

MID SUFFOLK DISTRICT COUNCIL

Minutes of the **DEVELOPMENT CONTROL COMMITTEE 'A'** held at the Council Offices, Needham Market on Wednesday 17 August 2016 at 9:30am.

PRESENT: Councillor: Matthew Hicks (Chairman)
Gerard Brewster
David Burn
John Field
Lavinia Hadingham
Derrick Haley *
Anne Killett
Sarah Mansel
Lesley Mayes
David Whybrow

Denotes substitute *

Ward Members: Councillor:

In Attendance: Professional Lead (Growth and Sustainable Planning)
Development Management Planning Officer (GP/SLB)
Senior Legal Executive (KB)
Governance Support Officers (VL)

NA83 APOLOGIES/SUBSTITUTIONS

Councillor Derrick Haley was substituting for Councillor Diana Kearsley.

NA84 DECLARATIONS OF INTEREST

There were no declarations of interest.

NA85 DECLARATIONS OF LOBBYING

It was noted that Members had been lobbied on application 2351/16.

NA86 DECLARATIONS OF PERSONAL SITE VISITS

Councillor John Field had driven around the public roads adjacent to the site for application 2351/16.

Councillor David Burn had inspected the site for application 1822/16 from the public highway.

NA87 MINUTES OF THE MEETING HELD ON 20 JULY 2016

Report NA/17/16

The Minutes of the meeting held on 20 July 2016 were confirmed as a correct record.

NA88 PETITIONS

None received.

NA89 QUESTIONS FROM MEMBERS

None received.

NA90 SCHEDULE OF PLANNING APPLICATIONS

Report NA/18/16

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

<u>Planning Application Number</u>	<u>Representations from</u>
2351/16	Murray Gibson (Supporter) Matthew Driscoll (Agent)
1822/16	Hilary Butler (Mellis Parish Council) Hilary Mace (Objector)

Item 1

Application Number:	2351/16
Proposal:	Application for outline planning permission (including access, all other matters reserved) for development of business and logistics park to provide commercial floorspace principally within Use Classes B1 and B8, to include access onto the B1113 Bramford Road and a secondary means of access via Addison Way, together with the provision of estate roads and ancillary parking, servicing and landscaping
Site Location:	GREAT BLAKENHAM – Land at Blackacre Hill, Bramford Road
Applicant:	Curzon De Vere Ltd

The Development Management Planning Officer advised Members that Recommendation part (2) was amended to include the Highway Authority's recommended conditions as detailed on page 12 of the agenda.

Murray Gibson, a supporter, said he was an independent consultant speaking on behalf of the Messina Group which was already established in units on the Orion Business Park and elsewhere in the country. He expressed support for the proposal which would allow the Group, which had been looking to consolidate its premises on one site for the previous six months without success, to relocate to the proposed business park. The Group was a rapidly expanding business which employed local people and would provide jobs across a wide range of occupations.

Matthew Driscoll, the agent, said the proposed development was supported by policy and he believed that issues raised during the consultation period had been

resolved. In depth discussions had been held regarding the Parish Council's suggestion regarding a roundabout at the junction of Bramford Road, Great Blakenham and the B1113 but the Highways Authority had confirmed there was sufficient capacity for any additional traffic generated by the development both now and for the foreseeable future. The scheme included five ponds and planting of 5,000 trees and shrubs increasing biodiversity, improved cycle paths and a free mini-bus service. There was a high level of demand for the units which would provide employment and contribute to the local economy; the proposal was supported by the Council's Economic Development Team.

Mike Cottee, Cottee Transport Planning Consultants and Maxwell Hembry, for the Applicant replied to Members' questions including:

- Types of companies likely to take up units
- Clarification of cycle path improvements
- Levels of spare capacity for road junctions leading to the site
- Traffic island design to prevent HGVs turning right.

Councillor John Field, Ward Member advised that this area had seen much housing development over the last few years and it was good to see an application which would provide employment opportunities, which would also benefit the local economy. The site had excellent access to the A14 and traffic would pass little housing to reach the access. He had some concerns regarding the traffic arrangements but as long as these were shown to be safe he supported the application.

Members welcomed the employment opportunities the proposal would bring and felt that any traffic concerns had been resolved. A motion to approve the application, in accordance with the officer's recommendation subject to an additional condition requiring a Landscape Masterplan to be agreed and the inclusion of the Highway Authority's recommended conditions was proposed and seconded.

By a unanimous vote

Decision –

(1) That the Planning Lead (Growth and Sustainable Planning) be authorised to secure a planning obligation under Section 106 of the Town and Country Planning Act 1990, to provide in summary and as detailed on page 12 of the officers' report :

- Traffic Regulation Order contribution – £10,000
- Travel Plan
- Travel Plan evaluation and support contribution
- Measures to prevent parking on the site access road in the vicinity of the new access
- Footway cycle track improvements

(2) That, subject to the completion of the Planning Obligation in Resolution (1) above, the Planning Lead (Growth and Sustainable Planning) be authorised to grant Outline Planning Permission subject to conditions including:

General

- Time limit for reserved matters (standard)
- Definition of reserved matters
- Approved plans; red-lined SLP and masterplan (only in so far as relating to access)
- Development to be completed in accordance with ecology details

Prior to commencement/installation (where relevant)

- External lighting/illumination details
- Archaeology WSI/Assessment
- Surface water drainage details
- Tree protection details
- Landscape management plan
- Fire hydrant provision details
- Construction management plan

Concurrently with Reserved Matters

- Phasing details (including trigger points for each successive phase)
- Proposed levels and finished floor levels details
- External facing materials details
- Energy efficiency details
- Hard landscaping scheme (including boundary treatments and screen/fencing details)
- Soft landscaping scheme
- Landscape Masterplan to be agreed

Highways

- Details of accesses, including gradient and surfacing
- Surface water discharge prevention details
- Estate roads and footpaths details and implementation requirements
- Visibility splays
- Off road cycle improvements
- Signage
- Details of parking and turning
- External lighting
- Cycle parking

Item 2

Application Number:
Proposal:

1822/16

Change of use of land and buildings to commercial livery stabling and paddocks with erection of additional stabling, provision of flood lighting to existing manege, provision of car parking and fencing, partial conversion

of hay barn to welfare facilities, provision of package treatment plant and use of existing vehicular access
Site Location: **YAXLEY** – Yaxley Manor House, Mellis Road IP23 8DG
Applicant: Ms C Emery

The Development Management Planning Officer drew Members' attention to the revised parking area plan in the tabled papers. He also advised that the following additional condition was recommended:

- Hours of operation 7am – 9pm and floodlighting not to be operated outside those times.

In response to Members' questions he clarified the following:

- Position of existing holiday lets within the site
- No change of surface to the widening of the visibility splay was proposed
- Definition of 'livery'
- Amended parking arrangements
- Waste disposal to be included within the conditioned Waste Management Plan.

Hilary Butler, speaking for Mellis Parish Council, advised that there were two major concerns:

- The impact of a commercial enterprise of this size on the highway. The site was close to Mellis school to which most pupils travelled by car and at drop off and pick up time numerous cars parked on the side of the road effectively reducing it to a single lane. The additional potential for horses and riders to be using the road would be dangerous to them and vehicles. The current access arrangements did not allow for access/egress of the site at the same time meaning vehicles would have to wait on the road again increasing the danger to traffic.
- The impact of the floodlighting on neighbouring properties and the surrounding area. The site was a prominent location in the landscape and the lights, which were able to be used from 7am to 9pm 365 days of the year, would be clearly visible for some distance. This would have a substantial adverse impact on residential properties and the Conservation Area. Suffolk County Council had stipulated that the existing hedge must be removed to allow an acceptable visibility splay and this would exacerbate the impact.

Hilary Mace, an objector, spoke on behalf of her mother who lived at Hartley Cottage, which was adjacent to the site entrance. She reiterated the comments contained in her letter of objection contained in the tabled papers including:

- The proposed development was not sustainable in this location
- The LED floodlighting was inappropriate and would destroy the tranquillity and character of the area. The lights would be seen for a considerable distance impacting on residential properties, lighting up the night sky and disturbing wildlife. Softer' lower intensity lighting should be used and positioned at a lesser height and should be fitted with a cowl
- The 20 acre site would not provide sufficient interest for horse owners and they were likely to use the road endangering themselves and the traffic.

- The number of stables proposed was too great, 10 would be an appropriate number
- Cars and horseboxes would partially block the road while opening the gate causing congestion
- The proposed parking was inadequate.

Councillor David Burn, Ward Member, said that any impact would depend on the type of livery provided and it was difficult to judge this without further information. Traffic problems were considerable particularly at school times and although there was a 30mph limit this was often not observed. He felt the visibility splay should be improved with hard surfacing to allow two cars to pass and prevent vehicles waiting on the road to enter while another exited the site. He was concerned regarding parking and felt there was inadequate manoeuvring space within the site; no drawings had been produced to show that vehicles could turn round and leave in forward gear. There were some positive impacts from the proposal, for example an opportunity for local employment depending on the type of livery proposed and provision of a service. However, he considered the negative impacts outweighed the positive including road traffic safety, adverse impact on the locality and the Conservation Area, removal of the hedge and the impact of the floodlighting on properties and wildlife activity.

Following consideration of the application and representations made Members generally agreed that the proposal met policy. However some concern was expressed regarding the access and parking and it was agreed that it was essential that illumination was of the menage only. Accordingly a motion to approve the application in accordance with the officer's recommendation to include additional conditions requiring a scheme of access improvement and a scheme of parking to be agreed, and the lighting condition to be amended to include a requirement for a scheme of mitigation, was proposed and seconded.

By 8 votes to 1

Decision – That Full Planning Permission be granted subject to the following conditions:

- Development to commence within three years
- In accordance with approved plans
- Site to be used for commercial livery and stables, with no holding of equestrian or other events for either private or public attendance, or horse riding lessons and/or riding school operation
- Details of floodlighting illumination scheme to be submitted, to include requirement for scheme to mitigate and minimise light breakout from the site in the interests of local and residential amenity, and implemented
- Details of waste management plan to be submitted and implemented
- Landscaping scheme to be agreed and implemented
- Access visibility splay to be provided in accordance with SCC Highway requirements
- Hours of operation 7am – 9pm and floodlighting not to be operated outside these times
- Scheme of access improvement and gate positioning to be agreed before use commences. Scheme to demonstrate that two vehicles can pass clear

at the access with Mellis Road and gates to be set back to enable vehicles to clear highway on entry to site

- Scheme of parking to accommodate users and service/delivery vehicles to be agreed before use commences

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Chairman