

MID SUFFOLK DISTRICT COUNCIL
DEVELOPMENT CONTROL COMMITTEE - 25 May 2016

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| AGENDA ITEM NO | 1 |
| APPLICATION NO | 3918/15 |
| PROPOSAL | Application for approval of reserved matters pursuant to outline planning permission 0846/13 relating to Appearance, Landscaping, Layout & Scale for the development which includes the erection of 190 residential dwellings |
| SITE LOCATION | Former Grampian Harris site, St Edmunds Drive, Elmswell IP30 9HF |
| SITE AREA (Ha) | 6.64 |
| APPLICANT | Taylor Wimpey East Anglia |
| RECEIVED | October 30, 2015 |
| EXPIRY DATE | April 7, 2016 |

REASONS FOR REFERENCE TO COMMITTEE

The application is referred to committee for the following reason :

- (1) it is a "Major" application for:-
a residential development for 15 or over dwellings

PRE-APPLICATION ADVICE

1. Pre-application advice was sought prior to the submission of the application for Reserved Matters. In summary, the developer was advised to ensure a sufficient buffer to the countryside edges to the north and east boundary. The landscaping scheme should be informed by the Landscape Officer's response to the outline application. The footpath diversion should be safe and quiet, avoiding the main spine road and the footpath link to the industrial estate should have passive surveillance. The copper beech should be retained.

SITE AND SURROUNDINGS

2. The site measures 6.64 hectares and formed a derelict industrial site comprising a number of low level industrial buildings and six disused dwellings. The industrial units have been demolished and the site cleared.

The site is accessed from Station Road. A public footpath skirts around the site from Station Road to Hawk End Lane via a pedestrian crossing over the railway line. There are other public footpaths along the north boundary. The majority of the site has previously been built on, although

there are some significant trees, particularly on the edge of the site.

To the North and West of the site are agricultural fields. To the east of the site are residential dwellings fronting onto Station Road and to the South of the site are commercial buildings located on Station Road Industrial Estate.

The site is located within the settlement boundary although the existing sewerage pumping station is located outside of the settlement boundary.

HISTORY

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

- 0846/13 Outline planning application for demolition of all 17/03/2015 buildings on site (comprising redundant factory buildings in Use Class B2, settlement tanks and 6 Granted derelict residential properties) and erection of up to 190 residential dwellings and pumping station. Construction of a new access road to Station Road. (Appearance, landscaping, layout and scale to be the subject of a future reserved matters application)
- 3489/12 EIA Screening Opinion- re-development of the existing 07/12/2012 residential and industrial site for a residential development of up to 190 dwellings on an area of 6.62 EIA not hectares. required

PROPOSAL

4. The application seeks approval of the reserved matters associated with outline planning permission 0846/13. The outline planning application granted permission for demolition of all the buildings on site comprising redundant factory buildings in Use Class B2, settlement tanks and 6 derelict residential properties, and erection of up to 190 residential dwellings and pumping station. The application was subject to detailed viability review and a Section 106 obligation having regard to that.

The proposal included construction of a new access road to Station Road. Appearance, landscaping, layout and scale are the Reserved Matters to be considered by this application.

The proposal is for 190 dwellings providing a variety of dwelling types, sizes and tenures. This is approximately 29 dwellings per hectare. 169 private dwellings are proposed ranging from 2-5 bedrooms with a mix of bungalows, detached, semi-detached and terrace properties. 21 Affordable Units (11% as agreed in the Outline Application) are proposed with a mix of terrace and bungalow properties ranging from 1-3 bedroom

properties.

The dwellings' designs are informed by a character analysis of Elmswell. The dwellings are divided into character areas to provide visual variety and legibility. The scheme was amended to strengthen these character areas. Most notable was the relocation of the primary green space to improve the appearance of a village green.

The proposal incorporates a primary road with a tree lined avenue and grass verge. The primary route forks to the south-east corner providing a secondary road incorporating the footpath diversion leading to the railway crossing, pumping station and footway connection to the adjacent industrial estate. A number of shared surface streets link the two roads. All properties front on the street with properties on the west boundary facing out across the agricultural field.

Each property has approximately 2.5 parking spaces per property with 475 spaces in-total. The garages have internal parking spaces of 3m x7m and parking spaces are 2.5m x 5m.

- 1 bed house- 1 parking space
- 2 bed house- 1.5 parking spaces or 2 parking spaces within curtilage
- 3 bed house- 2 parking spaces
- 4+ bed house- 3 parking spaces

Parking is a mix of rear parking courts, on-street parking, private driveways and detached garages. Landscaping has been included to break up the parking areas.

There is a variety of rear gardens size from 36sqm for the 1 bedroom properties ranging to 165sqm for the family homes.

The primary open space has been positioned to retain the existing beech tree and to provide a junior play area. This is located to the east of the site overlooked by properties on all sides.

All trees identified as B-category tree are retained and will form part of the public open space to be managed by a management company or Mid Suffolk District Council as required by the signed Section 106 agreement associated with the Outline Application.

POLICY

5. Planning Policy Guidance

See Appendix below.

CONSULTATIONS

6. **Elmswell Parish Council:** Elmswell Parish Council object to the proposal due to the low proportion of Affordable Housing, concerns expressed by The Environment Agency, SCC Floods and Environmental Health Officer (noise). There is also no Travel Plan submitted.

Wetherden Parish Council: Wetherden Parish Council object to the proposal due to increase in traffic generated by 190 new homes and impact on infrastructure.

Great Ashfield Parish Council: Great Ashfield Parish Council object to the proposal due to the increase in traffic congestion in the vicinity.

Tree Officer: The tree officer has no objection as there appears to be little conflict between the development and any significant trees and hedges on site.

Environmental Health- Land Contamination: The Environmental Management Officer has no objection to the application.

Natural England: Natural England has no objection. The proposal will not damage or destroy the interest features for which Norton Wood has been notified.

Environment Agency: The Environment Agency will not be providing detailed site specific advice or comments regarding land contamination for this site. The developer should continue to address risks to controlled waters from contamination at the site following the requirements of the National Planning Policy Framework.

Anglian Water: Anglian Water have no comments to make on the application.

Highways England: Highways England offers no objection.

Network Rail: Network Rail provide comments and requirements for the safe operation and protection of Network Rail's adjoining land. Most notable is the need for future maintenance to be conducted solely on the applicant's land, drainage, construction management, fencing, lighting and landscaping.

Environmental Health- Noise/Other: The Environmental Health Officer has no adverse comments regarding 'other' environmental health issues. The Environmental Health Officer supports the principle of mitigating adverse noise from adjacent industrial units at source and submitting a noise report to agree condition 10 of the Outline Planning Permission on this basis. There may be other alternative methods 'on site' such as a noise barrier at the site boundary.

Rights of Way: The Rights of Way Team advise that the proposed

footpath diversion does not accurately reflect what was agreed with the developer and County Council. At each of the four locations where the proposed diversion crosses the estate roads it was agreed dropped kerbs and tactile paving would be provided. These do not appear indicated on the plan. The Hawk End level crossing is to be delivered by way of the Section 106 agreement pertaining to the Outline Planning Permission.

Stowmarket Ramblers: The Stowmarket Ramblers have serious concerns with the footpath leading to the Hawk End Level Crossing. This is a potentially dangerous crossing. There is no firm alternative to this crossing. They will provide advice once the plans are known.

Highways Authority: The layout is acceptable in regards to Highways. There are concerns in relation to the large number of street trees which are proposed within highway verges. The space available is very restricted and it is unlikely that the trees could be accommodated as proposed. They will no doubt conflict with services and street lighting columns.

Landscape Officer: The Landscape Officer is confident that TW will manage some planting as specified and indicated by the detailed extracts. The Officer would have expected more space on the site boundaries to help absorb the impact on the scheme into the wider landscape and I think the scheme will appear fairly suburban in terms of design in the village context and in wider views.

***Officer note:** Please note that further details are to be submitted to meet the Landscape Officers recommendations. A verbal update will be provided at Committee and specific details secured under Condition 8 of the Outline Planning Permission.*

MSDC Heritage: The Heritage Team has no comments to make on this proposal.

SCC Archaeology: The Archaeological Officer advises that there was an archaeological condition on the Outline Planning Permission and an archaeological evaluation has been undertaken. There is no need for further work required or need for further archeology conditions.

Historic England: Historic England does not consider that it is necessary for this application to be notified to Historic England.

UK Power Networks: UK Power Networks objects to the application as made. UK Power Networks enjoy access and cable rights that cross the former Grampian Harris site for the benefit of their Primary Electricity Substation adjacent to the site. The proposal would infringe their rights with the proposed construction of dwellings on land subject to the easement.

Waste Services: The Waste Services team raises concern regarding the

shared roadway on the west boundary might be too narrow for dustcart to access should there be cars parking in front of the properties. There are also soft verges in-front of most properties. We would prefer these be hard standing rather than grassed as these areas might have to be driven-over should cars be parked awkwardly preventing access to collect bins.

SCC Infrastructure Officer: The Outline Planning Permission has a S106A dated 17 March 2015 which contains a number of obligations in favour of the County Council. The reserved matters application will need to be linked with the existing S106A.

SCC Floods: SCC Floods confirm that they will continue to work with Taylor Wimpey on the detailed drainage design to reduce the outflows as much as practicable and this is secured through Condition 7 of the Outline Planning Permission.

Currently the proposed discharge rate is 214l/s this considered as a potential risk to downstream flooding thus at the detailed design stage the applicant has agreed with SCC Floods that they will aim to reduce these flows, where practical, to 50l/s in the 1yr event , 100l/s in the 30yr and 150 l/s in the 100yr+CC.

Strategic Housing: Strategic Housing agree the housing mix.

Great Ashfield Parish Council: Great Ashfield Parish Council object for the same reason outlined above.

LOCAL AND THIRD PARTY REPRESENTATIONS

7. This is a summary of the representations received:
- Increase in traffic and congestion
 - Primary School will be over-subscribed.
 - The local shops may not be able to cope with the additional demand. Parking queues and unavailable items already an issue.
 - Impact on Woolpit GP Surgery
 - Over-expansion of the village
 - Outgrown 'The Backbourne' (Community Centre) once. Add more demand on the facility and that will impact once again.
 - Further infrastructure needed
 - Increase in traffic congestion at level crossing
 - Need for relief road to provide access to A14 without going through the village.
 - Concern over route of diverted footpath. Simplest route would be to re-instate the former path. Therefore this would run between the rear properties of Station Road and the proposed development.
 - Introduce sensitive development within an industrial area. This will prejudice and or restrict M&J Seafood's operation.
 - Lack of detail in the Noise Assessment submitted with the Outline

- Application and no details of mitigation of noise or odour impact.
- Recommend including condition requiring steps to minimise the impact of odour and noise from adjoining users.

ASSESSMENT

8. • **Background information**

Outline Planning Permission was granted under application 0846/13 for up to 190 residential dwellings. A copy of the decision notice is included within the Committee Bundle. Conditions 4 and 5 (Archaeology), Condition 16 (Biodiversity Mitigation Measures) and Condition 18 (Construction Management Plan) were agreed in April and May 2015.

The Outline Planning Permission identified the sensitive viability of the scheme with the need to provide contributions towards road improvements, a footbridge to the Hawk End Lane level crossing, contributions towards upgrading broadband to Station Road Industrial Estate and fibre broadband for the residential dwellings. 11% affordable housing and infrastructure contributions were secured through the Section 106 Agreement.

This application seeks agreement for the Reserved Matters set out in Condition 1 of the Outline Planning Permission. Consequently the matters to be considered are the scale, layout, appearance and landscaping. Other conditions on the Outline Planning Permission will be discharged as described in the report.

• **Policy Background**

NPPF

The National Planning Policy Framework (NPPF) was published on 27th March 2012. It provides that the NPPF *"does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise"*.

The NPPF also provides (para 187) that *"Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area."*

Section 7 of the NPPF refers to design. It provides that good design is a key aspect of sustainable development; it should contribute positively to

making places better for people. Decisions should aim to ensure that development will function well and add to the overall quality of the area, establish a strong sense of place, create attractive and comfortable places to live, work and visit, optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Furthermore it provides that development should respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. The NPPF goes on to state it is "proper to seek to promote or reinforce local distinctiveness" (para 60) and permission should be "refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions" (para 64).

The Core Strategy and Core Strategy Focused Review (CSFR)

The Core Strategy Focused Review (CSFR) was adopted by Full Council on 20 December 2012 and should be read as a supplement to Mid Suffolk's adopted Core Strategy (2008). This document updates some of the policies of the 2008 Core Strategy. The document does introduce new policy considerations, including Policy FC 1 - Presumption in favour of sustainable development that refers to the National Planning Policy Framework (NPPF) objectives and Policy FC 1.1 - Mid Suffolk approach to delivering Sustainable Development that provides "*development proposals will be required to demonstrate the principles of sustainable development and will be assessed against the presumption in favour of sustainable development as interpreted and applied locally to the Mid Suffolk context through the policies and proposals of the Mid Suffolk new style Local Plan. Proposals for development must conserve and enhance the local character of the different parts of the district. They should demonstrate how the proposal addresses the context and key issues of the district and contributes to meeting the objectives and the policies of the Mid Suffolk Core Strategy and other relevant documents.*"

Policy CS5 provides that "*All development will maintain and enhance the environment, including the historic environment, and retain the local distinctiveness of the area*".

• Scale

The Outline Planning Permission granted development of up to 190 dwellings. This equates to a density of approximately 29 dwellings per hectare. This is considered an appropriate level under Policy CS9 of the Core Strategy given the character and appearance of Elmswell.

The proposed dwellings are of various sizes ranging from bungalows to three storey and a mix of detached, semi-detached and terrace properties. The mix is comparable with recent development in the locality.

The scheme provides a mix of tenure with private market, social rented

and shared ownership. The types comply with the agreed provision under the Outline Planning Permission. The 169 Market Housing comprises:

- Three 2 bed bungalows
- Twenty-two 2 bed houses
- Sixty 3 bed houses
- Sixty-five 4 bedroom houses
- Nineteen 5 bedroom houses

The 21 affordable units comprise:

- Eight 1 bed houses
- One 2 bed bungalow
- Eight 2 bed houses
- Four 3 bed houses

The mix of property types and size will complement and enhance the available housing in Elmswell and the Mid Suffolk District. As such the scale proposed is deemed to accord with the Core Principles of the NPPF (paragraph 17) that development should meet the housing need for an area.

The development is also considered to accord with paragraph 50 by delivering a wide choice of high quality homes and a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. The proposal also accords with Policy CS9 of the Core Strategy and Policy H14 of the Mid Suffolk Local Plan 1998 where development should provide a range of house types.

• **Appearance**

The proposed development follows on from the principles established by the outline approval. The result is a design and architectural response, which responds to the context of the site and the character of the residential developments surrounding the site. The existing housing nearby the site is generally of a traditional character, using traditional forms and materials. These positive characteristics have been taken forward into the proposed development so that the development harmonises with the wider area.

The development has been designed to provide Character Areas to improve the legibility of the development (ability to way-find). It also strengthens the visual variety and enhances the character of the development.

The Character Areas have been designed from the local vernacular following a Character Assessment. The Character Areas comprise variations in plot layouts, landscape, elevation treatments, heights and materials. This draws from the design, scale, and materials of dwellings

in Elmswell. The Character Areas will ensure the positive local identity is reinforced.

The proposal incorporates focal buildings to accentuate the overall character but also to create visual richness. The types of dwellings have been evenly distributed so differentiation between tenure is not easily detected and accommodation size is not grouped but dispersed across the site.

Subsequently the scheme enhances and maintains the local distinctiveness of the area as required by Policies FC1 and FC1.1 of the Core Strategy Focused Review and CS5 of the Core Strategy.

The scheme further will add to the quality of the area, respond to local character, and create a visually attractive area with inclusive design as to accord with paragraph 57 and 58 of the NPPF.

• Layout

The Design and Access Statement submitted with the application draws from the masterplan by having a linear lane, village green, linking pedestrian routes and visual links with the countryside.

The linear lane concept is included in the primary and secondary route through the development to have a lane characteristic and be linear in form. Buildings face onto the street to create active frontages, a good sense of enclosure and pleasurable internal views. This responds to street types in the locality and creates well defined streets. This development provides for a primary and secondary route with linked shared streets. This denotes a clear street hierarchy and provides for a permeable (accessible) site with visual interest.

The street hierarchy, ambling highway alignment, changes in road surfaces and strong building line will encourage drivers to reduce speeds. This encourages streets for all rather than dominated by vehicles.

The village green is at the heart of the development. This is located along the primary vehicular route reflecting spatial sequence elsewhere in the village such as the green between School Lane and Little Green. The green was re-positioned in order to strengthen this Character Area and also give a clear focal point when entering the site.

The development reflects the masterplan by providing a footpath diversion through the site. This will be through the village green and along the secondary route along the southern boundary. The route provides for dropped kerbs as required by Public Rights of Way. The route therefore would be street lit, over-looked by the properties (natural surveillance) and more direct than the existing enclosed footpath. This improves the perceptions of safety, conspicuousness (legible route), and convenience.

The pedestrian activity would also add to the overall conviviality of the development.

It was recommended by a resident that the scheme retain the existing public right of way. This is not considered a suitable arrangement. The footpath would be sandwiched between fences, houses and industrial units with no clear sight-line and no natural surveillance. It would also be unlit. This is not considered a safe or direct option for the footpath.

The footpath as shown on the layout leads to the existing level crossing at Hawk End Lane. It is recognised that this development would increase the use of this crossing and impact on the safety of the crossing. The Outline Planning Permission seeks to resolve the risk through a pre-commencement condition to provide a strategy to mitigate the risk to pedestrians from the development from crossing the railway. A strategy was submitted by the previous developer but this did not provide sufficient information.

A further Mitigation Risk Strategy is being prepared in order to comply with Condition 17 of the Outline Planning Permission. The layout allows for all possible options to mitigate the risk (such as a footbridge or closure of the crossing and diversion). The agreement of the strategy under Condition 17 is not deemed to compromise the layout.

The site is further integrated with the surrounding area by providing a footway link to the Industrial Estate and footways along the new road leading to Station Road. An easement area is also provided to accommodate access by UK Power Networks to their substation.

The access to the development has also been designed to accommodate a future link road extension to serve a bypass. The primary route through also allows for future link to adjacent land to the west should this site come forward for development in the future. The development is therefore connected, permeable and integrated with the surrounding area and potential future developments in Elmswell.

Finally the Masterplan sought to create views over the countryside. The properties along the western boundary (Countryside Edge) allows for views out across the countryside. Additional wider views of the Copper Beech are secured from the north.

The layout embraces the key elements of 'Secured by Design' such as well-defined spaces both public and private, natural surveillance of all areas of the development from dwellings especially the open areas (particularly the play facilities) and public right of way. The layout follows urban design principles, providing for a perimeter block structure with strong building lines ensuring that the buildings frame the street and create an inviting environment.

This is emphasised with the parking spaces located mainly between

dwelling. One character area (core housing) provides on-street parking which is broken with street trees. Other areas provide parking mews which are over-looked by surrounding properties.

Concern has been raised by Waste Services that the shared street serving plots 66-74 and 128-132 (western edge of the site) may be too narrow for a dustcart should cars be parked on the road. The development has designated parking spaces and garages to avoid on-street parking. This provision is to the up-to-date SCC standard which was intended to learn lessons from previous developments of resident's parking behaviour. With considerate behaviour by future residents it is considered the scheme is appropriate. This can be protected by removing conversions of garages to this plots.

Subsequently the layout is deemed appropriate for accessibility and to avoid on-street parking. The grassed frontages and shared surfacing also act as a deterrent to on street parking. Providing hard surfacing to the front of properties will most likely lead to on-street parking.

The layout also allows for suitable back-to-back distances between the proposed and existing properties. It is designed to avoid harmful impacts on privacy, overshadowing and over-bearing development to existing neighbours and future occupiers of the site.

There are dwellings positioned with the rear gardens backing on to the industrial units. These are a minimum of 10m from boundary edge. The Outline Planning Permission include an Acoustic Report that concludes that noise sources from trains travelling along the railway, motor vehicles in Station Road and equipment at premises on the nearby trading estate will have an impact on any dwellings in close proximity to them. It is the intention of the developer to mitigate against noise from the source by installing noise enclosures. Should at-source mitigation not be secured (given one M&J Seafood object to the scheme).

The Environmental Health Officer confirms that alternative measures (such as a high wall) are feasible. The provision of a high wall is deemed to be a marginal improvement to the outlook of the rear and flank elevations of the Industrial Units. Acceptable measures will be secured under Condition 10 of the Outline Planning Permission. It is not considered that the agreement of this condition will compromise the proposed layout.

A new objection has been received in regards to the impact of smell from the adjacent industrial units (M&J Seafood). M&J Seafood is positioned with its rear elevation facing plots 46-54. The position of the proposed development in relation to industrial units was considered under the Outline Application. The Environmental Health Officer has not raised concerns regarding other matters such as smell/odour under this application. The smell is not considered to be significant as to create a potential statutory nuisance. As such the scheme is not considered to

give rise between conflict between the existing industrial units and the new development as to accord with Policies E4 and H17 of the Mid Suffolk Local Plan and paragraph 123 of the NPPF.

The layout accords with paragraph 58, 69 and 70 of the NPPF, CS5 of the Core Strategy and policies SB2 and GP1 of the Mid Suffolk Local Plan. The layout will provide a development which functions well and establishes a strong sense of place. The layout provides for a safe and accessible environment with clear and legible pedestrian routes. It includes high quality open space suitably located to encourage the active and continual use. It is well integrated with the surrounding area as not to create a stand-alone development un-related to its context.

- **Landscape**

The site is located on the edge of the village with countryside to the north and west with the built environment to the south and east. The railway line also runs along part of the southern boundary.

Whilst the site has since been cleared it should be noted this is a brownfield site which accommodated a large food processing plant. The Grampian Harris Bacon Factory operated from the application site since 1911 and closed in 2006. A number of the buildings were in a significant state of disrepair had been subject to vandalism.

The re-development of the site provides the opportunity to enhance the rural outlook on the edge of the built environment. A Landscape Strategy has been submitted with the applications along with a Landscape Masterplan.

The countryside boundaries (north and west) will be strengthened with hedgerow and tree planting. The Landscape Officer is concerned that the northern and western boundary with a 1m deep hedgerow is insufficient.

Discussions are ongoing to provide additional tree planting to this boundary. The concept is to draw from the Suffolk Landscape with boundary trees present in the hedges creating views of small clusters of trees and houses on the horizon. As stated by Suffolk County Council Countryside and Environment Service the visual experience of plateau claylands *'is of open views that are only sometimes confined by hedges and trees. Slight changes in slope can have a profound effect on what and how much of the landscape can be seen and in the small valleys it is possible to find quite confined landscapes with intimate views. However the lasting impression is generally the wide, open views of arable land with small clusters of trees and houses on the horizon'*. The additional tree planting would reinforce the visual experience of the Suffolk Landscape. It will also maintain and increase the stock of hedgerow trees and will reinforce the historic pattern of sinuous field boundaries.

Along the southern edge the existing row of large Leyland Cypress are to

be removed and replaced. The Tree Officer has confirmed these trees are at the end of their useful life. To reduce them in height would likely lead to their deterioration. The replacement of these trees is acceptable and an appropriate species will be selected to provide screening for nearby properties but also comply with the requirements of network.

The existing Common Beech, Sycamore, Lime and Willow along the southern boundary (trees 33 to 37) are to be retained. The Leyland Cypress will be removed between these trees which will improve their future condition.

Existing properties along Station Road have reasonable planting within the rear gardens. The field maples and sycamore along this site boundary are to be retained. The majority of trees and hedgerow to be removed are of limited amenity quality and are affected by the buildings. Along the eastern boundary adjacent to the Industrial Units there will be additional planting with the rear gardens to soften the outlook of the industrial units.

Within the site the scheme provides a tree lined avenue along the primary route and street trees to break up the street parking and parking mews. Concern has been raised that this may not be feasible. The applicant has advised that a tree-lined avenue within this space is achievable. Additional details will be submitted to address the Landscape Officer's concerns. A verbal update will be provided at Committee.

Within the perimeter blocks additional planting will help soften the back-to-back views. The proposed dwellings also have small front gardens abutting the road. These elements form a green visual link through the development and aid with a spacious character suitable for a countryside edge.

The Open Space ('Village Green') has been positioned to create a focal point when entering the site and also add to the spacious character. The Open Space includes the retention of the existing Copper Beech and additional planting to create a sense of enclosure. The area will provide the Junior Outdoor Play Space.

The other open spaces to the entrance, pumping station and along the north boundary will include further feature tree to define the space and provide a focal point to the space. Furthermore these can create a comfortable outdoor space where the branch spread can create a ceiling effect.

The applicant has agreed to additional planting to the north and west boundary, further feature trees and additional details regarding the tree lined avenue to confirm the scheme is feasible. The Landscape Officer and the applicant's Landscape Consultant are liaising with each other to secure the additional detail. The discussions will involve SCC Floods and Highways. The outcome of the discussions will be provided as a verbal update and additional details presented to Committee.

The landscaping scheme with these additional details will provide a visually attractive development that will function well as to accord with Policy GP1 of the Mid Suffolk Local Plan, CS5 of the Core Strategy and paragraph 58 of the NPPF.

• **Other Matters**

Concern has been raised from SCC Floods regarding the surface water drainage. Surface Water drainage is proposed to discharge via a gravity system to a newly constructed attenuation basin to the north of the site. SCC Floods and the applicant have agreed reduced flow rates and the details of the drainage scheme and the flow rates can be secured through Condition 7 of the Outline Planning Permission.

There are a few Listed Buildings along Station Road. Due to the relationship between the development and these properties the proposal is not considered to cause harm the setting of this historical assets.

Conclusion

The combination of the appearance, layout, scale and landscaping create a development which functions well, provides a strong sense of place. It enhances and maintains the local character creating a safe and accessible environment. The development integrates well with the countryside edge drawing landscaping through the site and with the built-environment.

The scheme will meet the housing needs of the area and provides high quality public space with legible layout as to encourage activity and use of the public footpaths and open space. It will not give rise to significant adverse impact on health and quality of life. The proposal is therefore of good design and accords with; policy SB2, GP1, HB1, H13, H14, H15, H16, H17, E4, and T9 of the Mid Suffolk Local Plan, policy CS5 and CS9 of the Core Strategy, FC1 and FC1.1 of the Core Strategy Focused Review and paragraphs 32, 56-66 and 69, 70, 75 and 123 of the NPPF.

RECOMMENDATION

That authority be delegated to Professional Lead - Growth & Sustainable Planning Planning to approve the Reserved Matters (Appearance, Landscape, Scale and Layout) subject to the following conditions.

- Accord with Arboricultural Report
- Accord with Approved Plans and Documents (plans within the Bundle)
- Restrict garages and parking spaces to plots 66-77 and 126-132 to be used

solely for parking vehicles

Philip Isbell
Professional Lead - Growth & Sustainable Planning

Rebecca Biggs
Planning Officer

APPENDIX A - PLANNING POLICIES

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

Cor5 - CS5 Mid Suffolks Environment
Cor8 - CS8 Provision and Distribution of Housing
Cor9 - CS9 Density and Mix
CSFR-FC1 - PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT
CSFR-FC1.1 - MID SUFFOLK APPROACH TO DELIVERING SUSTAINABLE DEVELOPMENT
CSFR-FC2 - PROVISION AND DISTRIBUTION OF HOUSING
CSFR-FC3 - SUPPLY OF EMPLOYMENT LAND

2. Mid Suffolk Local Plan

HB1 - PROTECTION OF HISTORIC BUILDINGS
H17 - KEEPING RESIDENTIAL DEVELOPMENT AWAY FROM POLLUTION
GP1 - DESIGN AND LAYOUT OF DEVELOPMENT
CL8 - PROTECTING WILDLIFE HABITATS
RT12 - FOOTPATHS AND BRIDLEWAYS
H14 - A RANGE OF HOUSE TYPES TO MEET DIFFERENT ACCOMMODATION NEEDS
H15 - DEVELOPMENT TO REFLECT LOCAL CHARACTERISTICS
H13 - DESIGN AND LAYOUT OF HOUSING DEVELOPMENT
E4 - PROTECTING EXISTING INDUSTRIAL/BUSINESS AREAS
T9 - PARKING STANDARDS
T10 - HIGHWAY CONSIDERATIONS IN DEVELOPMENT
RT1 - SPORTS AND RECREATION FACILITIES FOR LOCAL COMMUNITIES
RT4 - AMENITY OPEN SPACE AND PLAY AREAS WITHIN RESIDENTIAL DEV'T
RT11 - FACILITIES FOR INFORMAL COUNTRYSIDE RECREATION
H16 - PROTECTING EXISTING RESIDENTIAL AMENITY
H17 - KEEPING RESIDENTIAL DEVELOPMENT AWAY FROM POLLUTION
SB2 - DEVELOPMENT APPROPRIATE TO ITS SETTING

3 Planning Policy Statements, Circulars & Other policy

C0299 - CIRCULAR 02/99: ENVIRONMENTAL IMPACT ASSESSMENT
NPPF - National Planning Policy Framework

APPENDIX B - NEIGHBOUR REPRESENTATIONS

Letters of representation have been received from a total of **9** interested parties.

The following people **objected** to the application:

[REDACTED]

The following people **supported** the application:

[REDACTED]

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

[REDACTED]