:12

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

Subject: DC/22/00416 NE Response



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

Dear Sir/madam,

Application ref: 382808

Our ref: DC/22/00416

Conservation of Habitats & Species Regulations 2017 (as amended)

Wildlife & Countryside Act 1981 (as amended)

Town and Country Planning (Development Management Procedure) (England) Order 2015

This application has triggered one or more Impact Risk Zones, (available on [Magic](#) and as a downloadable [dataset](#)) indicating that impacts to statutory designated nature conservation sites (European sites or Sites of Special Scientific Interest) are likely. The designates site which could be impacted by this proposal is:

Gypsy Camp Meadows, Thrandeston SSSI

Natural England's consultation response to this planning application is provided in the form of an advice note tailored for this type of development proposal (attached). We anticipate that this will contain sufficient guidance to enable you to make an informed decision regarding impacts to designated sites. If the planning application does not contain the necessary detail, we recommend that you request this from the applicant before reaching a decision.

May we respectfully remind you of your responsibilities to take into account the advice of Natural England under the above legislation, and your biodiversity duties under [s40 of the NERC Act 2006](#). We will monitor planning decisions made using these advice notes, and may contact you again to ensure outcomes are being delivered effectively. Should you have any queries about how to apply the guidance, please contact us again.

Natural England has not assessed this application for impacts on protected species. We have 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.

Please note that Natural England has only provided comments in relation to impacts on statutory designated nature conservation sites. This should not be taken to imply that there are no other more local impacts to biodiversity or other natural environment interests, and it is for the local planning authority to determine whether or not this application is consistent with national and local policies on the protection and enhancement of 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. Further guidance on when to consult Natural England on planning and development proposals is available on [gov.uk](#).

For any queries relating to the specific advice in this letter only please contact me using the contact details below. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours,

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

Tel: +447500 525673

Email: consultations@naturalengland.org.uk
www.gov.uk/natural-england



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](#)

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

From: planningblue@baberghmidsuffolk.gov.uk <planningblue@baberghmidsuffolk.gov.uk>
Sent: 02 February 2022 15:18
To: SM-NE-Consultations (NE) <consultations@naturalengland.org.uk>
Subject: MSDC Planning Consultation Request - DC/22/00416 - OUT

Please find attached planning consultation request letter relating to planning application - DC/22/00416 - Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Kind Regards

Planning Support Team

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NATURAL ENGLAND'S LOCAL PLANNING CONSULTATION ADVICE FOR

DISCHARGES TO GROUND OR SURFACE WATER

Natural England's initial screening of this planning application suggests that impacts to designated sites caused by foul drainage arrangements need to be considered by your authority (i.e. the relevant Impact Risk Zone has been triggered).

The assessment of impacts from small sewage discharges (SSD) of up to 5 cubic metres per day may be assessed by following the process outlined below. We therefore advise you to review the planning application under consideration, and apply the following generic advice, as appropriate.

Please note that this advice only applies to development proposals within Essex, Hertfordshire, Cambridgeshire, Bedfordshire, Northants, Norfolk and Suffolk.

Most foul water is removed from a development site by a mains sewer. If a house or business is within 30m of a mains sewer, the expectation is that this will form the foul drainage arrangement. If a mains sewer connection is not proposed, and the property is more than 30m away from the nearest sewer your sewage may go to one of the following small sewage options:

- a septic tank - an underground tank which is part of a sewage treatment system where the solids sink to the bottom and the liquid flows out and soaks through the ground
- a small sewage treatment plant (also known as a package treatment plant) - a part mechanical system that treats the liquid so it's clean enough to go into a river or stream
- a cesspool (also called a cesspit) - a sealed tank that collects the sewage but without treatment, stores the waste and requires regular emptying by a tanker
- a non-standard system, e.g. a reed bed or a trench arch system

Please refer to the decision tree at Annex A to assesses whether the discharge needs an Environmental Permit and a Habitats Regulation Assessment or SSSI Assessment.

Is the discharge to surface water?

If the discharge is to surface water such as a ditch, stream or intertidal area discharges must preferably not be in or within 500m¹ of a Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar site, biological Site of Special Scientific Interest (SSSI), designated bathing water, or protected shellfish water; 200m of an aquatic local nature reserve; 50m of a chalk river or aquatic local wildlife site. If within this distance you will need to apply to the Environment Agency for a permit, and associated assessment work. Furthermore, within this distance it should be regarded as likely to have a significant effect to the European site (SPA, SAC, Ramsar), and further assessment work should be requested of the applicant, to inform your Habitats Regulations Assessment (see below), or consideration of the SSSI, as appropriate.

The sewage must only be domestic. The discharge must be less than 5 cubic metres per day in volume. The discharge must not cause pollution of surface water or groundwater. The sewage must receive treatment from a sewage treatment plant. New discharges must not be within 30m of a public foul sewer. Discharges must be made to a watercourse that normally has flow throughout the year and must not be made to an enclosed lake or pond.

¹ The distances specified in this section are taken to be the length of watercourse, not as the crow flies.

Is the discharge to ground water?

If the discharge is to ground water through a soakaway or drainage field then discharges must not be in, or within 50m of an SAC, SPA, Ramsar site, or biological SSSI, and must not be within an Ancient Woodland. If within this distance the applicant will need to apply to the Environment Agency for a permit. You can find out where ancient woodlands are on the [Magic website](#). If within this distance, it should also be regarded as likely to have a significant effect to the European site (SPA, SAC, Ramsar), and further assessment work should be requested of the applicant to inform your Habitats Regulations Assessment (see below), or consideration of the SSSI, as appropriate.

The discharge must be less than 2 cubic metres in volume. The sewage must only be domestic. The discharge must not cause pollution of surface water or groundwater. The sewage must receive treatment from a septic tank and infiltration system (drainage field) or a sewage treatment plant and infiltration system.

Is the proposed discharge close to a protected site?

Natural England has published a set of mapped Impact Risk Zones (IRZs) for SSSIs. This GIS tool can be used to help consider whether a proposed development is likely to affect a SSSI. Please see [Magic](#) and the IRZ [dataset](#) which includes user guidance.

If the discharge location is within or in close proximity to a Special Area of Conservation, Special Protection Area or Ramsar then it will be necessary for the applicant to provide sufficient information for you as the Competent Authority to conduct a Habitats Regulation Assessment in accordance with their duties under the Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitats Regulations'). In considering the European site interest, Natural England advises that the competent authority under the provisions of the Habitats Regulations, should have regard for any potential impacts that a plan or project may have². The [Conservation objectives](#) for each European site explain how the site should be restored and/or maintained and may be helpful in assessing what, if any, potential impacts a plan or project may have.

Where foul water is discharged either to ground to clearly filter away from the site, or into a nearby watercourse to clearly flow away from the development its impact will not need to be assessed. If the treated water flows towards a Site of Special Scientific Interest (SSSI), the closer it discharges to the SSSI, the less time there is for it to be diluted before it reaches the site. Therefore, at greater distances from the SSSI, only those developments with a greater discharge volume are likely to have an impact. The sewage discharge thresholds are aligned with Environment Agency permitting.

What is the expected discharge volume?

It is necessary to ascertain whether the sewage discharge method proposed is appropriate and sufficient to handle the expected discharges throughout the year, including peak flows if use is occasional or seasonal. The expected discharge volume for proposed developments may be estimated using the daily discharge calculator for domestic properties which can be [found here](#).

As a general rule of thumb developments likely to fall below 5 cubic metres (5000 Litres) per day discharge include:

² Requirements are set out within regulations 63 and 64 of the Habitats Regulations, where a series of steps and tests are followed for plans or projects that could potentially affect a European site. The steps and tests set out within regulations 63 and 64 are commonly referred to as the 'Habitats Regulations Assessment' process.

In December 2012, Defra carried out a consultation on draft Core Guidance for developers, regulators & land/marine managers. This remains the most comprehensive guidance in relation to the implementation of the Habitats Regulations. This can be found on the Gov.uk website at the following page https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/82706/habitats-simplify-guide-draft-20121211.pdf

- Individual dwellings
- 5 homes of 4 bedroom or less
- 6 homes of 3 bedrooms or less
- 8 flats or small homes of 2 bedrooms or less

What information should be provided within the application for a HRA or SSSI assessment?

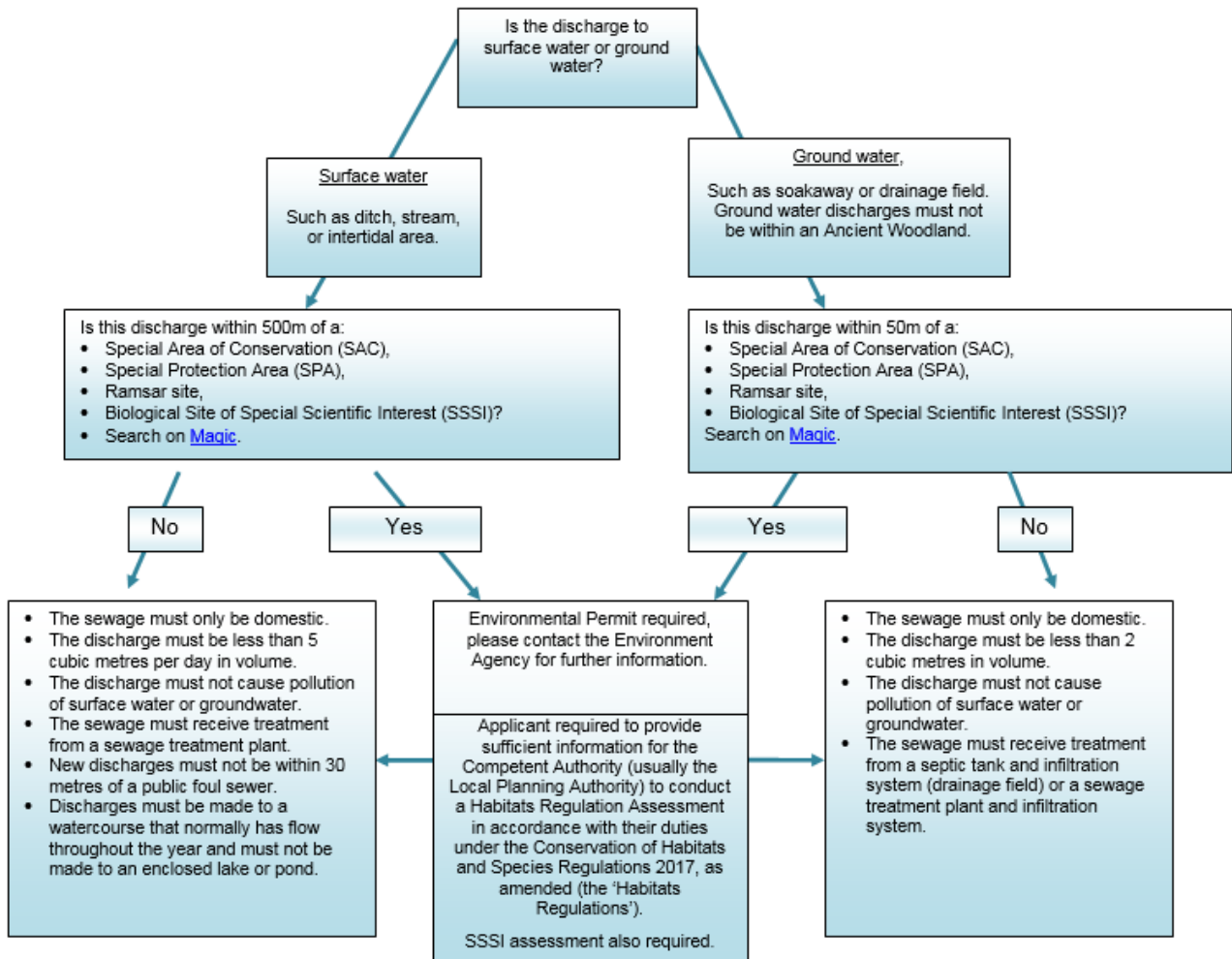
The information provided by the applicant should fulfil the requirements of the permits and general binding rules as outlined with Annex B and allow the Competent Authority to complete a HRA. For example:

- How the septic tank will work
- How often will the tank be serviced and emptied
- Will the tank have a bund around it
- Where is the tank/Where is the outfall
- Does the nearest watercourse flow all year
- If the tank overflows would it soak away to ground or to a ditch or direct to the river
- How deep is the water table
- Does the area regularly flood

Licensing

If a discharge does not meet the general binding rules as outlined in Annex A, then it will require a Small Sewage Discharges Permit from the Environment Agency. Applicants should consult the [GOV.UK](https://www.gov.uk) website to confirm whether their proposal will require a permit early in the development stage.

Annex A Decision Tree to assesses whether the discharge needs an Environmental Permit and a HRA or SSSI Assessment.



Annex B Septic tanks and treatment plants: permits and general binding rules

General binding rules for small sewage discharges (SSDs) came into effect from January 2015. The general binding rules consist of the conditions together with technical requirements specified by the Environment Agency in guidance to operators, compliance with which is part of the conditions. These will apply to anyone who has a septic tank or sewage treatment plant that makes a small sewage discharge, from January 2015. For further details please refer to www.gov.uk

The following general binding rules apply to all small sewage discharges are summarised below for your convenience.

Discharges to Surface Water	Discharges to Ground Water	General Binding Rule
	X	The discharge must be 2 cubic metres or less per day in volume.
X		The discharge must be 5 cubic metres or less per day in volume.
X	X	The sewage must only be domestic.
X	X	The discharge must not cause pollution of surface water or groundwater.
	X	The sewage must receive treatment from a septic tank and infiltration system (drainage field) or a sewage treatment plant and infiltration system.
X		The sewage must receive treatment from a sewage treatment plant.
	X	The discharge must not be within a groundwater Source Protection Zone 1 or within 50m from any well, spring or borehole that is used to supply water for domestic or food production purposes.
X		For discharges in tidal waters, the discharge outlet must be below the mean spring low water mark.
X	X	All works and equipment used for the treatment of sewage effluent and its discharge must comply with the relevant design and manufacturing standards i.e. the British Standard that was in force at the time of the installation, and guidance issued by the appropriate authority on the capacity and installation of the equipment.
X	X	The system must be installed and operated in accordance with the manufacturer's specification.
X	X	Maintenance must be undertaken by someone who is competent.
X	X	Waste sludge from the system must be safely disposed of by an authorised person.

X	X	If a property is sold, the operator must give the new operator a written notice stating that a small sewage discharge is being carried out, and giving a description of the waste water system and its maintenance requirements.
X	X	The operator must ensure the system is appropriately decommissioned where it ceases to be in operation so that there is no risk of pollutants or polluting matter entering groundwater, inland fresh waters or coastal waters.
X	X	New discharges must not be within 30 metres of a public foul sewer
X	X	For new discharges, the operator must ensure that the necessary planning and building control approvals for the treatment system are in place.
X		New discharges must not be in or within: 500m of a Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar site, biological Site of Special Scientific Interest (SSSI), designated bathing water, or protected shellfish water; 200m of an aquatic local nature reserve; 50m of a chalk river or aquatic local wildlife site. If within this distance you will need to apply to EA for a permit.
	X	New discharges must not be in, or within 50m of a Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar site, or biological Site of Special Scientific Interest (SSSI), and must not be in an Ancient Woodland. If within this distance you will need to apply to EA for a permit.
X		New discharges must be made to a watercourse that normally has flow throughout the year.
X		For new discharges, any partial drainage field must be installed within 10m of the bank side of the watercourse.
X		New discharges must not be made to an enclosed lake or pond.

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

Our ref: AE/2022/126821/01-L01
Your ref: DC/22/00416
Date: 18 February 2022

Dear Mr Scott

**APPLICATION FOR OUTLINE PLANNING PERMISSION. (ALL MATTERS RESERVED) ERECTION OF PETROL AND ELECTRIC CHARGING FACILITY WITH ASSOCIATED SHOP, ROADSIDE RESTAURANT WITH DRIVE THROUGH FACILITY, B1 AND B8 STARTER UNITS, HGV LORRY PARKING FACILITY FOR REST AREA AND DRIVERS' FACILITIES AS A PHASED DEVELOPMENT. LAND ADJACENT NORTH ROUNDABOUT A140 IPSWICH ROAD BROME PART IN THE PARISH OF THRANDESTON
IP23 8AW**

Thank you for your consultation on the 02 February 2022 for the above application. We have reviewed the documents as submitted and we object to the development on pollution of controlled water grounds as outlined below. We have also included additional comments on how to overcome our objection as well as comments relating to pollution below.

Water Pollution

We object to the proposed development as submitted because there is insufficient information to demonstrate that the risk of pollution to controlled waters is acceptable:

1. We consider the level of risk posed by this proposal to be unacceptable.
2. The application fails to provide assurance that the risks of pollution are understood.

It should be noted that if this objection is removed by satisfying the aforementioned points, planning conditions may be recommended, specifically relating to contaminated land and tank design.

Reason

To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF 2021), paragraphs 174, 183 and 184 and Environment Agency

Groundwater Protection website.

Overcoming Our Objection

The applicant should provide a comprehensive and balanced options appraisal fairly comparing above and below ground storage, with appropriate mitigation measures to demonstrate best available technique, including above the normal practice measures described in the Association for Petroleum and Explosives Administration document: Guidance for Design, Construction, Modification, Maintenance and Decommissioning of Filling Stations (Revised June 2011) where necessary. The requirements of our Groundwater Protection Position Statements D1 to D4 need to be met. This assessment should consider the underlying sensitive groundwater bodies, the nearby abstractions and associated source protection zone, and the peak seasonal depth to groundwater at the site.

Advice to LPA / Applicant

The site is underlain by superficial Lowestoft Formation deposits designated as a Secondary (undifferentiated) Aquifer, this is then underlain by Crag, which is designated as a Principal aquifer. The site is located within a Groundwater Source Protection Zone (SPZ), namely SPZ 3 (Total Catchment) designated for the protection of Public Water Supply (PWS) Abstraction at Elmswell, located approximately 2.1.m south-southeast of the proposed development. The depth to groundwater is not known, nor is the nature of the underlying soils as they can be variable based on nearby scanned BGS borehole logs (the closest being c. 350m west of the proposed development). The location of the site is therefore considered to be of medium environmental sensitivity.

It was noted in the Goldfinch GeoEnvironmental Desk Study Report – Phase 1 of September 2021 (ref: 0795/1) report in section 8 the issues associated with petrol filling stations that may be encountered, which could have been resolved prior to the application being submitted.

We have reviewed the documents submitted with the application as part of our response and have the associated comments detailed below.

There is no indication as to whether tanks for the development will be below or above ground. Given the site is located within SPZ3 and overlies a principal aquifer, any spills or leaks have the potential to derogate the nearby licenced abstractions. We consider that the risk from the development, as proposed, is likely to be incompatible with the environmental sensitivity of the site. In line with our Groundwater Protection Position Statements D1 and D2, we only agree to underground storage outside of an SPZ1 where the:

- 1) activity cannot take place within unproductive strata
- 2) storage must be underground (for example public safety), in which case it is expected that the risks are appropriately mitigated

Furthermore, due to the local geology, there is a possibility of shallow groundwater at the site (be it perched or otherwise). In line with our Groundwater Protection Position Statement D3, we would also object on these grounds. We would require a detailed assessment of groundwater levels at the site, to include seasonal fluctuations and different strata. It should be noted that this monitoring may take a full year to determine peak groundwater levels and should have been undertaken prior to submitting the planning application. If groundwater appears to be significantly deeper than the proposed underground tanks, we may consider conditioning the application if the other grounds for objection are satisfied.

We adopt the precautionary principle to protecting groundwater because of:

- the difficulties associated with observing and remediating leaks from underground storage and transmission facilities;
- the previous history of pollution from such facilities.

Any proposals for fuel storage at this location would need to be accompanied by a detailed risk assessment carefully considering the risk to the SPZ3 and PWS abstractions. The risk assessment should be based on site-specific data regarding site specific geology, the hydrogeological setting of the site, groundwater flow direction and hydraulic continuity between different aquifer units. We would only agree to the development if it could be shown that there is no pathway connecting groundwater at the site to the PWS abstractions.

The proposal would also have to comply with the remaining Groundwater Protection Position Statements and include adequate pollution prevention / risk mitigation measures as underpinned by the risk assessment.

It should be noted that in environmentally sensitive locations, we expect standards to be in excess of those in the Blue Book, and the double skinned tank with leak detection proposed is not considered sufficiently robust protection to controlled waters.

We would favour above ground tanks with very robust pollution prevention measures instead of underground storage tanks. It is possible to design above ground tanks to satisfy the requirements of the petroleum officer and we have examples of where this has been successfully implemented in the past. The nature of above ground tanks allows any leaks to be observed, contained and remediated with much greater ease than with below ground tanks where leaks can go undetected and clean up can be troublesome and potentially very disruptive and expensive.

The Goldfinch GeoEnvironmental Desk Study Report – Phase 1 of September 2021 (ref: 0795/1) supplied has been fully reviewed. We do not agree with the conclusion of the report. Whilst the site is on the periphery of a disused airfield, it is still within the curtilage of a disused airfield, and as such as classified as a potentially contaminative past use. Intrusive site investigation, which will be required to lift the objection on below ground tank grounds too, is also required to assess the possibility of any contamination associated with a former airfield. Please note that former airfields have many potential contaminants associated with them. Including emerging contaminants such as PFOS and PFOA and any other substances associated with firefighting foams.

The Plandescil Flood Risk Assessment & Surface Water Drainage Strategy of September 2021 (ref: 27665) does not go into much detail in the surface water strategy but suggests that there may be unlined lagoons taking runoff including runoff from the forecourt. This would not be considered acceptable. Forecourt runoff should be collected via a suitable capacity oil-water interceptor and disposed of via mains sewer with consent. The pollution risk from forecourt runoff to ground (and watercourse) would be considered high. Even with an oil-water interceptor, dissolved phase hydrocarbon contamination would be present in the discharge. Please revise accordingly taking into account the pollution risk to the water environment.

We recommend that developers should:

1) Refer to our 'Groundwater Protection' website;

2) Refer to our Land Contamination: Risk Management website when dealing with land affected by contamination. This is based on CLR11 which is archived within CL:AIRE Water and Land Library (WALL), and also includes the Guiding Principles for Land

Contamination for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, for example human health;

3) Refer to our Land Contamination Technical Guidance;

4) Refer to 'Position Statement on the Definition of Waste: Development Industry Code of Practice';

5) Refer to British Standards BS 5930:1999 A2:2010 Code of practice for site investigations and BS10175:2011 A1: 2013 Investigation of potentially contaminated sites – code of practice

6) Refer to our 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' National Groundwater & Contaminated Land Centre Project NC/99/73. The selected method, including environmental mitigation measures, should be presented in a 'Foundation Works Risk Assessment Report', guidance on producing this can be found in Table 3 of 'Piling Into Contaminated Sites';

7) Refer to our 'Good Practice for Decommissioning Boreholes and Wells'.

8) Refer to our 'Dewatering building sites and other excavations: environmental permits' guidance when temporary dewatering is proposed

We trust this advice is useful

Yours sincerely



Mr Andrew Thornton
Planning Advisor

Direct dial: 02030253127

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

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

Our ref: AE/2022/126821/02-L01
Your ref: DC/22/00416
Date: 08 April 2022

Dear Sir/Madam

ERECTION OF PETROL AND ELECTRIC CHARGING FACILITY WITH ASSOCIATED SHOP, ROADSIDE RESTAURANT WITH DRIVE THROUGH FACILITY, B1 AND B8 STARTER UNITS, HGV LORRY PARKING FACILITY FOR REST AREA AND DRIVERS' FACILITIES AS A PHASED DEVELOPMENT.

LAND ADJACENT NORTH ROUNDABOUT A140 IPSWICH ROAD BROME PART IN THE PARISH OF THRANDESTON, IP23 8AW.

Thank you for your consultation which was received on 24 March 2022. We have reviewed the planning documents submitted and can confirm we are maintaining our holding objection.

We refer to our objection letter of 18 February 2022 (ref: AE/2022/126821/01-L01), the points raised within this letter remain relevant. We could not find, submitted online any documents that addressed our objection. We therefore reiterate the points made in this letter.

Please reconsult us once the requested information is provided and we will provide bespoke comments on the updated application within 21 days.

We trust this advice is useful.

Yours faithfully

Miss Neve Cooper
Planning Officer

Direct e-mail neve.cooper@environment-agency.gov.uk

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

Our ref: AE/2022/126821/03-L01
Your ref: DC/22/00416
Date: 30 August 2022

Dear Sir/Madam

APPLICATION FOR OUTLINE PLANNING PERMISSION. (ALL MATTERS RESERVED) ERECTION OF PETROL AND ELECTRIC CHARGING FACILITY WITH ASSOCIATED SHOP, ROADSIDE RESTAURANT WITH DRIVE THROUGH FACILITY, B1 AND B8 STARTER UNITS, HGV LORRY PARKING FACILITY FOR REST AREA AND DRIVERS' FACILITIES AS A PHASED DEVELOPMENT.

LAND ADJACENT NORTH ROUNDABOUT A140 IPSWICH ROAD BROME PART IN THE PARISH OF THRANDESTON, IP23 8AW

Thank you for your consultation dated 03 August 2022. We have reviewed the planning documents submitted and can confirm we are maintaining our holding objection.

We refer to our objection letter of 08 April 2022 (ref: AE/2022/126821/02-L01), the points raised within this letter remain relevant. We could not find, submitted online any documents that addressed our objection. We therefore reiterate the points made in this letter.

Please reconsult us once the requested information is provided and we will provide bespoke comments on the updated application within 21 days.

We trust this advice is useful.

Yours faithfully,

**Miss Neve Cooper
Planning Officer**

Direct e-mail planning.ipswich@environment-agency.gov.uk

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

Our ref: AE/2022/126821/04-L01
Your ref: DC/22/00416
Date: 15 September 2022

Dear Mr Scott,

APPLICATION FOR OUTLINE PLANNING PERMISSION. (ALL MATTERS RESERVED) ERECTION OF PETROL AND ELECTRIC CHARGING FACILITY WITH ASSOCIATED SHOP, ROADSIDE RESTAURANT WITH DRIVE THROUGH FACILITY, B1 AND B8 STARTER UNITS, HGV LORRY PARKING FACILITY FOR REST AREA AND DRIVERS' FACILITIES AS A PHASED DEVELOPMENT.

LAND ADJACENT NORTH ROUNDABOUT A140 IPSWICH ROAD BROME PART IN THE PARISH OF THRANDESTON IP23 8AW

Thank you for your consultation on the 12 September 2022 and we apologise for the error in our first response. We have reviewed the documents as submitted and we object to the development on pollution of controlled water grounds as outlined below. We have also included additional comments on how to overcome our objection as well as comments relating to pollution below.

Water Pollution

We object to the proposed development as submitted because there is insufficient information to demonstrate that the risk of pollution to controlled waters is acceptable:

1. We consider the level of risk posed by this proposal to be unacceptable.
2. The application fails to provide assurance that the risks of pollution are understood.

It should be noted that if this objection is removed by satisfying the aforementioned points, planning conditions may be recommended, specifically relating to contaminated land and tank design.

Reason

To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF 2021), paragraphs 174, 183 and 184 and Environment Agency Groundwater Protection website.

Overcoming Our Objection

The applicant should provide a comprehensive and balanced options appraisal fairly comparing above and below ground storage, with appropriate mitigation measures to demonstrate best available technique, including above the normal practice measures described in the Association for Petroleum and Explosives Administration document: Guidance for Design, Construction, Modification, Maintenance and Decommissioning of Filling Stations (Revised June 2011) where necessary. The requirements of our Groundwater Protection Position Statements D1 to D4 need to be met. This assessment should consider the underlying sensitive groundwater bodies, the nearby abstractions and associated source protection zone, and the peak seasonal depth to groundwater at the site.

Advice to LPA / Applicant

The site is underlain by superficial Lowestoft Formation deposits designated as a Secondary (undifferentiated) Aquifer, this is then underlain by Crag, which is designated as a Principal aquifer. The site is located within a Groundwater Source Protection Zone (SPZ), namely SPZ 3 (Total Catchment) designated for the protection of Public Water Supply (PWS) Abstraction at Eye, located approximately 2.1.m south-southeast of the proposed development. The depth to groundwater is not known, nor is the nature of the underlying soils as they can be variable based on nearby scanned BGS borehole logs (the closest being c. 350m west of the proposed development). The location of the site is therefore considered to be of medium environmental sensitivity.

It was noted in the Goldfinch GeoEnvironmental Desk Study Report – Phase 1 of September 2021 (ref: 0795/1) report in section 8 the issues associated with petrol filling stations that may be encountered, which could have been resolved prior to the application being submitted.

We have reviewed the documents submitted with the application as part of our response and have the associated comments detailed below.

There is no indication as to whether tanks for the development will be below or above ground. Given the site is located within SPZ3 and overlies a principal aquifer, any spills or leaks have the potential to derogate the nearby licenced abstractions. We consider that the risk from the development, as proposed, is likely to be incompatible with the environmental sensitivity of the site. In line with our Groundwater Protection Position Statements D1 and D2, we only agree to underground storage outside of an SPZ1 where the:

- 1) activity cannot take place within unproductive strata
- 2) storage must be underground (for example public safety), in which case it is expected that the risks are appropriately mitigated

Furthermore, due to the local geology, there is a possibility of shallow groundwater at the site (be it perched or otherwise). In line with our Groundwater Protection Position Statement D3, we would also object on these grounds. We would require a detailed

assessment of groundwater levels at the site, to include seasonal fluctuations and different strata. It should be noted that this monitoring may take a full year to determine peak groundwater levels and should have been undertaken prior to submitting the planning application. If groundwater appears to be significantly deeper than the proposed underground tanks, we may consider conditioning the application if the other grounds for objection are satisfied.

We adopt the precautionary principle to protecting groundwater because of: - the difficulties associated with observing and remediating leaks from underground storage and transmission facilities; - the previous history of pollution from such facilities. Any proposals for fuel storage at this location would need to be accompanied by a detailed risk assessment carefully considering the risk to the SPZ3 and PWS abstractions. The risk assessment should be based on site-specific data regarding site specific geology, the hydrogeological setting of the site, groundwater flow direction and hydraulic continuity between different aquifer units. We would only agree to the development if it could be shown that there is no pathway connecting groundwater at the site to the PWS abstractions.

The proposal would also have to comply with the remaining Groundwater Protection Position Statements and include adequate pollution prevention / risk mitigation measures as underpinned by the risk assessment.

It should be noted that in environmentally sensitive locations, we expect standards to be in excess of those in the Blue Book, and the double skinned tank with leak detection proposed is not considered sufficiently robust protection to controlled waters.

We would favour above ground tanks with very robust pollution prevention measures instead of underground storage tanks. It is possible to design above ground tanks to satisfy the requirements of the petroleum officer and we have examples of where this has been successfully implemented in the past. The nature of above ground tanks allows any leaks to be observed, contained and remediated with much greater ease than with below ground tanks where leaks can go undetected and clean up can be troublesome and potentially very disruptive and expensive.

The Goldfinch GeoEnvironmental Desk Study Report – Phase 1 of September 2021 (ref: 0795/1) supplied has been fully reviewed. We do not agree with the conclusion of the report. Whilst the site is on the periphery of a disused airfield, it is still within the curtilage of a disused airfield, and as such as classified as a potentially contaminative past use. Intrusive site investigation, which will be required to lift the objection on below ground tank grounds too, is also required to assess the possibility of any contamination associated with a former airfield. Please note that former airfields have many potential contaminants associated with them. Including emerging contaminants such as PFOS and PFOA and any other substances associated with firefighting foams.

The Plandescil Flood Risk Assessment & Surface Water Drainage Strategy of September 2021 (ref: 27665) does not go into much detail in the surface water strategy but suggests that there may be unlined lagoons taking runoff including runoff from the forecourt. This would not be considered acceptable. Forecourt runoff

should be collected via a suitable capacity oil-water interceptor and disposed of via mains sewer with consent. The pollution risk from forecourt runoff to ground (and watercourse) would be considered high. Even with an oil-water interceptor, dissolved phase hydrocarbon contamination would be present in the discharge. Please revise accordingly taking into account the pollution risk to the water environment.

We recommend that developers should:

- 1) Refer to our 'Groundwater Protection' website;
- 2) Refer to our Land Contamination: Risk Management website when dealing with land affected by contamination. This is based on CLR11 which is archived within CL:AIRE Water and Land Library (WALL), and also includes the Guiding Principles for Land Contamination for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, for example human health;
- 3) Refer to our Land Contamination Technical Guidance;
- 4) Refer to 'Position Statement on the Definition of Waste: Development Industry Code of Practice';
- 5) Refer to British Standards BS 5930:1999 A2:2010 Code of practice for site investigations and BS10175:2011 A1: 2013 Investigation of potentially contaminated sites – code of practice
- 6) Refer to our 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' National Groundwater & Contaminated Land Centre Project NC/99/73. The selected method, including environmental mitigation measures, should be presented in a 'Foundation Works Risk Assessment Report', guidance on producing this can be found in Table 3 of 'Piling Into Contaminated Sites';
- 7) Refer to our 'Good Practice for Decommissioning Boreholes and Wells'.
- 8) Refer to our 'Dewatering building sites and other excavations: environmental permits' guidance when temporary dewatering is proposed.

We trust this advice is useful

Yours sincerely,

Miss Neve Cooper
Planning Officer

Direct e-mail planning.ipswich@environment-agency.gov.uk

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

Sent: 28 Mar 2022 09:54:04

To:

Cc:

Subject: FW: Not Connecting - MSDC Planning Re-consultation Request - DC/22/00416 - OUT

Attachments: ufm9_Standard_Re-consultation_Letter.pdf

From: Planning Liaison <planningliaison@anglianwater.co.uk>

Sent: 26 March 2022 09:04

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

Subject: FW: Not Connecting - MSDC Planning Re-consultation Request - DC/22/00416 - OUT



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 Planning Team,

Thank you for your consultation. Having reviewed the development, there is no connection to the Anglian Water sewers, we therefore have no comments.

If this is to change, please re-consult with us.

Kind regards,

Minu

Planning & Capacity Team

Development Services

Telephone: 07929 786 955

Anglian Water Services Limited

Thorpe Wood House, Thorpe Wood, Peterborough,

Cambridgeshire, PE3 6WT

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

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

Sent: 24 March 2022 11:53

To: Planning Liaison <planningliaison@anglianwater.co.uk>

Subject: Not Connecting - MSDC Planning Re-consultation Request - DC/22/00416 - OUT

***EXTERNAL MAIL* - Please be aware this mail is from an external sender - THINK BEFORE YOU CLICK**

Please find attached planning re-consultation request letter relating to planning application - DC/22/00416 - Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Kind Regards

Planning Support Team

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Mr Alex Scott
Babergh Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

Direct Dial: -

Our ref: **W:** P01454714

3 February 2022

Dear Mr Scott

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

**LAND ADJACENT NORTH ROUNDABOUT A140, IPSWICH ROAD, BROME PART
IN THE PARISH OF THRANDESTON, IP23 8AW
Application No. DC/22/00416**

Thank you for your letter of 2 February 2022 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

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

Yours sincerely

Hannah Blackmore
Business Officer
E-mail: Hannah.Blackmore@historicengland.org.uk



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk





**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 District Council

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: DC/22/00416

Location Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Proposal: Application for Outline Planning Permission. (All matters reserved) Erection of petrol and electric charging facility with associated shop, roadside restaurant with drive through facility, B1 and B8 starter units, HGV lorry parking facility for rest area and drivers' facilities as a phased development.


Referring to the consultation on a planning application dated 2 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

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:	Date: 3 February 2022
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.

The site is some way from the Strategic Road Network, given its scale and location it is unlikely to have a severe impact upon the Strategic Road Network. Suffolk County Council should be consulted as local highway authority

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

Your Ref: DC/22/00416
Our Ref: SCC/CON/0418/22
Date: 21 February 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: Alex Scott - MSDC

Dear Alex

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/22/00416

PROPOSAL: Application for Outline Planning Permission. (All matters reserved) Erection of petrol and electric charging facility with associated shop, roadside restaurant with drive through facility, B1 and B8 starter units, HGV lorry parking facility for rest area and drivers' facilities as a phased development

LOCATION: Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Notice is hereby given that the County Council as Highway Authority make the following comments:

Traffic Impact:

1. It is noted that the A140/ B1077 roundabout has been modelled in the 'lane simulation' option in ARCADY. Whilst this provides useful output on the delay on each arm, we require a standard assessment providing the RFC (Ratio of Flow to Capacity) results in order to enable a robust assessment of the impact upon this roundabout.
2. The pass-by/ linked trip assumption of 90% for the PFS/ shop and restaurant is higher than we would anticipate for this type of proposal in this location, being relatively close to settlements with limited shopping and restaurant facilities. Whilst noted the A140/ B1077 movements have not been deducted, the assessment should be at least provide some evidence that this figure is appropriate, or adjust it accordingly so it is comparative to recently permitted similar sites in the region.
3. Whilst it is appreciated that it will be challenging to find comparative sites, the TRICS sites used to forecast trip rates for the employment and restaurant proposals do not provide a suitable number of sites and not at a comparative scale. It would be acceptable to research other local recently permitted similar sites in Suffolk and Norfolk and utilise the agreed trip rates for those.

4. Traffic data collected since March 2020 has generally not been accepted by the Highway Authority. However, in cases where minor variances are not anticipated to prove critical, we have accepted it if comparisons with our own data are acceptable (or adjusted accordingly). In this case, our traffic survey data from across Suffolk shows that Sept 2021 traffic levels were at around 99% of pre-pandemic levels for that month in 2018 and 2019. Therefore, it is considered that when the above requested further assessments are made, the figures are amended slightly to take into account the differences and any unaccounted for background growth to enable a fully robust assessment to be made.

5. Please supply evidence of the assumed rate for lorry park traffic movements.

Access:

6. Whilst noted that the proposal benefits from a suitable vehicular access from the highway network, as well as potential to link into the adjacent shared use footway, no details of sustainable travel opportunities to local residential and employment areas have been provided. The restaurant and employment uses are likely to generate demand for sustainable trips from local residential and employment areas and details of how these trips will be accommodated should be provided.

Holding objection until the above comments (and those from our PROW team - repeated below) have been addressed.

SCC PROW team key points:

PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE

We have the following comments about this proposal:

The development may have an impact on Brome Public Footpath 8 but information submitted does not make this clear.

Brome Public Footpath 8 MUST be plotted on all relevant plans to indicate if it will become obstructed or impacted upon in any way.

If the applicant consider a diversion to Brome Public Footpath 8 is required then they must make contact with the PROW team to discuss.

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

Your Ref: DC/22/00416
Our Ref: SCC/CON/1028/22
Date: 31 March 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: Alex Scott - MSDC

Dear Alex

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/22/00416

PROPOSAL: Application for Outline Planning Permission (All matters reserved) - Erection of petrol and electric charging facility with associated shop; roadside restaurant with drive through facility; E(g) (formerly B1) and B8 starter units; HGV lorry parking facility for rest area and drivers' facilities as a phased development.

LOCATION: Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Notice is hereby given that the County Council as Highway Authority make the following comments:

Whilst the recently submitted Technical Note (ref: MA/CC/P21-2411/01TN) responds to the comments in my previous response dated 21/02/22 (ref: SCC/CON/0418/22), it does not address the concern that the proposal will have a significant impact upon the local highway network (by providing additional information to evidence it).

We maintain that the submitted assessment under-estimates the impact on the recently completed A140 roundabout and the proposal does not provide any positive improvements to mitigate this or encourage the use of sustainable travel to the employment and restaurant elements of the proposal.

Whilst we accept that the level of impact and scale of the proposal does not warrant improvement to the roundabout, in order to make the proposal acceptable to the Highway Authority, a Section 106 contribution is required towards pedestrian and cycle improvements between the site location and Eye, in order to encourage sustainable travel to the site and reduce the impact upon the highway network. Further details are provided overleaf.

Public Footpath FP8 is clearly impacted upon by the proposal and if this section of the route is not extinguished (we understand that the section of FP8 in question is subject to an application to be removed from the definitive PROW map - yet to be determined), then a legal order will be required to amend the legal alignment of the route around any proposed obstruction.

Recommended Conditions:

Condition: No part of the development shall be commenced until details of the proposed access layout from the existing roundabout spur have been submitted to and approved in writing by the Local Planning Authority. The approved access shall be laid out and constructed in its entirety prior to first use of the permitted development.

Reason: To ensure that the access is designed and constructed to an appropriate and acceptably safe specification and made available for use at an appropriate time.

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 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.

Condition: 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.

Reason: In the interests of highway safety to ensure that satisfactory access is provided for the safety of the public.

Condition: The lux level of the lighting at ground level at the highway boundary shall not exceed 1 lux.

Reason: In the interests of road safety to prevent uneven light levels on the highway and to prevent light pollution.

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 and 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: 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.

Condition: Before the development is commenced details of the areas to be provided for the secure, covered and lit cycle storage including electric assisted cycles 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 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 electrically assisted cycles in accordance with Suffolk Guidance for Parking 2019.

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.

S106 Contribution:

A Section 106 contribution of £75,000 is required towards pedestrian and cycle improvements between the site location and Eye, in order to encourage sustainable travel to the site and reduce the impact upon the highway network.

We feel that this request is fully in accordance with NPPF paras 57, 110 and 112 and the relevant local policies as detailed below:

The National Planning Policy Framework (NPPF) [July 2021] paragraph 57 sets out the requirements of planning obligations, which are that they must be:

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

Mid Suffolk District Council adopted their Core Strategy in September 2008 and Focused Review in December 2012. The Core Strategy includes the following objectives and policies relevant to providing infrastructure:

Objective 6 seeks to ensure provision of adequate infrastructure to support new development; this is implemented through Policy CS6: Services and Infrastructure.

Policy FC1 and FC1.1 apply the presumption in favour of sustainable development in Mid Suffolk.

In terms of priorities for walking and cycling and promoting sustainable transport modes, the NPPF paragraph 110, specifies that in assessing specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users.

Whilst paragraph 112 specifies that applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

Your Ref: DC/22/00416
Our Ref: SCC/CON/2594/22
Date: 5 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: Alex Scott - MSDC

Dear Alex

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/22/00416

PROPOSAL: Application for Outline Planning Permission (All matters reserved) - Erection of petrol and electric charging facility with associated shop; roadside restaurant with drive through facility; E(g) (formerly B1) and B8 starter units; HGV lorry parking facility for rest area and drivers' facilities as a phased development

LOCATION: Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Notice is hereby given that the County Council as Highway Authority make the following comments:

The recently submitted Technical Note (ref: MA/CC/P21-2411/02TN) provides comments on some of the issues and requests in our previous response dated 31/03/22 (ref: SCC/CON/1028/22). It does not address the concern that the proposal will have a significant impact upon the local highway network and subsequently, the recommendations (planning conditions and S106 contribution request) from our previous response still apply in order to mitigate this impact.

Technical Note (ref: MA/CC/P21-2411/02TN) advises that the Highway Authority response is contradictory regarding statements made explaining our position:

2.1 SCC's response appears to include some contradictory statements:

"The proposal will have a significant impact upon the local highway network.."

2.2 And then...

"... we accept that the level of impact and scale of the proposal does not warrant improvement to the roundabout."

To clarify, this refers to the level of impact and the position of the Highway Authority that requiring amendments to the recently completed roundabout would be unreasonable, despite the position that it has not been satisfactorily evidenced at any point that the impact of the proposal on the local highway would not be significant.

Technical Note (ref: MA/CC/P21-2411/02TN) challenges the validity of our request for a S106 contribution of £75,000 for pedestrian and cycle improvements as a form of mitigation as follows:

2.3 SCC go on to seek a S106 contribution of £75,000 towards pedestrian/cyclist improvements. Realistically, we do not see that the proposed development in question will benefit greatly from pedestrian/cyclist improvements between the Site and Eye given that the proposals are primarily for road-side services by virtue of their proximity to the A140.

2.4 Overall staffing levels will be low and we should not reasonably expect a significant uptake of walking and cycle between the Site and Eye (even considering the proposed starter business units). That is the reality of the situation at this location as is the case with the existing commercial developments at Eye Airfield, and we do not see that off-site pedestrian/cyclist improvements between the Site and Eye will make any significant difference to how visitors/staff travel to/from the scheme in this case – particularly so given that the fundamentally road-side nature of the scheme.

2.5 Therefore, we are not convinced that that SCC's suggested S106 contribution of £75,000 is warranted in this case despite SCC citing various S106 tests. As a minimum, SCC should offer a detailed breakdown of the how the figure of £75,000 was arrived at and provide evidence of how and when this was calculated and who signed this request off. This must not be done retrospectively, and there should be evidence of the figure of £75,000 was calculated prior to the issue of SCC's follow-up letter dated 31st March 2022.

Sections 2.3 and 2.4 would be accepted if the proposal just included roadside service functions, but it includes mixed use employment units (including uses that can attract significant trips) and restaurant facilities that are likely to be used by residents in the nearest residential areas. Subsequently, we do not agree with the points made in these sections and maintain that such a development should be accessible in accordance with paras. 110 and 112 of the NPPF.

Section 2.5 requests dated evidence of the calculations used to arrive at the £75,000 figure. We are not aware of such a requirement in planning policy and guidance, beyond a contribution needing to meet the relevant tests as set out in para. 57 of the NPPF (that we are confident it does in this case). This is not something that we are able to provide, however we would be happy to set out how the figure was arrived at. We do not keep dated calculation records, nor are we aware of a need to for this type of contribution.

It is noted that information regarding the extinguishment of Footpath 8 (that was previously potentially obstructed by the proposal) has since been provided by SCC Public Rights Of Way team.

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

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

Sent: 02 Feb 2022 04:49:05

To:

Cc:

Subject: FW: MSDC Planning Consultation Request - DC/22/00416 - OUT

Attachments:

From: Chris Ward <Chris.Ward@suffolk.gov.uk>

Sent: 02 February 2022 16:37

To: Alex Scott <Alex.Scott@baberghmidsuffolk.gov.uk>

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

Subject: RE: MSDC Planning Consultation Request - DC/22/00416 - OUT

Dear Alex,

Thank you for consulting me about the proposed roadside service area off the A140 Ipswich Road in Brome. On reviewing the planning documents, I have no comment to make as the development does not meet the threshold of requiring a Travel Plan in accordance with the Suffolk Travel Plan Guidance.

Kind regards

Chris Ward

Active Travel Officer

Transport Strategy

Strategic Development - Growth, Highways and Infrastructure

Suffolk County Council

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

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

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

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

Sent: 02 February 2022 15:18

To: Chris Ward

Subject: MSDC Planning Consultation Request - DC/22/00416 - OUT

Please find attached planning consultation request letter relating to planning application - DC/22/00416 - Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Kind Regards

Planning Support Team

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From: Kirsty Nicholls <Kirsty.Nicholls@babberghmidsuffolk.gov.uk>

Sent: 17 Feb 2022 06:17:41

To:

Cc:

Subject: FW: MSDC Planning Consultation Request - DC/22/00416 - OUT *Land Adjacent North Roundabout , A140 Ipswich Road, Brome

Attachments: ufm29_Standard_Consultation.pdf

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

Sent: 17 February 2022 12:12

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

Cc: GHI PROW Planning <PROWplanning@suffolk.gov.uk>; Sharon Berry (MSDC) <Sharon.Berry@babberghmidsuffolk.gov.uk>; Ben Chester <Ben.Chester@suffolk.gov.uk>; Ken Larcombe <Ken.Larcombe@suffolk.gov.uk>

Subject: RE: MSDC Planning Consultation Request - DC/22/00416 - OUT *Land Adjacent North Roundabout , A140 Ipswich Road, Brome

PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE

REF: DC/22/00416

Thank you for your consultation concerning the above application.

The proposed site does contain a public right of way (PROW): Brome Public Footpath 8. The Definitive Map for Brome can be seen at: <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-rights-of-way/Brome.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 about this proposal:

- **The development may have an impact on Brome Public Footpath 8 but information submitted does not make this clear.**
- **Brome Public Footpath 8 MUST be plotted on all relevant plans to indicate if it will become obstructed or impacted upon in any way.**
- **If the applicant consider a diversion to Brome Public Footpath 8 is required then they must make contact with the PROW team to discuss.**

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 (please see points 4 and 5 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 2.0 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 further requirement to enhance the PROW network relating to this development. If this is the case, a separate response will contain any further information.**

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

Thank you for taking the time to consider this response.

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

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

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

Sent: 02 February 2022 15:19

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

Subject: MSDC Planning Consultation Request - DC/22/00416 - OUT *Land Adjacent North Roundabout , A140 Ipswich Road, Brome

Please find attached planning consultation request letter relating to planning application - DC/22/00416 - Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Kind Regards

Planning Support Team

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For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.

From: Vanessa Pannell <Vanessa.Pannell@babberghmidsuffolk.gov.uk>
Sent: 04 Mar 2022 09:58:31
To:
Cc:
Subject: IDOX-Public - SCC-Public Rights of Way Response - DC/22/00416
Attachments:

From: Alex Scott <Alex.Scott@babberghmidsuffolk.gov.uk>
Sent: 03 March 2022 12:45
To: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>
Subject: IDOX-Public - SCC-Public Rights of Way Response - DC/22/00416

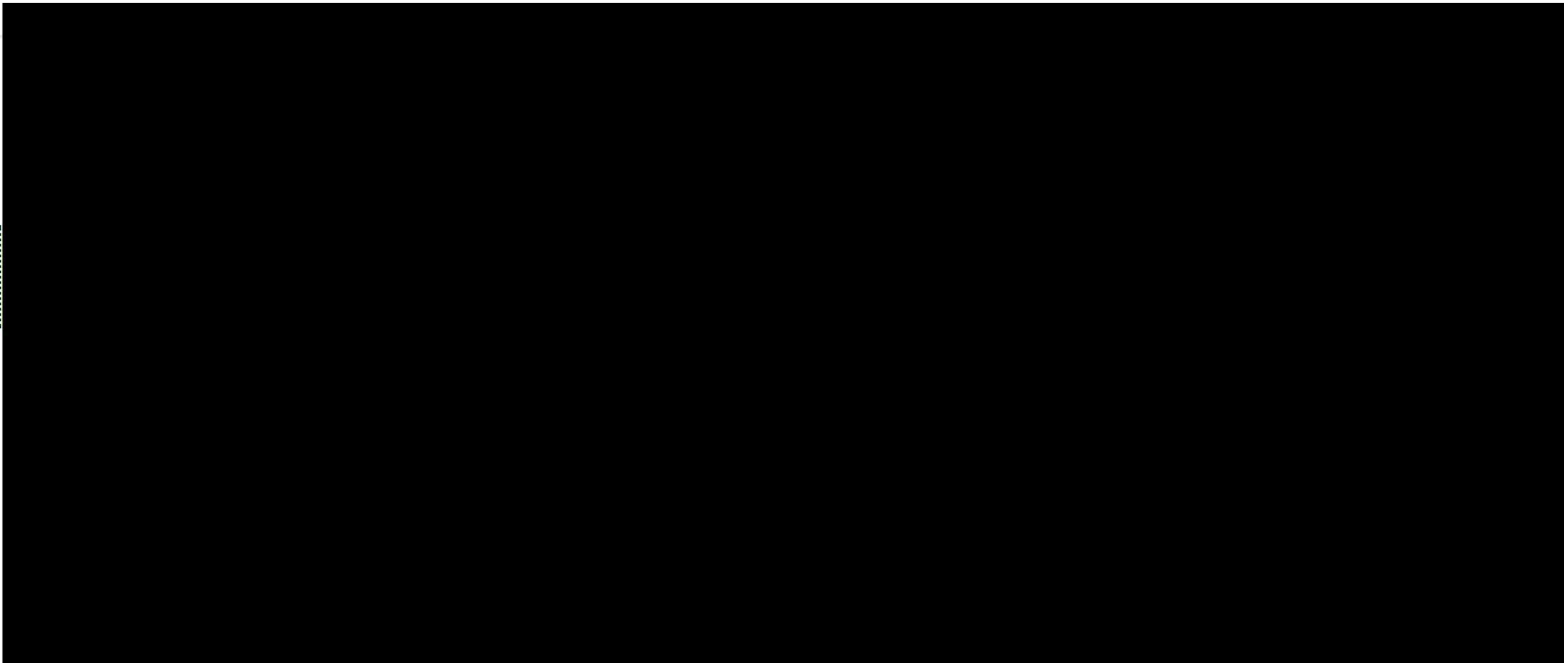
From: GHI PROW Planning
Sent: 03 March 2022 12:32
To: Alex Scott
Cc: GHI PROW Planning
Subject: RE: Our ref 2160 re DC/22/00416

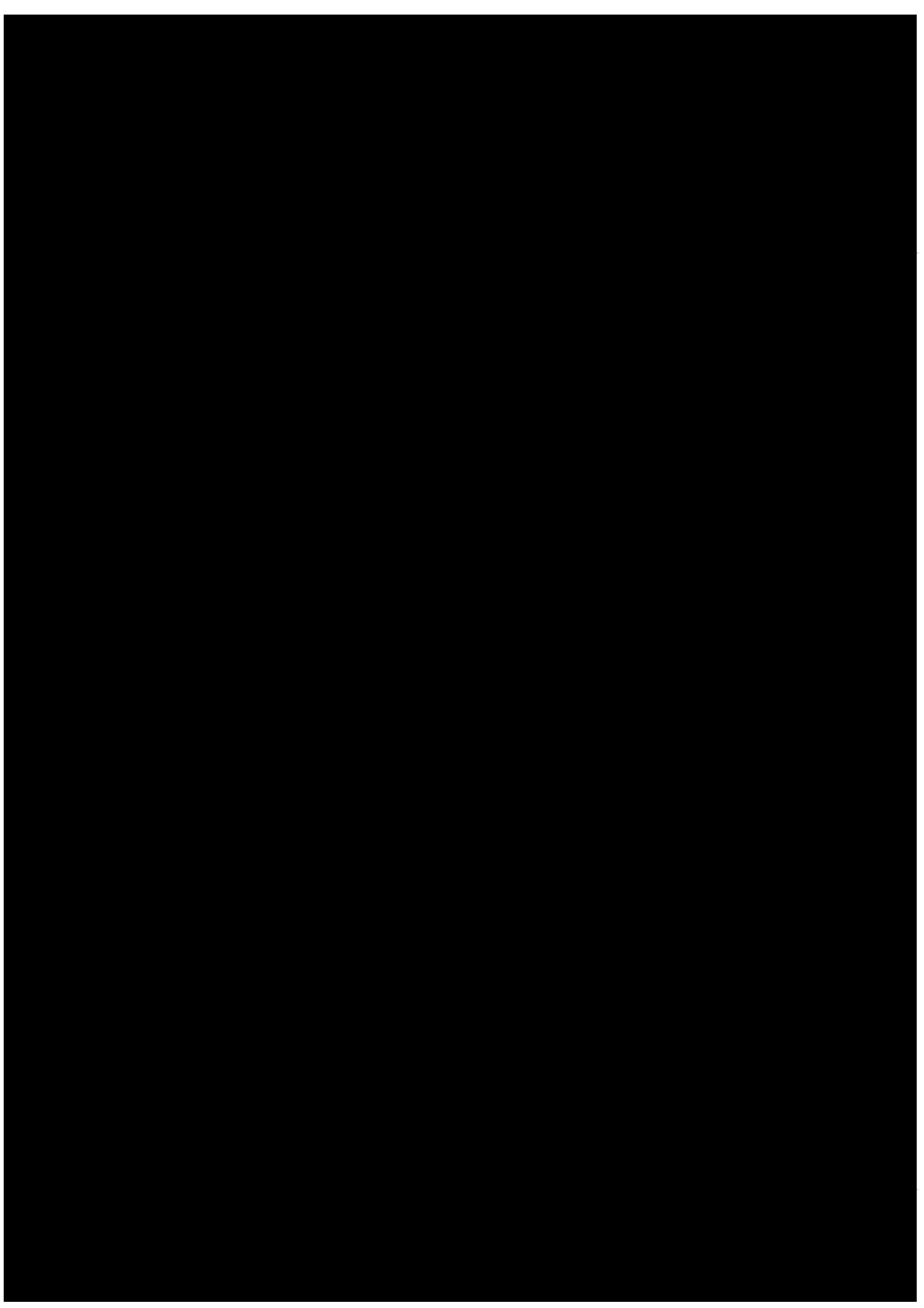
Alex

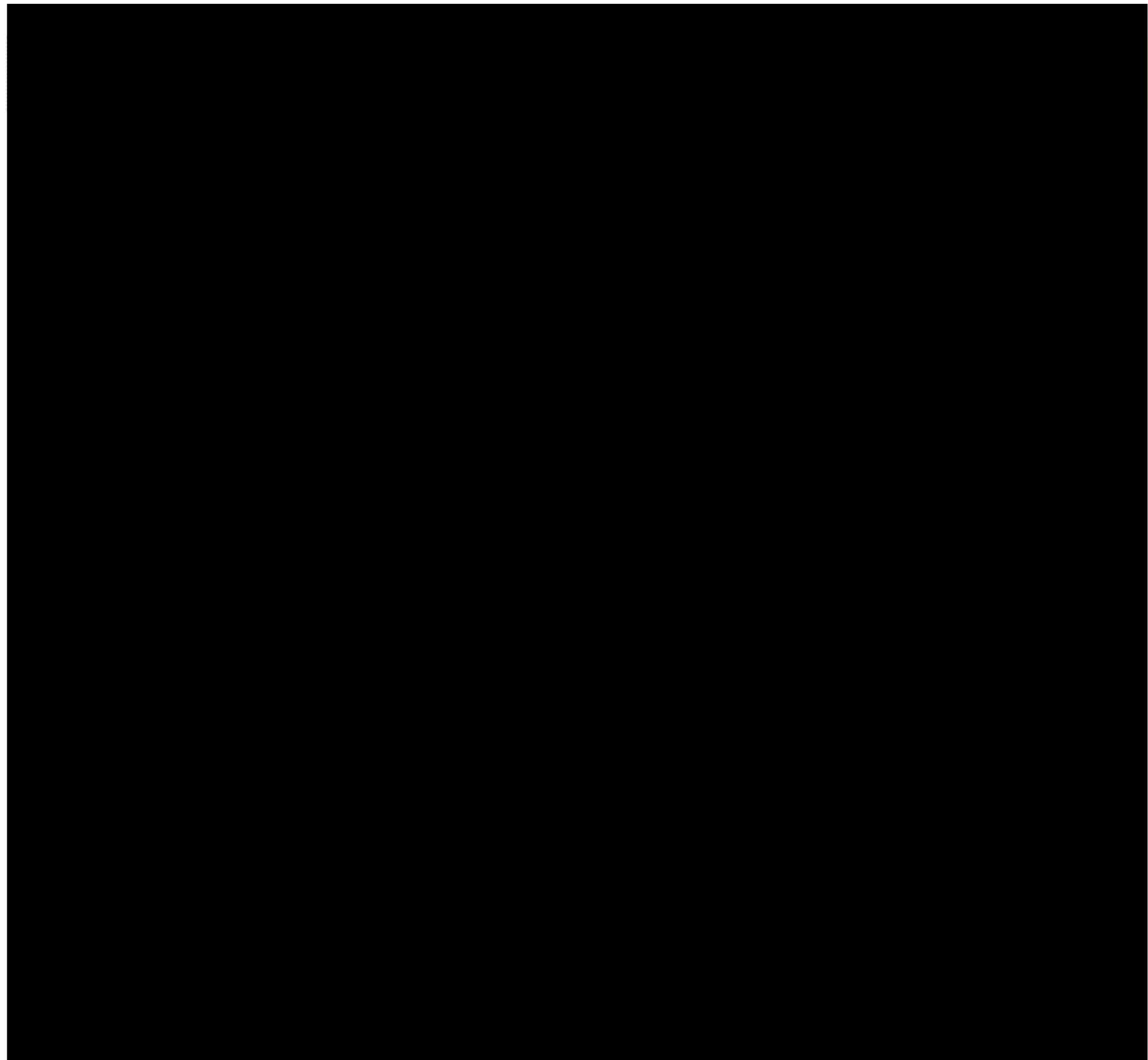
As stated in my email below I have no objection to this application with regard to FP8.

Kind regards

David Falk FRGS
Green Access Manager
Public Rights of Way Team
Growth, Highways and Infrastructure
Suffolk County Council
Phoenix House, 3 Goddard Road, Ipswich. IP1 5NP







From: GHI Floods Planning

Sent: 10 February 2022 13:24

Subject: 2022-02-10 JS Reply Land Adjacent North Roundabout , A140 Ipswich Road, Brome IP23 8AW Ref DC/22/00416

Dear Alex Scott,

Subject: Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part in The Parish of Thrandeston IP23 8AW Ref DC/22/00416

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/22/00416.

The following submitted documents have been reviewed and we recommend a **holding objection** at this time:

- Proposed Site and Location Plan Ref 2160 3 C
- Phasing Plan Ref 2160 5
- Flood Risk Assessment & Surface Water Drainage Strategy Ref 27665 Rev 0

A holding objection is necessary because the proposed development is within an area at risk of surface water flooding and is therefore contrary to national and local policy/guidance.

1. *National Planning Policy Framework (2021) Paragraph 159. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.*
2. *Mid Suffolk District Council's Core Strategy Policy CS 4 Sept 2008 Flood Risk: The council will support development proposals that avoid areas of current and future flood risk, and which do not increase flooding elsewhere, adopting the precautionary principle to development proposals.*
3. *The Suffolk Flood Risk Management Strategy 2016 Paragraph 2.5 - Planning authorities should only approve development where it can be demonstrated that the proposal satisfies all the following criteria:*
 - a. *it does not increase the overall risk of all forms of flooding in the area through the layout and form of the development and use of appropriate SuDs*
 - b. *it will be adequately protected from flooding;*
 - c. *it is and will remain safe for people for the lifetime of the development*

There is also insufficient information regarding managing the surface water and pollution management for each phase of the proposed development.

The holding objection is a temporary position to allow reasonable time for the applicant and the LLFA to discuss what additional information is required to overcome the objection(s). This Holding Objection will remain the LLFA's formal position until the local planning authority (LPA) is advised to the contrary. If the LLFA position remains as a Holding Objection at the point the LPA wishes to determine the application, the LPA should treat the Holding Objection as a Formal Objection and recommendation for Refusal to the proposed development. The LPA should provide at least 2 weeks prior notice of the publication of the committee report so that the LLFA can review matters and provide suggested planning conditions, even if the LLFA position is a Formal Objection.

The points below detail the action required to overcome our current objection:-

1. Demonstrate how the proposed development meets the requirement of national and local policy/guidance relating to flood risk.
2. Demonstrate that an attenuation basin incorporating the LLFA design requirements can be met, 1:4 side slopes, 1.5m wet/dry benches every 0.6m depth of water, 300-500mm freeboard and a 3m wide maintenance strip.
3. Resubmit the design calculations demonstrating that discharge rate will not exceed Q_{bar} for the whole site.
4. Demonstrate that each phase of the proposed development can meet the requirements for pollution control and surface water runoff.
 - a. The surface water from the proposed forecourt area of filling station is to be directed to the public foul water sewer
 - b. The following guidance needs to be incorporated within the proposed development phases [Pollution prevention for businesses - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

Note: **further information maybe required.**

Kind Regards

Jason Skilton
Flood & Water Engineer
Suffolk County Council
Growth, Highway & Infrastructure

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

Sent: 25 Feb 2022 10:19:16

To:

Cc:

Subject: FW: 2022-02-24 JS reply Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Pt In Parish Of Thrandeston IP23 8AW Ref DC/22/00416

Attachments:

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

Sent: 24 February 2022 14:20

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

Cc: Alex Scott <Alex.Scott@babberghmidsuffolk.gov.uk>

Subject: 2022-02-24 JS reply Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Pt In Parish Of Thrandeston IP23 8AW Ref DC/22/00416

Dear Alex Scott,

Subject: Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part in The Parish of Thrandeston IP23 8AW Ref DC/22/00416

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/22/00416.

The following submitted documents have been reviewed and we recommend maintaining our **holding objection** at this time:

- Proposed Site and Location Plan Ref 2160 3 C
- Phasing Plan Ref 2160 5
- Flood Risk Assessment & Surface Water Drainage Strategy Ref 27665 Rev 0
- Email from agent dated the 15 Feb 2022

A holding object is necessary because whilst the agents' consultants have alluded to potentially addressing the LLFA comment, no firm evidence has been presented. The LLFA still has concerns regarding the proposal to manage surface water and pollution during each phase of the proposed development.

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.

1. See points from previous consultation reply and demonstrate how they will be achieved within the Flood Risk Assessment & Surface Water Drainage Strategy Ref 27665 with evidence.

Kind Regards

Jason Skilton

Flood & Water Engineer

Suffolk County Council

Growth, Highway & Infrastructure

Endeavour House, 8 Russell Rd, Ipswich , Suffolk IP1 2BX

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

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

Sent: 22 February 2022 10:09

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

Subject: MSDC Planning Re-consultation Request - DC/22/00416 - OUT
Page 108

Please find attached planning re-consultation request letter relating to planning application - DC/22/00416 - Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Kind Regards

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

Sent: 13 April 2022 09:20

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

Cc: Alex Scott <Alex.Scott@baberghmidsuffolk.gov.uk>

Subject: 2022-04-13 WSP Reply Land Adj North Roundabout , A140 Ipswich Rd, Brome, Prt In The Parish Of Thrandeston IP23 8AW Ref DC/22/00416 - OUT

Dear Alex Scott,

Subject: Land Adj North Roundabout , A140 Ipswich Rd, Brome, Prt In The Parish Of Thrandeston IP23 8AW Ref DC/22/00416

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/22/00416.

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

- Plandescil, Flood Risk Assessment & Surface Water Drainage Strategy and appendices (March 2022, Ref 27665 Rev B)
- Hollins, Proposed Site & Location Plan (April 2021, Ref 2160 3D)
- Hollins, Phasing plan (January 2022, Ref 2160 5A)

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

1. Concurrent with the first reserved matters application(s) a surface water drainage scheme shall be submitted to, and approved in writing by, the local planning authority (LPA). 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 rainfall event including climate change, along with topographic plans showing where the water will flow and be stored to ensure no flooding of buildings or offsite flows;
 - f. Topographical plans depicting all exceedance flow paths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and

volumes of surface water must be included within the modelling of the surface water system;

- g. Details of the maintenance and management of the surface water drainage scheme shall be submitted to and approved in writing by the local planning authority.
- h. Details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include: Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:-
 - i. Temporary drainage systems
 - ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
 - iii. Measures for managing any on or offsite flood risk associated with construction

The scheme shall be fully implemented as approved.

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

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

- 2. Within 28 days of practical completion of the last dwelling or unit, a Sustainable Drainage System (SuDS) verification report shall be submitted to the LPA, detailing that the SuDS have been inspected, have been built and function in accordance with the approved designs and drawings. The report shall include details of all SuDS components and piped networks have been submitted, in an approved form, to and approved in writing by the LPA for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure that the surface water drainage system has been built in accordance with the approved drawings and is fit to be put into operation and to ensure that the Sustainable Drainage System has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as required under s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk within the county of Suffolk

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

Informatives

- Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991
- Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017

Kind Regards

WSP on behalf of LLFA
Suffolk County Council
Growth, Highway & Infrastructure
Endeavour House, 8 Russell Rd, Ipswich , Suffolk IP1 2BX

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

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

Sent: 24 March 2022 11:53

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

Subject: MSDC Planning Re-consultation Request - DC/22/00416 - OUT

Please find attached planning re-consultation request letter relating to planning application - DC/22/00416 - Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Kind Regards

Planning Support Team

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

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

Enquiries to: Matthew Baker
Direct Line: 01284 741329
Email: Matthew.Baker@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: CSF 45260
Date: 9th February 2022

For the Attention of Alex Scott

Dear Mr Isbell

Planning Application DC/22/00416/OUT – Land Adjacent North Roundabout A140 Ipswich Road, Brome Part In The Parish Of Thrandeston: Archaeology

This site lies in an area of archaeological potential recorded on the County Historic Environment Record (HER). An archaeological investigation on the roundabout adjacent the proposal identified an early Roman rectilinear enclosure (HER ref no. BRM 134) which extended towards the A140 which follows the line of a Roman road (BRM 011). 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 205), 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 (2021).

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.

I would be pleased to offer guidance on the archaeological work required and, in our role as advisor to Mid Suffolk District Council, the 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, prior to the submission of the reserved matters application, to establish the potential of the site and decisions on the need for any further investigation (excavation before any groundworks commence and/or monitoring during groundworks) will be made on the basis of the results of the evaluation.

The evaluation should be undertaken once the building on site has been demolished to ground level, but with no grubbing out of foundation.

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,

Matthew Baker

Archaeological Officer
Suffolk County Council Archaeological Service

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/F191086
Enquiries to: Water Officer
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 09/02/2022

Dear Sirs,

LAND ADJACENT NORTH ROUNDBABOUT A140, IPSWICH RD,EYE,IP23 8AW

Planning Application No: DC/22/00416

A CONDITION IS REQUIRED FOR FIRE HYDRANTS

(see our required conditions)

I refer to the above application.

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

Access and Fire Fighting Facilities

Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations Approved Document B, (Fire Safety), 2019 Edition, Volume 1 - Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of buildings other than dwelling houses. These requirements may be satisfied with other equivalent standards relating to access for fire fighting, in which case those standards should be quoted in correspondence.

Suffolk Fire and Rescue Service also requires a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Approved Document B, 2019 Edition.

Water Supplies

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

/continued

OFFICIAL

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

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

Sprinklers Advised

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

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

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

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Enc: Hydrant requirement letter

Copy: all@hollins.co.uk

Enc: Sprinkler information

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

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

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

Date: 09 February 2022

Planning Ref: DC/22/00416

Dear Sirs

**RE: PROVISION OF WATER FOR FIRE FIGHTING
ADDRESS:
DESCRIPTION:
HYDRANTS REQUIRED**

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

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

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

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

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

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

Continued/

OFFICIAL

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

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Created: September 2015

Enquiries to: Fire Business Support Team
Tel: 01473 260588
Email: Fire.BusinessSupport@suffolk.gov.uk



Dear Sir/Madam

Suffolk Fire and Rescue Service – Automatic Fire Sprinklers in your Building Development

We understand from local Council planning you are considering undertaking building work.

The purpose of this letter is to encourage you to consider the benefits of installing automatic fire sprinklers in your house or commercial premises.

In the event of a fire in your premises an automatic fire sprinkler system is proven to save lives, help you to recover from the effects of a fire sooner and help get businesses back on their feet faster.

Many different features can be included within building design to enhance safety and security and promote business continuity. Too often consideration to incorporate such features is too late to for them to be easily incorporated into building work.

Dispelling the Myths of Automatic Fire Sprinklers

- Automatic fire sprinklers are relatively inexpensive to install, accounting for approximately 1-3% of the cost of a new build.
- Fire sprinkler heads will only operate in the vicinity of a fire, they do not all operate at once.
- An automatic fire sprinkler head discharges between 40-60 litres of water per minute and will cause considerably less water damage than would be necessary for Firefighters tackling a fully developed fire.
- Statistics show that the likelihood of automatic fire sprinklers activating accidentally is negligible – they operate differently to smoke alarms.

Promoting the Benefits of Automatic Fire Sprinklers

- They detect a fire in its incipient stage – this will potentially save lives in your premises.
- Sprinklers will control if not extinguish a fire reducing building damage.
- Automatic sprinklers protect the environment; reducing water damage and airborne pollution from smoke and toxic fumes.
- They potentially allow design freedoms in building plans, such as increased compartment size and travel distances.
- They may reduce insurance premiums.
- Automatic fire sprinklers enhance Firefighter safety.

OFFICIAL

- Domestic sprinkler heads are recessed into ceilings and pipe work concealed so you won't even know they're there.
- They support business continuity – insurers report 80% of businesses experiencing a fire will not recover.
- Properly installed and maintained automatic fire sprinklers can provide the safest of environments for you, your family or your employees.
- A desirable safety feature, they may enhance the value of your property and provide an additional sales feature.

The Next Step

Suffolk Fire and Rescue Service is working to make Suffolk a safer place to live. Part of this ambition is as champion for the increased installation of automatic fire sprinklers in commercial and domestic premises.

Any information you require to assist you to decide can be found on the following web pages:

Suffolk Fire and Rescue Service

<http://www.suffolk.gov.uk/emergency-and-rescue/>

Residential Sprinkler Association

<http://www.firesprinklers.info/>

British Automatic Fire Sprinkler Association

<http://www.bafsa.org.uk/>

Fire Protection Association

<http://www.thefpa.co.uk/>

Business Sprinkler Alliance

<http://www.business-sprinkler-alliance.org/>

I hope adopting automatic fire sprinklers in your build can help our aim of making 'Suffolk a safer place to live'.

Yours faithfully

Chief Fire Officer

Suffolk Fire and Rescue Service

Your ref: DC/22/00416/OUT
Our ref: Brome, Thrandeston, land adjoining
north roundabout, A140 Ipswich Road, IP23
8AW - 60227
Date: 08 February 2022
Enquiries: Anik Bennett
Tel: 01473 264152
Email: anik.bennett@suffolk.gov.uk



Alex Scott
Babergh and Mid Suffolk District Councils
Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

e-mail:
planningblue@baberghmidsuffolk.gov.uk
alex.scott@baberghmidsuffolk.gov.uk

Dear Alex,

Brome: Land Adjacent North Roundabout, A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW - developer contributions

I refer to the proposal: Application for Outline Planning Permission. (All matters reserved) Erection of petrol and electric charging facility with associated shop, roadside restaurant with drive through facility, B1 and B8 starter units, HGV lorry parking facility for rest area and drivers' facilities as a phased development.

The County Council will need to be a party to any sealed Section 106 legal agreement if it includes obligations which are its responsibility as service provider. Without the following contributions being agreed between the applicant and the local authority, the development cannot be considered to accord with relevant policies.

The National Planning Policy Framework (NPPF) [July 2021] paragraph 57 sets out the requirements of planning obligations, which are that they must be:

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

Mid Suffolk District Council adopted their Core Strategy in September 2008 and Focused Review in December 2012. The Core Strategy includes the following objectives and policies relevant to providing infrastructure:

- Objective 6 seeks to ensure provision of adequate infrastructure to support new development; this is implemented through Policy CS6: Services and Infrastructure.
- Policy FC1 and FC1.1 apply the presumption in favour of sustainable development in Mid Suffolk.

Community Infrastructure Levy

Mid Suffolk District Council adopted a CIL Charging Schedule on 21st January 2016 and started charging CIL on planning permissions granted from 11th April 2016.

New CIL Regulations were laid before Parliament on 04 June 2019. These Regulations may be cited as the Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019 and came into force on 01 September 2019 (“the commencement date”). Regulation 11 removes regulation 123 (pooling restriction and the CIL 123 List in respect of ‘relevant infrastructure’).

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

The details of specific contribution requirements related to the proposed scheme are set out below.

1. Transport issues. Refer to the NPPF Section 9: ‘Promoting sustainable transport.’

A comprehensive assessment of highways and transport issues will be required as part of a planning application. This will include travel plan, pedestrian & cycle provision, public transport, rights of way, air quality and highway provision (both on-site and off-site). Requirements will be dealt with via planning conditions and Section 106 as appropriate, and infrastructure delivered to adoptable standards via Section 38 and Section 278. Suffolk County Council FAO Ben Chester will coordinate this.

A planning obligation or planning conditions will cover site specific matters.

In terms of priorities for walking and cycling and promoting sustainable transport modes, the NPPF paragraph 110, specifies that in assessing specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*

Whilst paragraph 112 specifies that applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

Suffolk County Council, in its role as local Highway Authority, has worked with the Local Planning Authorities to develop county-wide technical guidance on parking. The latest update of the guidance can be viewed at <https://www.suffolk.gov.uk/assets/planning-waste-and-environment/planning-and-development-advice/Suffolk-Guidance-for-Parking-2019-Adopted-by-SCC.pdf>

2. Sustainable Drainage Systems. Section 14 of the NPPF seeks to meet the challenges of climate change, flooding and coastal change. Suffolk County Council is the Lead Local Flood Authority (LLFA). Paragraphs 159 – 169 refer to planning and flood risk and paragraph 167 states: ‘*When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:*

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;*
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;*
- d) any residual risk can be safely managed; and*
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.’*

And paragraph 169 says, ‘*Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:*

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

c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and

d) where possible, provide multifunctional benefits.'

A formal response will be provided to the LPA by Suffolk County Council's Flood and Water Management team.

- 3. Archaeology:** Any specific archaeological requirements will be provided to the LPA from the Suffolk County Council Archaeological Service.
- 4. Ecology, landscape & heritage.** These are matters for the Council to consider and address. In terms of good design, it is suggested that consideration should be given to incorporating suitable roosting and nesting boxes within dwellings for birds and bats, as well as providing suitable biodiversity features including plants to attract & support insects, reptiles, birds & mammals. Refer to the MHCLG guidance on the Natural environment [updated 21 July 2019].
- 5. Fire Service.** Any fire hydrant issues will need to be covered by appropriate planning conditions. SCC would strongly recommend the installation of automatic fire sprinklers. The Suffolk Fire and Rescue Service requests that early consideration is given during the design stage of the development for both access for fire vehicles and the provisions of water for firefighting which will allow SCC to make final consultations at the planning stage.
- 6. Superfast broadband.** This should be considered as part of the requirements of the NPPF Section 10 '*Supporting high quality communications*'. SCC would recommend that all development is equipped with high-speed broadband (fibre optic). This facilitates home working which has associated benefits for the transport network and also contributes to social inclusion; it also impacts educational attainment and social wellbeing, as well as improving property prices and saleability.

As a minimum, access line speeds should be greater than 30Mbps, using a fibre based broadband solution, rather than exchange-based ADSL, ADSL2+ or exchange only connections. The strong recommendation from SCC is that a full fibre provision should be made, bringing fibre cables to each premise within the development (FTTP/FTTH). This will provide a network infrastructure which is fit for the future and will enable faster broadband.
- 7. Legal costs.** SCC will require an undertaking from the applicant for the reimbursement of its reasonable legal costs associated with work on a S106A, whether or not the matter proceeds to completion.
- 8. Monitoring fee.** The CIL Regulations (2019 as amended) allow for the charging of monitoring fees. In this respect the County Council charges **£412** for each trigger point in a planning obligation, payable upon completion of the Deed.
- 9. Time Limits.** The above information is time-limited for 6 months only from the date of this letter.

Yours sincerely,

Anik Bennett
Senior Planning and Infrastructure Officer
Growth, Highways & Infrastructure Directorate

cc Floods Planning, Suffolk County Council
Ben Chester, Suffolk County Council (Transport)
Suffolk County Council (Archaeological Service)

Consultee Comments for Planning Application DC/22/00416

Application Summary

Application Number: DC/22/00416

Address: Land Adjacent North Roundabout A140 Ipswich Road Brome Part In The Parish Of Thrandeston IP23 8AW

Proposal: Application for Outline Planning Permission. (All matters reserved) Erection of petrol and electric charging facility with associated shop, roadside restaurant with drive through facility, B1 and B8 starter units, HGV lorry parking facility for rest area and drivers' facilities as a phased development.

Case Officer: Alex Scott

Consultee Details

Name: Mr Thomas Pinner

Address: BMSDC, Endeavour House, Ipswich IP1 2BX

Email: Not Available

On Behalf Of: Heritage Team

Comments

Dear Alex,

DC/22/00416

03/02/2022

The Heritage Team does not intend to provide comments on the above application.

Kind Regards,

Thomas Pinner BA(Hons), MA, MA

Heritage and Design Officer

Babergh and Mid Suffolk District Councils

M 07850 883264

T 01449 724819

E thomas.pinner@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/>



09 March 2022

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

By email only

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

Application: DC/22/00416
Location: Land Adjacent North Roundabout A140 Ipswich Road Brome Part In The Parish Of Thrandeston IP23 8AW
Proposal: Application for Outline Planning Permission (All matters reserved) - Erection of petrol and electric charging facility with associated shop; roadside restaurant with drive through facility; E(g) (formerly B1) and B8 starter units; HGV lorry parking facility for rest area and drivers' facilities as a phased development.

Dear Alex,

Thank you for consulting Place Services on the above application.

No objection subject to securing biodiversity mitigation and enhancement measures.

Summary

We have assessed the Preliminary Ecological Appraisal (Liz Lord Ecology Ltd, February 2022), as well as the further ecological information, submitted by the applicant, relating to the likely impacts of development on designated sites, protected and Priority species & habitats.

Furthermore, we have reviewed the comments provided by Natural England (February 2022, Ref: 382808), indicating that the proposals have triggered the Impact Risk Zone of Gypsy Camp Meadows, Thrandeston Site of Special Scientific Interest (SSSI)

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, the mitigation measures identified Preliminary Ecological Appraisal (Liz Lord Ecology Ltd, February 2022), should still be secured and implemented in full. This is necessary to conserve protected and Priority Species.

In addition, it is highlighted that we do not consider that adverse impacts will be caused on any of the lowland meadows associated with the Gypsy Camp Meadows, Thrandeston SSSI. This is because we agree that the proposed development does not contain any impact pathways to this site via local topography or drainage. In addition, the proposed surface water lagoon will be situated over 2km from the designated site. As a result, we are satisfied the proposals will not affect the favourable conservation status of this statutory designated site and that no additional measures are required.

Furthermore, we recommend that the reasonable biodiversity enhancements should be implemented into the finalised design to secure measurable net gains for biodiversity, as outlined under Paragraph 174[d] of the National Planning Policy Framework 2021. The reasonable biodiversity enhancement measures outlined within the Ecological Impact Assessment should be implemented via a Biodiversity Enhancement Strategy and should be secured as a condition of any consent.

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. ACTION REQUIRED IN ACCORDANCE WITH ECOLOGICAL APPRAISAL RECOMMENDATIONS

"All mitigation measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (Liz Lord Ecology Ltd, February 2022) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination."

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 Environmental Act 2021.

2. PRIOR TO ANY WORKS ABOVE SLAB LEVEL: BIODIVERSITY ENHANCEMENT STRATEGY

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

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

- a) Purpose and conservation objectives for the proposed enhancement measures;*
- b) detailed designs to achieve stated objectives;*



- c) *locations of proposed enhancement measures by appropriate maps and plans;*
- d) *persons responsible for implementing the enhancement measures;*
- e) *details of initial aftercare and long-term maintenance (where relevant).*

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

Reason: To enhance Protected and Priority Species and allow the LPA to discharge its duties under the NPPF 2021 and s40 of the NERC Act 2006 (Priority habitats & species), as updated by the Environmental Act 2021.

Please contact us with any further queries.

Yours sincerely,

Hamish Jackson ACIEEM BSc (Hons)

Ecological Consultant

placeservicesecology@essex.gov.uk

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

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

From: Kirsty Nicholls <Kirsty.Nicholls@babberghmidsuffolk.gov.uk>

Sent: 23 Mar 2022 12:43:01

To:

Cc:

Subject: FW: MSDC Planning Re-consultation Request - DC/22/00416 - OUT

Attachments:

From: Hamish Jackson - Ecological Consultant <Hamish.Jackson@essex.gov.uk>

Sent: 22 March 2022 15:40

To: Alex Scott <Alex.Scott@babberghmidsuffolk.gov.uk>

Cc: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>

Subject: RE: MSDC Planning Re-consultation Request - DC/22/00416 - OUT

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

Good afternoon Alex,

The ecological comments provided on the 9th March 2022 for this application have considered the revised drawings provided on the 25th February 2022. In addition, I have no further comments to make on the submitted 'Additional Highways Information'.

As a result, I am satisfied that no further formal consultation response should be required for this scheme, as all relevant information has been considered in the initial comments.

Let me know if you have any additional queries.

Kind regards,

Hamish

Hamish Jackson ACIEEM BSc (Hons)
Ecological Consultant at Place Services

telephone: 03330 320980 mobile: 07740901139

email: hamish.jackson@essex.gov.uk / PlaceServicesEcology@essex.gov.uk

web: www.placeservices.co.uk

linkedin: www.Linkedin.com/in/hamishjackson/

Pronouns: He / Him



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

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

Sent: 25 February 2022 15:16

To: Place Services Ecology <PlaceServicesEcology@essex.gov.uk>

Subject: MSDC Planning Re-consultation Request - DC/22/00416 - OUT

CAUTION: This is an external email.

Please find attached planning re-consultation request letter relating to planning application - DC/22/00416 - Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Kind Regards

Planning Support Team

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

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

For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.

From: Nathan Pittam
Sent: 15 February 2022 10:28
Subject: 303174 DC/22/00416. Land Contamination

**EP Reference : 303174
DC/22/00416. Land Contamination
Land Adjacent North Roundabout, Ipswich Road, EYE, Suffolk.
Application for Outline Planning Permission. (All matters reserved) Erection of
petrol ...**

Having reviewed the application I can confirm that I have no objection to the proposed development from the perspective of land contamination. I would only request that the LPA are contacted in the event of unexpected ground conditions being encountered during construction and that the below minimum precautions are undertaken until such time as the LPA responds to the notification. I would also advise that the developer is made aware that the responsibility for the safe development of the site lies with them.

Please could the applicant be made aware that we have updated our Land Contamination Questionnaire and advise them that the updated template is available to download from our website at <https://www.babergh.gov.uk/environment/contaminated-land/land-contamination-and-the-planning-system/>.

For the purposes of clarity these comments **only** relate to matters of Land Contamination.

Regards

Nathan

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

Babergh and Mid Suffolk District Councils – Working Together

Email: Nathan.pittam@babberghmidsuffolk.gov.uk
Work: 01449 724715
websites: www.babergh.gov.uk www.midsuffolk.gov.uk

I am working flexibly - so whilst it suits me to email now, I do not expect a response or action outside of your own working hours

Minimum requirements for dealing with unexpected ground conditions being encountered during construction.

1. *All site works at the position of the suspected contamination will stop and the Local Planning Authority and Environmental Health Department will be notified as a matter of urgency.*

2. *A suitably trained geo-environmental engineer should assess the visual and olfactory observations of the ground and the extent of contamination and the Client and the Local Authority should be informed of the discovery.*
3. *The suspected contaminated material will be investigated and tested appropriately in accordance with assessed risks. The investigation works will be carried out in the presence of a suitably qualified geo-environmental engineer. The investigation works will involve the collection of solid samples for testing and, using visual and olfactory observations of the ground, delineate the area over which contaminated materials are present.*
4. *The unexpected contaminated material will either be left in situ or be stockpiled (except if suspected to be asbestos) whilst testing is carried out and suitable assessments completed to determine whether the material can be re-used on site or requires disposal as appropriate.*
5. *The testing suite will be determined by the independent geo-environmental specialist based on visual and olfactory observations.*
6. *Test results will be compared against current assessment criteria suitable for the future use of the area of the site affected.*
7. *Where the material is left in situ awaiting results, it will either be reburied or covered with plastic sheeting.*
8. *Where the potentially contaminated material is to be temporarily stockpiled, it will be placed either on a prepared surface of clay, or on 2000-gauge Visqueen sheeting (or other impermeable surface) and covered to prevent dust and odour emissions.*
9. *Any areas where unexpected visual or olfactory ground contamination is identified will be surveyed and testing results incorporated into a Verification Report.*
10. *A photographic record will be made of relevant observations.*
11. *The results of the investigation and testing of any suspect unexpected contamination will be used to determine the relevant actions. After consultation with the Local Authority, materials should either be: • re-used in areas where test results indicate that it meets compliance targets so it can be re-used without treatment; or • treatment of material on site to meet compliance targets so it can be re-used; or • removal from site to a suitably licensed landfill or permitted treatment facility.*
12. *A Verification Report will be produced for the work.*

From: Kirsty Nicholls <Kirsty.Nicholls@baberghmidsuffolk.gov.uk>

Sent: 09 Feb 2022 03:37:37

To:

Cc:

Subject: FW: DC/22/00416 - Air Quality

Attachments:

From: Jennifer Lockington <Jennifer.Lockington@baberghmidsuffolk.gov.uk>

Sent: 09 February 2022 15:03

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

Cc: BMSDC Planning Mailbox <planning@baberghmidsuffolk.gov.uk>

Subject: DC/22/00416 - Air Quality

Dear Alex

YOUR REF: 22/00416

OUR REF: 303173

SUBJECT: Application for Outline Planning Permission. (All matters reserved) Erection of petrol and electric charging facility with associated shop, roadside restaurant with drive through facility, B1 and B8 starter units, HGV lorry parking facility for rest area and drivers' facilities as a phased development.

Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Please find below my comments regarding air quality matters only.

Thank you for your consultation on the above application.

I have no objections with regard to air quality. I would though recommend the applicant contacts the Environmental Protection Team to discuss applying for an Environmental Permit for the petrol filling station. Contact details are environmental@baberghmidsuffolk.gov.uk or 0300 123 4000.

Regards

Jennifer Lockington (Mrs)

Senior Environmental Management Officer

Babergh & Mid Suffolk District Councils - Working Together

tel: 01449 724706

www.babergh.gov.uk www.midsuffolk.gov.uk

Please note - I work Tuesdays and Wednesdays

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

Sent: 24 Feb 2022 10:58:24

To:

Cc:

Subject: FW: DC/22/00416

Attachments:

From: Simon Davison <Simon.Davison@baberghmidsuffolk.gov.uk>

Sent: 23 February 2022 17:13

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

Subject: DC/22/00416

Dear Alex,

APPLICATION FOR OUTLINE PLANNING PERMISSION - DC/22/00416

Proposal: Application for Outline Planning Permission. (All matters reserved) Erection of petrol and electric charging facility with associated shop, roadside restaurant with drive through facility, B1 and B8 starter units, HGV lorry parking facility for rest area and drivers' facilities as a phased development.

Location: Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish of Thrandeston IP23 8AW.

Many thanks for your request to comment on the application.

Upon review of the application the following condition must be met: No development shall commence above slab level until a scheme for the provision and implementation of water, energy and resource efficiency measures for the lifetime of the development shall be submitted to and approved, in writing, by the Local Planning Authority.

The scheme must include as a minimum to achieve:-

- Agreement of provisions to ensure the development is zero carbon ready
- Agreement of heating for the conditioned areas
- Agreement of scheme for waste reduction

The scheme shall include a clear timetable for the implementation of the measures in relation to the first 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 and thereafter maintained.

REASON: To enhance the sustainability of the development through better use of water, energy and resources reduce harm to the environment and result in wider public benefit in accordance with the NPPF.

Kind regards

Simon Davison PIEMA
Senior Environmental Management Officer
Babergh and Mid Suffolk District Councils - Working Together

Mobile: 07874 634932

t: 01449 724728

email: simon.davison@baberghmidsuffolk.gov.uk

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

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

Sent: 28 Mar 2022 09:45:09

To:

Cc:

Subject: FW: WK304969 DC2200416

Attachments:

From: Andy Rutson-Edwards <Andy.Rutson-Edwards@babberghmidsuffolk.gov.uk>

Sent: 25 March 2022 09:51

To: Alex Scott <Alex.Scott@babberghmidsuffolk.gov.uk>; BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>

Subject: WK304969 DC2200416

Environmental Health -
Noise/Odour/Light/Smoke

APPLICATION FOR OUTLINE PLANNING PERMISSION - DC/22/00416

Proposal: Application for Outline Planning Permission (All matters reserved) - Erection of petrol and electric charging facility with associated shop; roadside restaurant with drive through facility; E(g) (formerly B1) and B8 starter units; HGV lorry parking facility for rest area and drivers' facilities as a phased development.

Location: Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

We recently sent you a consultation in respect of the above application. We have received further Information

Thank you for re consulting me on this application. Following my previous questions e-mailed to you on 7/2/22, added below this reply for context,

I note the response from the consultant added to the planning documents on line, dated 16 March 2022. A significant comment from the consultants reply is added here:

[the submitted report has only provided indicative mitigation measures for outline planning. It is recommended that, following approval, a detailed assessment of development activities should be carried out; whereby it may be necessary to consider additional mitigation measures, such as: taller close-to-source screening/variations to site layout/selection of quieter plant and equipment/and noise management plans to minimise the potential for noise impact.](#)

Noise

Based on this response, I have no objections in principle to this application. However, I ask that it is conditioned that prior to any full planning consent being granted, a full detailed acoustic assessment is carried out by a suitably qualified person to consider the development activities in line with the consultants response above. I recommend the following condition

Requirement for Noise Assessment

The application shall not be determined until full details of all plant to be installed including precise acoustic specification, as well as a noise assessment, to include details of the current existing background level, proposed site use, vehicle movement activities (to include refrigeration units on vehicles/trailers parked on site as part of the developments proposed use), to be based on methodology as given in British Standard BS4142:2014 (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments have been submitted to an approved by the LPA, in order to allow the likelihood of loss of amenity to be determined.

Note: Noise management plans and any mitigation methods proposed shall be submitted for assessment and approval as part of this assessment.

Reason: to minimise detriment to nearby residential amenity

Lights

Prior to the commencement of development, a written scheme shall be submitted to and agreed in writing by the local planning authority that specifies the provisions to be made for the level of illumination of the site and to control light pollution. The scheme shall be implemented prior to beneficial use of the approved development and maintained for the lifetime of the approved development and shall not be altered without the prior written approval of the local planning authority. The scheme shall demonstrate that all lighting of the development (including resultant sky glow, light trespass, source intensity and building luminance) fully complies with the figures for the (^Insert EZ1/EZ2/EZ3/EZ4) environmental zone and advice specified in the Institution of Lighting Professionals Guidance Note for the reduction of obtrusive light 2011. The submitted scheme shall include a polar luminance diagram (based on the vertical plane and marked with ^INSERT lux contour lines).

Reason: to minimise detriment to nearby residential amenity

I would also ask that the following conditions are added

Construction

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.

Q sent on 7.2.22:

Having reviewed the Noise Impact Assessment Technical Report 37079- R1 dated 18/10/2021 I have a couple of questions that I would like you to raise with the consultant please:

Looking at section 4.3 on page 12, as below:

4.3 Based on the proposed scheme, illustrated in Figure C1 in Appendix C, a number of associated potential noise-generating sources have been identified, these have been noted to include:

- ☑ Proposed Lorry Park:
 - o Lorry movements
 - o Fixed plant associated with "Drivers Rest Facilities"
- ☑ 24 no. B1 and B8 "Starter Units"
 - o Commercial activity of an industrial nature
 - o Potential loading/unloading activity
 - o Forklift operations (movements, reverse sirens, etc.)
 - o Fixed plant and machinery
 - o Vehicles parking
- ☑ Fuel Pump Forecourt and Restaurant
 - o Fixed plant and machinery
 - o Vehicles parking
 - o Drive-thru speakers

Lorry movements and fixed plant has been raised as a potential noise source. I can also see in section 4.22 that mention is made to sound emitting sources at relatively high levels from HGV's.

I am concerned that the lorry park may be used overnight whilst drivers undertake their rest periods with either diesel powered refrigeration or freezer plant units running overnight. As can be seen from the screen grab below from Google Earth due to the height of these units the existing fencing around the adjacent site may not afford significant attenuation.




4.22 in the report advises that a 2-4m impermeate screen is used around the lorry park. Can I ask if the levels from any plant at worst case scenario of all the bays used by refrigerated units has been taken into account as part of the assessment.

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: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>
Sent: 04 Feb 2022 10:24:36
To:
Cc:
Subject: FW: MSDC Planning Consultation Request - DC/22/00416 - OUT
Attachments:

From: Jenny Bradin
Sent: 03 February 2022 19:51
To: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>
Subject: RE: MSDC Planning Consultation Request - DC/22/00416 - OUT

 **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**

We have no objection to this planning application as construction of new footpaths has already been provided.

Kind regards.

Jenny Bradin
Ramblers Bury Group Footpath Secretary Patch 1A

Sent from [Mail](#) for Windows

From: planningblue@baberghmidsuffolk.gov.uk
Sent: 02 February 2022 15:18
Subject: MSDC Planning Consultation Request - DC/22/00416 - OUT

Please find attached planning consultation request letter relating to planning application - DC/22/00416 - Land Adjacent North Roundabout , A140 Ipswich Road, Brome, Part In The Parish Of Thrandeston IP23 8AW

Kind Regards

Planning Support Team

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

For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.

Application No:

DC/22/00416

Address:

Land Adjacent North

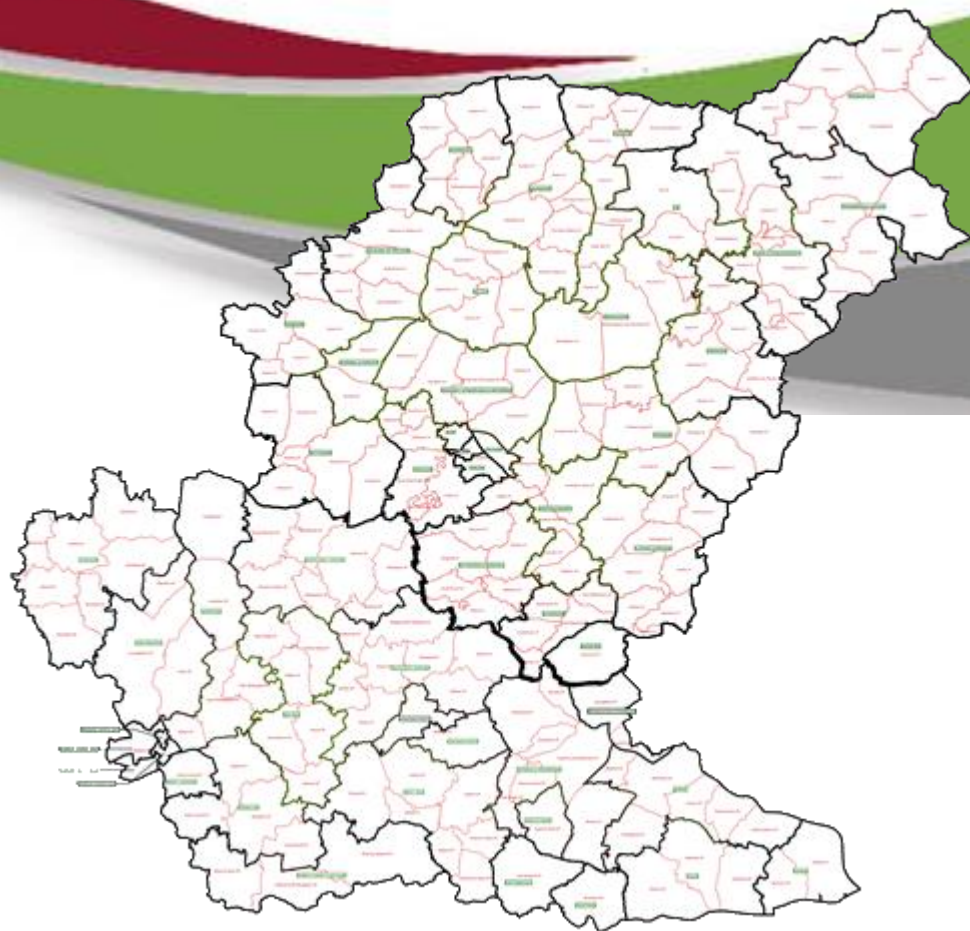
Roundabout

A140 Ipswich Road

Brome

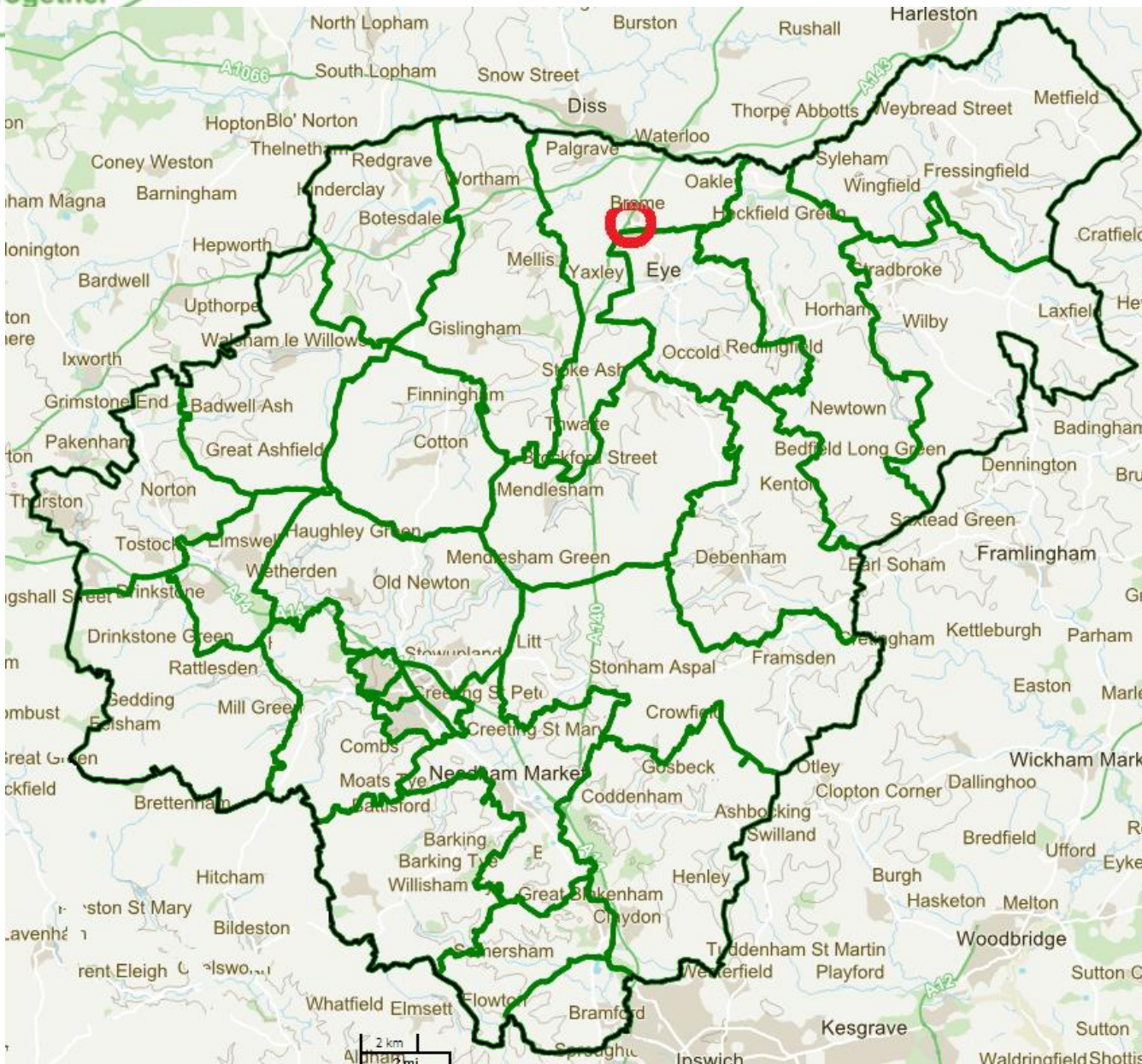
Part In The Parish Of

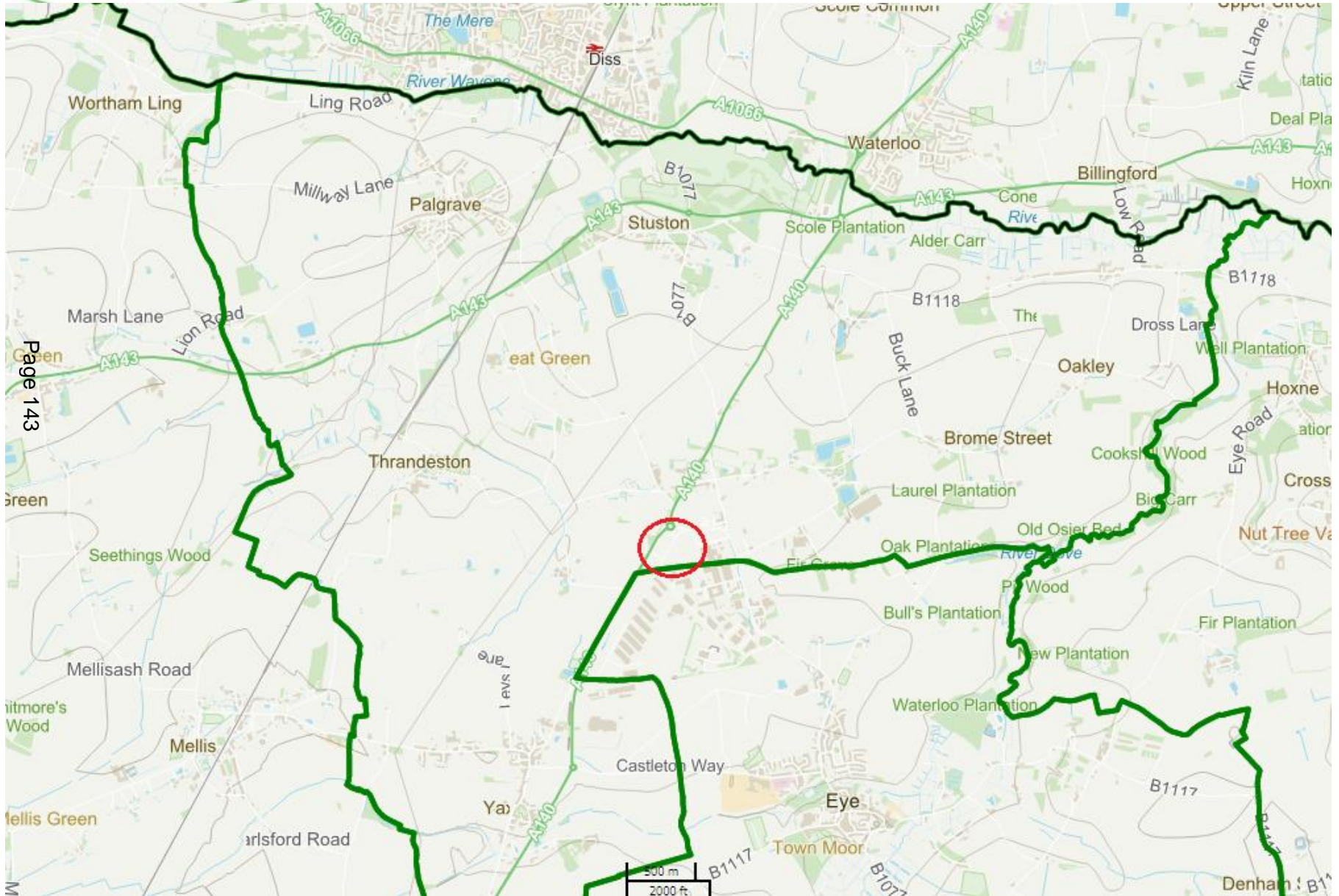
Thrandeston



Site Location

Slide 2





Aerial Map – wider view

Slide 4

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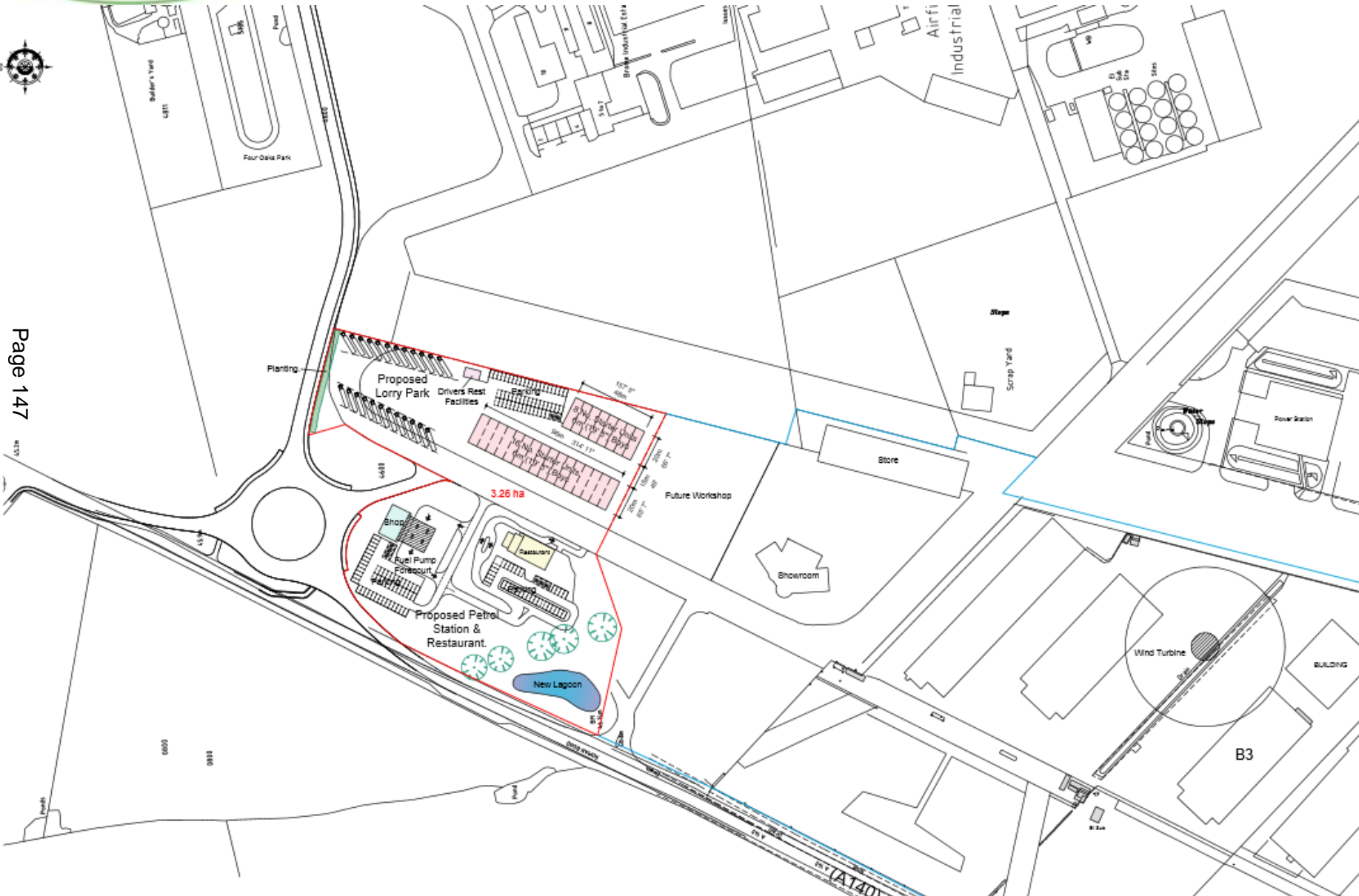


Constraints Map

Slide 6

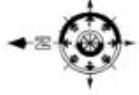
-  Grade II
-  Footpath



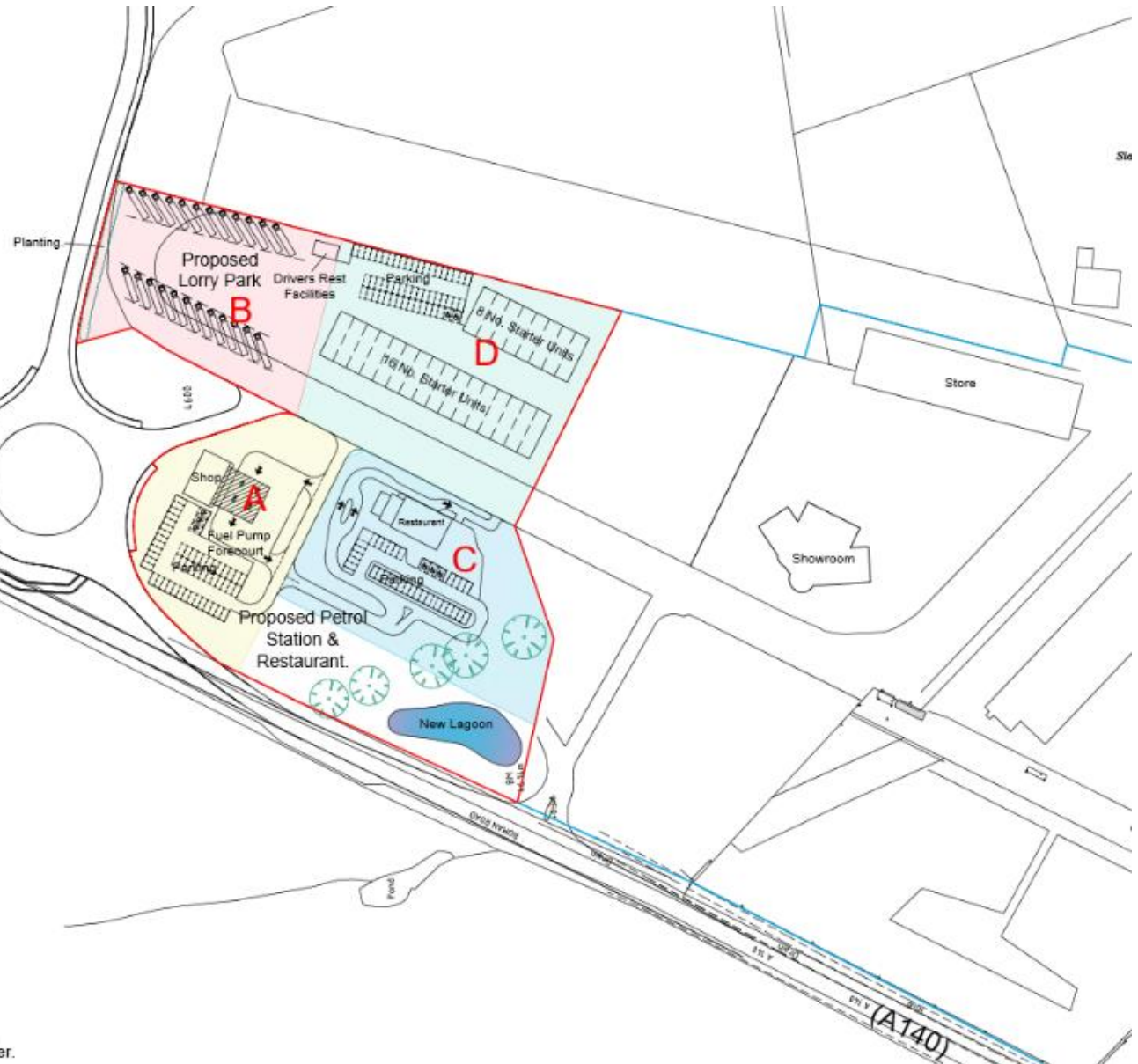


Indicative Site Layout





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PHASE KEY

- A: Petrol Station & Shop
- B: Lorry Park & Rest Facilities
- C: Food Facilities
- D: Starter Units

Phases to be carried out in **NO** defined order.

