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COMMITTEE:	DEVELOPMENT CONTROL COMMITTEE B
DATE:	WEDNESDAY, 1 MARCH 2023 9.30 AM
VENUE:	KING EDMUND CHAMBER, ENDEAVOUR HOUSE, 8 RUSSELL ROAD, IPSWICH

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/22/17 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 1 FEBRUARY 2023** 5 - 10
- 6 **TO RECEIVE NOTIFICATION OF PETITIONS IN ACCORDANCE WITH THE COUNCIL'S PETITION SCHEME**

Date and Time of next meeting

Please note that the next meeting is scheduled for Wednesday, 29 March 2023 at 9.30 am.

Webcasting/ Live Streaming

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Agenda Item 5

MID SUFFOLK DISTRICT COUNCIL

Minutes of the meeting of the **DEVELOPMENT CONTROL COMMITTEE B** held in the Frink Room (Elisabeth) - Endeavour House on Wednesday, 1 February 2023 at 09:30am

PRESENT:

Councillor:

David Muller BA (Open) MCMI RAFA (Councillor) (Vice-Chair)

Councillors:

James Caston
Richard Meyer
Andrew Stringer

Andrew Mellen
Mike Norris
Rowland Warboys

Ward Member(s):

Councillors:

Sarah Mansel
Helen Geake

In attendance:

Officers:

Chief Planning Officer (PI)
Area Planning Manager (GW)
Planning Lawyer (IDP)
Planning Officer (DC)
Governance Officer (AN)

76 APOLOGIES AND SUBSTITUTIONS

76.1 Apologies were received from Councillor Kathie Guthrie and Councillor Peter Gould.

76.2 Councillor Rick Meyer substituted for Councillor Gould.

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

77.1 Councillor Mellen declared that he was the Suffolk County Councillor for Elmswell.

78 DECLARATIONS OF LOBBYING

78.1 None declared.

79 DECLARATIONS OF PERSONAL SITE VISITS

79.1 Councillor Mellen declared a personal site visit in respect of application DC/22/03966.

80 SA/22/15 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 21 DECEMBER 2022

80.1 It was resolved that the minutes of the meeting held on 21 December 2022 were confirmed and signed as a true record.

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

81.1 The Governance Officer reported that one petition had been received regarding application number DC/21/06333 (Item 7A) with 132 valid signatures supporting the following statement:

We OBJECT to this application for the following reasons:

1. A1088 between the roundabout and the heath road don't have any pavement or cycle route to accommodate with increased uncontrolled traffic level from both side of A14 to proposed service. Specially pedestrians and cyclists from Elmswell and Norton to Woolpit Heath Centre and pedestrians and cyclists from Woolpit and surrounding villages to Elmswell railway station are at risk.

2. Increased uncontrolled traffic exiting the site will be on the left-hand lane and the traffic from A14 east slip road are on the right-hand lane just before the roundabout. Both lane users must position their vehicle according to their following journey but there is very short distance to change their lane.

3. Drive thru food facilities motivate the customers eat and drink on the wheel in the very confused merging traffic just before the roundabout.

4. There is petrol station and the essential facilities in A14 junction 42 - Asda, J43 -Tesco, J44 - BP & Sainsbury, J49 - BP, J50 - Tesco and McDonalds and J51 - Shell with properly planned and developed roads and roundabouts to facilitate A14 traffic. Fossil fuel and obesity are the big concern about governments.

5. The job creation are only the expenses of existing Coffee shops, Pubs, Takeaways, Bakeries, Convenience stores and Petrol stations in Elmswell, Woolpit, Norton and surrounding villages.

6. Clearly there is no need for such big development without any essential infrastructure development such as new road, roundabouts, etc to accommodate the increased uncontrolled traffic level. The increased traffic

noise and disruption to the Villages to perform their day today life and the public safety is in question.

Therefore, we strongly object this planning application.

82 SA/22/16 SCHEDULE OF PLANNING APPLICATIONS

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

Application Number	Representations From
DC/22/03966	David Jones (Agent) Ian Fieldhouse (Applicant) Councillor Sarah Mansel (Ward Member) Councillor Helen Geake (Ward Member)
DC/21/06333	Councillor Sarah Mansel (Ward Member) Councillor Helen Geake (Ward Member)

83 DC/22/03966 LAND TO THE WEST OF THE FORMER BACON FACTORY, ELMSWELL

83.1 The Case Officer presented the application to the Committee outlining the proposal before Members including: the location of the site, the constraints of the site, the proximity to nearby sites, the site layout plan, the proposed materials for use, the landscaping plan, the proposed floor plans and elevations, proposed sustainability measures, and the Officer recommendation for approval.

83.2 The Case Officer responded to questions from Members on issues including: the traffic management scheme, the Elmswell Neighbourhood Plan, consultation with Taylor Wimpey, the amount of affordable housing, the conditions from the previous decision, the consultation response from Strategic Housing, the Community Infrastructure Levy (CIL) contribution, the proposed swales at the front of the properties, and the proposed relief road.

83.3 The Case Officer responded to questions from the Ward Members on issues including: plans for the open space on the site and the footpath set out in the previous S106 agreement.

83.4 Members considered the representation from Mr. David Jones who spoke as the Agent.

83.5 The Agent responded to questions from Members on issues including: the construction management plan, solar panels, and gas boilers.

83.6 Members considered the representation from Councillor Helen Geake who spoke as the Ward Member.

83.7 Members considered the representation from Councillor Sarah Mansel who spoke as the Ward Member.

83.8 Members debated the application on issues including: sustainability measures, the construction management plan, the amount of affordable housing, the location of the open spaces, the proposed footpath, communication with Network Rail, connectivity of the site, the conditions agreed as part of the previous decision, potential traffic and parking restrictions, and the provision of play equipment on open spaces.

83.9 Councillor Meyer proposed that the application be approved as detailed in the Officer recommendation with the following conditions:

- Amended condition for the provision of onsite play area facilities and to include fencing, in consultation with the Parish Council
- Scheme for PV to be agreed to clarify that all properties are to have PV panels

83.10 Councillor Stringer seconded the proposal.

By a unanimous vote

It was RESOLVED:

That the Chief Planning Officer be authorised to APPROVE the Reserved Matters application subject to conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:

- **That conditions applied to the outline approval continue to apply here.**
- **Development to be built out in line with approved plans.**
- **Development to be built out in accordance with phasing plan.**
- **Additional detail to be provided on play equipment to be provided with one of the three areas of open space.**
- **Photovoltaic panels to be installed on each property prior to occupation or in such timetable as may be agreed.**

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

- **Pro-active working statement**
- **Highways note**

With the following conditions:

- **Amended condition for the provision of onsite play area facilities and to include fencing, in consultation with the Parish Council**
- **Scheme for PV to be agreed, to clarify that all properties are to have PV panels**

84 DC/21/06333 LAND OFF A14, ELMSWELL, SUFFOLK

- 84.1 The Case Officer presented the application to the Committee outlining the proposal before Members including: the location of the site, the constraints of the site, the previous decision reached by the Committee, the proximity of the site to nearby churches and listed buildings, the site location plan, the existing and proposed site layout, the access and egress to the site, the landscaping plan, the consultation response from the heritage team, the floor and roof plans, and the Officer recommendation for refusal.
- 84.2 The Case Officer responded to questions from Members on issues including: the road safety audit, the consultation response from Suffolk Police, access and exit from the site, speed limits, the consultation response from Suffolk Highways, and the routes taken to exit the site.
- 84.3 Members considered the representation from Councillor Helen Geake who spoke as the Ward Member.
- 84.4 Members considered the representation from Councillor Sarah Mansel who spoke as the Ward Member.
- 84.5 Members debated the application on issues including: the access to the site, the consultation response from Suffolk Highways, speed limits surrounding the site, nearby junctions, and the safety of the site.
- 84.6 Councillor Meyer proposed that the application be refused as detailed in the Officer recommendation.
- 84.7 Councillor Stringer seconded the proposal.

By a unanimous vote

It was RESOLVED:

That the Council resolve to: REFUSE planning permission, or in the event that the appeal has begun agree the following putative reason for refusal, for the following reason:

1) The proposed development, by reason of the design and layout of the proposed vehicle egress onto the A1088 and resulting increase in uncontrolled traffic levels, and the resultant conflicts between vehicles exiting the site and those using the existing A14 egress slip roads, would result in severe and detrimental impact on existing highway safety. On this basis the development would be contrary to the provisions of saved Policies T6 and T10 of the Development Plan and paragraphs 110, 111 and 130(f) of the National Planning Policy Framework (NPPF).

85 SITE INSPECTION

85.1 None received

The business of the meeting was concluded at 11:42am.

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Chair

Agenda Item 7

MID SUFFOLK DISTRICT COUNCIL

DEVELOPMENT CONTROL B COMMITTEE

1ST MARCH 2023 – 9:30AM

INDEX TO SCHEDULED ITEMS

<u>ITEM</u>	<u>REF. NO</u>	<u>SITE LOCATION</u>	<u>MEMBER/WARD</u>	<u>PRESENTING OFFICER</u>	<u>PAGE NO</u>
7A	DC/21/01457	Land North of, Pethouse Lane, Barham, Suffolk	Cllr Tim Passmore and Cllr John Whitehead / Claydon & Barham	Jasmine Whyard	13 - 28
7B	DC/22/06214	Eye Airfield Industrial Estate, Eye Road, Brome, IP23 8AW	Cllr Peter Gould / Eye	Daniel Cameron	29 – 48
7C	DC/21/06824	Land at Fennings Farm, Pixey Green, Stradbroke, Suffolk	Cllr Julie Flatman / Stradbroke & Laxfield	Mahsa Kavyani	49 - 78

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Agenda Item 7a

Committee Report

Item No: 7A

Reference: DC/21/01457

Case Officer: Jasmine Whyard

Ward: Claydon & Barham.

Ward Member/s: Cllr Timothy Passmore. Cllr John Whitehead.

RECOMMENDATION – APPROVE RESERVED MATTERS

Description of Development

Submission of details under Reserved Matters following Outline Planning Permission 0085/17 - Appearance, Scale, Layout and Landscaping for the erection of 20.no dwellings (including 7 affordable)

Location

Land North of Pesthouse Lane, Barham, Suffolk

Expiry Date: 20/01/2023

Application Type: RES - Reserved Matters

Development Type: Major Small Scale - Dwellings

Applicant: Foregain Ltd

Agent: KLH Architects

Parish: Barham

Site Area: 1.04 hectares

Density of Development:

Gross Density (Total Site): 19.2 dwellings per hectare

Details of Previous Committee / Resolutions and any member site visit: Outline Planning Application 0085/17 was approved by Members on the 13/03/2019, permission was subsequently granted 13/09/2019

Has a Committee Call In request been received from a Council Member: 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:

- i. The proposal is for a development for '15 or more dwellings' and as such it exceeds the threshold for being determined under delegated authority as set out under the Council's Planning Charter and Protocol for the use of Delegation.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

The Development Plan

The following policies are considered the most important to the determination of this proposal. The policies are all contained within the adopted development plan for Mid Suffolk District which is comprised of: Mid Suffolk Core Strategy Focused Review (2012), Mid Suffolk Core Strategy (2008) and saved policies from the Mid Suffolk Local Plan (1998). All policies, save for CS1, CS2 and H7, are afforded full weight in the determination process as they are, *inter alia*, considered wholly consistent with the policies of the NPPF (having regard to paragraph 219 of that document).

- **Mid Suffolk Core Strategy Focused Review (2012)**

- FC1- Presumption in Favour of Sustainable Development
 - FC1.1- Mid Suffolk Approach to Delivering Sustainable Development

- **Mid Suffolk Core Strategy (2008)**

- CS3- Reduce Contributions to Climate Change
 - CS4- Adapting to Climate Change
 - CS5- Mid Suffolk's Environment
 - CS6- Services and Infrastructure
 - CS9- Density and Mix

- **Mid Suffolk Local Plan (1998)**

- GP1- Design and Layout of Development
 - H13- Design and Layout of Housing Development
 - H14- A Range of House Types to Meet Different Accommodation Needs
 - H15- Development to Reflect Local Characteristics
 - H16- Protecting Existing Residential Amenity
 - H17- Keeping Residential Development Away from Pollution
 - CL8- Protecting Wildlife Habitats
 - T9- Parking Standards
 - T10- Highway Considerations in Development

Neighbourhood Plan Status

This application site is not within an area either designated for, nor with an adopted neighbourhood plan.

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

No comments were received from Barham Parish Council nor from Claydon and Whitton Parish Council.

National Consultee

- **Anglian Water**
No comment.
- **Disability Forum**
Make comments on the following 1) Note that dwellings will have level thresholds and easy circulation, 2) a bungalow is proposed, 3) 50% of dwellings should meet Part M4(2) and 1 should at least meet Part M4(3) of Building Regulations, 4) all footpaths should be wide enough and appropriately surfaced for wheelchair users.
- **East Suffolk Drainage Board**
No objection, list a range of details on the Board's regulatory regime and consenting process.
- **Historic England**
No comment to make.
- **National Highways**
No objection.
- **Suffolk Wildlife Trust**
Make comments on the following 1) the eastern hedgerow boundary should be retained, 2) a wildlife sensitive lighting scheme should be provided, 3) swift nest bricks should be incorporated into two-storey buildings and 4) gaps in boundaries should be retained for hedgehogs

County Council Responses

- **Archaeology**
No objection.
- **Development Contributions**
No objection. A S106 Agreement was signed as part of the Outline Permission. Other infrastructure matters will be covered by CIL.
- **Fire and Rescue**
No objection.
- **Floods and Water**

Object on the basis that there is uncertainty about the proposed location of the dwellings on the site and whether they will remain safe for the lifetime of development and will not increase flood risk elsewhere. Note that the LPA is minded to recommend approval.

- Whilst the applicant has provided modelling and proposed a deep compensational storage area, the LLFA still feel that they cannot guarantee that the properties will remain safe for the lifetime and will not increase flood risk elsewhere. However, due to an update to the national predicted surface water flood maps, the flood risk has decreased.
- The LLFA will not be able to approve this application as we feel the risk of flooding (existing and future) cannot be proven. We will however provide technical assistance regarding a surface water drainage strategy once detailed information comes forth.
- The LLFA would also like to advise the LPA that the site is at risk of groundwater flooding as per the BMSDC Strategic Flood Risk Assessment (SFRA), therefore we would advise that the LPA/Applicant monitors the ground water monitoring prior to the site being developed.
- The LLFA believe that the site does not meet the policy requirement below

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 CS4 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.
- The LLFA nonetheless recommends a planning condition securing a surface water drainage and flood compensational storage area verification report.

Officer Comment: *These particular flood risk issues will be addressed within the body of the report as the Council has sought external independent flood risk advice.*

- **Highways**

No objection subject to conditions on 1) bin presentation and storage areas, 2) parking provision provided and retained and 3) details of EV charging points.

- **Travel Plan**

No comment to make.

Internal Consultee Responses

- **Environmental Health- Air Quality**

No comments to make.

- **Environmental Health- Land Contamination**

No comments to make.

- **Environmental Health- Noise, Odour, Light and Smoke**
No objection.
- **Heritage**
No comment to make.
- **Place Services- Ecology**
No objection subject to conditions on 1) additional landscaping information and 2) wildlife sensitive lighting scheme.
- **Place Services- Landscape**
Additional information should be submitted in regard to the landscaping scheme, details of which can be secured via conditions on 1) arboricultural method statement, 2) hard and soft landscaping scheme, 3) landscape management plan.
- **Public Realm**
No comment.
- **Strategic Housing**
No objection, the affordable housing provision is in line with the S106 Agreement.
- **Sustainability**
No objection but recommends condition for the submission of a Sustainability and Energy Statement.
- **Waste Services**
No objection.

B: Representations

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

PLANNING HISTORY

REF: 0085/17	Erection of 20 dwellings including 7 affordable homes (with appearance, landscaping layout and scale forming Reserved Matters) (resubmission of application 2113/16).	DECISION: GTD 29.11.2019
REF: 2113/16	Erection of 27 dwellings including 9 affordable homes (following demolition of existing buildings)	DECISION: WDN 18.07.2016

PART THREE – ASSESSMENT OF APPLICATION

1. The Site and Surroundings

- 1.1. The site extends 1.04 hectares and comprises of a scattering of redundant outbuildings. There are dwellings located north along The Crescent, east along Norwich Road and south also along Pesthouse Lane. The A14 runs along the western boundary of the site. The dwellings surroundings the site adopt a mixed vernacular.
- 1.2. There are footways to the southern and eastern boundaries of the site. There are Public Rights of Way (footpaths) running along the southern and western boundaries of the site. The nearest bus stop is located along Norwich Road next to but outside of the site in the northeast corner. The bus stop has routes 113 and 114, which are relatively regular services Mondays to Friday reducing on Saturdays, connecting the site to Ipswich, villages along the A140 and Eye.
- 1.3. The southern, eastern and western edges of the site are lined by trees and hedgerows, none of which are protected by Tree Preservation Order. The site is not within or near to any SSSI or designated landscape (for example Special Landscape Area or Area of Outstanding Natural Beauty).
- 1.4. The site is not within nor adjacent to any Conservation Area. There are no immediately adjacent listed buildings, with the nearest located north approximately 235 metres (Grade II listed Sorrel Horse Inn and Barham Lodge). The site is not considered to fall within the setting of these listed buildings.
- 1.5. The site falls wholly within Flood Zone 1 and is therefore at a very low risk of fluvial (river) flooding. The site is however at risk of pluvial (surface water) flooding, this risk ranges from low to high. Whilst pluvial flood risk is primarily concentrated within the western part of the site, there are pockets of pluvial flood risk in the eastern area of the site.

2. The Proposal

- 2.1. The proposed development is for the erection of 20 dwellings (including 7 affordable units). The proposed housing mix would consist of the following:
 - 4 x 1-bedrooms (all two-storey dwellings)
 - 2 x 2-bedrooms (both two-storey dwellings)
 - 9 x 3-bedrooms (eight two-storey dwellings, one bungalow)
 - 5 x 4 bedrooms (all two-storey dwellings)
- 2.2. The 'reserved matters' being considered under this application are appearance, scale, landscaping and layout. The access was considered and approved under the Outline Permission and therefore the access into the site is not a matter for consideration under this application as it is as previously approved.
- 2.3. For ease of reference a range of conditions were imposed on the outline permission as summarised below [these are therefore not recommended to be repeated under these reserved matters]:

- Commencement time limit (3 years to submit reserved matters and 2 years to commence)
- Reserved matters must be approved
- Development carried out in accordance with approved plans
- Prior to commencement a phasing scheme must be submitted
- Prior to commencement of development additional flood information must be submitted
- Any unexpected land contamination to be dealt with.
- Prior to commencement a noise assessment for protecting dwellings from traffic noise must be submitted
- Access gradient shall not be steeper than 1 in 25
- Prior to commencement details of estate roads and footpaths to be submitted
- No dwelling shall be occupied until carriageways and footways serving it have been constructed to Binder course level
- Prior to commencement parking and manoeuvring details shall be submitted
- Visibility splays to be provided in full
- Prior to commencement a written scheme of investigation (archaeology) shall be submitted
- Prior to occupation a post investigation (archaeology) shall be submitted
- All garages shall solely be used for parking and incidental storage (no conversion)
- Prior to commencement details of fire hydrants to be submitted
- All ecological measures within ecology report to be complied with
- Prior to commencement- RAMS Mitigation to be submitted
- Prior to occupation a Landscape Environmental Management Plan to be submitted
- Prior to completion connection shall be provided in full to the Public Right of Way
- Planted belt to be provided along northern building
- All dwellings in the northeast corner to be single storey

2.4. A S106 Agreement was also signed as part of the outline permission securing the following:

- 7 affordable dwellings comprised of the following:
 - 4 x 1-bedroom 2-person flats- affordable rent
 - 1 x 2-bedroom 4-person houses- affordable rent
 - 1 x 2-bedroom 4-person house- shared ownership
 - 1 x 3-bedroom 5-person house- shared ownership
- Primary school land contribution- £5,885
- Primary school construction contribution- £85,267

3. Principle of Development

- 3.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, then that determination must be made in accordance with the plan unless material considerations indicate otherwise.
- 3.2. The principle of developing the site for the erection of 20 dwellings has previously been established under Outline Permission 0085/17. The principle of residential development and quantum of development proposed cannot therefore be revisited at this stage and it is envisaged when granting outline planning permission that there will be at least one configuration of the development that would be acceptable at the reserved matters stage.

3.3. The key considerations, as discussed throughout this report relate to whether the proposed appearance, scale, landscaping and layout of the development responds appropriately to the character and amenity of the area, having regard to the relevant development plan policies.

4. Access, Connectivity, Parking and Highway Safety

4.1. Policies T9 and T10 and paragraphs 110, 111 and 112 of the NPPF seek to ensure that the highway network is safe for all users whilst also supporting and encouraging the uptake of active sustainable travel.

4.2. One access into the site would be provided from Pesthouse Lane as secured under the Outline Permission. The internal estate roads off the access would therefore create a cul-de-sac development, which is acceptable in this case bearing in mind the relatively minor number of dwellings proposed.

4.3. Parking provision is provided in accordance with Suffolk Parking Guidance (2019) and is proportionate to the proposed bedroom numbers within each dwelling. Thirteen garages are proposed across the development forming part of this parking provision. SCC Highways raised no objection, subject to a number of conditions which form part of the recommendation.

4.4. There are no instances of triple parking on site. Some double tandem parking is proposed where there are garages. It should be noted that all garages provided on site were conditioned under the outline permission to be retained in perpetuity for parking provision and incidental storage to the dwelling (i.e. they cannot be converted to additional living accommodation unless an application for planning permission was made in that regard). All garages proposed are surplus to SCC parking requirements.

4.5. Issues of connectivity from the site to services and facilities were matters considered under the Outline Permission and are not considerations under these reserved matters. A short section of shared cycleway/ footway is proposed in the northeast corner of the site to connect to an established footway running along Norwich Road. A 2-metre-wide footway is proposed internally along the western areas of the spine road, whilst this is not mirrored on the eastern side, there are grass 'service strips' of between 1 and 2 metres wide that provide safe access to the cycleway/ footway to the northeast.

4.6. The proposed development would comply with policies T9 and T10 and paragraphs 110, 111 and 112 of the NPPF.

5. Design and Layout

5.1. Policies CS5, GP1, H13 and H15 and paragraphs 126 and 130 of the NPPF work inter alia to secure a high standard of design in development.

5.2. The proposed dwellings adopt a contemporary appearance utilising red multi facing brickwork, larch cladding, white render, grey windows and grey and red roof tiles. Specific details of the materials are to be secured via condition.

5.3. The highest of the proposed dwellings would have a ridge height of 8.5 metres. The dwellings would be configured on site in the form of a mixture of terraced, semi-detached and detached dwellings. The one bungalow on site is located in the northeast corner, in compliance with condition 21 of the Outline Permission.

- 5.4. In addition to the thirteen garages, small sheds measuring 3 square metres are proposed on twelve of the plots. All dwellings have either a garage or shed providing secure cycle storage.
- 5.5. Different architectural features, materials and layout across the development would assist in ensuring there is a level of visual variety in the development, whilst securing a level of coherency with existing adjacent development.
- 5.6. No formalised public open space was secured via s106 agreement nor via condition on the Outline Permission, a small area of informal public open space measuring 658 metres squared has been provided centrally within the site.
- 5.7. The proposed development would accord with Core Strategy policy CS5, Local Plan policies GP1, H13 and H15 and paragraphs 130 of the NPPF.

6. Landscape Impact, Trees and Ecology

- 6.1. Policies CS5 and CL8 and paragraphs 131 and 174 of the NPPF seek to protect and enhance the natural environment in respect of landscape and biodiversity.
- 6.2. Where existing hedgerows and trees along the eastern and southern boundaries fall within the application site and they are proposed to be retained they are recommended to be protected by way of condition. However, it should be noted that many of these hedgerows and trees along the boundaries fall outside of the development site and the applicant's ownership, therefore their specific retention cannot be conditioned.
- 6.3. Along the eastern boundary additional landscaping is to be planted within the application site to thicken the existing boundary. The majority of existing trees within the site are proposed to be retained, however there some instances where low value trees are proposed for removal, specifically along the boundary of Plot 1 and within the flood compensation storage area. The removal of those trees is not objectionable.
- 6.4. In prominent locations on site 1.8-metre-high brickwork walls are proposed. 1.8-metre-high close boarded fencing is also proposed but would not be located in prominent or visible locations and would primarily be located to the rear of the dwellings to separate plots. Different surfacing materials are used across the site to increase the legibility of the scheme as to public and private areas. Hedgerows are proposed internally along the majority of the frontages and footpaths, ensuring the development adopts a semi-rural character in line with its location. A hedgerow is to be planted to the northern boundary adjacent to the proposed internal footpath connection to Norwich Road, in accordance with condition 20 of the Outline Permission.
- 6.5. Notwithstanding the submitted landscaping plans, additional information in regard to the hard and soft landscaping scheme and landscape management across the site have been requested by Place Services Landscaping. Such information is to be secured via conditions.
- 6.6. Place Services Ecology raised no objection from the perspective of potential impact on ecology and habitats. In addition to conditions imposed on the Outline Permission, additional conditions are recommended to secure biodiversity enhancement and a wildlife sensitive lighting scheme.
- 6.7. The scheme would comply with Core Strategy policies CS4 and CS5, Local Plan policy CL8 and paragraphs 174 and 180 of the NPPF.

7. Land Contamination, Flood Risk, Drainage and Waste

- 7.1. Policy CS4 and paragraphs 159, 167 and 174 of the NPPF seek to ensure that future occupiers and existing neighbouring development is safe for its lifetime in respect of pollution and flood risk.
- 7.2. There are no land contamination issues on site as established under the Outline Permission and confirmed again by the Council's Environmental Protection Officer under this application.
- 7.3. The site is vulnerable to pluvial (surface water) flooding, with different areas on the site ranging from being at a very low to high risk. The majority of the high risk is to the western side of the site, with the dwellings being positioned in the lower risk areas to the east of the site, such that a sequential approach to the siting of the dwellings is an appropriate response, notwithstanding the need to consider aspects of flood risk more specifically.
- 7.4. It is noted that the Local Lead Flood Authority (LLFA) (SCC Floods and Water) had a holding objection at the time the Outline Permission was granted. Outline Permission was however granted with a condition requiring additional flood risk information to be submitted (condition 5). This condition demonstrates that on the balance of probability officers at the time understood there to be sufficient and reasonable likelihood that such flood risk issues could be appropriately mitigated to enable the site to be developed at the quantum of development proposed. Owing to the history on the site and continued flood risk, the LLFA continue to object to the principle of development under these reserved matters. As the decision takers, the Council cannot however object to the principle of development because planning permission has already been granted; it is implicit in such a grant that the quantum of development applied is settled and there will be at least one configuration of development at the reserved matters stage that can be acceptably brought forward.
- 7.5. Officers must now instead be satisfied that the flood risk strategy required by condition 5 adequately ensures the development is as safe as possible for its lifetime and does not increase flood risk elsewhere.
- 7.6. Owing to the position of the LLFA, an external independent flood risk consultant was instructed by the LPA to assess the submitted flood risk strategy. Following numerous discussions and iterations, the external independent flood risk consultant is now satisfied that the strategy achieves as much as reasonably practical to mitigate flood risk on site. The strategy includes the excavation of a large area (measuring 8172 cubic metres) to the west of the site to provide flood compensation storage. The northern, southern and western sides would have a 1 in 3 slope gradient and the eastern boundary (closest to the dwellings) would have a 1 in 10 slope gradient.
- 7.7. Whilst this does not fully overcome the flood risk on site, officers consider on balance that this strategy sufficiently addresses the requirements of condition 5 imposed on the Outline Permission in respect of flood risk mitigation measures and ensures the proposed layout forming part of the reserved matters is appropriate. Condition 5 will nonetheless have to be discharged under a separate discharge of conditions application as it is not a reserved matter.
- 7.8. It should however be noted that the despite the submitted strategy, the LLFA as a statutory technical consultee assessing pluvial flood risk, is unable to remove their objection as they have a fundamental issue with the principle of development on the site. However, the LLFA have

nonetheless recommended conditions noting that the principle of development cannot be revisited at this stage, which form part of the officer's recommendation.

- 7.9. On balance, whilst there is some conflict with policy CS4 in respect of flood risk, taking the history of the site, outline permission and submitted flood risk strategy, pluvial flood risk has been adequately addressed.

8. Sustainability

- 8.1. A condition is imposed to secure sustainability and energy measures on the development. However, a range of measures have been accommodated into the development as follows:
- All dwellings are orientated with a roof slope facing south or west to exploit solar energy via PV panels
 - Secure covered cycle storage is provided for all dwellings
 - Simple rectilinear/ cuboid forms used to deliver low wall to floor ratios (maximum volume and minimum envelope) which minimises exposed fabric and thus heat loss and use of materials
 - Energy efficiency in accordance with Building Regulations, energy assessments will be conducted to determine the most effective efficiency measures to be used (including consideration of using air source heat pumps)
 - Efficient water consumption in accordance with Part G(2) of Building Regulations
 - Electric vehicle charging points provided to all dwellings (secured via condition)
 - Opportunities for biodiversity enhancement and increased landscape value across the site (secured via condition)
 - A connection is proposed to the adjacent footway in the northeast corner of the site to support active travel and provide a direct route to the bus stop

9. Impact on Residential Amenity

- 9.1. Policies H16 and H17 and paragraph 130 of the NPPF seeks to protect residential amenity of neighbouring properties and ensure adequate amenity of future occupiers of developments in order to achieve and maintain well-designed places.
- 9.2. The dwelling in the northeast corner of the site is a bungalow (as required by condition 21 of the Outline Permission). This bungalow is the closest of all proposed plots to existing neighbouring development, the bungalow form thus mitigates against overlooking, loss of light, overshadowing and loss of privacy to the existing neighbouring property (Sunnyside).
- 9.3. The proposed garden sizes are proportionate to the size of each dwelling and range from a minimum of 52 square metres (plot 6 which is a 1-bedroom house) to a maximum of 579 square metres (plot 17 which is a 4-bedroom house). Each dwelling would thus be served by adequate private amenity space.
- 9.4. The proposed development would comply with Local Plan policies H16 and H17 and paragraph 130 of the NPPF.

PART FOUR – CONCLUSION

10. Planning Balance and Conclusion

- 10.1. The proposed development is strictly in conflict with local and national flood risk policy, in so far as the development is at risk of flooding and there is no guarantee that the dwellings will remain safe for their lifetime. Importantly, however, the principle of developing the site with 20 dwellings was previously established under the Outline Permission, such that these reserved matters cannot revisit the principle of whether 20 dwellings on the site is acceptable with regard to flood risk, including through the application of the sequential and exceptions test (as outlined under paragraphs 162, 163, 164 and 165 of the NPPF).
- 10.2. The Outline Permission was granted with condition 5 requiring a flood risk strategy to be submitted which acknowledged existing flood risk issues on site and considered there to be a feasible way of ensuring flood risk was appropriately addressed. Extensive work has been carried out by the applicant in discussion with the LPA, LLFA and external independent flood risk consultant to ensure that, as far as reasonably possible and foreseeable, the flood risk strategy proposed is both feasible and effective in ensuring the development would be likely on the balance of probability to be safe for its lifetime and would not increase flood risk elsewhere taking account of site constraints, existing adjacent development and the consented outline development.
- 10.3. Whilst there is strictly some conflict with the development plan in respect of policy CS4 by way of flood risk, as noted above flood risk issues insofar as principle cannot be revisited through these reserved matters. Moreover, officers are content that condition 5 on the outline permission has been adequately addressed through the flood risk strategy. Solely in respect of the reserved matters (appearance, scale, landscaping and layout), the development does accord with the relevant policies of the development plan. Approval of the reserved matters is therefore recommended.

RECOMMENDATION

Approve reserved matters subject to the following conditions and informatives, and any others as may be deemed necessary by the Chief Planning Officer.

Conditions

- Development to be in accordance with approved plans
- Arboricultural method statement to be submitted
- Notwithstanding the submitted details, hard and soft landscaping scheme to be submitted (including landscaping details around flood compensation storage), all soft landscaping to be planted in the first available planting season.
- Landscape Management Plan (including open space and flood compensation storage) to be submitted
- Wildlife Sensitive Lighting Scheme to be submitted
- Biodiversity Enhancement Scheme to be submitted
- Bin presentation and storage areas to be submitted
- EV charging points to be submitted
- Sustainability and Energy Statement to be submitted
- Surface Water Verification Report to be submitted

- Material details to be submitted
- Removal of all permitted development rights that would have a material bearing on the run-off characteristics of the site, i.e. alterations and extensions to dwellings, outbuildings, surfacing within plots and means of enclosure.

Informatives

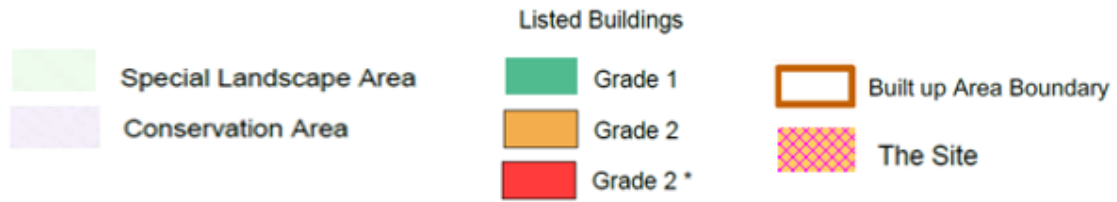
- NPPF proactive working- no pre-app
- Conditions and obligations on the outline permission must be discharged separately from these reserved matters and complied with- any details that overlap between these reserved matters and the requirements of a separate condition must match one another
- East Suffolk Drainage Board comments

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Application No: DC/21/01457

Parish: Barham

Location: Land North of Pesthouse Lane



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Agenda Item 7b

Committee Report

Item No: 7B

Reference: DC/22/06214

Case Officer: Daniel Cameron

Ward: Eye

Ward Member/s: Cllr Peter Gould.

RECOMMENDATION – GRANT PLANNING PERMISSION SUBJECT TO CONDITIONS

Description of Development

Planning Application - Erection of 1No storage building

Location

Eye Airfield Industrial Estate, Eye Road, Brome, IP23 8AW

Expiry Date: 17/03/2023

Application Type: FUL - Full Planning Application

Development Type: Major Small Scale - Manu/Ind/Storg/Wareh

Applicant: R H Developments (East Anglia) Ltd

Agent: Hollins Architects, Surveyors & Planning Consultants

Parish: Eye

Site Area: 1.49ha

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:

It would involve the erection of an industrial building with a gross floor space exceeding 3,750sqm. and as such requires determination by Planning Committee in accordance with the scheme of delegation.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

NPPF - National Planning Policy Framework

NPPG-National Planning Policy Guidance

FC01 - Presumption In Favour Of Sustainable Development

FC01_1 - Mid Suffolk Approach To Delivering Sustainable Development
FC03 - Supply Of Employment Land

CS03 - Reduce Contributions to Climate Change
CS04 - Adapting to Climate Change
CS05 - Mid Suffolk's Environment
CS06 - Services and Infrastructure

E02 - Industrial uses on allocated sites
E03 - Warehousing, storage, distribution and haulage depots
E08 - Extensions to industrial and commercial premises
E12 - General principles for location, design and layout
T09 - Parking Standards
T10 - Highway Considerations in Development
RT12 - Footpaths and Bridleways

Eye Neighbourhood Plan

Neighbourhood Plan Status

The Eye Neighbourhood Plan is an adopted part of the Development Plan. It carries significant weight in the decision-making process.

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)

Eye Town Council Comments received 22nd December 2022

No objection.

Brome and Oakley Parish Council Comments Received 16th January 2023

Brome and Oakley Parish Council considered this application at a meeting on 16 January 2023. It was agreed to recommend approval of the application subject to the public right of way being signed, accessible and maintained and light pollution being mitigated as far as possible.

Thrandeston Parish Council Comments Received 6th January 2023

Thrandeston Parish Council objects to this application for the following reasons:

The increase in the area of impervious surfaces on Eye Airfield have the following impact:

For every 1mm of rainfall on 1 sq. m of surface, 1 litre of water will result. On Eye Airfield there are already 7 hectares of hardstanding and roof therefore for every 1mm of rainfall on 70,000 sq. m of surface 70,000 litres of water results.

It is not unusual for there to be 20mm of rainfall in one day and this would result in 1,400,000 litres of water from the 70,000 sq. m of surface. Water management systems need to be included in any development.

This needs to be factored into any discussion on the development on land in the Thrandeston area as most of the water runoff will be through the village.

Yaxley Parish Council Comments Received 13th January 2022

Yaxley Parish Council objects to this application for the following reasons:

The increase in the area of impervious surfaces on Eye Airfield have the following impact:

For every 1mm of rainfall on 1 sq. m of surface, 1 litre of water will result. On Eye Airfield there are already 7 hectares of hardstanding and roof therefore for every 1mm of rainfall on 70,000 sq. m of surface 70,000 litres of water results.

It is not unusual for there to be 20mm of rainfall in one day and this would result in 1,400,000 litres of water from the 70,000 sq. m of surface. Water management systems need to be included in any development.

This needs to be factored into any discussion on the development on land in the Thrandeston/Yaxley area of Eye Airfield although most of the water runoff will be through Thrandeston but it will flood areas of farmland in Yaxley.

National Consultee (Appendix 4)

Historic England Comments Received 22nd December 2022

No comment.

County Council Responses (Appendix 5)

Archaeological Service Comments Received 9th January 2023

No objection.

Fire and Rescue Team Comments Received 5th January 2023

It is recommended that a water tank for fire-fighting purposes separate from any other water system be installed to serve the development.

Flood and Water Team Comments Received 28th December 2022

Holding objection until the sequential test as required by NPPF paragraph 161 has been completed due to low surface water flood risk associated with the site.

Further Flood and Water Team Comments Received 13th February 2023

It is noted that the sequential test has been undertaken and that the exceptions test has also been performed. The holding objection is maintained to secure additional details regarding the attenuation basin and SuDS on site.

N.B – Members are advised that Officers have undertaken the required sequential and exceptions tests and that further consultation with the Flood and Water Team is currently being undertaken. For reference similar work was undertaken with regards to application DC/21/04697 with the Flood and Water Team content that the application could be managed by way of planning conditions. A further update from the Flood and Water Team will be delivered verbally once received.

Highways Comments Received 4th January 2023

No objection and no conditions noted.

Public Rights of Way Team Comments Received 10th January 2023

We accept the proposal but ask that an informative is applied making clear the legal responsibility of the landowner with regards to the public right of way.

Travel Plan Officer Comments Received 21st December 2022

Due to the limited increase in anticipated employees and parking, we do not believe it to be necessary to require a travel plan on this occasion.

Internal Consultee Responses (Appendix 6)

Climate Change Officer Comments Received 6th January 2023

No objection.

Environmental Health – Air Quality Comments Received 5th January 2023

No objection.

Environmental Health – Land Contamination Comments Received 5th January 2023

No objection.

Environmental Health – Noise, Odour, Smoke and Light Comments Received 21st December 2022

Having regard to the application we recommend the use of an acoustic assessment condition should any fixed plant or equipment be proposed to be installed within the warehouse proposed.

Place Services – Ecology Comments Received 3rd February 2023

No objection subject to securing biodiversity mitigation and enhancement measures.

Public Realm Comments Received 19th December 2022

No comments.

Other Consultee Responses (Appendix 7)

British Horse Society Comments Received 9th January 2023

No objection, although encouragement is given for the improvement and upgrading of the public right of way within the wider site such that it could become a bridleway and suitable for use by a wider array of users.

Ramblers – Bury St. Edmunds Group Comments Received 9th January 2023

No comments.

Ramblers – Stowmarket Group Comments Received 9th January 2023

No comments.

B: Representations

At the time of writing this report no letters/emails/online comments have been received. It is the officer opinion that this represents no public representations being made on the application. A verbal update shall be provided as necessary.

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

PLANNING HISTORY

REF: DC/21/04697	Planning Application. Erection of new storage building No.10 for B8 use	DECISION: GTD 26.11.2021
REF: 0724/10	Erection of 2no. 130m wind turbines, electricity transformer and temporary works compound, construction of access tracks, hard standings and temporary access alterations.	DECISION: GTD 20.07.2010
REF: 0212/95/	Layout of roads and sewers using existing vehicular access with off-site infrastructure for future industrial development.	DECISION: GTD 24.05.1995
REF: DC/22/00416	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.	DECISION: PCO
REF: 3449/10	Erection of 1 electricity substation, 2 electrical enclosures and temporary construction compound. Construction of access track.	DECISION: WDN 25.01.2011
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: 0677/09	1. Erection of met mast 2. Erection of 2 no. 2/3MW wind turbines	DECISION: REC
REF: 1061/08	Post enforcement appeal PD Rights Query.	DECISION: REC
REF: 0212/95/	Layout of roads and sewers using existing vehicular access with off-site infrastructure for future industrial development.	DECISION: GTD 24.05.1995
REF: 0247/90/	CONTINUED USE OF REDUNDANT BUILDINGS AS TAXI OFFICE AND THE PARKING OF 4 TAXIS	DECISION: GTD 20.06.1990
REF: 0212/95/	Layout of roads and sewers using existing vehicular access with off-site infrastructure for future industrial development.	DECISION: GTD 24.05.1995

REF: 0247/90/	CONTINUED USE OF REDUNDANT BUILDINGS AS TAXI OFFICE AND THE PARKING OF 4 TAXIS	DECISION: GTD 20.06.1990
REF: DC/19/00657	Full Planning Application - Erection of 2no. B8 storage buildings and link extension between buildings 6 and 7.	DECISION: GTD 01.05.2019
REF: DC/19/02711	Discharge of Conditions Application for DC/19/00657 - Condition 8 (Surface Water Drainage), Condition 9 (Implementation, Maintenance and Management of Surface Water Drainage), Condition 11 (Construction Surface Water Management Plan), Condition 12 (Written Scheme of Archaeological Investigation), Condition 14 (Sustainable Efficiency Measures) and Condition 16 (Construction Management Plan).	DECISION: PGR 29.07.2019
REF: DC/19/03950	Discharge of Conditions Application for DC/19/00657 - Condition 8 (Surface Water Drainage) and Condition 11 (Construction Surface Water Management Plan)	DECISION: GTD 09.09.2019
REF: 0407/16	Proposed business park (poss. to be developed in 2 or more phases) See plans in IDOX from pre-meeting 28/01/16.	DECISION: REC
REF: 2644/13	Creation of new enclosed substation	DECISION: PDV 25.09.2013
REF: 0086/79	Erection of buildings for the manufacture of semi-trailers, rigid commercial vehicle bodies and ancillary purposes including open storage of trailer and construction of private sewage treatment plant.	DECISION: GTD 19.09.1979
REF: 0156/78/OL	Erection of buildings for manufacture of semi-trailers, rigid commercial vehicle bodies and ancillary purposes including open storage of trailer units and construction of private sewage treatment plant.	DECISION: GTD 13.10.1978
REF: 0212/95/	Layout of roads and sewers using existing vehicular access with off-site infrastructure for future industrial development.	DECISION: GTD 24.05.1995
REF: DC/18/02715	Notification of SCC Scoping Opinion (EIA) - The construction of two roundabouts along	DECISION: DEC 10.07.2018

the A140 and a road linking the northern roundabout with the B1077.

REF: DC/20/03957	Application for Advertisement Consent - Erection of 2No signs each consisting of 14 plate signs advertising Roy Humphrey Group businesses within the Eye airfield industrial complex.	DECISION: GTD 12.11.2020
REF: 1102/13	Use of land for the display of motor vehicles for sale, erection of vehicle retail showroom, construction of raised display platforms and parking areas (revised scheme to that previously approved under reference 2059/12).	DECISION: GTD 05.07.2013
REF: 0993/13	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: REC
REF: 2059/12	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: GTD 11.09.2012
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: 1480/09	Scoping Opinion request under part 4 of the EIA regulations 1999 (proposed wind turbines).	DECISION: EIA 26.06.2009
REF: 0858/09	Screening Opinion - for a wind energy scheme consisting of a maximum of two wind turbines	DECISION: EIA 15.04.2009
REF: 2533/05	Erection of a car showroom.	DECISION: REF 13.06.2006
REF: 0212/95/	Layout of roads and sewers using existing vehicular access with off-site infrastructure for future industrial development.	DECISION: GTD 24.05.1995

REF: 0212/95/	Layout of roads and sewers using existing vehicular access with off-site infrastructure for future industrial development.	DECISION: GTD 24.05.1995
REF: DC/17/05674	Application for Discharge of Condition for Requirement 9 (1) (Archeology) pursuant to The Progress Power (Gas Fired Power Station) Order 2015	DECISION: GTD 06.12.2017
REF: DC/19/02532	Discharge of Conditions Application for DC/17/05666 - Condition 23 (Renewable Energy Technology).	DECISION: REF 05.07.2019
REF: DC/19/04522	Discharge of Conditions Application for DC/17/05666 - Condition 17 (Highways - Access) and Condition 18 (Highways - Surface Water Discharge Prevention).	DECISION: GTD 11.10.2019
REF: DC/21/03894	Application for the Modification of a Section 106 Planning Obligation relating to Progress Power (Gas Fired Power Station) dated 13/01/2015 - Modification of Education and Employment Scheme	DECISION: GTD 01.09.2022
REF: 0549/17	Change of use to canine creche facility offering canine day care services, including secure fenced external exercise area and staff/customer parking.	DECISION: GTD 28.04.2017
REF: 0404/17	Buildings 1 & 2 - Change of use from B1 to Sui Generis - to set up a dog creche.	DECISION: ECP 31.01.2017
REF: 3619/13	Use class of building last occupied by Speed Deck.	DECISION: REC
REF: 2052/13/FUL	Change of use from B8 to B2 including installation of new door and windows.	DECISION: GTD 21.08.2013
REF: 0499/11	manufacture and storage of straw bedding material	DECISION: REC
REF: 2398/10	Demolition of existing buildings and redevelopment of site	DECISION: REC
REF: 0021/85/A	Non illuminated company name and logo signs,	DECISION: GTD 22.10.1985
REF: 2350/08	use of land for stationing of simulated fire-test container	DECISION: REC

REF: 0212/95/	Layout of roads and sewers using existing vehicular access with off-site infrastructure for future industrial development.	DECISION: GTD 24.05.1995
REF: 0160/90/	PROPOSED PHASED EXPANSION OF STRAMIT INDUSTRIES TO INCLUDE EXTENSION TO EXISTING SPEED-DECK FACTORY, MATERIALS AND FINISHED GOODS STORE, RESEARCH AND DEVELOPMENT BUILDING, NEW FACTORY BUILDING INCORPORATING AN OFFICE ADMINISTRATION BLOCK, CAR PARKING, TRAILER PARK WITH OPERATIONAL SPACE AND STORM WATER STORAGE LAGOON OF 750,000 LITRE CAPACITY.	DECISION: GTD 20.11.1990
REF: 0247/90/	CONTINUED USE OF REDUNDANT BUILDINGS AS TAXI OFFICE AND THE PARKING OF 4 TAXIS	DECISION: GTD 20.06.1990
REF: 4166/11	Erection of B2 seed processing building and 9 silos and construction of hard standing following demolition of 4 agricultural buildings.	DECISION: GTD 28.03.2012
REF: 0212/95/	Layout of roads and sewers using existing vehicular access with off-site infrastructure for future industrial development.	DECISION: GTD 24.05.1995
REF: 0273/87	Layout of roads and sewers and other offside infrastructural works for industrial development.	DECISION: GTD 14.07.1987
REF: 0055/81/OL	Redevelopment of site including the erection of 3 blocks containing 24 units	DECISION: WDN 15.12.1983
REF: 0086/79	Erection of buildings for the manufacture of semi-trailers, rigid commercial vehicle bodies and ancillary purposes including open storage of trailer and construction of private sewage treatment plant.	DECISION: GTD 19.09.1979
REF: 2484/05	New building to provide vehicle storage and warehousing.	DECISION: GTD 27.04.2006
REF: 0370/90/	CHANGE OF USE TO HAULAGE DEPOT.	DECISION: GTD 20.06.1990
REF: 0051/99/	ERECTION OF 2 NO. SINGLE STOREY EXTENSIONS TO EXISTING UNIT;	DECISION: GTD 03.03.1999

	ERECTION OF DETACHED TIMBER STORE AND NEW OFFICE BLOCK.	
REF: 0404/98/	ERECTION OF TOILET BLOCK TO SERVE UNITS 8A-E AND UNITS 9A-D.	DECISION: GTD 18.06.1998
REF: 0212/95/	Layout of roads and sewers using existing vehicular access with off-site infrastructure for future industrial development.	DECISION: GTD 24.05.1995
REF: 0062/00/	ERECTION OF UNLOADING CANOPY OVER PART OF PAVED FORECOURT.	DECISION: GTD 29.02.2000
REF: 0341/00/	ERECTION OF WORKSHOP AND SHOWROOM BUILDING.	DECISION: GTD 07.06.2000
REF: 1436/02/	REMOVE EXISTING SETTLEMENT TANK. REPLACE WITH FILTER PRESS.	DECISION: GTD 30.12.2002
REF: 0026/89/	ERECTION OF TRAFFIC OFFICE EXTENSION	DECISION: GTD 22.03.1989
REF: 0002/99/A	INFORMATION PANEL AND DIRECTION SIGN.	DECISION: GTD 19.02.1999
REF: 0715/90/	USE OF FORMER COUNCIL DEPOT BUILDING FOR LIGHT VEHICLE BODY REPAIRS AND PAINT SPRAYING.	DECISION: GTD 08.10.1990
REF: 0371/96/	USE OF EXISTING BUILDINGS AS OFFICES AND GENERAL INDUSTRIAL USE	DECISION: GTD 11.06.1996

PART THREE – ASSESSMENT OF APPLICATION

1. The Site and Surroundings

- 1.1 The site is a level, rectangular shaped area of land that is located towards the southern end of, but within the defined Eye Airfield Business Park, with a given area of 1.49 hectares. It is located adjacent to two recently constructed B8 storage buildings, approved under planning application reference DC/19/00657 and immediately adjacent to another B8 storage building built out under planning permission DC/21/04697.
- 1.2 A notable feature to the north-east of the site is a substantial wind turbine, whereas adjacent to the north are a number of large, single volume, commercial buildings. The proposed development would be the eleventh such building on site. The site itself currently given over to grass.
- 1.3 The overall Eye Airfield site is readily accessible by road from the A140 trunk road that connects Ipswich with Norwich. The A140 is noted as a strategic lorry route within the Suffolk Lorry Route Network.

2. The Proposal

- 2.1 Under this full application submission, permission is sought for the erection of 1 no. B8 storage unit (identified in the application submission as building 11). No processes are proposed to be undertaken within the building except for loading and unloading stored materials using forklift trucks and no fans for ventilation, extraction or air conditioning are proposed. The proposed location of building 11 would continue the row of established buildings on the Business Park.
- 2.2 In the case of building 11, this would have external dimensions of 114.9 metres in length and 45.6 metres width (and hence an overall floor area of 5,310 sqm) with a maximum height of 11.4 metres to roof ridge and 8.0m to the eaves of the roof.
- 2.3 In terms of materials, the proposed building would be constructed in profiled steel sheet cladding walls and roofs – this being the prevalent material utilised on the other large, single volume buildings already located on the site with the colour of materials to match those existing on the site.

3. The Principle of Development

- 3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that *'If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.'*
- 3.2 The National Planning Policy Framework (NPPF) states inter alia at paragraph 81: *'Planning policies and decisions should help to create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development...'*
- 3.3 The site for this application is located within the defined Eye Airfield Industrial Estate, as allocated in the adopted Local Plan. In this regard, Local Plan Policy E2 – Industrial Uses on Allocated Sites states that *'Favourable consideration will be given to applications for Industrial and Commercial development, as defined by Classes B1 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended), on the allocated sites, in accordance with the provisions of Table 4...'* In addition, Policy E3 – Warehousing, Distribution and Haulage Depots inter alia states that *'Favourable consideration will be given to applications for warehousing, storage and distribution on the sites allocated for such purposes in the Local Plan and identified in Table 4...'* Members are advised that the identified Table does include Eye Airfield, listing B1, B2 and B8 uses within the Use Classes Order as being suitable.
- 3.4 Leading on from this, the Eye Airfield Planning Position Statement, which has the status of Non-Statutory Planning Guidance, was adopted by the Council in November 2013. This document was intended to confirm the Council's decision that the Eye Airfield Development Framework (February 2013) should guide future development of the site. Within these documents, the application site is located in area 7 – Existing Business, described as *'Sites given planning permission, some scope for extensions, B1, B2, B8, logistics and data centre type use, retain and upgrade accesses.'* Again, in your officers' view the proposal for a warehouse and distribution centre, with associated office accommodation, conforms with the Framework and Position Statement's identified acceptable land uses – being a mixed B8 and B1 use.

- 3.5 Members are advised that the most up to date adopted policy document is the Eye Neighbourhood Plan (2018 – 2036). In this document, the application site is located within the defined Eye Business Area, and in this regard policy Eye 27 – Eye Business Area states:
'Eye Business Area shall be developed in accordance with the national and strategic policies. Any development should include Electric Vehicle Charging points consistent with Eye Policy 25 and Cycle Parking consistent with County Council Parking Guidance. Rights of Way should be maintained and enhanced within the area to allow access to and from the Town and to encourage wartime heritage visiting.'

The proposed development is not considered to conflict with the terms of the identified policy, on the basis that the intended use is considered to accord with the development plan policies and supporting documents identified in this section. In addition, requirements for charging points and cycle parking facilities are controllable under condition.

- 3.6 In summary, the principle of the proposed development taking place on the identified site is considered to be acceptable against the relevant policy base as described above.

4. Site Access, Parking and Highway Safety Considerations

- 4.1 The application development would be served by the existing access that serves the overall site. It is noted that SCC Highway Authority does not object to the proposals on grounds of the inadequacy of the access to serve the resultant amount of traffic.
- 4.2 In terms of parking provision, it is noted that the Council's adopted parking standards for B8 (Storage and Distribution) use are expressed as a *maximum* – therefore there is no minimum provision that would be applicable in this case. In terms of vehicle parking the adopted maximum standard is 1 space per 150 sqm. In total, the amount of new floorspace proposed under this application would be approximately 5,310 sqm and therefore the maximum number of spaces that would need to be proposed to meet the adopted standard is 35 spaces. The submitted proposal advises that 5 new car parking spaces would be provided with this building in addition the existing car and HGV parking already provided on the site.
- 4.3 Clearly the number of parking spaces proposed is below the maximum level required by the Council's adopted guidance in this matter. However, the number of spaces proposed would, it is felt, be an appropriate provision bearing in mind the nature (storage) of the development and the fact that the Council's adopted standard doesn't require a minimum provision as such. Further, the proposed warehouse is estimated to create three FTE jobs, such that the 5 parking spaces proposed would be more than adequate for the development even allowing for a small degree of visitor parking. It should also be noted that no retail element is proposed within the development such that there would be no public access to the site that may require a greater degree of visitor parking.

5. Design and Layout

- 5.1 Adopted Local Plan Policy GP1 – Design and Layout of Development requires inter alia that '...proposals should maintain or enhance the character and appearance of their surroundings and respect the scale and density of surrounding development...' Leading on from this, Local Plan policy E12 – General principles for Location, Design and Layout of Industrial and Commercial development includes a series of criteria that such proposals would be expected to comply with. As may be expected with a development of the type proposed, the submitted scheme is primarily driven by the functional needs arising from a warehousing and distribution type use. This requires the provision of a large single volume building that may be easily serviced. In this regard vehicular

access to the site is via the service road adjacent to the southern boundary. The access leads to a service and parking area – behind which would be the proposed built form.

- 5.2 The overall site is viewable from extensive publicly-accessible locations – not least from the A140 trunk road and also the public footpath that is adjacent to the southern boundary of the application site. To this end, it is considered that the existing built form to the north of the application site sets a strong development context. In this regard it is noted that the proposed layout and form of the development follows the established pattern – the new warehouse buildings continuing the row of buildings already located on site. It is considered that such an approach would be logical in terms of the arrangement of development and would not appear incongruous in the wider landscape setting.
- 5.3 The design of the buildings reflects the appearance of other buildings already on site. The commercial nature of the overall site has resulted in built form having a strong functional appearance. The design approach taken is considered to be wholly appropriate in the context of the surrounding form of development. Lastly it is noted that the submitted scheme does not include any external storage proposals, and this can be appropriately controlled by means of condition.
- 5.4 Core Strategy policy CS3 requires non-residential development proposals of over 1,000 sqm be required to integrate renewable energy technology in order to provide at least 10% of their projected energy requirements. With regards to this application, it is considered that the building will give rise to very limited energy requirements given the B8 storage use and lack of powered equipment within the proposed warehouse. The submitted planning statement notes that the entirety of the power required by the warehouse would be provided by the existing wind turbines on site.

6. Landscape Impact, Trees, Ecology, Biodiversity and Protected Species

- 6.1 The character of the site is such that it does not contain any trees or hedging. The nearest hedging that would potentially be impacted by the development proposed is located adjacent to the southern boundary, but it is considered that the distance between built form and this feature would mean that its structural integrity is not likely to be adversely impacted.
- 6.2 With regard to impacts on ecology, this aspect has been considered by the Council's retained ecological consultants. Their findings based on a review of the submitted Ecological Survey and Assessment provided by Essex Mammal Surveys, dated September 2022, Suffolk Biodiversity Information Services and DEFRA records are as follows:

'We are satisfied that there is sufficient ecological information available for determination of this application... The Ecological Survey and Assessment details the pond closest to the site, we agree that terrestrial habitat is not present. However, due to the network of ponds close by the site, with the closest being less than 50m away from the site of the proposed building, and District Level Licencing Risk Zones for GCN rating the site as Amber risk, we believe that adequate mitigation for GCN has not been recommended and that submission and approval of a Precautionary Method Statement for GCN should be secured as a condition of any consent.'

We also support the proposed bespoke biodiversity enhancements, provided in the Ecological Survey and Assessment, which have been recommended to secure net gains for biodiversity, as outlined under paragraph 174d of the National Planning Policy Framework (2021). Biodiversity enhancements include two barn owl nesting boxes. The bespoke biodiversity enhancement measures should be outlined within a Biodiversity Enhancement Strategy and should be secured by a condition of any consent.'

- 6.3 Their response also notes the need to consider a condition to secure good practice mitigation to avoid ecological impacts, all of which can be appropriately secured by means of condition.

7. Land Contamination, Flood Risk, Drainage and Waste

- 7.1 This application proposal has not given rise to concerns regarding land contamination – as is noted from the consultation response received from the Council’s Environmental Health Officer. In any event, it is recommended that an informative be added to a grant of planning permission that identifies the developer’s responsibility in the event that unexpected land contamination is found during the construction process.
- 7.2 As regards flood risk, the site is located in flood zone 1 and therefore is not in an area that is adversely impacted by fluvial (river flooding). That said, the site is impacted by potential surface water flooding issues, in an unusual pluvial (rainfall) event. In this regard, the following comments are made by the applicant’s agent:
‘The surface water runoff will discharge into a drainage system, designed to contain up to and including the 1 in 100 year rainfall event including CC. To prevent pollution to the surface waters, underlying geology, and groundwater an appropriate level of water treatment stages have been incorporated into the design. To reduce risk of flooding due to the failure of the surface water drainage system over its lifespan, a maintenance scheme should be adhered to, as detailed.’
- 7.3 The submission advises that surface water run-off from the building will be accommodated within the existing drainage system on the site which discharges into an above ground SuDS system. This was expanded to accommodate the neighbouring buildings and is proposed to be further expanded to accommodate this building. Further, site users will be signed up to receive advance flood warning information and the building is proposed to be built in accordance with water resistant building methods.
- 7.4 Officers have undertaken the sequential and exceptions tests and it is determined that this site is the most suitable, available location for the proposed development. Given strategic land allocations it is sequentially preferable to locate the development here. In addition, it is considered that the development of the site can take place safely, bearing in mind the impacts that could arise from the pluvial flood events. Similar work was undertaken for the previous application on site, with similar conclusions reached. Advice from the Flood and Water Team was that the development was acceptable subject to the imposition of conditions which is considered likely to be the case here.
- 7.5 The site lies within Essex and Suffolk Water’s Hartismere Water Resource Zone which they note in response to the emerging Joint Local Plan to have limited availability for non-domestic water users. In this regard, the application presented is non-domestic for their purposes and such will not be able to abstract groundwater to meet its needs.
- 7.6 This being said, no water use is proposed within the proposed building given its use as storage. This is further restricted via planning condition such that if a more water intensive user occupies the building, planning permission would be required to approve the use which would be dependent on their proving themselves to be water neutral in their resource requirements.
- 7.7 With regards to the internal layout of the building, no staff room or toilet is proposed within the building, however, even if they were, this would likely be acceptable as the information presented by Essex and Suffolk Water indicates that they consider this use to be so akin to domestic water use so as to be acceptable even within the Hartismere Water Resource Zone.

8. Heritage Issues

- 8.1 The location of the application site is such that there are no listed buildings within immediate proximity. In addition, the site is not located within or close to a defined conservation area. The nearest listed buildings are Boswold Hall, located to the west, on the opposite side of the A 140, and White House Farm and a pair of cottages located at the northern end of Yaxley. It is considered that the wider setting of these buildings would not be adversely impacted by the proposed development. Similarly, the nearest conservation areas enclose the settlement cores of Eye and Thrandeston which are relatively remote. Therefore, the proposal does not raise issues of 'above ground' heritage impacts as such.
- 8.2 The Council's archaeological consultees have advised that no conditions are required in relation to below ground heritage assets on this site.

9. Impact on Residential Amenity

- 9.1 The location of the site is relatively remote from existing residential development. The nearest dwelling in relation to the application site is located to the southwest, on Old Norwich Road. Its location in relation to the site is such that the amenity of this dwelling is not considered to be adversely impacted – particularly bearing in mind that the use of the proposed buildings would be for storage and distribution and also that the route of the A140 runs between the site and the nearest dwelling.
- 9.2 Notwithstanding the relative remoteness of the site from residential development, it is case that recommended conditions from the Environmental Health Officer (including controls over hours of operation, noise emission, lighting, construction times and disposal of construction materials) would be included to further safeguard residential amenity in the wider area.

10. Planning Obligations / CIL

- 10.1 The provision of planning obligations and CIL payments is not applicable to this application.

11. Parish Council Comments

- 11.1 The comments of the Town and Parish Councils are noted in respect of this application and are addressed in the report above.
- 11.2 With regards to the comments raised by Brome and Oakley Parish Council and to a lesser extent the British Horse Society, no such requirement for upgrading has been made by the Public Rights of Way Team at SCC who would ultimately be responsible for the upgrading and maintenance of the public right of way on site. Having visited the site, the run of the public right of way is unobstructed and signed to a degree. Given the lack of support from the SCC Public Rights of Way Team for this, upgrading of the route has not been brought forward within this application.
- 11.3 With regards to the comments of Thrandeston and Yaxley Parish Councils, the supporting evidence prepared in support of this application notes that the adjacent buildings on site (buildings 8, 9 and 10) all collectively drain into a collective SuDS feature with an effective working life of 75 years and provides for drainage from over 3ha of hardstanding on the site. Planning applications are only required to mitigate their own impacts, which has been demonstrated here, it is not possible to require additional surface water drainage works to be implemented as a result of offsite flooding from other parts of the site. An informative has been added to the recommendation below to ensure that maintenance of other exiting SuDS and drainage features on site is undertaken.

PART FOUR – CONCLUSION

12. Planning Balance and Conclusion

- 12.1 The submitted proposal seeks to augment and add to existing commercial development on the former Eye airfield. The site forms part of an area that is recognised as being an appropriate location for industrial and commercial development in the Council's adopted plan and other supplementary documents as identified in this report. Furthermore, the form of development proposed would reflect the context of development that is established on the site. The scheme would result in the creation of job opportunities which is welcomed, and it is considered that impacts arising from the development could be properly mitigated through the imposition of conditions.
- 12.2 In conclusion it is recommended that the Council grants a conditional planning permission for this development proposal.

RECOMMENDATION

That the Chief Planning Officer be authorised to GRANT Planning Permission subject to conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:

- Standard time limit
- Approved plans
- Materials to be as stated within application
- Use of building to be B8 only
- Control of hours of work for building
- No installation of plant/machinery/equipment within the building without appropriate noise assessment
- No external storage to be permitted within the red line site
- Limit to construction hours of work
- No burning of materials on site
- Work to be undertaken in accordance with construction method statement
- Sewage plant to be installed prior to first use
- Details of fire fighting water tank to be erected on site to be agreed and installed prior to first use
- Submission of scheme of water, energy and resource efficiency measures for both construction and operational phase
- Details of provision for electric vehicle charging points
- Provision of parking area prior to first use
- Ecological good practice measures during construction, GCN method statement, biodiversity enhancement strategy and lighting
- Final flood measures to be agreed and implemented in full including maintenance

Along with the following informative and any additional or amended informatives that are deemed necessary by the LLFA and the Chief Planning Officer:

- Proactive working statement
- Support for sustainable development principles

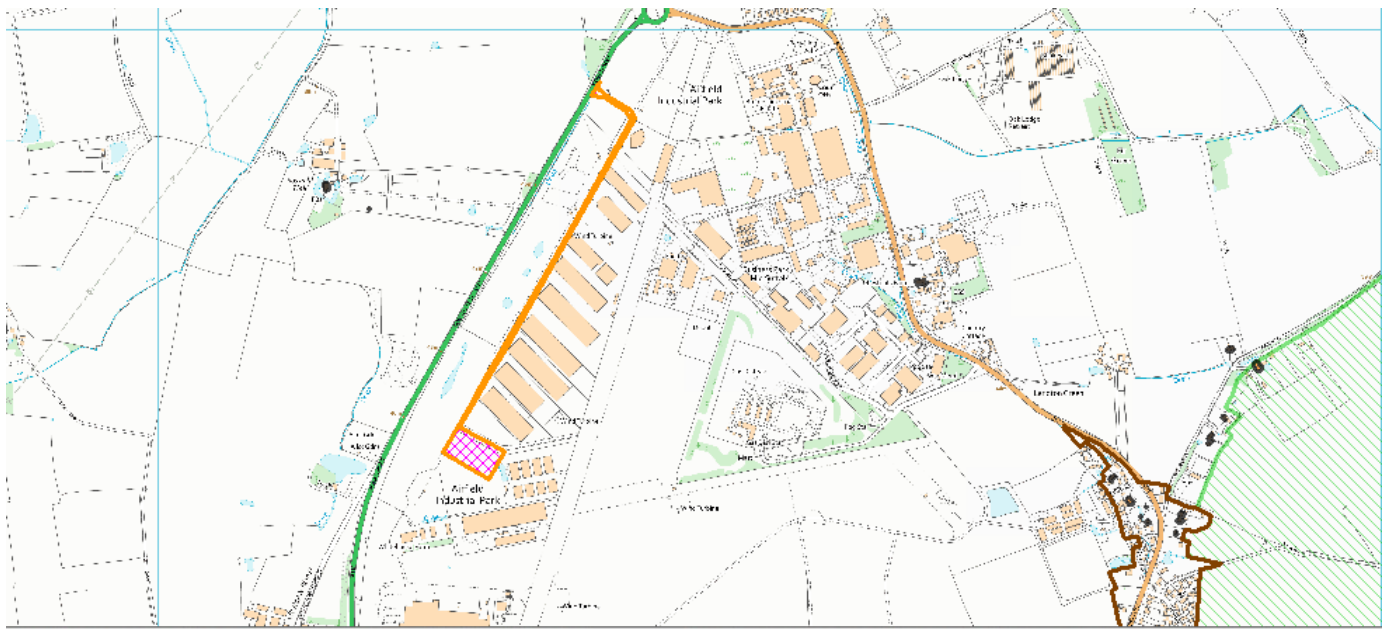
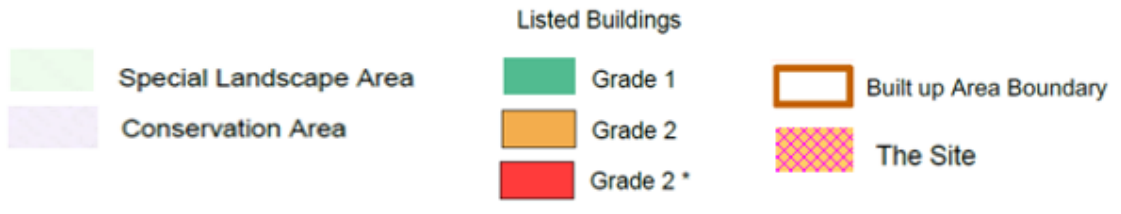
- Note regarding unexpected ecological presence
- Note regarding unexpected land contamination
- Note regarding public rights of way
- Note regarding maintenance of other SuDS features and drains onsite.

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Application No: DC/22/06214

Parish: Eye

Location: Eye Airfield Industrial Estate, Eye Road, Brome, IP23 8AW



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Agenda Item 7c

Committee Report

Item No: 7C

Reference: DC/21/06824

Case Officer: Mahsa Kavyani

Ward: Stradbroke & Laxfield.

Ward Member/s: Cllr Julie Flatman.

RECOMMENDATION –GRANT PLANNING PERMISSION WITH CONDITIONS

Description of Development

Planning Application - Erection of 6no poultry houses with associated admin blocks, feed bins and ancillary development. (EIA Development)

Location

Land At Fennings Farm, Pixey Green, Stradbroke, Suffolk

Expiry Date: 03/10/2022

Application Type: FUL - Full Planning Application

Development Type: Major Large Scale - All Other

Applicant: C E Davidson Farms Ltd.

Agent: Mr Jonny Rankin

Parish: Stradbroke

Site Area: 3.5 hectares

Density of Development:

Gross Density (Total Site): N/A

Net Density (Developed Site, excluding open space and SuDs): N/A

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 Head of Economy considers the application to be of a controversial nature.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

FC01 - Presumption In Favour Of Sustainable Development

FC01_1 - Mid Suffolk Approach To Delivering Sustainable Development
CS02 - Development in the Countryside & Countryside Villages
CS03 - Reduce Contributions to Climate Change
CS05 - Mid Suffolk's Environment
GP01 - Design and layout of development
T10 - Highway Considerations in Development
T09 - Parking Standards
CL08 - Protecting wildlife habitats
CL13 - Siting and design of agricultural buildings
CL14 - Use of materials for agricultural buildings and structures
CL15 - Livestock buildings and related development
H16 - Protecting existing residential amenity
CL17 - Principles for farm diversification

Additional guidance and relevant documents:

- Environmental Permitting (England and Wales) Regulations (2016);
- Conservation of Habitats and Species Regulations (2017);
- Habitats Directive;
- Countryside and Rights of Way Act 2000;
- Natural Environment and Rural Communities Act (2006);
- Environmental Protection Act (1990);
- Wildlife and Countryside Act (1981);
- Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (1999); and
- National Planning Policy Framework.
- National Planning Policy Guidance

Neighbourhood Plan Status

This application site is within a Neighbourhood Plan Area.

The Neighbourhood Plan is currently at:-

Stage 7: Adoption by LPA

Accordingly, Stradbroke Neighbourhood Plan has full weight.

Below policies are relevant and directly apply in this case.

- POLICY STRAD1: DEVELOPMENT STRATEGY AND PRINCIPLES
- POLICY STRAD2: DESIGN PRINCIPLES
- POLICY STRAD4: UTILITIES PROVISION
- POLICY STRAD5: FLOOD MITIGATION
- POLICY STRAD11: HISTORIC ENVIRONMENT & DESIGN
- POLICY STRAD12: LIGHT POLLUTION
- POLICY STRAD13: EMPLOYMENT PROVISION

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 Councils (Appendix 3)

Stradbroke Parish Council latest response (submitted 16 August 2022):

1. Water

a. The covering letter submitted with the updated Environment Statement states the development would not require a new supply, however this does not address the matter as the Water Cycle Study for Babergh and Mid Suffolk states: “ESW commented that the supply headroom in its Hartismere Water Resource Zone (WRZ) has now been exhausted by new non-household demand and so this would affect future non-household development”. The additional reports do not address the increased demand for water in this non-household development.

b. The applicant’s agent also states that: “this is before any additional provision via rainwater harvesting”. The Parish Council can find no reference in the submitted documents to rainwater harvesting. The flood risk assessment prepared in June 2021 by Plandescil identifies on p.18, point 6.6, that surface water runoff from the proposed hardstanding (2.071ha including roofs, yard, and access) will discharge into an attenuation system which will outfall into the ditch on the northern boundary of the site via a flow control. In addition, the report identifies on p.17 that “rainwater harvesting could be provided, however due to the end use, the re-use of the water is unlikely”.

2. Odour

a. P.14 of the submitted Odour Assessment notes at point 3.6.5 that the odour impacts during the clear out periods were not represented within the model used to determine whether there would be any impact on the surrounding properties. This includes the odour emissions that will be generated by the application site either as part of this application or for the site as a whole once fully developed.

b. P.35 of the Transport Assessment shows that the clear out process for the proposed 6 sheds will take place over 2 days, this combined with the days required to clear the existing 9 sheds could mean the highest level of odour emissions could be reached on a considerable number of days in every year, yet has not been modelled. Therefore, given that peak emissions are likely to be significantly higher than at other times it is necessary for the applicant to provide details about the upper limits of these emissions in order for the impacts of the clear-out process of the sheds to be assessed.

c. The odour assessment accepts that the clear out process will result in increased odour emissions, therefore this should be assessed for the days covering the 7 to 8 clear outs required per annum. As it is not fully assessed, it is therefore not certain that Policy CL17 will not be breached as there is no evidence that there will be no materially detrimental effect on nearby residential amenity.

In addition, there is no reference to the scale of odour emissions that may arise over the full rearing cycle or over the different times of the year.

d. East Suffolk Council commissioned an independent review of an odour impact assessment submitted to support a planning application for 3 poultry units, this review has highlighted flaws in the methodology of that report which the Parish Council feel are also reflected in the methodology used to prepare the odour report submitted in relation to this application.

e. The applicant's agent has pointed out the responsibility for odour management rests with the Local Planning Authority. Therefore the Parish Council would urge officers to carry out the same rigorous investigations as East Suffolk Council to verify the outcomes of the submitted odour report. Once this has been undertaken the views should be sought of Mid Suffolk's Environmental Protection Officers on the potential detrimental effect on nearby residential amenity of the peak emissions during clear out days and the increased emissions through the growing cycle and the impact these would have over the course of the year.

f. Odour assessment: on pages 10 & 15, footnotes 12 & 14 reference IPPC SRG 6.02 (Farming) - Odour Management at Intensive Livestock installations, EA, 2003 – this guidance does not contain the information referenced on the pages. Mid Suffolk officers will need to ensure that the correct guidance has been evaluated and referenced.

3. Waste (litter and water)

a. The agent's covering letter for the environmental statement highlights on p.1, 3rd bullet point, that there is a letter of undertaking from the applicant in relation to the muck arising and an upcoming contract with Melton Renewable Energy UK Limited. The attached letter states the following: "Please accept this letter as confirmation of our intention to send all muck generated from the proposed poultry houses..... for use in the generation of electricity at either Eye or Thetford" The applicant goes on to qualify this statement with another as follows: "Although the specific destination of the muck remains a commercial decision subject to future contract negotiations".

b. The statements above from the applicant do not prevent spreading of the waste nearby the site should that become more convenient or economic. Odour and dust impacts from the spreading of the waste are therefore a foreseeable indirect effect of the proposed development in the absence of a condition or planning obligation ensuring that the waste will in fact be delivered to Eye or Thetford Power Stations. Particularly given that the permitting documents previously submitted by the Parish Council show the intention for the disposal of litter is as follows: "At the end of the rearing periods after chickens have been removed, the litter will be removed and exported off-site in covered trailers for spreading on land owned by a third party to confer agricultural benefit or supplied to a local power station as fuel."

c. The Parish Council notes from documents submitted to East Suffolk Council that the Environment Agency make explicitly clear that the amenity impacts arising from waste management are to be dealt with by the Local Planning Authority.

d. The recently submitted documents do not address the issue of disposal of waste water and therefore the Parish Council reiterates the following:

i. The Transport Assessment in Table 4.1 on p.14 states that there will be 2 x artic of waste water per cycle (7.5 cycles per annum). Each load carries 30,000 litres (p. 34 Annex E Transport Assessment) giving an annual total of 450,000 litres of waste water.

ii. Point 6.18 (p.43) of the Environment Statement states that the waste water from cleaning the units will be taken from site in sealed tankers – the report is silent on the destination of the waste water.

iii. As part of the submitted EA permitting documents it is stated that: "Dirty water spread on land under the control of a separate farming business and a written agreement is in place."

iv. None of the documentation submitted identifies where the separate farming business is situated and there is no evidence submitted that the waste water would be treated or that the spreading of waste water on land would not have a detrimental environmental impact.

4. Highways

a. The Parish Council notes the copies of recent correspondence between the applicant's agent and Suffolk County Council Highways in which the holding objection has been removed.

b. The Parish Council notes from this correspondence that Suffolk County Council Highways stated the following: "The impact upon the B1118 in Stradbroke is a greater concern but as this forms part of the Suffolk Lorry Route network and not all of the (modest number of) HGV journeys involve this route, it is something we will have to accept."

c. The Parish Council continues to seek reassurance from both Mid Suffolk and Suffolk County Councils that the risk posed to pedestrians of an HGV mounting the only pavement to enable vehicles to pass each other on the B1118 in the village (Queens Street) has been thoroughly and rigorously reviewed as the emails from highways do not show this to be the case. There is no evidence submitted that this application can mitigate the impact on highway safety of the additional vehicle movements on the B1118, which is not in accordance with NPPF paragraph 110.

Officer Note : The applicant has informed the officer that they will provide clarity on matters of water ahead of committee, also they have pointed out that odour arising from the clean down is modelled at max emission rate (to represent worst case).

Horham & Athelington Parish Council:

1) HGV Movements and Cumulative Impact

Current Situation HGVs associated with the Cranswick (Crown) poultry feed mill, which is situated in Denham, currently route through Horham travelling east to Stradbroke and beyond and south to Worlingworth and beyond, transporting poultry feed to Cranswick's large network of intensive poultry units in the region; the HGVs return via the same routes. Horham residents have noticed a significant increase in the number of HGVs travelling through the village within the last two years, since Crown Milling began operating from the site in Denham and it must be pointed out that the poultry feed lorries have been witnessed travelling in both directions through the village, not, as claimed in the applicant's Environment Statement (S5.43) that: "... Denham Mill operates a one-way system with traffic routing in via Hoxne and leaving toward Horham via Fennings Farm." The B1117 runs through Horham and is not a designated HGV route on the SCC Lorry Route Network. In fact, HGVs travelling between Horham and Stradbroke have to negotiate a tight double bend just outside the Horham village 30mph sign which necessitates HGVs crossing the central white line on the bends. In addition, increased HGV movements on the route between Horham and Stradbroke have been a major contributing factor to the collapse of the high roadside bank near the bridge over Chickering Beck in 2020, where the road width is narrower. Temporary traffic lights had to be installed by SCC Highways, as only a narrow section of the carriageway was passable and remained in place for over a year (between late 2020 and 2021) until finally being removed in December 2021. However, this stretch of road is on an incline and frequently experiences water run-off from adjoining fields during periods of heavy rain, which in turn causes road surface water to rapidly course downhill towards the Beck. This, in addition to increasing HGV movements will lead to further erosion of the roadside bank and will become an ongoing problem and potential road safety hazard.

Proposed HGV Movements

With regard to planning application DC/21/06824, the Parish Council notes that S5.41 of the Environment Statement states: "The following elements and their location are offered as informative and based on existing contracts (they are of course subject to the market and contracts in the event of planning permission): Feed – Denham Mill (30%) and Kenninghall Mill (70%)". Given the applicant's caveat in brackets and the fact that Denham Mill is situated closest to the application site, it is safe to assume that 30% of the additional 674 HGV movements of feed per year will represent the minimum increase in HGV traffic through Horham and surrounding villages. Denham Mill (Crown Milling) acquired an Environmental Permit in 2021 to increase the production of poultry feed, resulting in nearly 20,000 HGV movements a year. The growing number of HGVs associated with this business, travelling through Horham, has had a detrimental impact on the living conditions of local residents on The Street, especially with regard to the enjoyment of gardens and outdoor space, where conversations are curtailed when two or three lorries pass in quick succession. An increase in HGV traffic associated with this planning application will have a further detrimental impact on the amenity of residents of Horham. The Environmental Statement S2.8 Table 2

includes the following SCC Highways (31.3.21) recommendation in the Scoping Report: “The application should consider any impacts the additional traffic generated by the development will have on the highway network when the facility is in production....” “A Transport Management Plan will also be required. Once the details are supplied, mitigation may be required on the existing highway within surrounding villages; including Eye Town centre.” The Parish Council is of the view that the applicant’s Transport Assessment does not provide adequate analysis of the cumulative impact of HGV movements on routes between surrounding villages, specifically Horham and including Denham, Stradbroke and Hoxne. The Transport Assessment does not address how highway safety issues highlighted by Denham Parish Council (concerning the significant increase in the volume of HGVs accessing and leaving the poultry feed mill in Denham and the resulting detrimental impact on the amenity of residents and rising highway safety concerns), Stradbroke Parish Council (concerning restricted two-way HGV movements and the impact on highway safety on Queen Street) and Hoxne Parish Council (concerning the number of vehicle collisions along Chickering Road (B1118) Hoxne, near the entrance to the Depperhaugh Care Home – see SCC Highways Report, November 2019) can be mitigated. With regard to the SCC Highways Report on Chickering Road (B1118), it should be noted that HGVs transporting poultry feed to and from the mill in Denham, access and exit the B1118 via a junction near the Depperhaugh Care Home, by way of a single carriageway, narrow lane, classified ‘C’ road, also known as Chickering Road. According to the SCC Highways report there were seven collisions in the 5 year period to 2019, two classified as ‘serious’ near the entrance to the Depperhaugh Care Home. The applicant’s Environment Statement (S5.25) states that “Links or junctions that exhibit 1 accident per annum are considered to be significant” and continues “Taking this into consideration, it is therefore considered that there are no existing highway safety issues on the local highway network”. S5.26 “... there are no highway safety issues that the development is expected to exacerbate.” The Parish Council is of the opinion that the proposed development will exacerbate the highway safety issues already identified by Denham, Hoxne and Stradbroke and will exacerbate the problem of roadside erosion on the stretch of the B1117 between Horham and Stradbroke. The planning application does not identify how the proposed development will meet the requirement of NPPF para.110(d) and is contrary to Policies CL15 and CL17 of the Local Plan.

Waste

The Parish Council wishes to bring attention to the fact that there is a lack of information concerning the destination of waste from the application site. The Variation to the Environmental Permit for the facility states: “Litter will be exported from the installation. Records will be kept of the quantities and the date of transfer, for example to a power station for recovery or third party for spreading on land and the names and addresses of the receiving farms.” The removal of waste litter from the application site will generate significant numbers of HGV movements and if not destined for power stations, will be spread on land (unspecified in the supporting documentation for the planning application) which does not belong to the applicant. Legal judgement in the cases of *Squire v Shropshire Council* and *Keating v East Suffolk Council* requires that the land destined for the spreading of poultry waste must be identified, for direct and indirect environmental effects to be properly assessed. This lack of information concerning the removal of waste (both poultry litter and waste water) reinforces the Parish Council’s view that the applicant’s Transport Assessment does not provide adequate analysis of the cumulative impact of HGV movements on routes between surrounding villages, specifically Horham and including Denham, Stradbroke and Hoxne.

3) Water usage This planning application will have a very high demand for water. Whilst high water consumption by the poultry meat processing factory on Eye Airfield has been accounted for in the Water Cycle Study (2020), the high demand for water by an increasing number of intensive poultry units supplying the meat factory have not. Moreover, the Statement of Common Ground between BMSDC and Essex & Suffolk Water (2020) makes clear that that Essex & Suffolk Water “is unable to provide water in the current ...plan period for new non-domestic processing activities” and that to be able to support such ‘non domestic’ water consumption would “require investment in infrastructure or water transfer, which would unlikely be operational until 2027”. This planning application may put residential development plans at risk but the issue has not been addressed in any of the supporting documentation for the planning application.

Summary

Whilst not a formal consultee, Horham & Athelington Parish Council wish to object to planning application DC/21/06824, on the basis of concerns relating to planning matters outlined above.

Fressingfield Parish Council:

The council noted the fact that HGV traffic would not flow through Fressingfield and recognises the positive effect on the local economy due to the growth in the chicken-economy.

The council recommends approval of this application.

National Consultee (Appendix 4)

Historic England: No comments

Natural England:

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

The Environment Agency: No objections

Odour

We have noted the clarification provided by the applicant on the number of broilers that the farm will house - being 530,000 operationally (rather than 570,000 as in the Environmental Permit). Therefore, we now consider this aspect of the odour modelling to be appropriate. Although the odour emissions from the gable end fans are not included in the Odour Modelling and Assessment, we would suggest that you consider this in your assessment of this application, that they are used during hot weather (depending on the age of the broilers) and that these are the days when residents tend to either be outside in their gardens or have house windows open.

The Environment Agency latest response is provided below, these comments were made specifically in relation to water consumption of the proposal and relates to abstraction licence:

Looking at the submitted Dove Associates report SUBJECT: Chicken drinking water demands for new site dated 17th January 2023. The methods proposed (capture of rain water, land drainage flows and de minimis levels of water abstraction below the permitting threshold of 20m³ per 24 hours) we have no objection to the development.

However, if this situation changes for example using public water supply or increasing abstraction we would like to be reconsulted as this will affect our comments.

If the applicant intends to abstract more than 20 cubic metres of water per day from a surface water source e.g. a stream or from underground strata (via borehole or well) for any particular purpose then you will need an abstraction licence from the Environment Agency. This is unlikely to be granted due to current water stress levels.

Essex and Suffolk Water (Northumbrian Water): Objections, however this can be overcome by way of the recommended condition below:

We have recently published our draft water Resources Management Plan 2024 (dWRMP24) for consultation. Our Plan forecasts supply and demand for the next 25 years and beyond and sets out how we will meet forecast demand.

We have sufficient water resources in our Hartismere water resource zone to meet all current and forecast household demand and all current non-household (business) demand. However, we do not have sufficient water resources to meet all forecast new non-household demand (equivalent to a 35% increase in overall household and nonhouseholder demand).

The livestock occupation for the 6no poultry houses of the development authorised by this permission shall not begin until:

- a. the local planning authority has approved in writing a full scheme of works to:
 - i. construct a grey water reuse storage reservoir to store additional on-site water supply to the proposed 6no poultry houses. Also the timeline of when the reservoir will be filled by a combination of the following:
 - a. Rainwater harvesting from existing and proposed poultry houses.
 - b. Diversion of land drainage flows.
 - c. A new groundwater or surface water abstraction
- b. the above approved works have been completed in accordance with the local planning authority's written agreement and have been certified in writing as complete on behalf of the local planning authority; unless alternative arrangements to secure the specified additional works have been approved in writing by the local planning authority.

Please note that the planning permission with the above condition is not considered implementable until the condition has been discharged.

County Council Responses (Appendix 5)

Archaeology:

- There is high potential for below ground heritage assets.
- No grounds for refusal.
- Conditions to secure archaeological investigation and recording if permission granted.

Fire and Rescue:

- Development must comply with Building Regulations for access and fire fighting facilities.
- Sprinkler system should be considered.

SCC Flood and Water Management:

Recommend approval subject to conditions.

Highways:

Further to additional correspondence and information from the applicant's consultants, a further site visit and consideration of the proposal, we are no longer in a position to uphold an objection on this proposal. Whilst the proposal will generate a modest increase in HGV traffic, it is not at a level that we could maintain

an objection upon as having a severe or unacceptable impact (NPPF 111). It should also be noted that significant parts of the identified routes form part of the Suffolk Lorry Route network.

Travel Plan Officer: No comments

Internal Consultee Responses (Appendix 6)

Heritage and Design Officer:

This application is for the erection of 6no poultry houses with associated admin blocks, feed bins and ancillary development. (EIA Development).

The heritage statement accompanying the application describes the impact of the scheme on the nearby designated and undesignated heritage assets. It concludes that the development would result in less than substantial harm to the significance of the Grade II Listed Old Hall Cottage (List UID: 1182816) and that this harm would be at the lower end of the scale. This impact is due to the visibility= of the proposed sheds, within the wider setting of the Listed cottage. The Heritage Statement also concludes that there would be no impact on the significance of the other heritage assets, due to separation and the lack of visibility.

In general, I agree with this assessment of the scheme's visual impact. However, the impact on a heritage assets setting cannot be limited to views alone. Other environmental factors, such as noise, increased traffic, vibrations, dust, light, etc, all will have an impact on the setting of a heritage asset. The Noise Impact Assessment was carried out by Matrix Acoustic Design Consultants and while their assessment does not specifically target the nearby heritage assets, in general they can be considered to be included within the areas assessed. The noise impact assessment states that the majority of transport movements will occur during the working day (07:00 – 20:00hrs), presumably with a minority of further movements also occurring outside of the working day hours. It also states that "the cumulative noise emissions from roof extract fans with the addition of transport activities would still be below the typical background noise level (low noise impact) and result in very low noise ingress levels." I conclude from this that there will be a low level of negative impact, due to noise and traffic, particularly on heritage assets closest to the development site.

An assessment of the impact of odours was carried out by Redmore Environmental. The assessment area covered included the majority of the designated and non-designated heritage assets and the subsequent report concludes that the "predicted impacts was defined as slight at nine receptors and negligible at one position. In accordance with the stated guidance, the overall odour effects as a result of emissions from the expanded poultry unit are considered to be not significant." I conclude from this that there is likely to be a negligible impact on the setting and significance of the heritage assets, from the odours associated with the operation of the development.

Therefore, the scheme would potentially result in a low level of less than substantial level of harm to the nearby designated heritage assets, due to the negative effect on environmental factors (noise) on their setting, along with a low level of less than substantial level of harm resulting from the detrimental visual impact specifically on the Grade II Listed Old Hall Cottage.

The national Planning Policy Framework (NPPF) states that any harm to, or loss of, the significance of a designated heritage asset, including from development within its setting, should require clear and convincing justification (paragraph 200). In paragraph 206 the NPPF states that local planning authorities should look for opportunities for new development within the setting of heritage assets, to "enhance or better reveal their significance". Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably. I do not find that the proposed development enhances or preserves the positive elements of the setting of the nearby heritage asset and I do not believe the negative impacts of the scheme could be successfully mitigated.

Therefore, the result of the development would be a low level of less than substantial harm to the nearby heritage assets, which would need to be weighed against the public benefits of the proposal, in accordance with Paragraph 202 of the NPPF.

Waste Management Officer: No comment

Place Services- Ecology

Objections for the required additional information upon statutory designated sites (Chippenhall Green Site of Special Scientific Interest) has been withdrawn. Conditions have been recommended.

Environmental Health Officer (Noise/Odour/Light, etc):

Having reviewed the sites planning history and associated planning documentation we would offer the following observations.

- Pixley Farm currently operates as a poultry farm with 9 sheds housing approximately 259,000 birds. Each growing cycle is 38 days with 7.5 cycles per year.
- There are a number of residential dwellings in the locality which are privately owned and occupied. The closest of these is approximately 415 metres to the east.
- A Scoping Opinion was issued in April 2021.
- This service provided the following comments in respect of the scoping opinion; Having reviewed the submitted proposal and the Parker Planning Services scoping report dated March 2021 I am satisfied that the odour and ammonia methodology is acceptable. Can I ask that the consultants confirm whether the assessed levels will incorporate the existing on site poultry houses to show the overall effect from the site as the combined emissions will form part of the same operation.
- The units would be ventilated with ridge mounted fans. Gable end fans are also proposed to be used when temperatures exceed 28 degrees or in the event of ridge fan failure.
- An odour assessment has been undertaken by Redmore Environmental (13th October 2021), which outlines: "potential odour releases were defined based on the size and nature of the existing and proposed rearing operations. These were represented within a dispersion model produced using ADMS-5. Impacts at sensitive receptors in the vicinity of the site were quantified, the results compared with the relevant odour benchmark levels and the significance assessed in accordance with the IAQM guidance. Predicted odour concentrations were below the relevant EA odour benchmark level at all receptor locations for all modelling years. The significance of predicted impacts was defined as slight at nine receptors and negligible at one position. In accordance with the stated guidance, the overall odour effects as a result of emissions from the expanded poultry unit are considered to be not significant.
- The site is permitted by the Environment Agency (Permit No EA/EPR/BP3633UQ/V006).
- Waste will be removed directly from sheds onto covered lorries, there is no interim site storage.
- A diverter valve will direct foul water arising from site to sealed underground storage tanks pending removal by contractor from site.
- No details have been provided in relation to storage or disposal of dead birds.
- An Ammonia assessment has been provided by C.E Davidson
- A noise assessment in accordance with BS4142:2014 has been undertaken by Matrix Acoustic Consultants (May 2021). The report concludes that:
 - The BS4142 noise impact of the extract fans and transport activities during the day and evening will be low (with the contribution of the gable end fans) to very low (without the gable end fans).
 - During the night the aggregate ambient noise ingress via an open window of the roof extract fans and transport activities have been established to be below the existing underlying noise environment and >10dB

below BS8233's noise ingress limits for bedrooms (limits are applicable to road traffic and continuous operating plant).

- Background noise levels at Positions 1, 3 and 4 are:
 - • Day (07:00 – 20:00hrs): LA90 36dB
 - • Evening and night (20:00 – 07:00hrs): LA90 26dB
 - • Night (23:00 – 07:00hrs): LA90 23dB
- The individual maximum noise events generated by the HGVs loading/unloading will result in noise ingress levels via an open window below LA_{max,F} 45dB. In accordance with ProPG (2017) this indicates a negligible noise impact with regard to sleep disturbance.
- We therefore conclude that during the night the absolute noise levels will result in a very low noise impact.
- The Rating Levels of the roof extract fans will be at highest 10dB below the typical background noise levels during the day and evening, and result in an inaudible 3dB noise ingress.
- addition of transport activities would still be below the typical background noise level (low noise impact) and result in very low noise ingress levels.
- The cumulative noise impact of the enlarged poultry development will be low day and night.

Officer Note: Disposal of fallen stock/dead birds are covered by Animal By-Products (Enforcement) (England) Regulations 2013. This is the governing body that deals with this matter and the applicant is responsible for the safe and legal collection disposal of the fallen stock (dead livestock).

They can either make arrangements for the fallen stock to be disposed of at an approved premises, or they can use the National Fallen Stock Company (NFSCo).

Environmental Health Officer (Contamination): No objection

Environmental Health Officer (Air Quality): No objection

B: Representations

At the time of writing this report 5 letters/emails/online comments have been received. It is the officer opinion that this represents 5 objections. A verbal update shall be provided as necessary.

Views are summarised below:-

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

- Negative impact of additional HGV traffic.
- Impact on pedestrian and highway safety.
- Road network condition / capacity unsuitable.
- Poor visibility, speed limit ignored.
- Odours, smell of ammonia.
- MSDC has a duty of care for communities and heritage.
- Cumulative impact of poultry industry in the locality.
- HGVs travelling on narrow roads with no passing places.
- HGV movements already have negative impacts on the quality of life of local residents.
- Concerns not all HGV traffic generation is being assessed.
- Disagreement with SCC Highways consultation advice.
- Disposal of dead birds

PLANNING HISTORY

REF: DC/21/01541 SCOPING OPINION PROPOSED DEVELOPMENT: 6no POULTRY HOUSES WITH ASSOCIATED ADMIN BLOCKS, FEED BINS AND ANCILLARY EQUIPMENT

REF: DC/21/01541 SCOPING OPINION PROPOSED DEVELOPMENT: 6no POULTRY HOUSES WITH ASSOCIATED ADMIN BLOCKS, FEED BINS AND ANCILLARY EQUIPMENT

REF: 1083/09 Erection of 2 No. Chicken Sheds. DECISION: REC

REF: 0539/88 Erection of two poultry houses and feed bins with alteration to existing access DECISION: GTD 08.08.1988

PART THREE – ASSESSMENT OF APPLICATION

1. The Site and Surroundings

- 1.1 The application site is a part of an existing poultry operation comprising 9no. poultry sheds with a 259,000-bird maximum stocking density at Fennings Farm, Pixey Green, approximately 2.1km to the south west of Fressingfield and 2.5km to the north east of Stradbroke. The site is approximately 7.5 km to the south of the town of Harleston (Norfolk) and 10km from Eye (Suffolk). Fennings Farm is accessed from a minor road running between the B1118 (Battersea Hill) to the west and Stradbroke Road to the east.
- 1.2 There are some residences and commercial properties in the area surrounding the site of the proposed poultry houses at Fennings Farm. The closest residential property is Fennings Farm (formerly White House Farmhouse), which is under the applicant's ownership and lies approximately 145m to the south-east; thereafter North Lane Cottage 415m to the east is the closest non-involved residence. There are several other residences, farmsteads, and commercial properties further afield.
- 1.3 The character of the surrounding area is predominantly open and rural, with a limited number of interspersed residential and agricultural buildings to the south-east of the site. The site is heavily screened from public views and from the public highway by existing mature vegetation.

2. The Proposal

- 2.1.1 The proposal is for the "Erection of 6no poultry houses with associated admin blocks, feed bins and ancillary development." Planning permission is sought for the 6no. sheds as extension to the existing 9no. shed Poultry Production Facility at Fennings Farm. The 6no. proposed additional sheds would have a potential 308,000 bird capacity, with each shed holding up to 51,300 birds. This would increase the number of birds on site from 259,000 at present to maximum of 51,300. The chickens would be hatched in the shed and grown to 38 days old and there would be approximately 7.5 flocks per annum. Each of the proposed poultry sheds is 110.5m x 22.9m. The proposed poultry houses would be ventilated by 18no. high speed ridge or roof fans per shed, with backup ventilation provided by gable end fans.

2.1.2 The development comprises the following elements:

- 6 Poultry Houses to accommodate 308,000 birds (each shed to accommodate up to 51,300 birds) 16,908.81m²
- Admin Block 118.86m²
- Feed Bins; and
- Ancillary Development*

* Drains, Attenuation Pond, subterranean dirty water tanks, hardstanding – as per Site Layout Drawing DRAWING NO: CED-LAY2

Maximum capacity of chickens per shed is as per the submitted ammonia report; 48,913. The previously referenced January 20th 2022, has been superseded by various addendums to the ES in line with operational requirements (industry standard stocking levels) The total number of chicken per unit is 48,913 with maximum capacity of 51300.

3. The Principle of Development

3.2 As an agricultural expansion proposal, the principle of which is supported, in general, by paragraphs 80, 81, 83 and 84 of the NPPF which state:

“Planning...decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.” (para 80)

Planning...decisions should enable:

- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;*
- b) the development and diversification of agricultural and other land-based rural businesses; (para 83)*

3.3 This positive emphasis must, however, be balanced with the concurrent objectives of supporting the health, social and cultural wellbeing of local communities and the need to protect and enhance the natural, built, and historic environment.

3.4 Saved policies, CS2, CS5, CL15 & CL17 of the Development Plan reflect the objectives of the NPPF as noted above, supporting appropriate agricultural and economic development subject to all material considerations. Policies STRAD 1 and STRAD13 of the NDP also echo this objective.

3.5 Neighbourhood Plan policy STRAD 1 requires developments to be focused within the Settlement Boundary, however this policy also sets out *“that Development will be permitted in the countryside for the retention of existing and appropriate provision of new commercial premises, where it meets the requirements of Policy STRAD13.”*

3.6 Policy STRAD13 provides the following:

POLICY STRAD13: EMPLOYMENT PROVISION

The expansion of existing commercial premises will be permitted, subject to certain criteria identified below:

- *the proposals are not significantly detrimental to the character of the wider countryside or the views across it; and*

This limb of the policy is addressed in section 5 of this report.

- *the activities to be undertaken on the premises do not have an unacceptable impact on the amenity of neighbouring properties; and*

This section of the policy has been comprehensively addressed under paragraph 7 of this report.

- *there is sufficient off-street parking to accommodate workers and visitors; and*
- *the activities to be undertaken on the premises will not result in significant increase in heavy goods vehicular traffic on the roads in the vicinity of the premises or elsewhere in and around the parish.*

3.7 The proposal complies with all the criteria set within STRAD 13, in meeting requirements of STRAD13, the proposal is also compliant with STRAD1. The main issues for consideration include highway safety, landscape impact, heritage, residential amenity, pollution and other amenity impacts, flood risk and drainage and ecology, and detailed consideration of these follows below.

3.5 Noting the above assessment, and having regard to the scale, nature and location of the proposal, where there is a nearby and existing poultry production operations (Ebdens farm situated less than a 1 mile away to the south-east of the site), it is also appropriate to consider the cumulative impact of the proposal. Consideration has been given to the cumulative impacts arising from the proposal in context with existing and permitted livestock operations in the northern part of the Mid Suffolk District including the practical supply chain impacts of these operations. As mentioned above, each of these matters is discussed comprehensively in the following sections of the report.

4. Highway Safety

4.1 The majority of objections from local residents and parish councils include concerns relating to the impact of traffic movements to and from the site, particularly HGVs, on highway safety including pedestrians, residents, and other road users.

4.2 Policy CL15 addresses livestock buildings and related development and provides that:

“Proposals for livestock buildings and associated structures, such as slurry tanks and lagoons will not be permitted where they significantly intrude into the landscape, materially injure residential amenity, where the local road system cannot accommodate the flow of traffic generated by the proposal, or where appropriate measures are not included for the containment and disposal of effluent.”

4.3 Local Plan policy CL17 similarly addresses road safety and supports farm diversification proposals providing:

“There is no excessive traffic generation or adverse effect on the free flow and safety of traffic”

4.4 Policy T10 requires consideration of the following:

“- The provision of safe access to and egress from the site

- the suitability of existing roads giving access to the development, in terms of the safe and free flow of traffic and pedestrian safety;
- whether the amount and type of traffic generated by the proposal will be acceptable in relation to the capacity of the road network in the locality of the site;
- the provision of adequate space for the parking and turning of cars and service vehicles within the curtilage of the site;
- whether the needs of pedestrians and cyclists have been met, particularly in the design and layout of new housing and industrial areas. Cycle routes and cycle priority measures will be encouraged in new development.”

4.5 Neighbourhood Plan Policy STRAD 13 similarly requires:

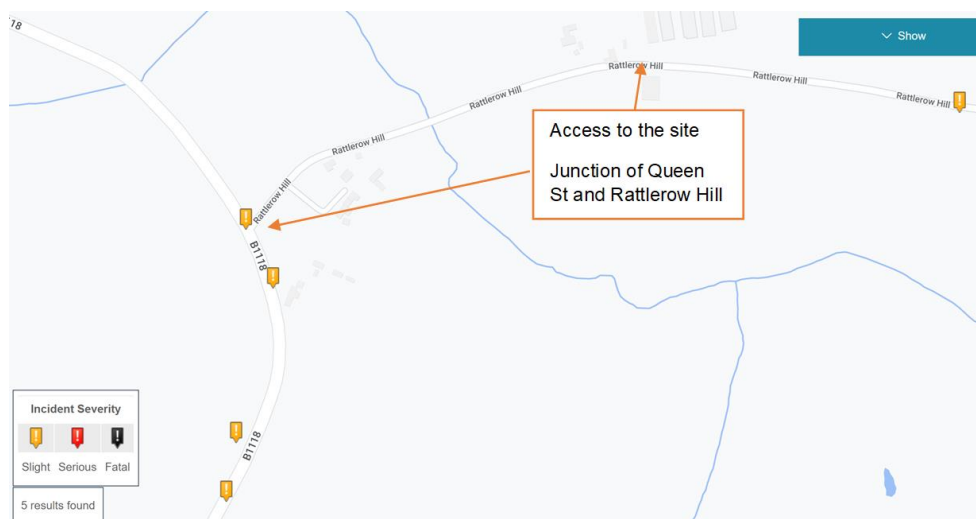
“the activities to be undertaken on the premises will not result in significant increase in heavy goods vehicular traffic on the roads in the vicinity of the premises or elsewhere in and around the parish.”

4.6 The NPPF states:

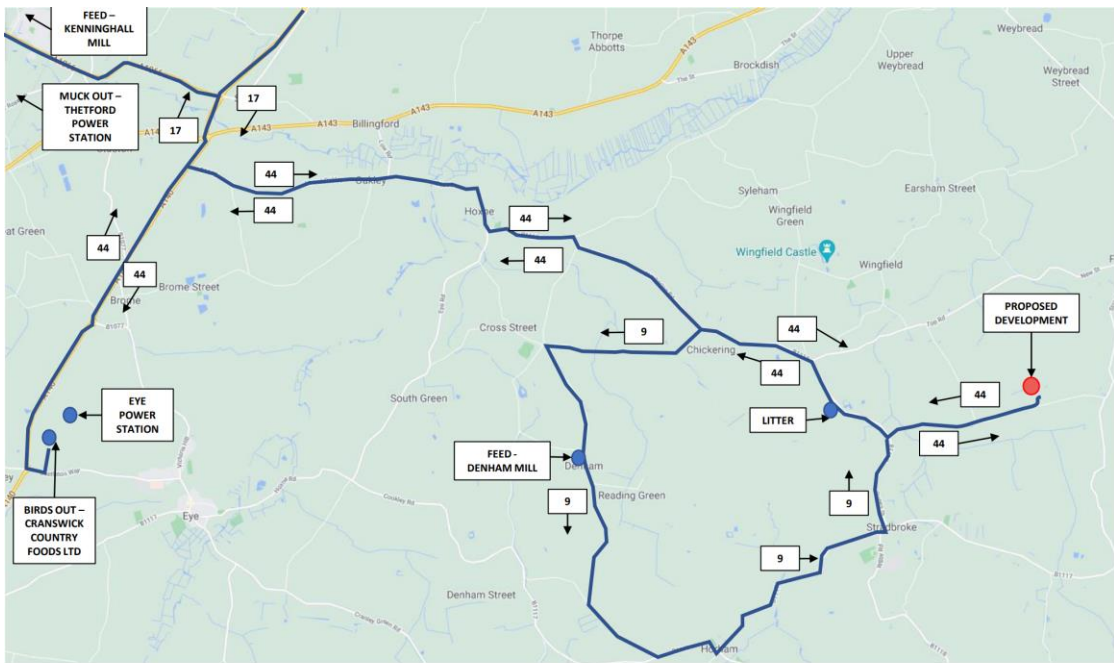
“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” (para 111)

4.7 The proposed development will make use of an existing access (Rattlerow Hill) serving the farm complex. Rattlerow Hill is a single carriageway which is a classified road (C514) which runs on an east to west alignment between the junction with the B1118 and Stradbroke Road. It is subject to the national speed limit which for a single rural road is 60mph. It is unlit and there are soft grass verges. The current access from Rattlerow Hill, and its junction with B1118, has been in use for a number of years without any fatal incidents. The data available on Governments Crashmap website confirms this, which shows just 2no. ‘slight’ vehicular accidents in the vicinity of the existing access in the 22-year data period from 1999 to 2020 inclusive. Neither are immediately upon the site access.

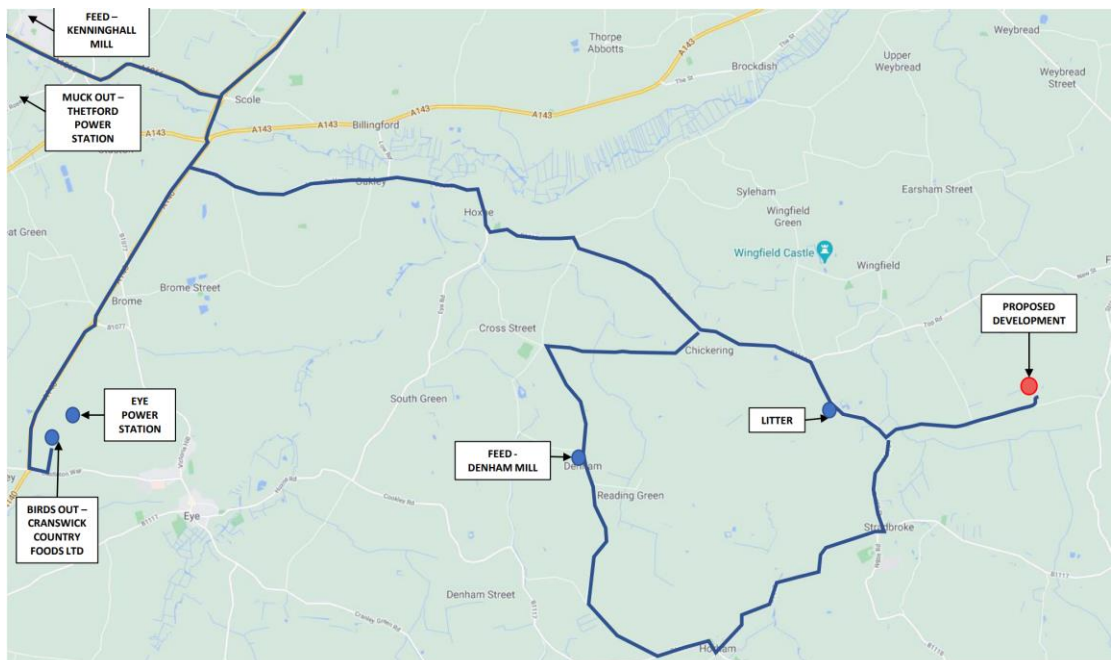
A. Crashmap data



- 4.8 The application documents include a transport assessment (TA) produced by The Transportation Consultancy Ltd (ttc) which describes the anticipated traffic and highways impacts of the proposal. The report calculates a total (which includes Bales, Nest Equipment, Eggs, Gas Tanker, General Waste, Hook Loader, Feed, Dead Hook Loader, Moffett, Birds Out, Muck, Cleaning Equipment Tractor, Wash Water, Fogging and Staff) of 258 vehicle trips(for the proposed units), which will be generated per flock cycle (over a 7-week period) the maximum trip generation would occur every 6th week in the cycle, where 82 vehicle movements would be generated over a 7-day period. In regard to a daily traffic generation, the first day of the 6th week period would generate 22 vehicle movements throughout the course of the day, which result in a maximum of 44 two-way vehicle trips throughout the flock cycle. The majority of traffic generated through the remaining flock cycle is low, the following highest daily traffic generation occurs on 2nd day of the 5th week where 34 two-way vehicle trips are generated. The first four weeks of the flock cycle generate 10 and 12 two-way vehicle movements respectively.
- 4.9 The peak traffic generated by the proposed will be a maximum of 44 vehicle movements over the course of a day every 7 weeks at various times during the day. As a comparison the daily and current traffic flows along Rattlerow Hill have been recorded as 926 vehicle and the maximum vehicles movements would therefore equate to an increase of 4.7% on total daily traffic levels, this is not a significant increase.
- 4.10 The applicant has provided that all traffic associated with the poultry farm will route to site from the wider transport network via the existing Fennings Farm vehicle access onto Rattlerow Hill.
- 4.11 Operational routes and their destinations are outlined below;
- Feed – Denham Mill (30%) and Kenninghall Mill (70%)
 - Litter Supplier – Chapman Quality Bedding (Near Rattlerow Farms)
 - Muck – Thetford Power Station & Eye Airfield Industrial Estate Power Station
 - Birds Out – Cranswick Country Foods Ltd, Eye Airfield Industrial Estate
- 4.12 Suffolk County Council Highways have considered the estimated increase and likely concentration of traffic movements over the growing cycle and have advised that, whilst in comparison to the existing operation there will be an increase of traffic for the site itself there is not considered to be a severe impact on the highway network. They have also considered the impact of HGV movements through the local settlements, also the concerns raised by local residents. The SCC Highways Officer has advised that the number and timing of movements from this proposal is such that does not justify the refusal of planning permission on transport grounds. Conditions are recommended to secure a construction management plan, appropriate visibility for the amended access works and a transport plan to agree appropriate HGV routing for the operation, also a Deliveries Management Plan has been recommended. (Please note below illustrations Appendix D which demonstrates the routes and number of HGV movements to and from the site over the 7-week cycle.)



Appendix D – Traffic Routing Diagram - Maximum Daily Traffic over 7-week Flock Cycle



Appendix D – Traffic Routing Diagram



4.13 SCC Highways do not advise that the estimated traffic generation is excessive or there would be any unacceptable impact on the safety of pedestrians and free flow of traffic. Although they have identified that there are narrow sections on Rattlerow Hill (bridge and section close to the application site access), given the forecast additional HGV trips and existing traffic flows, they have withdrawn their objection in this regard. They have noted the impact upon the B1118 in Stradbroke however as this forms part of the Suffolk Lorry Route network and not all of the (modest number of) HGV journeys involve this route, similarly they have accepted the proposal.

- 4.14 This position differs from that expressed by parish councils and some local residents as summarised above. Amongst other matters, attention has been drawn to the narrow width of parts of the network, to the absence of footpaths, to the incidence on the roads and junctions with limited visibility. Concerns are particularly felt at the section where B1118 Queen Street meets Rattlerow Hill (below illustration), where the existing circumstance of HGV and other traffic movements on the local road network is considered to be harmful to the safety and amenity of local residents. It is felt that this proposal would further exacerbate the harm experienced by these communities. Above (A. Crashmap) is the Crashmap extract which demonstrates all incidents (5 in total) in the past 10 years, all of which have been slight.
- 4.15 It is also relevant to have regard to the context in which this proposal is being considered, that being a predominantly rural area where the local economy is characterised by agricultural operations.
- 4.16 Regard also has been had to the cumulative impact of the proposed development on highway safety in the context of the existing circumstances of the area and together with existing and permitted livestock operations in the northern part of the Mid Suffolk District including the practical supply chain impacts of these operations in terms of vehicle movements. It is certainly the case that the road network in parts of the system is of insufficient width to allow two vehicles to pass, especially if one or both are an HGV. However, by the standard of traditional rural roads, there are reasonable levels of forward visibility, with straight stretches, and a relatively open landscape. Where narrow bends occur, they are of limited extent, and the nature of the road tends to encourage caution in all circumstances. As noted previously there are no record of fatal incidents in the past 10 years. Additionally, limited and dispersed settlement in the vicinity, would restrict both the number of pedestrians, and the likelihood of parked cars and vehicles emerging from side turnings.
- 4.17 In considering all of the above it is necessary to determine whether the highway impact is unacceptable, or the residual cumulative impacts severe. SCC Highways do not conclude so on either count. The matter has previously been considered at appeal in which Inspectors have commented that:
- 'the term 'severe' sets a high bar for intervention via the planning system in traffic effects arising from development' and that 'the critical elements in assessing whether the impact was severe were firstly, increase in the number of vehicles likely to be generated by the proposed development in relation to the capacity of the road to accommodate such an increase, both in terms of free-flow of traffic and highway safety, [and]...the ability for pedestrians to cross the main road conveniently and safely and the ease of vehicles to gain access to the main road from side streets and access points'.*
- 4.18 In this case there is no indication that the increase in the number of vehicles generated by the development would exceed the capacity of the local road network which is, generally, lightly trafficked at most times. Further, there is no indication that there will be additional and significant wait times or other congestion would result from the traffic generation of the proposal. In terms of pedestrian safety, it is considered that drivers would be adequately aware of the likelihood of pedestrians when travelling through the area . such that the impact on pedestrian safety is not considered to be significantly different to the existing circumstance.
- 4.19 In assessing the overall highway safety impacts of the proposal, in terms of the NPPF and development plan considerations, it is concluded that the proposal would not result in excessive traffic generation, would not be unacceptable in relation to the capacity of the local road network, would not result in an unacceptable impact on highway safety or a severe impact on the highway network when considered cumulatively with other development in the area.

4.20 Further, development can be adequately controlled such as to secure safe access, parking and turning and vehicle routing for the operation as well as other suitable conditions as recommended by SCC Highways Officer. On this basis the proposal is considered to be acceptable on highway safety grounds and in compliance with policies CL15, T10 and para 111 of the NPPF.

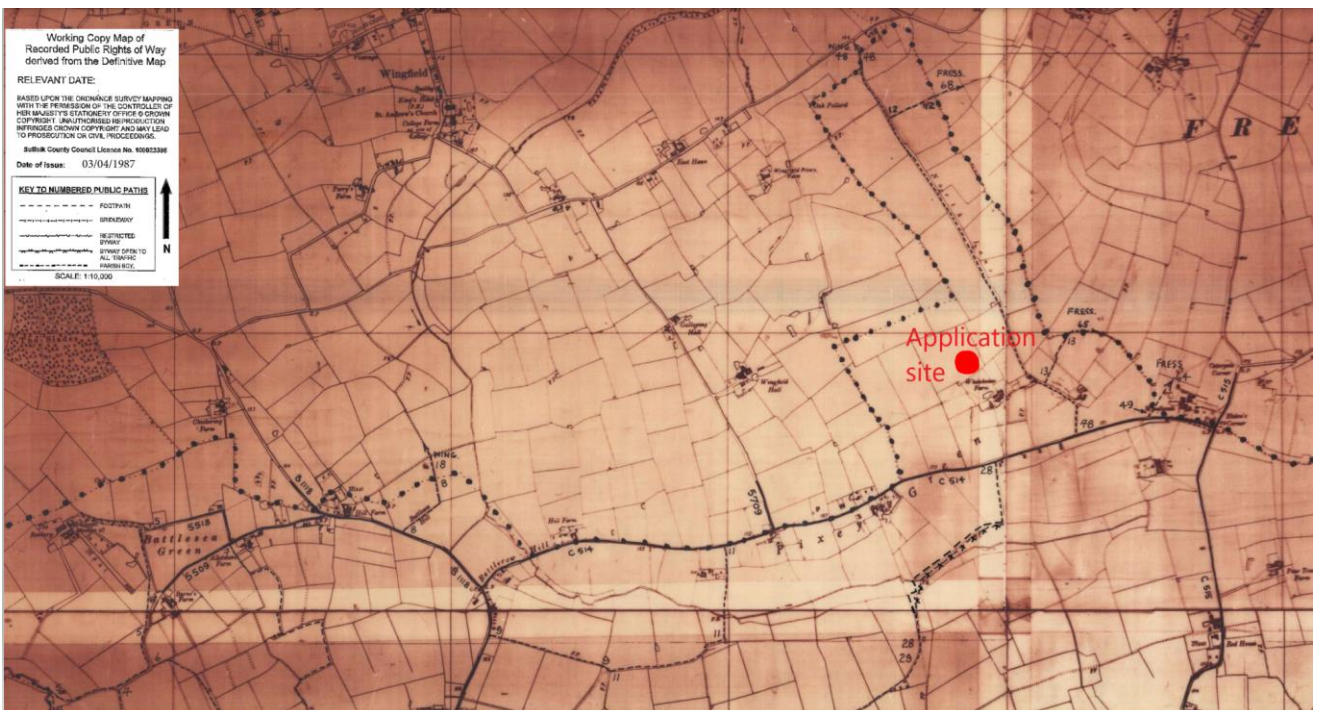
5. Landscape, Design & Character impact

5.1 NPPF paragraph 130(c) states that planning decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting. The NPPF states that local authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.

5.2 Local Plan Policy GP1 calls for proposals to, amongst other matters, maintain and enhance the character and appearance of their surroundings. Policy CS5 of the Core Strategy seeks to protect and conserve landscape qualities taking into account the natural environment and the historical dimension of the landscape as a whole rather than concentrating solely on selected areas, protecting the district's most important components and encouraging development that is consistent with conserving its overall character.

5.3 The prevailing character of the surrounding landscape is that of generally open, rolling, arable land interspersed with residential and agricultural buildings. Fennings Farm is an existing and established poultry production farm that has been operating for many years and has become part of the landscape character in this part of the countryside.

5.4 The site is screened from public views by the topography of the surrounding landscape as well as existing built development, bunding and some mature vegetation. Below illustration is a historic definitive map obtained from SCC website. The dotted black line is the Parish Boundary, and the dashed line is the nearest public footpath where is the only vantage point in the public realm. However, views from this vantage point are already screened by the presence of the existing poultry units.



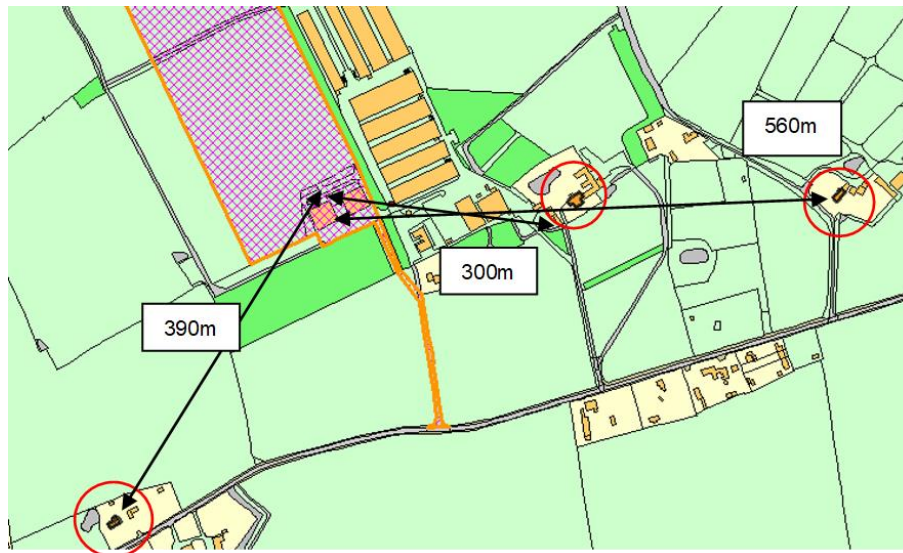
- 5.5 The scale, design and materials of the proposed buildings are typical of modern agricultural developments, similar to those that exist in the wider landscape and a more modern version, but similar style, to the existing poultry shed buildings at Fennings Farm. Each building will have windows based on 3% floor area to latest RSPCA standards. The pitch of the roof will be 12.5 degrees, the height to the eaves will be 2.2m, and the height to the ridge 5.1m. Lighting will consist of personnel lights above doorways for health and safety reasons and directional LED floodlighting above vehicle doorways. No other lighting is proposed, no obtrusive lighting in the countryside has been proposed, conformant with NDP policy STRAD 12. A condition to control lighting is proposed to retain control over this.
- 5.6 The application documents include illustration which demonstrates a strip of 240x40sqm landscaping that has been recently planted(B). This combined with the presence of other mature vegetation surrounding the site results in a reduced impact upon the landscape character. Additionally, the presence of poultry production units is not out of keeping in this part of the countryside.
- 5.7 Modern agricultural buildings such as those proposed here are a common feature within the rural working landscape of this part of the district as noted above and the location of the 6 units in close proximity to the existing 9 units will be observed as one operation. There is not considered to be an unacceptable cumulative visual impact arising from this proposal in context with other development in the landscape. The development conforms with the criteria of GP01, CL14 of the Local Plan and Stradbroke NDP Policy STRAD 2.
- 5.8 Overall there is not considered to be any unacceptable visual impact subject to conditions to secure appropriate landscaping. *(Recent tree planting has been demonstrated and can be observed in below illustration)*



B. Present landscaping

6. Heritage

- 6.1 Section 66 (1) of the Planning (LCBA) Act 1990 requires local authorities to give special attention to the desirability of preserving or enhancing the character or appearance of listed buildings, including setting. In addition, paragraph 199 makes clear that ‘...When considering the impact of a proposed development on the significance of a designated heritage asset great weight should be given to the asset’s conservation...’
- 6.2 There are no heritage assets within the site itself but there are a number of listed buildings within the wider landscape, including Grade II listed Fennings Farmhouse, formerly White House Farmhouse, North Lane Farmhouse and Old Hall Cottage.



C. Distances to nearest GII listed assets

- 6.3 The BMSDC Heritage Officer advises that, having regard to the character of the landscape, the site falls within the setting of these listed buildings. They agree with the findings of the submitted Heritage Impact Assessment in terms of visual impact of the proposal which concludes that the development would result in less than substantial harm to the significance of the Grade II Listed Old Hall Cottage (List UID: 1182816) and that this harm would be at the lower end of the scale. This impact is due to the visibility of the proposed sheds, within the wider setting of the Listed cottage. However, they assert that the impact on a heritage assets setting cannot be limited to views alone. Other environmental factors, such as noise, increased traffic, vibrations, dust, light, etc, all will have an impact on the setting of a heritage asset.
- 6.4 The Noise Impact Assessment was carried out by Matrix Acoustic Design Consultants and while their assessment does not specifically target the nearby heritage assets, in general they can be considered to be included within the areas assessed. The noise impact assessment states that the majority of transport movements will occur during the working day (07:00 – 20:00hrs), presumably with a minority of further movements also occurring outside of the working day hours. It also states that “the cumulative noise emissions from roof extract fans with the addition of transport activities would still be below the typical background noise level (low noise impact) and result in very low noise ingress levels.” As a result there will be a low level of negative impact, due to noise and traffic, particularly on heritage assets closest to the development site.

- 6.5 An assessment of the impact of odours was carried out by Redmore Environmental. The assessment area covered included the majority of the designated and non-designated heritage assets and the subsequent report concludes that the “predicted impacts was defined as slight at nine receptors and negligible at one position. In accordance with the stated guidance, the overall odour effects as a result of emissions from the expanded poultry unit are considered to be not significant.” As a result of these findings, there is a negligible impact on the setting and significance of the heritage assets, from the odours associated with the operation of the development.
- 6.6 The scheme would result in a low level of less than substantial level of harm to the nearby designated heritage assets, due to the negative effect on environmental factors on their setting, along with a low level of less than substantial level of harm resulting from the detrimental visual impact specifically on the Grade II Listed Old Hall Cottage. Therefore and based on the above assessment, the development would cause a low level of less than substantial harm to the nearby heritage assets, which would need to be weighed against the public benefits of the proposal, in accordance with Paragraph 202 of the NPPF.
- 6.7 Paragraph 202 of the NPPF requires that a finding of less than substantial harm must be weighed against the public benefits of the proposed development. The proposal would create an expansion to an existing and established business, which would bring tangible economic benefits across the district, which are considered to outweigh the low level of less than substantial harm as identified by the Heritage Officer. The proposal would be in line with Local Development Plan policy HB1, Stradbroke Neighbourhood Plan policy STRAD11 and paragraph 199 & 202 of the NPPF.
- 6.8 The SCC Archaeology officer advises that there is high potential for the site to have archaeological assets due to its location and that finds have been recorded on adjacent land. SCC has raised no objection to the proposal and recommends conditions to secure an appropriate scheme of archaeological investigation and recording for the site.

7. Residential and other amenity impacts

- 7.1 The nature of the operation is such that it has the potential to give rise to residential amenity impacts in terms of noise, smell, disturbance, etc. Whilst the site is located in the countryside it is in fairly close proximity to the northern part of Stradbroke along Queen St such that disturbance from associated traffic movements has the potential to affect these residents. There are also number of more isolated properties closer to the site.
- 7.2 Noise: The most likely sources of noise impact from this type of operation is associated with vehicle movements, including the use of forklifts and the use of extraction fans used for ventilation of the buildings.
- 7.3 The application documents include a noise impact assessment which established the background noise levels at the nearest dwellings to the site and compared this to the levels of noise expected to be generated by the operation of the proposed development. The cumulative noise impact of the existing and proposed additional poultry units has been established to be low.
- 7.4 The MSDC Environmental Health Officer advises that the scale and nature of the proposal is regulated by the Environment Agency environmental permitting scheme, such that noise impacts are controlled through that process. The Environment Agency have made no comments regarding the noise impacts of the proposal. On the basis of this advice and the findings of the noise impact assessment the proposal is not considered to have an unacceptable noise impact.

- 7.5 Odour: As an agricultural operation the proposed development has the potential to emit odours that arise from the keeping of live animals. The submitted Odour Assessment has identified that there is the potential for odour releases from the ridge mounted fans serving the proposed poultry sheds during normal operation (such fans also serve the existing poultry sheds). The operation would be subject to control through the Environmental Permitting regime administered by the Environment Agency which includes consideration of airborne pollutants. The NPPF advises that, whilst planning decisions should not seek to duplicate controls that exist in other regimes and those regimes must be assumed to be effective, it is necessary for the planning process to consider whether the proposed use of the land is appropriate and that includes consideration of the impact of any odours on the amenity of people living and working in the locality.
- 7.6 In assessing the impact of odour from the proposal on the amenity of the locality regard has been had to Guidance on the assessment of odour for planning version 1.1 (IAQM, 2018).
- 7.7 The impact of odour from the development is assessed in context with the existing odour impacts from other operations (Ebdens Farm is located approximately 750m south-east of Fennings Farm) in the area on the health and living conditions of the community.
- 7.8 The application documents include an odour and ammonia assessment for the proposal. These documents explain that predicted odour concentrations were below the relevant EA odour benchmark level at all receptor locations for all modelling years. The significance of predicted impacts was defined as slight at nine receptors and negligible at one position. In accordance with the stated guidance, the overall odour effects as a result of emissions from the expanded poultry unit are considered to be not significant.
- 7.9 The Environment Agency has withdrawn their earlier objection to the proposal however they have noted that the odour emissions from the gable end fans are not included in the Odour Modelling and Assessment, that considered in the assessment of this application. They have recommended that they are used during hot weather (depending on the age of the broilers) and that these are the days when residents tend to either be outside in their gardens or have house windows open.
- 7.10 It is noteworthy that para. 3.2.2 of the submitted Odour report already provides that although the poultry sheds include gable end fans, these will only activate when the outside temperature exceeds 28 C. (normally occurring in months of July and early August). As such, use of the gable end fans is not considered to represent normal operation. i.e., in terms of the potential for significant effects arising from gable end fan usage. Additional information was provided by the applicant on 9th Sep 2022, and included that cooling systems will be installed in the proposed sheds. These will provide additional control of internal temperatures during hot weather and limit the requirement for use of the gable end fans in extreme conditions. On similar sites where comparable cooling systems have been installed, external temperatures have reached 41°C and appropriate conditions have been maintained within buildings without the requirement for additional ventilation. Information provided by the Applicant indicates that for the existing buildings on site which do not include cooling systems, gable end fans are utilised for approximately 10-hours on 10-days per year during hot weather. This represents only 1.14% of the total number of hours in a year and due to the very limited period, it is considered unlikely that inclusion of emissions from gable end fans within the model would significantly affect predicted 98th %ile of 1-hour mean odour concentrations at any of the sensitive locations included in the assessment. This is an acceptable outcome and supportable as a result.
- 7.11 Lighting: Given the countryside location and policy requirement of preserving the countryside for its sake, the external lighting should have a minimum impact on the environment and should reduce energy consumption, keeping night-time skies dark and reducing glare.

- 7.12 The proposal does naturally require some external lighting to ensure the safety of people and vehicles on site. Lighting for the proposed development will consist of personnel lights above doorways for health and safety reasons and directional LED floodlighting above vehicle doorways. No other lighting is proposed. As a result, the proposal has been designed to ensure energy efficiency and minimise light-spill impacts on the surrounding countryside, there would not be any unacceptable impact on either residential amenity or the appearance of the surrounding landscape in terms of light pollution.
- 7.13 Disturbance: Transportation and HGV traffic through residential areas have the potential to impact on residential amenity. As described above in terms of highway safety, it is relevant to consider the context of this development where there is an existing level of disturbance experienced by residents arising from the mix of uses and range of other agricultural operations in the locality, together with the recent increase in delivered goods and services.
- 7.14 In assessing the disturbance impacts of this proposal, it is therefore necessary to consider the difference the operation of the development would have on local residents. The site itself is relatively isolated from residential properties such that on-site operations are not likely to result in significant unacceptable disturbance impacts. The associated vehicle movements from the operation, most likely routed through Stradbroke, would be experienced in context with the existing vehicle movements in the local area and as described above, are not considered to be so significant as to be unacceptable.
- 7.15 Notwithstanding the above assessment, The Environment Agency permit controls all emissions and this includes consideration to noise, dust, and odour.

8. Flood risk, drainage and Hartismere Water Resource Zone water supply issues

- 8.1 The application site lies entirely within Flood Zone 1 as identified in the Environmental Agency's Flood Map. Flood Zone 1: Fluvial and Tidal Flood Zone 1 has less than 1 in 1000 chance of flooding at a location in any one given year (i.e., less than 0.1% annual exceedance probability (AEP) of flooding).
- 8.2 Application documents include a flood risk assessment that describes the flood risks to the development and from the development on the site and the surrounding area. It also includes recommendations for mitigation of these impacts. The assessment has shown that the proposed development is located in Fluvial and Tidal Flood Zone 1 and of low risk of surface water, groundwater, or reservoir flooding. The report also includes information regarding the surface water runoff, which will discharge into a drainage system, designed to contain up to and including the 1 in 100-year rainfall event. To prevent pollution to the surface waters, underlying geology, and groundwater an appropriate level of water treatment stages has been incorporated into the design. To reduce the risk of flooding due to the failure of the surface water drainage system over its lifespan, a maintenance scheme for the drainage can be added as a condition.
- 8.3 The SCC Floods Officer raised some initial queries and requested additional information which has since been received. He now advises approval subject to conditions to mitigate the flood risk impacts of the development.
- 8.4 On the basis of the advice from the SCC and subject to the conditions recommended there are not considered to be unacceptable flood risk or drainage impacts arising from the development. The proposal is in compliance with Local Plan Policy CS05, NDP policy STRAD 5 and para 169 of the NPPF.

- 8.5 The application site lies within the Hartismere Water Resource Zone (HWRZ), within which there is currently a moratorium from Essex and Suffolk Water (ESW) for new non-domestic uses. This moratorium is a commercial consideration. The moratorium however reflects an underlying environmental impact arising from the management of abstraction of water from the underlying aquifer and the consequences of that upon water supply. There is supply for domestic uses, however there is not sufficient water supply available under ESWs current abstraction licence to meet additional new non-domestic demand. This is an emerging issue which was noted within the Statement of Common Ground between ESW and the Council prepared to support the Joint Local Plan.
- 8.6 This impact, without appropriate mitigation, presents a risk in that the development would fail to help to improve local environmental conditions and would foreseeably contribute to an unacceptable risk to the local environment by reason of its unsustainable burden upon water demand from the HWRZ aquifer contrary to paragraph 174(e) of the NPPF 2021. The development would also be likely, on the balance of probability, to increase vulnerability for existing domestic and non-domestic uses within the HWRZ to the range of foreseeable impacts arising from climate change contrary to the principles of paragraph 153 and contrary to paragraph 154(a) of the NPPF 2021. The applicants were invited to consider potential measures in mitigation. The Applicants have reviewed their existing operation and water usage, along with options to meet the supply shortfall the proposed sheds require. The applicant has provided that there are four available options to cover this shortcoming, aside from increasing supply from Essex and Suffolk Water:
- Water Storage;
 - Bore Water;
 - Existing Second Supply; and
 - Rainwater Harvesting.
- 8.7 This additional information has been forwarded to Essex and Suffolk Water (a part of Northumbrian Water) and they have provided comments. In essence the intention is to secure water neutrality for the foreseeable use of the building for poultry keeping.
- 8.8 In summary, based on the information provided by the applicant to date, ESW have confirmed that it is likely that the necessary water supply can be achieved using proven technical methods. In the absence of mitigation the proposed development would, in the round, fail to meet the environmental objective in paragraph 8(c) to the NPPF which seeks to protect and enhance our natural environment using natural resources prudently and mitigating and adapting to climate change. Were that to be the case the proposal would not constitute sustainable development.
- 8.9 Essex and Suffolk Water were consulted and have set out that their objections can be overcome by way of a condition, that has been agreed by the applicant. It appears that, on the balance of probability, the potential unacceptable impacts can be mitigated through the imposition of a negatively worded “Grampian” style condition. On that basis the proposal is not considered to be unacceptable.

9. Ecology

- 9.1 The application site is part of Chippenhall Green Site of Special Scientific Interest (SSSI), which means that there is potential for ecology impacts. The application documents include an ecological assessment that describes the value of the site in terms of protected species and habitats. It concludes that the development would not have significant impacts and sets out recommendations

for compensation and enhancements that will enable the development to be carried out whilst secure a biodiversity net gain, in accordance with the NPPF.

- 9.2 The council's ecology adviser has reviewed the assessment and proposed mitigation measures submitted with the application and advises that the updated assessment demonstrates that there is unlikely to be any impact upon the Chippenhall Green Site of Special Scientific Interest (SSSI) from increased ammonia. This is because the report appears to be completed appropriately and the predicted impacts will be below 1% in-combination assessment threshold. Matter of air quality has already been assessed by the district's EH Officer and no objection has been raised in this regard.
- 9.3 On the basis of this specialist advice and subject to conditions the development is considered to have no unacceptable impact on ecology and the council has discharged its statutory duties in this regard.

10. Other matters

- 10.1 The proposal will make a contribution to supporting the rural economy by aiding farm diversification and creating / supporting local employment.
- 10.2 The size of the development triggers the requirements of Core Strategy policy CS3 to secure the use of renewable energy to meet some of the development's energy needs. Whilst there are no specific details in the application submission this can be controlled by condition.

PART FOUR – CONCLUSION

11. Planning Balance and Conclusion

- 11.1. The principle of appropriate agricultural diversification development is generally supported by the NPPF and the Development Plan providing the impacts of such development are acceptable or can be made so by planning conditions. Officers recognise the changing demand in the poultry market and the role of operations such as is proposed to the food production industry and the ongoing viability of the wider district and regional economy.
- 11.2. The impacts of the proposed development on the surrounding area and communities have been considered, taking account of specialist advice. The potential for harmful impacts in terms of material issues arising from the development can be removed and / or mitigated by appropriate conditions.
- 11.3. In addition to matters concerning traffic generation, dealt with above, other matters such as potential impact of factors including dirty water disposal, dead birds/fallen stock, odours, flies, and noise can be dealt with by way of suitable conditions. The views of third parties are noted, but the evidence submitted in support of them is not sufficient to indicate that the content or conclusions of the submitted documents are incorrect. The development would not have an unacceptable environmental impact, provided the necessary mitigating measures are carried out.
- 11.4. It is noted none of the statutory consultees raise any objections to this application. It is noted neither Natural England nor the Environment Agency object to the application. The imposition of a Grampian condition to manage the potential risk of impact to the HWRZ is considered necessary

and an update on the mitigation expected, which may need to be the subject of a separate application, will be given at your Committee meeting.

- 11.5. The application is EIA development and as such is accompanied by an assessment to identify the potential impacts of the development on the environment and this on balance is considered acceptable. The development is in accordance with Stradbroke Neighbourhood Plan (policies STRAD 1, 2, 5, 11, 12 and 13), local plan policies, and the guidance contained within the NPPF. The impacts of the proposed development on the surrounding area and communities have been considered, taking account of specialist advice. As such the application is considered supportable.

RECOMMENDATION

That authority be delegated to the Chief Planning Officer to Grant planning permission:

(1) That the Chief Planning Officer be authorised to GRANT Planning Permission subject to conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:

- Approved Plans (Plans submitted that form this application)
- Commencement timescale
- Recommended conditions by SCC Highways:
 - All HGV delivery traffic movements
 - Loading, unloading, manoeuvring, parking & EV Charging points
 - Provision visibility splays, access,
 - Construction Management Plan
- Recommended conditions by Archaeologist:
 - Investigation and post investigation assessment
 - Implementation of a programme of archaeological work
- Recommended conditions by Ecologist
 - Action in accordance with the Ecological Impact Assessment
 - Wildlife Sensitive Lighting Design Scheme
 - Landscape And Ecological Management Plan
- Landscaping conditions
 - Timescale For Landscaping
- Recommended condition by LLFA
 - Surface water drainage details in accordance with FRA
- Energy efficiency scheme
- “Grampian condition” - Scheme for water neutrality TBA
- Agreement of materials

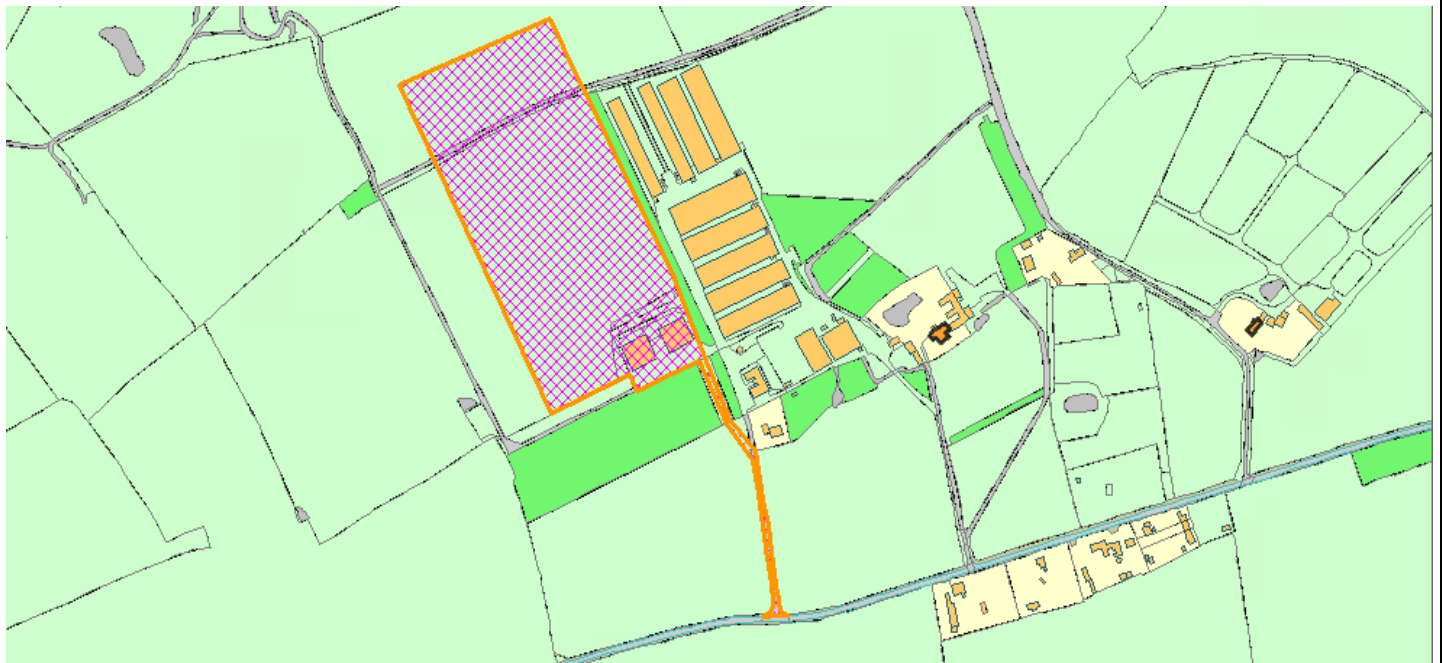
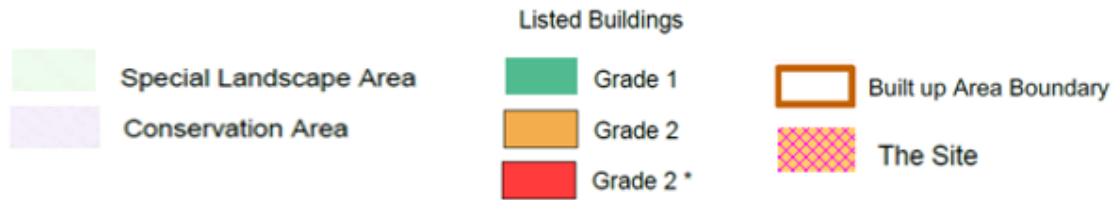
(2) And the following informative notes as summarised and those as may be deemed necessary:

- Proactive working statement
- Floods Informatives
- SCC Highways notes
- Support for sustainable development principles
- Anglian Water advisory notes
- Fire advisory note

Application No: DC/21/06824

Parish: Stradbroke

Location: Land at Fennings Farm, Pixey Green, Stradbroke, Suffolk



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