



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Catherine Brookes
Network Delivery and Development
East Region
Highways England.
planningee@highwaysengland.co.uk

To: Mid Suffolk District Council

CC: transportplanning@dft.gsi.gov.uk
growthandplanning@highwaysengland.co.uk

Council's Reference: 3918/15

Referring to the planning application referenced above, dated [date of PA received], 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 dwellings, Former Grampian Foods Site St Edmunds Drive Station Road Elmswell, Suffolk IP30 9HF, notice is hereby given that Highways England's formal recommendation is that we:

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

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

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via transportplanning@dft.gsi.gov.uk.

Signature:  Date: 1 February 2015
Name: David Abbott Position: Asset Manager
Highways England: Woodlands, Manton Lane Bedford MK41 7LW
david.abbott@highwaysengland.co.uk

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



Historic England

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EAST OF ENGLAND OFFICE

Ms Rebecca Biggs
Mid Suffolk District Council
131 High Street
Needham Market
Ipswich
Suffolk
IP6 8DL

Direct Dial: 01223 582721

Our ref: P00506260

5 April 2016

Dear Ms Biggs

**Arrangements for Handling Heritage Applications Direction 2015 &
T&CP (Development Management Procedure) (England) Order 2015**

**FORMER GRAMPIAN HARRIS SITE, ST EDMUNDS DRIVE, ELMSWELL, IP30 9HF
Application No 3918/15**

Thank you for your letter of 23 March 2016 notifying Historic England of the application for listed building consent/planning permission relating to the above site. On the basis of the information provided, **we do not consider that it is necessary for this application to be notified to Historic England** under the relevant statutory provisions, details of which are enclosed.

If you consider that this application does fall within one of the relevant categories, or if there are other reasons for seeking the advice of Historic England, we would be grateful if you could explain your request. Please do not hesitate to telephone me if you would like to discuss this application or the notification procedures in general.

We will retain the application for four weeks from the date of this letter. Thereafter we will dispose of the papers if we do not hear from you.

Yours sincerely

David Eve

Inspector of Historic Buildings and Areas
E-mail: david.eve@HistoricEngland.org.uk

Enclosure: List of applications requiring consultation with and notification to Historic England



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk





Historic England

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EAST OF ENGLAND OFFICE

Historic England must be notified of the following applications for listed building consent by virtue of the following provisions:

Notification:

- L1 For works in respect of any Grade I or II* listed building; and
- L2 For relevant works in respect of any grade II (unstarred) listed building

(relevant works means:

- i) works for the demolition of any principal building (see note 3);
- ii) works for the alteration of any principal building which comprise or include the demolition of a principal external wall of the principal building; or
- iii) works for the alteration of any principal building which comprises or includes the demolition of all or a substantial part of the interior of the principal building.

For the purposes of sub paragraphs ii) and iii) above:

- a) a proposal to retain less than 50% of the surface area of that part of a principal building represented on any elevation (ascertained by external measurement on a vertical plan, including the vertical plane of any roof) is treated as a proposal for the demolition of a principal external wall;
- b) a proposal to demolish any principal internal element of the structure including any staircase, load bearing wall, floor structure or roof structure is treated as a proposal for the demolition of a substantial part of the interior.)

- L3 Decisions taken by the local planning authorities on these applications

Basis for this - Arrangements for handling heritage applications - Notification to Historic England and National Amenity Societies and the Secretary of State (England) Direction 2015 - made under section 12, 15 (1) and (5) of the Planning (Listed Buildings and Conservation Areas) Act 1990

Historic England
15 April 2015

Note 2: Relevant demolition is defined in section 196D of the Town and Country Planning Act 1990 as "demolition of a building that is situated in a conservation area in England and is not a building to which section 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990 does not apply by virtue of s75 of that Act (listed buildings, certain ecclesiastical buildings, scheduled monuments and buildings described in a direction of the Secretary of State under that section.)

Note 3: "principal building" means a building shown on the list compiled under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and includes (unless the list entry indicates otherwise) any object or structure fixed to that building, but does not include any curtilage building.



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
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EAST OF ENGLAND OFFICE

Planning and Listed Building Consent applications requiring consultation with and notification to Historic England (the Historic Buildings and Monuments Commission for England) April 2015

Applications for planning permission

Historic England must be consulted or notified (see note 1) of the following planning applications by virtue of the following provisions:

Consultation:

Development which in the opinion of the local planning authority falls within these categories:

- P1 Development of land involving the demolition, in whole or in part, or the material alteration of a listed building which is classified as Grade I or II*
- P2 Development likely to affect the site of a scheduled monument
- P3 Development likely to affect any battlefield or a Grade I or II* park or garden of special historic interest which is registered in accordance with section 8C of the Historic Buildings and Ancient Monuments Act 1953

Basis for this - Town and Country Planning (Development Management Procedure) (England) Order 2015 - article 18 and Schedule 4.

- P4 Development likely to affect certain strategically important views in London

Basis for this - Secretary of State for Communities and Local Government Directions relating to Protected Vistas 2012

Notification:

Development which the local authority (or Secretary of State) think would affect:

- P5 The setting of a Grade I or II* listed building; or
- P6 The character or appearance of a conservation area where
 - i) the development involves the erection of a new building or the extension of an existing building; and
 - ii) the area of land in respect of which the application is made is more than 1,000 square metres

Basis for this - Planning (Listed Buildings and Conservation Areas) Regulations 1990 - regulation 5A (as amended by The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015

- P7 Local authority/ies own applications for planning permission for relevant demolition in conservation areas. (see note 2)

Basis for this - Town and Country Planning General Regulations 1992 (as amended by the Town and Country Planning General (Amendment) (England) Regulations 2015

Note 1: There is a difference between Consultation and Notification. When LPAs consult on applications, there is a duty to provide a substantive response to the LPA within 21 days. A notification from the LPA is to enable representations to be made if we so wish, and to respond within 21 days. Historic England does not make a distinction in its handling of advice work.

Applications for listed building consent



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk



Historic England is subject to the Freedom of Information Act. 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.

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Your ref: 3918/15
Our ref: 00032790
Date: 06 April 2016
Enquiries to: Peter Freer
Tel: 01473 264801
Email: peter.freer@suffolk.gov.uk

Rebecca Biggs
Planning Officer
Mid Suffolk District Council
Council Offices
131 High Street
Needham Market
Ipswich
IP6 8DL

Dear Rebecca,

Elmswell, Former Grampian Harris site, St Edmunds Drive

I refer to the reserved matters application - submission of details under outline planning permission 0846/13 - Outline planning application for demolition of all 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. Construction of a new access road to Station Road.

This 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. I have no comments to make on the reserved matters application but I have copied this letter to colleagues who respectively deal with highways, rights of way, drainage, archaeology and fire protection matters who may wish to comment.

Yours sincerely,

P J Freer

Peter Freer
Senior Planning and Infrastructure Officer
Planning Section, Strategic Development, Resource Management

cc Andrew Woodin SCC; Steve Kerr SCC; Andrew Pearce SCC; Simon Curl SCC; Floods Planning SCC; Angela Kempen SCC; Abby Antrobus SCC; Paul Armstrong SCC; and Neil McManus SCC

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Date: 14 January 2016
Our ref: 176003
Your ref: 3918/15



Rebecca Biggs
Planning Services
Mid Suffolk District Council
131 High Street
Needham Market
Suffolk
IP6 8DL

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

T 0300 060 3900

BY EMAIL ONLY

Dear Ms Biggs

Planning consultation: 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.

Location: Former Grampian Harris site, St Edmunds Drive, Elmswell IP30 9HF.

Thank you for your consultation on the above dated 08 January 2016 which was received by Natural England on 08 January 2016.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

The Wildlife and Countryside Act 1981 (as amended)
The Conservation of Habitats and Species Regulations 2010 (as amended)

Natural England's comments in relation to this application are provided in the following sections.

Statutory nature conservation sites – no objection

Natural England has assessed this application using the Impact Risk Zones data (IRZs) and is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which Norton Wood has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(1) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

Protected species

We have not assessed this application and associated documents for impacts on protected species. Natural England has published [Standing Advice](#) on protected species.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.



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The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at consultations@naturalengland.org.uk.

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that *'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'*. Section 40(3) of the same Act also states that *'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'*.

Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015, which came into force on 15 April 2015, has removed the requirement to consult Natural England on notified consultation zones within 2 km of a Site of Special Scientific Interest (Schedule 5, v (ii) of the 2010 DMPO). The requirement to consult Natural England on *"Development in or likely to affect a Site of Special Scientific Interest"* remains in place (Schedule 4, w). Natural England's **SSSI Impact Risk Zones** are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments *likely to affect a SSSI*. The dataset and user guidance can be accessed from the data.gov.uk website.

Should the proposal be amended in a way which **significantly** affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

Yours sincerely



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Alice Watson
Consultations Team



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From: Toolan Adrian [mailto:Adrian.Toolan@networkrail.co.uk] **On Behalf Of** Town Planning SE
Sent: 26 January 2016 11:21
To: Planning Admin
Subject: Network Rail consultation - 3918/15

Dear Sir/Madam,

Thank you very much for consulting with Network Rail in regards to application 3918/15. Please see related comments below;

The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Future maintenance

The development must ensure that any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

Drainage

No Storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

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The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Permitted: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

Not Permitted: Alder (Alnus Glutinosa), Aspen – Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

Vehicle Incursion

Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

As the site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends the developer contacts AssetProtectionAnglia@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/asp/1538.aspx.

Kind regards,



Adrian Toolan,
Town Planning Technician,

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1 Eversholt Street,
London,
NW1 2DN.
Mobile – 07710 959 611
Adrian.Toolan@networkrail.co.uk

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Consultee Comments for application 3918/15

Application Summary

Application Number: 3918/15

Address: Former Grampian Harris site, St Edmunds Drive, Elmswell IP30 9HF

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

Case Officer: Rebecca Biggs

Consultee Details

Name: Mr Robert Boardman (Stowmarket Ramblers)

Address: 8 Gardeners Walk, Elmswell, Bury St Edmunds IP30 9ET

Email: bob@gardeners8.plus.com

On Behalf Of: Ramblers Association - Bob Boardman

Comments

The Footpath Committee of Stowmarket Ramblers have viewed this application and we have serious concerns with the plans to divert the footpath not through the development as such but with its destination at the railway foot crossing. This will deliver many new residents to this increasingly busy and potentially dangerous crossing.

Network Rail wish to close this type of crossing as soon as possible but as yet there is no firm proposals as to an alternative means of crossing the railway lines.

The committee has discussed with interested bodies how this crossing closure may be achieved and we have views as to the alternative route for this footpath.

We will make known our proposals when a plan is published.

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Rebecca Biggs

From: Stephen Lee - TW East Anglia <Stephen.Lee@taylorwimpey.com>
Sent: 11 May 2016 14:38
To: Rebecca Biggs
Subject: FW: Harris Bacon Site, Elmswell

From: Julie Abbey-Taylor [<mailto:Julie.Abbey-Taylor@baberghmidsuffolk.gov.uk>]
Sent: 19 April 2016 14:04
To: Henrietta Pointer
Subject: RE: Harris Bacon Site, Elmswell

Hi Henrietta sorry for the delay – I thought I had replied!!

I would have liked to see slightly better space standards but will agree this mix in order to move forward and deliver the site.

Could you tell me which RP's have bid for the AH units on the site please?

Many thanks,

Julie

Julie Abbey-Taylor
Professional lead – Housing Enabling
Babergh & Mid Suffolk District Councils
Tel: 01449 724782
Email: julie.abbey-taylor@baberghmidsuffolk.gov.uk

***** Community Infrastructure Levy (CIL) charging is coming to Mid Suffolk and Babergh on the 11th April 2016. See our websites for the latest information here: [MSDC-CIL](#) [BDC-CIL](#)**

From: Henrietta Pointer
Sent: 14 April 2016 10:28
To: 'Julie Abbey-Taylor'
Subject: RE: Harris Bacon Site, Elmswell

Hi Julie,

Glad you are feeling better!
Thanks for your email, I passed it on to Taylor Wimpey.
The mix they are proposing is as follows:-

Rent

8 x 1 bed house 2 person @ 55.9 sqm (HQL require 45-50 sqm)
1 x 2 bed bungalow 4 person @ 67.5 sqm (HQL require 67-75 sqm)
5 x 2 bed house 4 person @ 75.1 sqm (HQL require 67-75 sqm)
2 x 3 bed house 5 person @ 84.5 sqm (HQL require 75-85 sqm)

Shared

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3 x 2 bed house 4 person @ 75.1 sqm (HQI require 67-75 sqm)
2 x 3 bed house 5 person @ 84.5 sqm (HQI require 75-85 sqm)

The one beds are big enough and the 1 bed house has been moved from shared ownership to rented.
I hope this is now ok with you?

Best wishes,

Henrietta

Henrietta Pointer BA (Hons)
Business Officer



Tel Mobile: 07584 411448 DDI: 0150

Switchboard: 01508 570005 Fax: 0150

Website: www.housingexpectations.co.uk

Email: henrieta.pointer@housingexpectations.co.uk

.....
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Tracey Hunter

From: Barrell, Shaun <shaun.barrell@ukpowernetworks.co.uk>
Sent: 08 April 2016 15:58
To: Planning Admin
Subject: Application 3918/15 - Objection

Categories: Blue Category

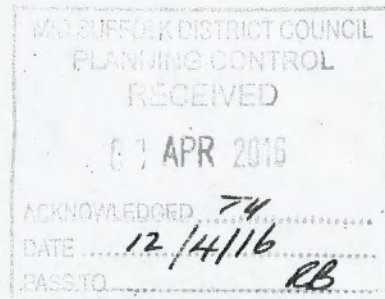
Dear Sirs

You have written to EDF Energy as a consultee for the above application however this should have been address to either UK Power Networks or Eastern Power Networks.

I can confirm that UK Power Networks objects to the application as made. UK Power Networks enjoys access and cable rights that cross the former Grampian Harris site for the benefit of our Primary Electricity Substation adjacent to the site. The proposal would infringe our rights with the proposed construction of dwellings on land subject to the easement, this has been highlighted at more than one occasion when consulted previously on the plans for this site but appears to have been ignored.

Regards

Shaun Barrell
Major Projects & Protected Areas Wayleave Surveyor
Property & Consents
Barton Road
Bury St Edmunds
Suffolk
IP32 7BG
01284 726416
shaun.barrell@ukpowernetworks.co.uk



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Registered in England and Wales No. 7290590.
Registered Office: Newington House, 237 Southwark Bridge Road, London SE1

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MEMORANDUM

FROM: PLANNING CONTROL MANAGER
TO: Hannah Bridges
OUR REF: 3918 / 15 - **AMENDED PLANS**
DATE: 23/03/2016

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

LOCATION: Former Grampian Harris site, St Edmunds Drive, Elmswell IP30 9HF

I recently sent you a consultation in respect of the above application for Approval of Reserved Matters.

I have recently received further information/revised plans in respect of this and would ask you to take this additional information in account when replying. Please ensure that I receive your reply by **13/04/2016** at the latest.

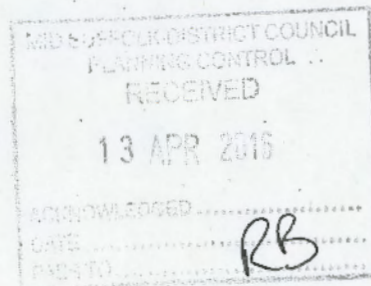
Planning Control Manager

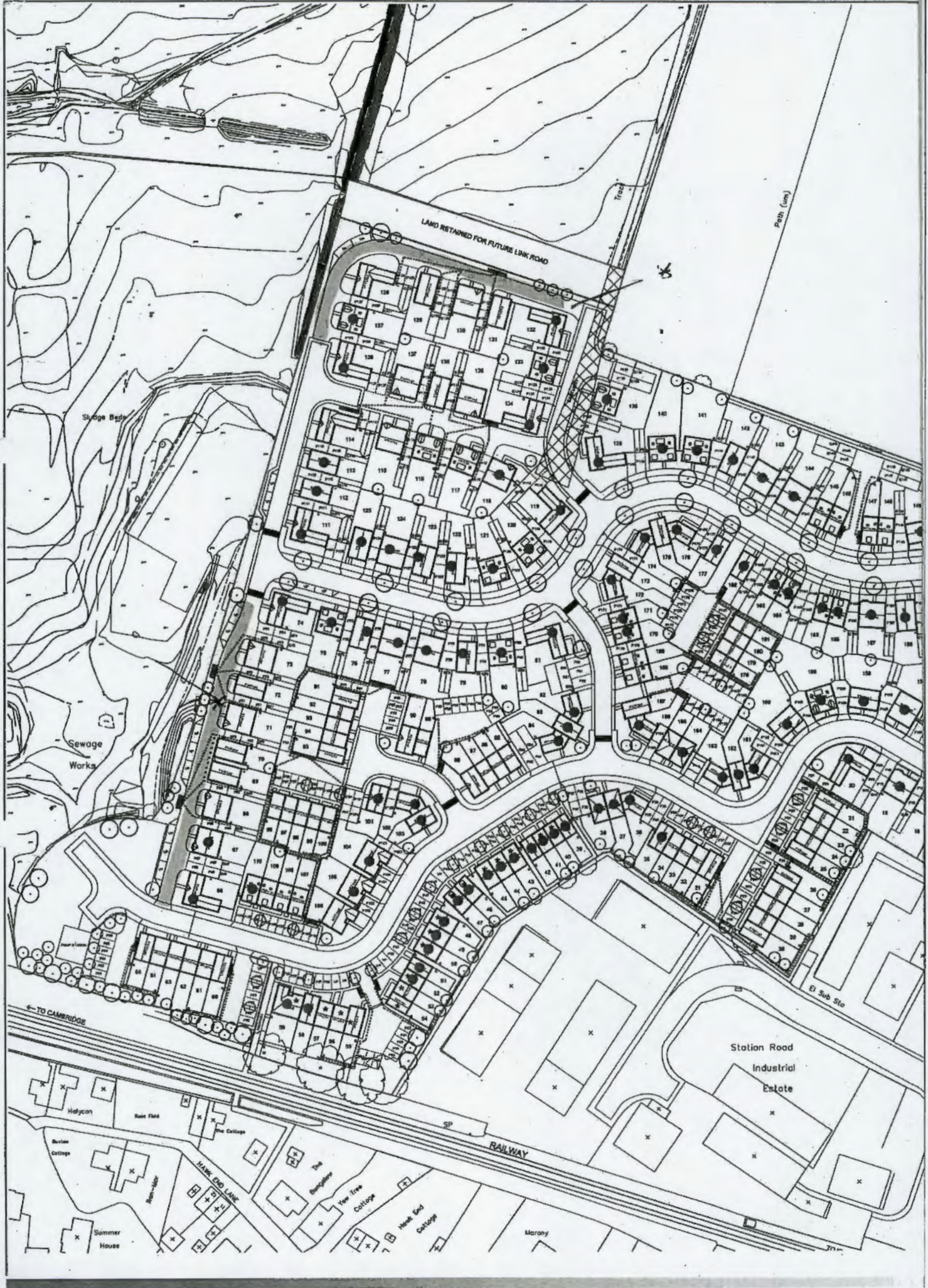
My observations are:

From viewing the amended proposed plans the only concern that I have is that access might be too narrow for a dustcart to access should there be cars parking in front of the properties, I have highlighted the area in concern.

There are also soft verges which are located in front of most properties, we would prefer these to be hard standing rather than grassed areas as these areas might have to be driven over should cars be parked awkwardly preventing access to collect bins. Other developments have had to have these areas changed from soft verges to be tarmac for this reason.

Signed: H.Bridges
Dated: 13/04/2016





**Mid Suffolk District Council Planning Control Department
131 High Street Needham Market IP6 8DL**

**OUTLINE PLANNING PERMISSION
Town and Country Planning Act 1990
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT
PROCEDURE) (ENGLAND) ORDER 2010**

Date of Application: March 26, 2013
Date Registered: April 15, 2013

REFERENCE: 0846 / 13

Documents to which this decision relates: 947-02 Rev K

CORRESPONDENCE ADDRESS:

Mr Bloomfield
Bidwells
16 Upper King Street
Norwich
NR3 1HA

NAME AND ADDRESS OF APPLICANT:

Harrow Estates plc
Bridgemere House
Chester Road
Preston Brook
Cheshire
WA7 3BD

PROPOSED DEVELOPMENT AND LOCATION OF THE LAND:

Outline planning application for demolition of all 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. Construction of a new access road to Station Road. (Appearance, landscaping, layout and scale to be the subject of a future reserved matters application)

- Former Grampian Harris, St Edmunds Drive, Elmswell

The Council, as local planning authority, hereby gives notice that **OUTLINE PLANNING PERMISSION HAS BEEN GRANTED** in accordance with the application particulars and plans submitted subject to the following conditions:

1. ACTION REQUIRED PRIOR TO COMMENCEMENT OF ANY WORKS

Details of the appearance, scale and layout of the building(s) and the landscaping of the site (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority for each phase of the development, before any development within that phase begins. The development shall be carried out as approved.

Reason – To enable the Local Planning Authority to secure an orderly and well designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Mid Suffolk Local Plan.

2. TIME LIMIT FOR RESERVED MATTERS APPLICATION

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

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

3. PRIOR TO COMMENCEMENT OF DEVELOPMENT - PHASING OF WORKS

No development shall commence, except for demolition and remediation, until a phasing plan for its construction has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out, completed and occupied in accordance with the approved programme.

Reason - In order to secure an orderly development in the interests, and to safeguard the proper and timely build-out of the scheme in the interests of good design.

4. ARCHAEOLOGICAL INVESTIGATION ACTION REQUIRED BEFORE WORKS COMMENCE

No development shall take place within the area the whole site until the implementation of a programme of archaeological work has been secured, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment
- c. Provision to be made for analysis of the site investigation and recording
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e. Provision to be made for archive deposition of the analysis and records of the site investigation
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

Reason - To allow proper investigation and recording of the site that is potentially of archaeological and historic significance.

5. PRIOR TO OCCUPATION - ARCHAEOLOGICAL ASSESSMENT COMPLETION

No dwelling shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme.

of Investigation approved under Condition 4 and the provision made for analysis, publication and dissemination of results and archive deposition.

Reason - To allow proper investigation and recording of the site that is potentially of archaeological and historic significance.

6. ACTION REQUIRED PRIOR TO COMMENCEMENT OF ANY WORKS

No development above slab level shall commence in relation to any phase of the development until precise details of the manufacturer and types and colours of the external facing and roofing materials to be used in construction have been submitted to and agreed, in writing, by the Local Planning Authority. Such materials as may be agreed shall be those used in the development unless otherwise agreed, in writing, at a later date with the Local Planning Authority.

Reason - To secure an orderly and well designed development sympathetic to the character of the existing building(s) and in the interests of visual amenity and the character and appearance of the area.

7. PRIOR TO ANY WORKS COMMENCING: SURFACE WATER DRAINAGE DETAILS REQUIRED

No development shall commence, with the exception of demolition and remediation, until full details of surface water drainage have been submitted to and agreed, in writing, by the Local Planning Authority. No part of the development shall be first occupied or brought into use until the agreed method of surface water drainage has been fully installed and is functionally available for use.

Reason - To safeguard the ground water environment and minimise the risk of flooding.

8. ACTION REQUIRED PRIOR TO COMMENCEMENT OF ANY WORKS

No development shall take place, with the exception of demolition and remediation, until there has been submitted to and approved, in writing, by the Local Planning Authority a scheme of hard and soft landscaping works for the site, which shall include any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows on the site and indicate any to be retained, together with measures for their protection which shall comply with the recommendations set out in the British Standards Institute publication "BS 5837: 2005 - Trees in Relation to Construction." Any landscaping scheme must take into account the recommendations for Ecology mitigation as stated in Naturally Wild Phase 1 Habitat Survey and Protected Species Surveys, former Grampian Country Foods Factory, Elmswell, Suffolk received 26th March 2013.

Reason - In the interests of visual amenity and the character and appearance of the area.

9. TIMESCALE FOR LANDSCAPING

All changes in ground levels, hard landscaping, planting, seeding or turfing shown on the approved landscaping details shall be carried out in full during the first planting and seeding season (October - March inclusive) following the commencement of the

development or in such other phased arrangement as may be agreed in writing by the Local Planning Authority. Any trees, hedges, shrubs or turf identified within the approved landscaping details (both proposed planting and existing) which die, are removed, seriously damaged or seriously diseased, within a period of 5 years of being planted or in the case of existing planting within a period of 5 years from the commencement of development, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority agrees in writing to a variation of the previously approved details.

Reason - To ensure that the approved landscaping scheme has sufficient time to establish, in the interests of visual amenity and the character and appearance of the area.

10. ACTION REQUIRED PRIOR TO COMMENCEMENT OF ANY WORKS

No development shall commence, with the exception of demolition and remediation, before a scheme has been submitted to and agreed with the Local Planning Authority, which specifies the provisions to protect the amenity of occupiers of the dwellings from noise from adjoining uses.

Reason - To ensure the continuation of the neighbouring uses without detrimentally affecting the amenity of occupiers the proposed dwellings due to noise.

11. HIGHWAYS: PROVISION OF ACCESS PRIOR TO DEVELOPMENT/OCCUPATION

The new vehicular access shall be laid out constructed up to base course level in accordance with Drawing No. 947-02 Rev K and a surface course laying programme will have been submitted to and approved in writing by the local planning authority prior to occupation of the dwellings. The surface course shall be laid in accordance with the agreed programme and the access shall be retained thereafter in its specified form.

Reason - To ensure that the access is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

12. HIGHWAYS: BEFORE USE - PROVISION OF VISIBILITY SPLAYS

Before the access is first used visibility splays shall be provided as shown on Drawing No. 947-02 Rev K and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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

13. CONSTRUCTION OF FOOTWAY LINK

No occupation shall take place until the details of the proposed footway link to the

industrial estate and a programme for its construction has been submitted to, and approved in writing by, the local planning authority. Development shall be carried out in accordance with the approved details and programme.

Refuse: To provide a sustainable link to the development.

14. PRIOR TO FIRST OCCUPATION: TRAVEL PLAN

Prior to first occupation of the dwellings hereby approved, a travel plan shall be submitted to and agreed in writing by the Local Planning Authority. The provisions of the approved travel plan shall be maintained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To encourage the use of public transport in order to limit effects of the proposal of the local highway.

15. PRIOR TO COMMENCEMENT OF DEVELOPMENT: FIRE HYDRANTS

Prior to commencement of development, with the exception of demolition and remediation, details for the phased provision of fire hydrants throughout the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the scheme as approved shall be fully implemented in accordance with the said approved details and phasing plan, unless otherwise agreed, in writing, by the Local Planning Authority, concurrent with the delivery of the buildings to be served hereby.

Reason - To facilitate the provision of appropriate fire protection measures in the interests of safety.

16. ACTION REQUIRED PRIOR TO COMMENCEMENT DEVELOPMENT: MITIGATION TO BE AGREED

Prior to the commencement of development a scheme of appropriate mitigation and biodiversity enhancement measures (including precise details of the timing, any translocation measures deemed necessary and method of protection) shall be submitted to and approved, in writing, by the Local Planning Authority in accordance with the recommendations of Naturally Wild Phase 1 Habitat Survey and Protected Species Surveys, former Grampian Country Foods Factory, Elmswell, Suffolk received 26th March 2013. No development shall be undertaken except in accordance with the approved scheme of mitigation and timings agreed.

Reason - In order to safeguard protected wildlife species and their habitats in accordance with the NPPF.

17. PRIOR TO DEVELOPMENT: MITIGATION OF RISK AT HAWK END LAND CROSSING

No development, with the exception of demolition and remediation, shall take place on the site until a strategy for mitigating risk at Hawk End Lane crossing has been agreed in writing by the planning authority. The strategy shall have been the subject of consultation by the developer with Network Rail and the Parish Council and shall demonstrate the steps taken to address advice given. The strategy shall include a clear timetable for delivery of mitigation of risk relative to the construction and occupation of the development. The development and any risk mitigation measures

shall thereafter be delivered in accordance with the agreed strategy and timetable.

Reason: To provide a strategy to mitigate the risk to pedestrians from the development from crossing the railway at Hawk End Lane.

18. CONSTRUCTION MANAGEMENT TO BE AGREED PRIOR TO COMMENCEMENT

No development shall take place, including any works of demolition, until a Construction Environment Management Plan (CEMP) has been submitted to, and approved in writing by, the local planning authority. The approved Plan shall be adhered to throughout the demolition and construction periods and shall incorporate the following information:-

- a) Details of the hours of work/construction of the development within which such operations shall take place and the hours within which delivery/collection of materials for the said construction shall take place at the site.
- b) Details of the storage of construction materials on site, including details of their siting and maximum storage height.
- c) Details of how construction and worker traffic and parking shall be managed.
- d) Details of any protection measures for footpaths surrounding the site.
- e) Details of any means of access to the site during construction.
- f) Details of the scheduled timing/phasing of development for the overall construction period.
- g) Details of a strategy to minimise waste from the site.

The construction shall at all times be undertaken in accordance with the agreed methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason - To minimise detriment to nearby residential and general amenity.

19. PRIOR TO ANY WORKS COMMENCING: SURFACE WATER DRAINAGE DETAILS REQUIRED

No development shall commence, except for demolition and remediation until full details of foul water drainage have been submitted to and agreed, in writing, by the Local Planning Authority. No part of the development shall be first occupied or brought into use until the agreed method of foul water drainage has been fully installed and is functionally available for use.

Reason - To safeguard the ground water environment and minimise the risk of flooding.

20. LISTING OF APPROVED PLANS & DOCUMENTS

The development hereby permitted shall be carried out in accordance with the following approved documents or such other drawings/documents as may be approved by the Local Planning Authority in writing pursuant to other conditions of

this permission/consent; or such drawings/documents as may subsequently be approved in writing by the Local Planning Authority as a non material amendment following an application in that regard:

947-02 Rev K

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

SUMMARY OF POLICIES AND PROPOSALS WHICH ARE RELEVANT TO THE DECISION:

1. This permission has been granted having regard to policy(ies)

COR1 - CS1 SETTLEMENT HIERARCHY
 COR2 - CS2 DEVELOPMENT IN THE COUNTRYSIDE & COUNTRYSIDE VILLAGES
 COR3 - CS3 REDUCE CONTRIBUTIONS TO CLIMATE CHANGE
 COR4 - CS4 ADAPTING TO CLIMATE CHANGE
 COR5 - CS5 MID SUFFOLKS ENVIRONMENT
 COR6 - CS6 SERVICES AND INFRASTRUCTURE
 COR7 - CS7 BROWN FIELD TARGET
 COR8 - CS8 PROVISION AND DISTRIBUTION OF HOUSING
 COR9 - CS9 DENSITY AND MIX
 COR11 - CS11 SUPPLY OF EMPLOYMENT LAND
 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

of the Mid Suffolk Core Strategy Document, and to all other material considerations. The carrying out of the development permitted, subject to the conditions imposed, would accord with those policies and in the opinion of the Local Planning Authority there are no circumstances which otherwise would justify the refusal of permission.

2. This permission has been granted having regard to policy(ies)

GP1 - DESIGN AND LAYOUT OF DEVELOPMENT
 H17 - KEEPING RESIDENTIAL DEVELOPMENT AWAY FROM POLLUTION
 HB14 - ENSURING ARCHAEOLOGICAL REMAINS ARE NOT DESTROYED
 H7 - RESTRICTING HOUSING 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
 CL8 - PROTECTING WILDLIFE HABITATS
 E4 - PROTECTING EXISTING INDUSTRIAL/BUSINESS AREAS
 E6 - RETENTION OF INDIVIDUAL INDUSTRIAL AND COMMERCIAL SITES
 E7 - NON-CONFORMING INDUSTRIAL USES
 T2 - MINOR HIGHWAY IMPROVEMENTS
 T4 - PLANNING OBLIGATIONS AND HIGHWAYS INFRASTRUCTURE
 T9 - PARKING STANDARDS

H3 - HOUSING DEVELOPMENT IN VILLAGES
 T9 - PARKING STANDARDS
 T10 - HIGHWAY CONSIDERATIONS IN DEVELOPMENT
 T11 - FACILITIES FOR PEDESTRIANS AND CYCLISTS
 T12 - DESIGNING FOR PEOPLE WITH DISABILITIES
 T13 - BUS SERVICES
 RT1 - SPORTS AND RECREATION FACILITIES FOR LOCAL COMMUNITIES
 RT4 - AMENITY OPEN SPACE AND PLAY AREAS WITHIN RESIDENTIAL DEV'T
 RT5 - RECREATIONAL FACILITIES AS PART OF OTHER DEVELOPMENT
 RT6 - SPORT AND RECREATION FACILITIES IN THE COUNTRYSIDE
 RT11 - FACILITIES FOR INFORMAL COUNTRYSIDE RECREATION
 RT12 - FOOTPATHS AND BRIDLEWAYS
 SC4 - PROTECTION OF GROUNDWATER SUPPLIES

of the Mid Suffolk Local Plan, and to all other material considerations. The carrying out of the development permitted, subject to the conditions imposed, would accord with those policies and in the opinion of the Local Planning Authority there are no circumstances which otherwise would justify the refusal of permission.

3. This permission has been granted having regard to policy(ies)

NPPF - NATIONAL PLANNING POLICY FRAMEWORK
 C0299 - CIRCULAR 02/99: ENVIRONMENTAL IMPACT ASSESSMENT
 C0505 - CIRCULAR 05/05: PLANNING OBLIGATIONS
 C1195 - CIRCULAR 11/95: USE OF CONDITIONS IN PLANNING PERMISSION

of the Planning Policy Statement, and to all other material considerations. The carrying out of the development permitted, subject to the conditions imposed, would accord with those policies and in the opinion of the Local Planning Authority there are no circumstances which otherwise would justify the refusal of permission.

NOTES:

1. **Summary Reason(s) for Approval**

The proposal has been assessed with regard to adopted development plan policies, the National Planning Policy Framework and all other material considerations.

Taking all relevant matters into account the proposal is considered to be acceptable subject to appropriate conditions.

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

The NPPF encourages a positive and proactive approach to decision taking, delivery of sustainable development, achievement of high quality development and working proactively to secure developments that improve the economic, social and environmental conditions of the area:

In this case the applicant took advantage of the Council's pre-application and duty

planning officer service prior to making the application. The opportunity to discuss a proposal prior to making an application allows potential issues to be raised and addressed pro-actively at an early stage, potentially allowing the Council to make a favourable determination for a greater proportion of applications than if no such service was available.

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

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

The County Council's Central Area Manager should be contacted on Telephone 01473 341414.

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

3. The applicant/developer is advised that the application site is, or appears to be, affected by the existence of a public right of way. It should be noted that:-

- (i) it is an offence to obstruct or divert a public right of way (or otherwise prevent free passage on it) without the proper authority having been first obtained. In the first instance contact should be made with Sharon Berry Public Rights of Way Officer, Mid Suffolk District Council, 131 High Street, Needham Market, Suffolk IP6 8DL. The telephone number is 01449 724634. (email sharon.berry@midsuffolk.gov.uk)
- (ii) The granting of planning permission does not authorise the undertaking of any work on a public right of way. Where it is necessary for a right of way to be stopped-up or diverted in order that development may take place, no work may take place upon the line of the right of way until an appropriate order has been made and confirmed (see (i) above). The applicant/developer should note that there is a charge for making a change to the rights of way network.
- (iii) Where a private means of access coincides with a public right of way, the granting of planning permission cannot authorise the erection of gates across the line or the carrying out of any works on the surface of the right of way and that permission for any changes to the surface must be sought from the highway authority (Suffolk County Council).

This relates to document reference: 0846 / 13

Signed: Philip Isbell

Dated: March 17, 2015

**Corporate Manager
Development Management**

**MID SUFFOLK DISTRICT COUNCIL, 131 HIGH STREET, NEEDHAM MARKET,
IPSWICH IP6 8DL**