

Committee Report

Item No: 6B

Reference: DC/21/02319

Case Officer: Katherine Hale

Ward: Long Melford

Ward Member/s: Cllr John Nunn. Cllr Elisabeth Malvisi

RECOMMENDATION – GRANT PLANNING PERMISSION WITH CONDITIONS

Description of Development

Submission of Details (Reserved Matters) and Discharge of Conditions 5, 7, 9, 10, 11, 13, 16, 21, 22 and 24 under Outline Planning Permission DC/18/00606. Appearance, Landscaping, Layout and Scale for the erection of 150no dwellings and associated infrastructure.

Members are advised that the conditions referred to relate to:

Condition 5: Open Market Housing Mix

Condition 7: Biodiversity Enhancement Strategy for Protected and Priority Species

Condition 9: Construction Management Plan

Condition 10: Construction Environmental Management Plan

Condition 11: Construction Surface Water Management Plan

Condition 13: Noise and Vibration Protection Scheme

Condition 16: Surface Water Drainage

Condition 21: Energy Assessment

Condition 22: Archaeological WSI

Condition 24: Scheme to Direct Existing High Voltage Overhead Lines

NB – Whilst these conditions do overlap with the Reserved Matters, the discharge of conditions was delegated to Officers under Outline application DC/18/00606.

Location

Land To The East Of, Station Road, Long Melford, Suffolk CO10 9HP

Expiry Date: 20/07/2021

Application Type: RES - Reserved Matters

Development Type: Major Small Scale - Dwellings

Applicant: Bloor Homes

Agent: Mr James Bailey

Parish: Long Melford

Site Area: 8.23 hectares

Density of Development:

Gross Density (Total Site): 18.22 dph

Net Density: 30.18dph

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

Has a Committee Call In request been received from a Council Member: No

Has the application been subject to Pre-Application Advice: Yes DC/20/05262

PART ONE – REASON FOR REFERENCE TO COMMITTEE

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

- Major application over 15 dwellings

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

Babergh Core Strategy 2014:

- CS1 Applying the Presumption in favour of sustainable development in Babergh
- CS2 Settlement Pattern Policy
- CS3 Strategy for Growth and Development
- CS11 Strategy for Development for Core and Hinterland Villages
- CS15 Implementing Sustainable Development in Babergh
- CS18 Mix and Types of Dwellings
- CS19 Affordable Homes
- CS21 Infrastructure Provision

Relevant saved policies of the Babergh Local Plan (Alteration No.2) 2006:

- HS31 Public Open Space (Sites of 1.5ha and above)
- CN01 Design Standards • CN06 Listed Buildings – Alteration/Extensions/Change of use
- CR07 Landscaping Schemes
- TP15 Parking Standards – New Development

Relevant Supplementary Planning Document:

- Suffolk Adopted Parking Standards (2015)
- Rural Development and Core Strategy Policy CS11 Supplementary Planning Document, 2014

NPPF - National Planning Policy Framework

Neighbourhood Plan Status

This application site is within a Neighbourhood Plan Area.

The Plan is in an early preparatory stage and is afforded no statutory weight in the assessment of this application.

Consultations and Representations

During the course of the application Consultation and Representations from third parties have been received. These are summarised below.

A: Summary of Consultations

Town/Parish Council

Long Melford Parish Council Comments Received - 13/05/2021

Bloor Homes (BH) consulted LMPC prior to the submission of the details and so far LMPC have met with BH on three occasions. LMPC recognise that outline consent (for 150 homes and access to Station Road) has already been granted subject to 24 conditions and to a number of s.106 obligations. LMPC expressed a willingness to support the detailed application if BH would take seriously some of the concerns and ambitions of the parish. The meetings have been open and for the most part collaborative.

LMPC recognise that in deciding applications for planning consent “the authority shall have regard to (a)the provisions of the development plan, so far as material to the application, (aza)a post-examination draft neighbourhood development plan, so far as material to the application,” (section 70(2) of the Town and Country Planning Act 1990), and “If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.” (section 38(6) of the Planning and Compulsory Purchase Act 2004)

In the light of the above LMPC has considered the BH proposals against the provisions of:

1. Core Strategy, Babergh DC, 2014 and the Saved Policies of the Local Plan 2006 (CS)
2. The Draft of the Babergh and Mid Suffolk Joint Local Plan which has been submitted for Examination (Regulation 22), (JLP)and
3. The Long Melford Neighbourhood Plan, Regulation 15, Submission Draft (LMNP); whilst the LMNP has not been through examination, it has been through local consultations and a Strategic Environmental Assessment; it should be accorded some weight as a source of local evidence and views.

This representation is divided into three parts:

1. Proposals by BH which we support and on which we are seeking re-assurance that they will be covered in the approved details.
2. Issues which we hold to be important for a sustainable scheme, but to which BH have yet to agree.
3. Items in the s.106 agreement and/or the conditions, which we would like to see varied, but to which other authorities, Suffolk CC and Babergh DC, would need to agree.

1. Proposals by BH which we support and on which we are seeking re-assurance that they will be covered in the approved details.

Landscaping and Ecology

The proposed landscaping for the site will include a wildflower meadow and new trees. On the western side there are attenuation basins, lots of trees, shrubs and hedging (but not at the boundary with the Melford Walk). All trees will be native and sourced locally. There will be a reptile fence and a post and rail fence at the edge of the Melford Walk. All the attenuation basins will be shallow, usually not full of water and accessible to residents.

A management company (funded by the residents) will be appointed to maintain the communal areas and will work to a plan issued by BH. Robert Eburne (Regional Planning Manager of BH) said the management company would be appointed in conjunction with Babergh DC.

The play area is now planned to be towards the north-west of the site and will be fenced off and have play equipment suitable for older children as well as toddlers.

Ecology: there will be bat boxes, bird boxes, swift boxes, four plots for skylarks and a hedgehog highway.

2. Issues which we hold to be important for a sustainable scheme, but to which BH have yet to agree.

The plan is to build the development with 10% less CO2 emissions than is required in the current version of Building Regulations, including fitting a special type of gas boilers that produce fewer emissions. The condition attached to the outline consent requires a reduction of **at least** 10%. A 10% reduction falls short of at least 10% and LMPC consider that BH's proposal is not ambitious enough and that Bloor should take measures to reduce CO2 emissions further. This view is supported by the JLP.

Policy LP25 of the JLP provides: "All new residential development is required to: Achieve reductions in CO2 emissions of 19% below for the Target Emissions Rate of the 2013 Edition of 2010 Building Regulations (Part L)"

BH should build a system for grey water recycling into their plan. Policy LP28 of the JLP supports this view: "Development will be supported where it:

1. Conforms to the principle of Holistic Water Management including the use of appropriate water efficiency and re-use measures, together with surface water drainage which provides community and environmental benefits;"

The plan for the development shows a number of dead-end roads, which appear to be designed to facilitate further development to the east of the site. Whilst BH say they have no interest in additional development, the landowner has already shown their interest in development of their land (the current proposal). LMPC suggest that, subject to a very limited provision to allow the farmer to access the land to the east, all the roads leading to the site boundary should be designed to allow only turning and access to the adjacent housing.

LMPC is developing a network of defibrillators throughout the village and requests that BH provide one of an approved type at the entrance to the site.

Layout and Contribution to Local Character

LMPC is acutely conscious that the health of Long Melford (economically and socially) depends, among other things, on an amazing heritage of buildings, mainly housing:

- A pre-C19th historic stock which is varied but harmonious.
- C19th terraces such as Station Road and St Catherine's Road.
- Distinctive and enduring private developments at Harefield and Roman Way.
- An example of Radburn layout in Shaw Road.
- Attractive garden village, arts and crafts housing in Cordell Road.
- More recent developments, such as Orchard Brook and Elms Croft have sought to provide variety in form and materials and in layout.

The site in Station Road is very conspicuous at the important southern entry to the village and LMPC is disappointed that the proposals do not represent a high-quality addition to the scene. Whilst the open space at the entrance is welcome, it has the air of being leftover space. LMPC have proposed to BH, and BH agreed to consider it, that a square or other structured space be provided at the entrance, a space that would be soft not hard landscaping. This would connect the development with the village and provide a facility for the residents of the development and of the village – an important link which is currently lacking.

Policy CS15 of the CS has a sharp focus on sustainable development, which is expressly endorsed at para 7 of NPPF (“The purpose of the planning system is to contribute to the achievement of sustainable development”):

Policy CS15: Implementing Sustainable Development in Babergh

“Proposals for development must respect the local context and character of the different parts of the district,..... All new development within the district, will be required to demonstrate the principles of sustainable development..... and in particular, and where appropriate to the scale and nature of the proposal, should:

- i) respect the landscape, landscape features, streetscape / townscape, heritage assets, important spaces and historic views;
- ii) make a positive contribution to the local character, shape and scale of the area;

LMPC have been shown no evidence, in spite of having asked BH for it, that these important features of local character, landscape, streetscape have been considered or have influenced the layout and design of the proposals. This is a major development in a village that is renowned for its attractive heritage, streetscape and landscape features; it should be making “a positive contribution to the local character, scale and shape of the area.”

Policy LP19 of the JLP reinforces the need for proposals to integrate positively with the landscape, to respect local distinctiveness and the identity of individual settlements.

Policy LM8 of the LMNP states:

Major (more than ten residential units or more than 0.5 hectares) development proposals should be accompanied by an assessment, which takes into account firstly any cumulative impact taken with other existing commitments in the village, secondly the cumulative impact of different aspects of the proposal and which demonstrates:

- That the scale and character of the proposal respects the landscape, landscape features, streetscape/town scape, heritage assets, important spaces, entry points to the village and historic views into and out of the village;
- The proposal will make a positive contribution to the local character, shape and scale of the area.....

The consistency of the message in these policies quoted from the three plans indicates that their provisions should be respected, regardless of whether two of the plans are not yet adopted or made. BH confirmed to the LMPC that they have read the LMNP. The submitted documents do not demonstrate that BH have respected or contributed to the local setting.

Housing Mix

BH say in their Design and Access Statement, para 3.2 that “The majority of the development is two-storey in height with pockets of single-storey bungalows.” But only six single-storey properties are shown in 3.3 Accommodation Schedule.

The housing mix proposed by BH does not respond at all to the housing needs identified in the LMNP; in Long Melford there is (Census 2011) a significantly higher proportion of people aged 65 or over: 26.8% compared with 21.4% in Babergh and 16.3% in England. Households in Long Melford are skewed towards single-person households aged 65 and over: 19.5% in the parish, 14.1% in Babergh and 12.4% in England. The Residents Survey conducted for the LMNP recorded preferences for different types of housing; the following types attracted more than 50% of respondents saying they were needed or very much needed:

- Bungalows 58%
- Two-bedroom houses 70%
- Three-bedroom houses 58%
- Sheltered housing 56%

Over 70% said that four-bedroom houses were not needed or not much needed.

This all indicates a need for smaller dwellings in locations accessible to village services (the accessibility of this site was agreed at the appeal). And yet BH is proposing that over half (51 out of 97) the houses for open market sale will be 4-bedroom properties. This proportion should be significantly reduced, with more bungalows and two- and three-bedroom houses.

The LMNP has allocated two highly accessible sites for smaller housing for older residents but they are small; there is still an outstanding need. Policy LM11 provides for the inclusion of smaller market housing within proposed schemes, such as this one. These locally identified needs and Policy LM11 should be taken into account in the housing mix that is required in Condition 5.

At our 12 April meeting BH agreed that the example houses shown on their consultation brochure and website were not what they intended to build on the main road through the development. They said they would provide much more variety including bungalows and varied facades and treatments. But their Design and Access statement doesn't show much variety and we think it is important that there should be more.

3. Items in the s.106 agreement and/or Conditions, which we would like to see varied, but to which other authorities, Suffolk CC and Babergh DC, would need to agree.

Condition 19 of the outline consent requires BH to provide **improved bus stops and shelters** with real time bus movement information. LMPC consider this to be an expensive requirement given the low level of passenger ridership on buses through Long Melford; it is also an unpopular proposal with local residents. Of much greater value to the community would be a zebra pedestrian crossing: in spite of the 30-mph speed limit, the traffic moves quickly on this stretch of the B1064 (1), which carries a large volume of through traffic travelling from the south to Cavendish, other villages west

((1) Surveys carried out by LMPC and recorded the Draft Neighbourhood Plan, Appendix 5, show average daily volumes on the B1064 of 6373 vehicles southbound and 6495 northbound. 50% of northbound traffic exceeded the speed limit by more than 5 mph, and 86% of southbound traffic exceeded the speed limit by more than 5 mph)

of Long Melford, Haverhill and Cambridge. Furthermore the volume of pedestrian movement at the southern end of the village has increased with the development of Elms Croft (77 dwellings) and the volume will increase further with the proposed development on the Station Road site (150 dwellings) and with two proposals in the Draft Neighbourhood Plan: in Borley Road (10 dwellings) and on Rodbridge Hill (30 dwellings). Going north to the village centre there is no crossing or refuge until you reach the Conservation Area in Little St Mary's. Policy LM7 of the Draft Neighbourhood Plan requires the developer to submit proposals for ensuring safe crossing for pedestrians. LMPC ask that SCC hold off implementation of the bus shelter requirement, whilst the case for a pedestrian crossing to serve the southern end of the village is examined; if the case is made, the funds due to be used for shelters could be applied to a new crossing. LMPC is prepared to assist with traffic counts and other surveys in order to facilitate examination of the case.

BH is required to make a site available for **Early Years provision** and a site has been identified by BH on the layout plan. BH are also required to provide about £180,000 for the same facility. LMPC believe this to be an inappropriate provision on two main grounds:

- This would be an isolated site with no existing facilities (office, staff room, WC's, security); it is likely to be expensive to build and to maintain, given the need to create all the overhead facilities for a small group of children.
- There is land available at Long Melford Primary School, which offers a number of advantages for increasing early years provision for Long Melford:
 - The site is available.
 - The new facility would be accessible to the existing infrastructure of the school.
 - The Head of the school, which already has nursery facilities, is keen integrate new early years provision with the school – the transition to upper parts of the school is easier if the children are already familiar with the school and the staff.
 - The school is in a very accessible location next to the middle of the village and the school is a well-known facility in the community: it is where you go as a young child to start your education.

LMPC urge SCC and BDC to consider relocating this facility to the existing school, where land is available and the facility would benefit from the established infrastructure of staff and facilities.

The outline planning consent requires BH to put hoggin on the surface of certain footpaths adjacent to the site. LMPC consider this a poor and unnecessary investment. LMPC suggest that the funds be applied to another amenity.

Officer Comments: Following from these comments, Bloor Homes have had further meetings and engagement with Long Melford Parish Council (LMPC) to address as many of their concerns as reasonably practicable.

The below summarises the actions that have been taken by Bloor to address the comments received either from direct meetings or from the Parish Council's formal response

“Table of Meetings with Long Melford Parish Council

Date	Time	Meeting
Wednesday 31 st March	4pm	Introduction meeting
Monday 12 th April	10am	Working Group 1
Friday 23 rd April	4pm	Working Group 2
Tuesday 15 th June	2pm	Update meeting/Working Group 3

Addressing LMPC Comments:

Landscaping

- Soft landscaping enhanced to create entrance space which include: focal trees; seasonal shrub planting; and ‘historic’ resting place with the refurbishment of the existing Spigot Mortar area to include hard standing, landscaping, bench and plaque/information board.
- Row of silver birch also added to give reference to POS spaces within the village.
- Some additional trees added to western edge, however mainly left open as Parish initially requested.
- Planting added to higher slopes of SUDs basins to provide habitat and interest.
- Post and rail fence added around the whole scheme, as shown on boundary treatment plan.
- Play Area equipment confirmed to be usable for all age groups.
- Note added to plan to dictate that contractors will source native trees locally, all POS trees confirmed to be native species.
- Species used which reflect local character.
- An additional access into the entrance feature area has been sketched following the latest meeting with the Parish Council.

Ecology

- Confirmed to Parish that Bloor are providing Skylark Plots, Swift Bricks, Bat Boxes, Hibernacula and Hedgehog Holes as per the submitted Ecological Enhancement Plan and Ecology reports.
- Confirmed to Parish that Bloor will install a reptile fence along railway boundary for protection during Construction.
- Parish expressed concerns about Badger setts on site – the latest reports and Ecologist have confirmed no evidence of setts; however, Bloor will instruct a pre-commencement Badger survey prior to any construction works starting on site.

Sustainability

- The Parish have asked for additional measures; however our proposals are in line with current Building Regulations and current adopted policies.
- We are providing 10% carbon reduction that includes the provision of Photovoltaic Collectors (PV).

S106 Items

- As the S106 is a legal document of which that has been signed it is not our position to agree any amendments to the document. SCC have also confirmed they are willing to take the Early Years in its current location.

Housing Mix

- The Parish had concerns we weren't providing enough bungalows. There would be 14 bungalows on site with a variety of other houses and sizes on the development.

Other

- We will be providing a defibrillator.
- A Management Company will be appointed for the POS and communal areas that don't fall into private or Housing Association ownership, which in time could then be managed by residents."

National Consultee

East Suffolk Inland Drainage Board Comments Received - 22/04/2021

Having screened the application, the site in question lies outside the Internal Drainage District of the East Suffolk Internal Drainage Board as well as the Board's wider watershed catchment, therefore the Board has no comments to make.

East Suffolk Inland Drainage Board Comments Received - 14/06/2021

Thank you for consulting the WMA on the below application. The site lies outside the East Suffolk IDB's district; therefore we have no comments.

Natural England Comments Received - 23/04/2021

Natural England has no comments to make on this Reserved Matters Application and Discharge of Conditions 5, 7, 9, 10, 11, 13, 16, 21, 22 and 24.

Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on ancient woodland and veteran trees which you can use to assess any impacts on ancient woodland.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision-making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>

British Horse Society Comments Received - 23/04/2021

I am responding to this consultation on behalf of The British Horse Society, an equestrian Charity with over **118,000** members representing the UK's **3 million** regular riders and carriage drivers. Nationally equestrians have just 22% of the rights of way network. In Suffolk, they have just **18%** of the rights of way network, increasingly disjointed by roads which were once quiet and are now heavily used by traffic resulting from development within the County. It is therefore important that these public rights are protected.

Increasing pressure for development of houses and industry is making even fewer of those bridleways and byways available. Ancient 'green lane' bridleways, byways and unsurfaced roads are being tarmacked as access roads or cycle tracks and engulfed by new development spreading into the countryside. Traffic increases with new development or change of use so roads become even less safe for riders and carriage drivers (equestrians) to use to access any traffic-free routes there may be. Riders are also increasingly excluded from verges by creation of foot-cycleways – segregated provision for other vulnerable nonmotorized users but equestrians are excluded and forced into the carriageway. Historically verges have provided a refuge and could, if mown, provide a segregated route.

Road Safety is a particular concern to equestrians, who are among the most vulnerable road users. Between November 2010 and February 2021, the BHS received reports of 5,784 road incidents, in which **441 horses and 44 people were killed**. Research indicates however that only 1 in 10 incidents are being reported to the BHS; in 2016-17 alone, **3,863** horse riders and carriage drivers in England and Wales were admitted to hospital after being injured in transport accidents. (NHS Hospital Episodes Statistics).

The BHS actively campaigns to improve road safety by making motorists aware of what to do when they encounter horses on the road (see <https://www.bhs.org.uk/our-work/safety/dead-slow> – we recommend taking a few minutes to watch the 'Dead Slow' virtual reality film for an impression of how vulnerable equestrians are in proximity to cars and lorries).

Because of the difficulties that equestrians encounter on roads, they avoid using them wherever possible. Road use is often unavoidable; however it is simply because people have nowhere else to exercise their horses. The main off-road access available to them is the network of Rights of Way (RoW). England and Wales have over 140,000 miles of RoW, but only 22% of this network is available for horse riders (who may only use routes designated as Bridleways and Byways) and a mere 5% to carriage drivers (who only have access to Byways). An additional factor is that the network is fragmented, and roads are often the only available links between one RoW and the next.

The demand for safe access to the countryside for the health and wellbeing of local residents who have been subjected to Covid 19 lockdown restrictions has increased tenfold. It is acknowledged that it is highly likely that the post Covid new 'norm' will see significant changes in the work / home lifestyle balance resulting in increased pressure on the rights of way network. During the pandemic, the value of horses has increased substantially with people spending more time at home looking to find enjoyable ways to exercise, they are able and want to own horses. It is highly likely that the need and demand for improved equestrian access is likely to rise.

Failure to accommodate the needs of these users would be contrary to National and Local Policies such as:

- **Highways England Accessibility Strategy** states:

‘Our vision focuses on supporting our road users’ journeys, pedestrians, cyclists, equestrians, those with disabilities (such as users with mobility or sensory impairments) and other vulnerable users – while delivering longer-term benefits for communities and users alike.

We want to address the barriers our roads can sometimes create, help expand people’s travel choices, enhance and improve network facilities, and make everyday journeys as easy as possible. This will be achieved by ensuring our network supports and contributes to accessible, inclusive and integrated journeys which are safe, secure, comfortable and attractive.’

- **NPPF policy 58 Requiring Good design**

Create safe and accessible environments.

- **Paragraphs 73 and 81 of the NPPF** require Local Authorities to plan positively for access to high quality open spaces for sport and recreation which can make important contributions to the health and wellbeing of communities and to plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.

- **NPPF Section 8**

Promoting healthy communities

Policy 73 access to high quality open spaces for sport and recreation and can make important contribution to the health and wellbeing of communities.

Policy 75 Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users. For example by adding links to existing rights of way networks.

Policy 81 local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.

- **The Suffolk Rights of Way Improvement Plan** – ‘2.3 Connectivity – 2.3.1 Take a whole highways approach when considering the journeys of vulnerable users.’

- **The British Horse Society’s report Making Ways for Horses** – off-road Equestrian Access in England – Equestrian Access Forum August 2012, highlights the importance of horse riding for health and well-being. Access for horse riders, which inevitably involves crossing roads, is central to riding activities without which the level of participation is likely to decline which will have a negative impact on the local economy (Making Ways for Horses – off-road Equestrian Access in England – Equestrian Access Forum August 2012).

Mitigation must therefore be considered for the equestrian community; The British Horse Society believes that this development provides great opportunities to provide safe off-road routes for all vulnerable road users including equestrians and we would welcome the opportunity to discuss these opportunities at the earliest stage. In order to maximise opportunities within Suffolk to help provide more off-road links for equestrians they should support the automatic inclusion of horse riders on shared off-road routes, unless there are specific reasons why this is not possible.

Conflict with cyclists is sometimes given as a reason for excluding horses from shared routes, but this rarely has anything to do with either the horse or the bicycle, simply the inconsiderate person who happens to be riding one or the other. Horse riders and cyclists as two vulnerable road user groups have more in common with each other than differences. This is illustrated by the work that the BHS are doing in partnership with Cycling UK in the current ‘Be Nice, Say Hi!’ campaign and with Sustrans in their ‘Paths for Everyone’ initiative.

The key to a successful shared route is the design: for example, rather than positioning a cycle path down the centre of a route with verges either side, the cycle path should be positioned to one side and the two verges combined to provide a soft surface for walkers, runners and horses on the other. (This also

addresses the issue of horse droppings which, as research has confirmed, represent no danger to health and disperse quickly, particularly on unsurfaced paths.)

Historically, pedestrians and cyclists have been considered as the main vulnerable road users. Equestrians are however increasingly recognised as being part of this group: during the Parliamentary Debate on Road Safety in November 2018 Jesse Norman, Under Secretary of State for Transport, stated that:

“We should be clear that the cycling and walking strategy may have that name but is absolutely targeted at vulnerable road users, including horse-riders.”

It is essential that in projects such as this, every opportunity is taken to benefit as many people as possible including those least active in the population (NHS, 2019). Therapeutic and physical benefits of horse riding and carriage driving have been proven for people with disabilities (Favali and Milton, 2010). According to Church et al (2010) over 90% of equestrians are women and 37% of these are over 45 years of age and over a third would pursue no other physical activity. ‘Horse riding induces physiologically positive effects such as muscle strength, balance...and psychologically positive changes’ (Sung et al, 2015). In the current climate mental health is hugely important and horse riding and carriage driving play a large part in enhancing physical and psychological health therefore should be included in improving quality of life and wellbeing through an inclusive transport system accessible to all which emphasises sustainable and active travel.

Horse riding is a year-round activity which (along with associated activities such as mucking out and pasture maintenance) expends sufficient energy to be classed as moderate intensity exercise. The majority of those who ride regularly are women, and a significant proportion of riders are over 45. For some older or disabled people, being on horseback or in a horse-drawn carriage gives them access to the countryside and a freedom of movement that they would not otherwise be able to achieve. Most riders and carriage-drivers wish to take their horses out on bridleways and byways, away from motor traffic, for the physical and mental health benefits to animal and human, in exactly the same way as most walkers (with and without dogs) and cyclists. Many are unable to do so because the traffic on tarmac roads is too dangerous for such vulnerable road users, and there are generally so few traffic free routes available to equestrians. There are also considerable psychological and social benefits from equestrian activities, as the BHS is demonstrating through the *Changing Lives through Horses* initiative.

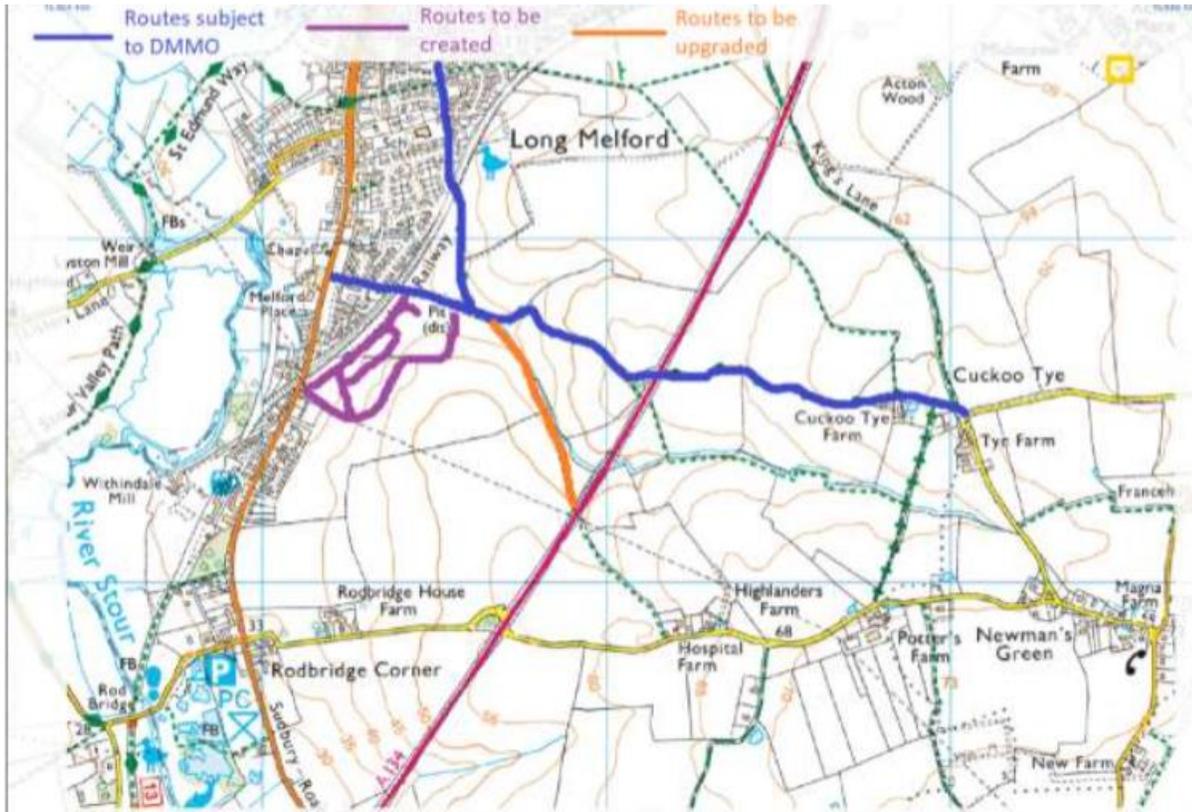
Equestrianism is a popular activity in this part of Suffolk, and one which contributes significantly to the local economy. The equestrian community in Suffolk currently has many difficulties in finding safe access within the area, as identified in Suffolk’s policies. Many of these issues could be addressed and resolved through good planning of future routes. We hope therefore that the applicant will support this, and local equestrians affected by this development, and would be happy to support and facilitate consultation with the local equestrian community.

The British Horse Society has no objection to this application in principle but believes for this application to be compliant with National and Local Policies the proposals for proposed pedestrian routes throughout the site should be multi-user routes for all Non-Motorised Users including equestrians.

Equestrians have not been included within any part of this application. Exclusion of equestrians from any safe access provision for cyclists is not only discriminatory and contrary to the ethos of the Equality Act 2010, but it also actually puts equestrians in increased danger. It is to be avoided. Safe access must be available all vulnerable road users.

The BHS believes that historical evidence indicates that a number of routes surrounding the site are unrecorded, these routes can be reasonably alleged to subsist at a minimum of bridleway

status. These public rights should be asserted and not be allowed to be subsumed within this development or anything beyond it. An application to the County Council to have them recorded as such is likely to be forwarded in due course. The routes shown on the map below as 'routes subject to DMMO' should be upgraded to at least Bridleway status if not Restricted Byway status as a condition of the permission being granted. With regards to this development the BHS believe the below improvements would adequately include equestrian access through the site by correctly recording routes and creating routes within and around the development site to improve connectivity and upgrading the 1 route shown in orange. These planning proposals should take into account connectivity for all vulnerable road users.



Anglian Water Comments Received - 27/04/2021

We have reviewed Surface and foul water drainage strategy_1 of 2_long melford and Surface and foul water drainage strategy_2 of 2_long melford and can confirm that the strategy for surface water discharge now falls out of our jurisdiction to make comment. We would wish to be re-consulted if the proposal changes to interact with our network.

Historic England Comments Received - 05/05/2021

Thank you for your letter of 21 April 2021 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

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

NHS England (50+ Dwellings/C2/Care Or Nursing Homes) Comments Received - 10/05/2021

Although the CCG last responded to this planning application back in 2018, it has been decided that this is still up to date with the current situation in the area. The CCG is also working hard with BMSDC Infrastructure Team to make sure that the IDP is updated regularly for the purpose of CIL.

Suffolk Wildlife Trust Comments Received - 11/05/2021

Thank you for sending us details of this application, we wish to make a **holding objection** for the following reasons:

We are concerned that there is no consideration of the adjacent The Railway Walks Local Nature Reserve (LNR) and Long Melford Disused Railway Line County Wildlife Site (CWS) within the Construction Environmental Management Plan (CEMP). Such sites, described as Locally Designated Sites in the NPPF 2019, have a known county or regional importance for wildlife. They play a key role in the conservation of Suffolk's biodiversity by supporting UK Priority Habitats and Species. They complement the statutory protected areas and nature reserves by helping to buffer and maintain habitat links between these sites. This site is an important feature for maintaining connectivity throughout Long Melford and beyond and also contains a number of species found on chalky soil, such as blue fleabane, as well as lesser calamint, which is scarce in Suffolk. Therefore, mitigation measures to limit the impact of construction on The Railway Walks LNR and Long Melford Disused Railway Line CWS should be included within the CEMP, as outlined within the Preliminary Ecological Appraisal (SES, April 2021).

Further assessment is required to assess the impact of potential recreational disturbance upon The Railway Walks LNR and Long Melford Disused Railway Line CWS. This should then inform whether further landscaping measures are required to mitigate any recreational impacts. A development of this size is likely to have a recreational pressure impact on the CWS, which must be assessed.

We have read the Biodiversity Enhancement Strategy (SES, April 2021) and are concerned with the maintenance proposed for the Wildflower Grassland. It is stated; 'Annual weeds will therefore be managed through regular mowing to a height of 40-60mm in the first year, removing cuttings if dense.' We request that the words 'if dense' should be removed. Whilst the regular mowing prescribed in the first year is appropriate for establishing flower rich grassland on former arable land, if the arisings are not removed this will not deplete the nutrient status of the soil. Consequently, this will favour more aggressive plant species and not allow the desired species rich wildflower grassland to fully establish. The removal of all cuttings should also be included in the following years as well.

Whilst we welcome the provision of hedgehog permeable boundaries within the development, we are concerned that Appendix 3 appears to show some are placed between gardens with no access into them. Therefore, it should be ensured that the location of the hedgehog highways is designed to ensure that hedgehogs have access to the gardens.

The Preliminary Ecological Appraisal recommends that 'the latest biodiversity net gain metric is used to ascertain whether proposals can deliver biodiversity net gain' however, this has not been included within the application. In accordance with NPPF para 175d, proposals should demonstrate a 'measurable' net gain in biodiversity. This is transposed to the emerging Environment Bill which is expected to put a requirement for all proposals to achieve a 10% net gain in biodiversity; whilst not yet formally released, this level is already being implemented as good practice across the country. Therefore, we believe this development should seek a minimum of 10% biodiversity net gain.

We would also expect bat activity surveys to be undertaken so that impacts upon foraging and commuting bats can also be assessed and this inform the lighting design for the site. It is important that there is no light spill from external lighting and that dark corridors are retained around the site for the foraging and

commuting bats. Therefore, a lighting strategy in accordance with current guidelines¹ should be designed to accompany the site layout.

We believe the proposed number of integral swift nest bricks is below the required level as suggested in guidance from organisations such as the Chartered Institute of Ecological and Environmental Management 2. The incorporation of swift bricks is an established way to enhance biodiversity within a development and provide net gain. Therefore, we request that the total number is increased in order to help this Suffolk Priority Species, whose numbers have seen a dramatic decline in recent years.

Please do not hesitate to contact us should you require anything further.

The Environment Agency Comments Received - 11/05/2021

There are no constraints in our remit and we did not request conditions. Therefore, we have no comment.

Dedham Vale Society Comments Received - 13/05/2021

The AONB team will not be submitting a response to the above application.

Historic England Comments Received - 11/06/2021

Thank you for your letter of 11 June 2021 regarding further information on the above application for planning permission. On the basis of this information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

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

County Council Responses

Comments regarding Reserved Matters

SCC - Rights Of Way Department Comments Received - 22/04/2021

The proposed site does contain public rights of way (PROW): Footpath 2 and Footpath 42 Long Melford. The Definitive Map for Long Melford can be seen at <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-rights-of-way/Long-Melford.pdf>. A more detailed plot of public rights of way can be provided. Please contact DefinitiveMaps@suffolk.gov.uk for more information. Note, there is a fee for this service.

We are pleased to see that FP42 has been depicted on the Applicant's plans following our previous objection. We do not object to this application, however we couldn't see any details of what the Applicant plans to do with the surface of the PROWs affected by the development. The Applicant MUST note that it is unlawful to carry out any works on a PROW without our consent, regardless of whether planning permission is granted. If the Applicant is planning to carry out any works to the surface (or otherwise) of FP42 or FP2, they MUST contact the Area Rights of Way Officer (James.Pickerin@suffolk.gov.uk) to discuss their plans and apply for permission. The Applicant MUST also take the following into account:

1. PROW are divided into the following classifications:

- Public Footpath – only for use on foot or with a mobility vehicle
- Public Bridleway – use as per a public footpath, and on horseback or by bicycle
- Restricted Byway – use as per a bridleway, and by a 'non-motorised vehicle', e.g. a horse and carriage

- Byway Open to All Traffic (BOAT) – can be used by all vehicles, in addition to people on foot, mobility vehicle, horseback and bicycle

All currently recorded PROW are shown on the Definitive Map and described in the Definitive Statement (together forming the legal record of all currently recorded PROW). There may be other PROW that exist which have not been registered on the Definitive Map. These paths are either historical paths that were not claimed under the National Parks and Access to the Countryside Act 1949 or since, or paths that have been created by years of public use. To check for any unrecorded rights or anomalies, please contact DefinitiveMaps@suffolk.gov.uk.

2. PROW MUST remain open, unobstructed and safe for the public to use at all times, including throughout any construction period. If it is necessary to temporarily close or divert a PROW, the appropriate process must be followed as per point 4 below.

3. The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PROW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. Any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy. We do not keep records of private rights and suggest that a solicitor is contacted.

4. The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW. It **DOES NOT** give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:

- To apply for permission to carry out work on a PROW, or seek a temporary closure – <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/> or telephone 0345 606 6071. **PLEASE NOTE** that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.
- To discuss applying for permission for structures such as gates to be constructed on a PROW – contact the relevant Area Rights of Way Team <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.

5. To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> **PLEASE NOTE** that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.

6. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the

discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.

7. Any hedges adjacent to PROW must be planted a minimum of 1 metre from the edge of the path in order to allow for annual growth and cutting and should not be allowed to obstruct the PROW. Some hedge types may need more space, and this should be taken into account by the applicant. In addition, any fencing should be positioned a minimum of 0.5 metres from the edge of the path in order to allow for cutting and maintenance of the path and should not be allowed to obstruct the PROW.

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

Thank you for taking the time to consider this response.

SCC - Development Contributions Manager, Comments Received - 23/04/2021

This planning permission has a S106A dated 2nd July 2019 which contains planning obligations in favour of the county council including Rights of Way improvements, pre-school contributions and a serviced site for a pre-school. As per the S106 obligation, notification that SCC requires the site was sent on 17 August 2020, and the early years land shall be transferred to SCC within 6 months of the commencement of the development. The reserved matters application will need to be linked with the existing S106A. Additional infrastructure mitigation for this scheme is also covered by the District's Community Infrastructure Levy (CIL). Therefore SCC intends on making a bid for CIL funds once further information is understood about the development build out rate and infrastructure delivery.

Kelly Smith (SCC, Early Years) to liaise with Bloor Homes regarding the pre-school site. **It is essential that this reserved matter application includes access & services for the new Early Years setting. Location of services must be agreed by SCC.**

I have no additional comments to make on the reserved matters application but I have copied this letter to colleagues who respectively deal with highways, drainage, Early years, and archaeology who may wish to comment.

SCC - Development Contributions Manager, Comments Received - 24/06/2021

The comments made in our previous response dated 21 April 2021 still stand in relation to the Section 106A agreement dated 2 July 2019 and future CIL bids.

With regard to the proposed early years site, subject of the legal agreement and which is to be transferred to SCC, we sought further clarification from the applicant. We received a response from James Bailey dated 16 June 2021 concerning the servicing of the site and a plan showing the site dimensions was forwarded to us from Ruby Lord of Bloor Homes in an email dated 22 June 2021. You were copied into both these emails.

Subject to the early years site fully complying with the details set out in the submitted application plans and details together with the information provided in both these emails, the early years site will be acceptable regarding its location, dimensions and servicing.

Other colleagues within highways, drainage and archaeology may comment separately but we have no further comments to make on this application.

SCC - Fire & Rescue Comments Received - 23/04/2021

Access and Fire Fighting Facilities

Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations Approved Document B, (Fire Safety), 2006 Edition, incorporating 2010 and 2013 amendments Volume 1 – Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of outbuildings other than dwelling houses. These requirements may be satisfied with other equivalent standards relating to access for fire fighting, in which case those standards should be quoted in correspondence.

Suffolk Fire and Rescue Service also requires a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Approved Document B, 2006 Edition, incorporating 2010 and 2013 amendments.

Water Supplies

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

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

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

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

SCC - Travel Plan Co-ordinator Comments Received - 23/04/2021

Thank you for consulting me about the reserved matters application for the residential development at Land to the East of Station Road in Long Melford. On reviewing the application I have noticed that a Travel Plan has been submitted. However, the Travel Plan is a requirement of the Unilateral Undertaking which I will respond to separately.

SCC - Travel Plan Co-ordinator Comments Received - 14/06/2021

Thank you for notifying me about the re-consultation. On reviewing the documents, I have no further comment to make following on from my previous response dated 23rd April 2021.

SCC - Highways Comments Received - 23/06/2021

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

- The footways adjacent to the carriageway should be 2.0m wide as Manual for Streets
- Shared footways have not been included in the design to accommodate cycling.
- The triple parking on the adopted roads is for 3-bedroomed dwellings so acceptable

- The developer is reminded that planting of hedging adjacent to the highway is to be offset from the edge to ensure growth does not overhang the highway causing obstruction.

We can recommend conditions once the above points have been addressed. We look forward to receiving further information.

Officer Note: Following discussions between SCC Highways and the Developer, it has been agreed that the footways along the adoptable access road will be 2m wide and they will provide a 3m wide link to the PROW network to the north.

The following condition shall therefore be added:

Estate Roads Design Condition: Before the development is commenced, details of the estate roads and footways shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

Comments re: Discharge of Conditions

SCC - Archaeological Service Comments Received - 22/04/2021

SCCAS would advise that archaeological condition 22 can be discharged on the basis of the archaeological excavation WSI submitted by the applicant on your website.

SCC - Archaeological Service Comments Received - 13/05/2021

I have approved the WSI for an archaeological excavation at this site (as required by the first condition) and would recommend the full discharge of condition 22.

Condition 23 should not be discharged until the final report has been completed.

SCC - Flood & Water Management Comments Received - 04/05/2021

We have reviewed the following submitted documents and we recommend a **holding objection** for the reserved matter application and **refusal** to discharge conditions 11 & 16.

- Location Plan Ref 20-3086-sk02
- Site Layout Plan Ref 20-3086-sk02 Rev F
- Site Landscaping Ref EA171-LS-001
- Construction Management Plan Ref EA171-SL-200A
- Site Landscaping Specification & Schedule Ref EA171-LS-007
- Construction Surface Water Management Plan 422533
- Surface & Foul Water Drainage Strategy Ref

A holding objection is necessary because the applicant needs to demonstrate how the SuDS features will be established for the first 5 years and the design of basin 1 has a significant drop (2m) from the new grown level to the we/dry bench

The holding objection is a temporary position to allow reasonable time for the applicant and the LLFA to discuss what additional information is required in order to overcome the objection(s). This Holding Objection will remain the LLFA's formal position until the local planning authority (LPA) is advised to the contrary. If the LLFA position remains as a Holding Objection at the point the LPA wishes to determine the application, the LPA should treat the Holding Objection as a Formal Objection and recommendation for Refusal to the proposed development. The LPA should provide

at least 2 weeks prior notice of the publication of the committee report so that the LLFA can review matters and provide suggested planning conditions, even if the LLFA position is a Formal Objection.

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

1. Submit a landscaping management plan that including an establishment plan for the first five years for the SuDs feature
2. Amend the design of basin 1 to remove the significant drop from ground level to wet/dry bench

Condition 11

No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include: Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:

- i. Temporary drainage systems;
- ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses;
- iii. Measures for managing any on or offsite flood risk associated with construction.

Condition 16

Concurrent with the first reserved matters application submitted, a surface water drainage scheme shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be in accordance with the approved FRA (Flood Risk Assessment & Outline Surface Water Drainage Strategy ref: 881308-R2(02)-FRA) and include:

- i. Dimensioned plans and drawings of the surface water drainage scheme;
- ii. Further infiltration testing on the site in accordance with BRE 365 and the use of infiltration as the means of drainage if the infiltration rates and groundwater levels show it to be possible;
- iii. If the use of infiltration is not possible then modelling shall be submitted to demonstrate that the surface water runoff will be restricted to Q_{bar} or 2l/s/ha for all events up to the critical 1 in 100-year rainfall events including climate change as specified in the FRA;
- iv. Modelling of the surface water drainage scheme to show that the attenuation/infiltration features will contain the 1 in 100-year rainfall event including climate change;
- v. Modelling of the surface water conveyance network in the 1 in 30-year rainfall event to show no above ground flooding, and modelling of the volumes of any above ground flooding from the pipe network in a 1 in 100-year climate change rainfall event, along with topographic plans showing where the water will flow and be stored to ensure no flooding of buildings or offsite flows;
- vi. Topographical plans depicting all exceedance flowpaths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system;
- vii. details of the implementation, maintenance and management of the surface water drainage.

Development shall be carried out in accordance with the approved details.

The points below detail the action required in order to overcome our current refusal:-

1. Condition 11

- a. CSWMP shall be endorsed by principal contractor
- b. 3.3 Consent, Land Drainage Act consent s23 working affecting a watercourse need to be added
- c. Note added to say "No materials to be stored within 8 of any watercourse or waterbody"

2. Condition 16

- a. Submit a topographical plan depicting all exceedance flowpaths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system

SCC - Flood & Water Management Comments Received - 15/06/2021

We have reviewed the following submitted documents and we recommend **approval** for the reserved matter application and **refusal** to discharge conditions 11 & 16.

- Location Plan Ref 20-3086-sk02
- Site Layout Plan Ref 20-3086-sk02 Rev F
- Site Landscaping Ref EA171-LS-001
- Construction Management Plan Ref EA171-SL-200A
- Site Landscaping Specification & Schedule Ref EA171-LS-007
- Construction Surface Water Management Plan 422533 FINAL
- Surface & Foul Water Drainage Strategy Ref 66202580-MLM-ZZ-XX-RP-C-0001 Rev 02

We would like to make the applicant aware of the following informatives.

- Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991
- Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017
- Any discharge of surface water to a watercourse that drains into an Internal Drainage Board district catchment is subject to payment of a surface water developer contribution
- Any works to lay new surface water drainage pipes underneath the public highway will need a licence under section 50 of the New Roads and Street Works Act
- Any works to a main river may require an environmental permit

Discharge of Conditions

Conditions 11

No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include: Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:

- i. Temporary drainage systems;
- ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses;
- iii. Measures for managing any on or offsite flood risk associated with construction.

Condition 16

Concurrent with the first reserved matters application submitted, a surface water drainage scheme shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be in accordance with the approved FRA (Flood Risk Assessment & Outline Surface Water Drainage Strategy ref: 881308-R2(02)-FRA) and include:

- i. Dimensioned plans and drawings of the surface water drainage scheme;
- ii. Further infiltration testing on the site in accordance with BRE 365 and the use of infiltration as the means of drainage if the infiltration rates and groundwater levels show it to be possible;
- iii. If the use of infiltration is not possible then modelling shall be submitted to demonstrate that the surface water runoff will be restricted to Q_{bar} or 2l/s/ha for all events up to the critical 1 in 100-year rainfall events including climate change as specified in the FRA;
- iv. Modelling of the surface water drainage scheme to show that the attenuation/infiltration features will contain the 1 in 100-year rainfall event including climate change;
- v. Modelling of the surface water conveyance network in the 1 in 30-year rainfall event to show no above ground flooding, and modelling of the volumes of any above ground flooding from the pipe network in a 1 in 100-year climate change rainfall event, along with topographic plans showing where the water will flow and be stored to ensure no flooding of buildings or offsite flows;
- vi. Topographical plans depicting all exceedance flowpaths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system;
- vii. Details of the implementation, maintenance and management of the surface water drainage.

Development shall be carried out in accordance with the approved details.

The points below detail the action required in order to overcome our current refusal:-

1. Condition 11

- a. 3.3 Consent, Land Drainage Act consent s23 working affecting a watercourse need to be added
- b. Note added to say "No materials to be stored within 8 of any watercourse or waterbody"

2. Condition 16

- a. Submit a topographical plan depicting all exceedance flowpaths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system

SCC - Highways Comments Received - 06/05/2021

Conditions for outline planning permission (on Appeal) relating to highways are as follows:

Condition 1 - Details of Access

Condition 9 - Construction Management Plan

Condition 17 - Station Road Footway Improvements

Condition 18 - Provision of Visibility Splays

Condition 19 - Upgrade Bus Stops

Comments on the Layout

- Dimensions of the proposed roads and footways have not been supplied. By scaling, the widths are to Suffolk Design Guide. However, we recommend the footway widths are increased to 2.0m (as outlined in Manual for Streets). Also, Department for Transport Local Transport Note 1/20 (LTN1/20)

was published in July 2020 where 'cycling will play a far bigger part in our transport system from now on'. This national guidance aims to help cycling become a form of mass transit. Shared footways are to be included in the design to accommodate cycling.

- Footways and permissive footpaths all link to the PROW network and existing highway. Recommend permissive paths are suitable surface for all weathers.
- The shared surface roads are to have a maintenance strip 1m wide each side of the carriageway which allows the highway to be maintained and erection of street lighting. If these strips are to be considered for utility services plant, the strips need to be widened to 2m.

Comments on Parking

- Some 4 bedroomed houses have triple parking (tandem parking in front of garage) on the major and minor access roads which is not acceptable as shown in Suffolk Guidance for Parking. The developer has provided additional parking places for the dwellings on private drives giving sufficient parking.
- For house types without garages, garden sheds or similar storage facilities will be required to accommodate secure cycle storage.

We can recommend conditions once the above points have been addressed. We look forward to receiving further information.

NOTE – these matters have now been resolved (see main Reserved Matters section of this report).

Internal Consultee Responses

Comments re: Reserved Matters

Strategic Housing Comments Received - 11/05/2021

1. Background Information

This is a development proposal for up to 150 residential dwellings (mixture of affordable and open market homes).

Based on 150 dwellings the affordable contribution of 35% equates to 52 dwellings to be policy compliant.

2 Housing Need Information

2.1 The Ipswich Housing Market Area, Strategic Housing Market Assessment (SMHA) document, updated in 2019, confirms a continuing need for housing across all tenures and a growing need for affordable housing.

2.2 The 2019 SHMA indicates that in Babergh there is a need for **110** new affordable homes per annum.

2.3 The Council's 2014 Suffolk Housing Needs Survey shows that there is high demand for smaller homes, across all tenures, both for younger people, who may be newly forming households, and also for older people who are already in the property-owning market and require different, appropriate housing, enabling them to downsize. Affordability issues are the key drivers for this increased demand for smaller homes.

2.4 This site is a S106 planning obligation site so the affordable housing provided will be to meet district wide need.

3. Preferred Mix for Open Market homes.

3.1 The open market needs to address the growing demand for smaller homes for sale, both for younger people who may be newly forming households, but also for older people who are already in the property-owning market and require appropriate housing enabling them to downsize.

3.2 With an ageing population, both nationally and locally new homes should, wherever possible, be built to Building Regulation Part M (4) Category 2 standards and this can include houses, apartments and bungalows. Built to this standard will help our ageing population to remain in their homes for longer.

3.3 There is strong demand for one and two-bedroom flats/apartments and houses. Developers should consider flats/apartments that are well specified with good size rooms to encourage downsizing amongst older people, provided these are in the right location for easy access to facilities. Older people have also expressed their desire for chalet bungalows of one and a half storey. There is also a demand for smaller terraced and semi-detached houses suitable for all age groups.

3.4 Broadband and satellite facilities as part of the design for all tenures should be standard to support.

3.5 All new properties need to have high levels of energy efficiency.

3.6 The open market mix has been provided in any detail, but the applicant is expected to have due regard to table 4.4c in terms of the proportion of 1,2, 3, 4 bed + homes for the open market sale homes.

Table 4.4c Size of new owner-occupied accommodation required in Babergh over the next 18 years

<i>Size of home</i>	<i>Current size profile</i>	<i>Size profile 2036</i>	<i>Change required</i>	<i>% of change required</i>
One bedroom	598	1,183	585	12.2%
Two bedrooms	5,037	6,765	1,729	36.1%
Three bedrooms	12,327	13,774	1,447	30.2%
Four or more bedrooms	10,065	11,098	1,033	21.5%
Total	28,026	32,820	4,794	100.0%

4 Preferred mix for Affordable Housing

4.1 52 of the dwellings on the proposed development should be for affordable housing. - We have received a detailed plan of the site and the type, tenure, size of the dwellings (see attached) that we agree is the mix we required.

QUANTITY OF AFFORDABLE HOUSING ONLY	BEDROOMS 1/2/3/4 and persons. i.e. 3 bed 4 person	TYPE FLAT/HOUSE/ BUNGALOW/ MASONETTE	SIZE (Sqm only)	TENURE A/R S/O Other please specify
2 No.	1B2P	Maisonette (Part M4[2] Ground Floor)	538 49.98sqm	A/R
2 No.	1B2P	Maisonette First Floor	647 60.10sqm	A/R
2 No.	2B4P	Maisonette (Part M4[2] Ground Floor)	754 70.04sqm	A/R
2 No.	2B4P	Maisonette First Floor	827 76.83sqm	A/R
4 No.	2B4P	Bungalow	753 69.95sqm	S/O
4 No.	2B4P	Bungalow (Part M4[2])	753 69.95sqm	A/R
8 No.	2B4P	House	850 78.96sqm	S/O
20 No.	2B4P	House (Part M4[2])	850 78.96sqm	A/R
3 No.	3B5P	House	1001 92.99sqm	S/O
5 No.	3B5P	House (Part M4[2])	1001 92.99sqm	A/R
1 No.	3B6P	House (Part M4[2])	1141 106.00sqm	A/R

4.3 On perusal of the map copied you will see that attempts have been made to spread the affordable and shared ownership dwellings across the site and we accept this plan.

We would like to reiterate however, that we favour that the type, style, design and outlook of these dwellings match those of the 'open market dwellings' as this will inspire mixed and harmonious communities throughout our region.



5 Other requirements for affordable homes

- Properties must be built to current Homes England and Nationally Described Space Standards March 2015.
- The council is granted 100% nomination rights to all the affordable units on initial lets and 100% on subsequent lets.
- The Council will not support a bid for Homes England grant funding on the affordable homes delivered as part of an open market development. Therefore, the affordable units on that part of the site must be delivered grant free.
- The location and phasing of the affordable housing units must be agreed with the Council to ensure they are integrated within the proposed development according to current best practice. On larger sites such as this one, the affordable housing should not be placed in groups of more than 15 units.
- Standard triggers points as set out below to be included in the S106: -

- (a) Not Occupy or permit Occupation of more than fifty per cent (50%) (rounded up to the nearest whole Dwelling) Market Housing Units in each Phase until fifty per cent (50%) of the Affordable Housing Units for that Phase have been constructed and are ready for Occupation and have been transferred to the Registered Provider; and
- Not Occupy or permit Occupation of more than eight per cent (80%) (rounded up to the nearest whole Dwelling) Market Housing Units in each Phase until all of the Affordable Housing Units for that Phase have been constructed and are ready for Occupation and have been transferred to the Registered Provider
 - Adequate parking and cycle storage provision is made for the affordable housing units adjacent to the dwellings.
 - It is preferred that the affordable units are transferred freehold to one of Babergh's partner Registered Providers and for the avoidance of doubt this could include the Council itself.

Heritage Team Comments Received - 23/06/2021

The Heritage Team has no comments to provide on the above application.

Landscape - Place Services Comments Received - 23/06/2021

This response relates to the reserved matters application.

Reserved Matters

We note the amendments to the tree planting along the south and east boundaries, amendments to the planting schedule and the addition of trim trail equipment within the POS. The changes are welcome.

We still consider that the biodiversity and amenity elements of the attenuation basins can be improved by combining a range of vegetation types on top of the proposed meadow mixture and marginal mix planting. Additional planting can include grasses of various heights, trees and shrubs that are tolerant of wide range of conditions, wet or dry.

Comments re: Discharge of Conditions

Public Realm Comments Received - 07/05/2021

Public Realm Officers support the provision of the LEAP within this development and note the significant areas of open space on the western boundary. There are some concerns over the dominance of the proposed attenuation basins within this open space - especially if holding water as it is noted that there are significant steep sides to attenuation basin 1. Should a decision be made that this needs fencing to prevent public access (especially children) during period when the attenuation basin is holding water then this area must not be counted as open space.

The details provided are however enough to discharge conditions relating to open space provision.

Environmental Health - Sustainability Issues Comments Received - 10/05/2021

Many thanks for your request to comment on the potential discharge of Condition 21 relating to Condition 21 of the Appeal Decision on the original application.

I have studied the applicant's documents, notably the Planning Statement, Design and Access Statements and the Energy Strategy.

The information contained in the documents committing to a predicted 10.08% reduction over Part L 2013 of the Building Regulations in the predicted Carbon emission of the development just complies with Planning Inspector's requirement within Condition 21 of at least a 10% reduction. Therefore the condition is discharged.

However I would like to take this opportunity to raise the following issue that the Applicant may wish to take into account.

Babergh and Mid Suffolk Councils declared a Climate Emergency in 2019 and have an aspiration to be Carbon Neutral by 2030, this will include encouraging activities, developments and organisations in the district to adopt a similar policy. This council is keen to encourage consideration of sustainability issues at an early stage so that the most environmentally friendly buildings are constructed and the inclusion of sustainable techniques, materials, technology etc can be incorporated into the scheme without compromising the overall viability, taking into account the requirements to mitigate and adapt to future climate change.

With developments constructed with levels of insulation, fabric measures and low carbon building services just equal or slightly better the current building regulations' Part L requirements it is likely that they will need to be retrofitted within a few years. This is to meet; the National milestones, the Future Homes Standard, meaning dwellings are at least zero-carbon ready, and targets leading up to zero carbon emissions by 2050. The other issue is that the properties will be more expensive to heat than properties built to these higher standards.

With all future Sustainability and Energy Strategies the Council is requiring the applicant to indicate the retrofit measures required and to include an estimate of the retrofit costs for the properties on the development to achieve net Zero Carbon emissions by 2050. It is also to include the percentage uplift to building cost if those measures are included now at the initial building stage. The applicant may wish to do this to inform prospective and future owners of the properties.

Environmental Health – Sustainability Issues Comments Received – 21/06/2021

The energy statement provided predicts a 10.08% Carbon reduction using the construction, Flue Gas Heat Recovery and PV panels over Part L1A Building Regulations.

This is just sufficient to comply with the requirements of Condition 22 that requested a 10% reduction and therefore it is discharged.

It is disappointing that the performance is not better considering the Government has declared a National Climate Emergency and it is likely that the properties will have to be retrofitted at the future occupier's expense within a few years to meet future Zero Carbon standards.

Environmental Health - Noise/Odour/Light/Smoke Comments Received - 24/06/2021

With regards to the above application, it is noted that the proposed construction hours in section 4 of the CEMP remain the same. I therefore refer back to my comments regarding audible works dated 11th May 2021 (i.e. *Due to proximity of the site to existing residential on a quiet edge of a rural settlement our recommended start times for audible works are 08:00 hours Monday to Friday with the same finished times as stated in the CMP.*)

The author of the CEMP has referenced the Relaxations to hours permitted by the government for where impacts of Covid 19 have significantly impacted works. This was not a blanket relaxation and was a

measure to mitigate effects and requires an application to be made. It was not a direction for applying conditions to future applications where works may not begin for some time after the agreement is made.

Environmental Health - Air Quality Comments Received - 11/05/2021

Many thanks for your request for comments in relation to the above submission. I can confirm that I have no comments to make with respect to the above conditions and comments regarding LAQM were provided at the 2018 permission.

Environmental Health - Air Quality Comments Received - 22/06/2021

I have no objections with regard to air quality.

Environmental Health - Land Contamination Comments Received - 24/06/2021

Many thanks for your request for comments in relation to the above submission. I can confirm that my comments made earlier in the consultation period remain unchanged (i.e. no comments).

Ecology - Place Services Comments Received - 25/06/2021

Thank you for re-consulting Place Services on the above reserved matters and discharge of conditions application. This response considers the Submission of Details at Reserved Matters, as well as Conditions 7 and 10, as shown in the Appeal Decision APP/D3505/W/18/3214377.

Summary

We have reviewed the Biodiversity Enhancement Strategy (Southern Ecological Solutions, April 2021), relating to the requirements of condition 7, as well as the revised Construction Environmental Management Plan (RSK Environment Ltd., June 2021), relating to requirements of condition 10.

Furthermore, we have reassessed the Preliminary Ecological Appraisal (Southern Ecological Solutions, April 2021), the Skylark Mitigation Strategy (Southern Ecological Solutions, February 2021), as well as the soft landscaping plans (Bloor Homes Ltd, March 2021).

In addition, we have reviewed the amended soft landscaping drawings and documents submitted on 11th June 2021. This includes amendments to the tree planting along the south and east boundaries, as well as amendments to the planting schedule.

It is indicated that we support the submitted soft landscaping. This includes appropriate planting specification and schedules, as well suitable details of implementation to ensure that plants will establish successfully. Furthermore, we support the proposed reasonable enhancement measures outlined within the Biodiversity Enhancement Strategy (Southern Ecological Solutions, April 2021). However, it is indicated that we still recommend that the site landscaping plans should be supported by the Defra Biodiversity Metrics 2.0 (or any successor), as recommended by the applicant's ecologist within the submitted Preliminary Ecological Appraisal. This is necessary to ensure that the application can demonstrate measurable biodiversity net gains, in line with paragraph 170d of the NPPF 2019. Therefore, a Biodiversity Net Gain Assessment should be provided prior to discharge of condition 7, which should preferably demonstrate that a 10% measurable biodiversity net gain will be demonstrated, in line with emerging Environmental Bill. However, it is accepted that this percentage is not mandatory until the Environmental Bill is adopted. The content of the Biodiversity Net Gain Assessment should preferably include the following:

- Baseline data collection and assessment of current conditions on site.

- A commitment to measures in line with the Mitigation Hierarchy and evidence of how BNG Principles have been applied to maximise benefits to biodiversity.
- Provision of the full BNG calculations, with detailed justifications for the choice of habitat types, distinctiveness, condition and ecological functionality.

The management measures for the soft landscape measures should then be secured via Landscape Ecological Management Plan (condition 14), with the aims of the Biodiversity Net Gain Assessment included within the management recommendations. In addition, the Landscape and Ecological Management Plan should reference the Railway Walks LNR and Long Melford Disused Railway Line CWS and outline measures to ensure impacts during the operation phase will be avoided to these protected and locally designated sites. Alternatively, a bespoke condition of any consent should be secured prior to occupation, to outline a strategy to promote good practice measures to manage increased public pressure at the sites (e.g. monitoring strategies, remedial strategies and noticeboards).

In terms of condition 10, it is indicated that we support the details contained within the updated Construction Environmental Management Plan, which includes measures to avoid impacts to protected and priority species during the construction phase. However, we still note that Railway Walks LNR and Long Melford Disused Railway Line CWS has not but included within the Mitigation and Control Measures if the Ecology & Nature Conservation section (Table 6). Therefore, we still recommend that this included within the CEMP to ensure that operatives are aware of the adjacent protected and locally designated sites and that this area will be a construction exclusion zone throughout the duration of the construction phase of the proposed development.

However, it is indicated that we still approve of the details and ongoing maintenance for the proposed four Skylark plots, located to the south of the development within blue line boundary land. Therefore, sufficient information has still been provided to demonstrate that an effective mitigation strategy will be undertaken for this Priority Species, which will meet the requirements of condition 6 of outline stage.

Furthermore, it is still highlighted that a wildlife friendly lighting scheme must be provided prior to occupation for this development, as required under condition 8 of the outline consent. This should follow ILP Guidance¹ and a professional ecologist should be consulted to advise the lighting strategy for this scheme. In addition, the following measures should preferably be indicated to avoid impacts to foraging and commuting bats:

- Light levels should be as low as possible as required to fulfil the lighting need.
- Environmentally Sensitive Zones should be established within the development, where lighting could potentially impact important foraging and commuting routes for bats.
- Lux levels and horizontal lighting should be directed away from boundary edges and Environmentally Sensitive Zones and kept as low as possible. This should preferably demonstrate that the boundary features and Environmentally Sensitive Zones are not exposed to lighting levels of approximately 1 lux. This is necessary to ensure that light sensitive bat species, will not be affected by the development.
- Warm White lights should be used preferably at <3000k within Environmentally Sensitive Zones. This is necessary as lighting which emit an ultraviolet component or that have a blue spectral content have a high attraction effects on insects. This may lead in a reduction in prey availability for some light sensitive bat species.
- Light columns should be as short as possible as light at a low level reduces the ecological impact.
- The use of cowls, hoods, reflector skirts or shields could be used to prevent horizontal spill in Environmentally Sensitive Zones.

Recommendations for listed conditions

A Biodiversity Net Gain Assessment using the Defra Biodiversity Metrics 2.0 (or any successor) should be undertaken by the applicant's ecologist prior to the discharge of condition 7 and inform the soft landscaping plans.

Further information is required to be outlined within the Construction Environmental Management Plan (RSK Environment Ltd., April 2021), prior to the discharge of condition 10.

Landscape - Place Services Comments Received - 26/05/2021

This response relates to the reserved matters application / condition 1.

Reserved Matters / Condition 1

Details of the access (with the exception of details of accessibility to/from the site as hereby approved), appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.

The proposed planting palette will deliver good variety of species to provide interest all year around and to enhance biodiversity, in particular the mixed native hedgerows and hedgerow trees proposed to the site boundaries. The planting plans include a specification with brief notes on planting operations and management.

The following recommendations should be addressed before we can recommend discharged of condition 1:

1) We would like to see a multi-functional approach to the proposed attenuation basins with additional tree planting, as well as shrub and herbaceous planting. SuDS features should have gentle slopes to avoid the need for fencing. Additional tree planting should be included along Railway Walk boundary although avoiding linear patterns.

2) We welcome the use of post and rail fencing along the south and eastern boundaries. A mixed native hedge has been proposed along the south boundary and this should be extended to the eastern boundary. Hedgerow planting should be position on the outside of the fence to reduce visual impact of the development edge from the countryside.

3) Hedgerow trees are proposed along the southern and eastern boundaries and these should reflect the landscape character of the site, therefore the number of oak and field maple as hedgerow trees should be increased in the tree palette.

4) An area with play equipment has been proposed to the north-west of the development in between the two large attenuation basins. The size of the play area appears to be small for the size of the development. To increase play provision, it is considered that additional areas offer in informal/natural play are needed throughout the rest of the development.

5) We recommend that *Viburnum tinus* spp. is removed from the planting schedule. The species can be severely damaged by *Viburnum* beetle and often produces an unpleasant smell particularly when the foliage is wet.

B: Representations

At the time of writing this report at least 3 letters/emails/online comments have been received. It is the officer opinion that this represents 3 objections, 0 support and 0 general comment. A verbal update shall be provided, as necessary.

Views are summarised below:-

- Highway Safety Concerns:
 - o Increased traffic
 - o Hall Street and Cordell Road noted specifically as location of concern
 - o Roads supposedly already note adequate for existing traffic, let alone increase volumes
- Long Melford School does not have sufficient infrastructure (both building size and increased staff) to cope with increased population
- As above but with Long Melford GP
- Flood Issues (the site is supposedly prone to flooding)
- Impact on ecology (specific mention of skylarks, foxes, hedgehogs, deer and pheasants that are supposedly prominent on the site).
- Belief that the village does not require further expansion.
- Not enough shops or facilities in the village

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

PLANNING HISTORY

DC/18/00606 Appeal made by Gladman Developments Appeal Reference:/D3505/W/18/3214377 – Appeal Granted on 1 April 20202

REF: DC/18/00606	Outline Planning Application (Means of access to be considered) - Erection of up to 150 dwellings with public open space, landscaping, sustainable drainage system and a vehicular access point.	DECISION: FTD (Failed to determine in timescale) 13.11.2018
REF: DC/17/06230	Change of use of land for the keeping of horses. Erection of a stable building and field shelter. Creation of hard standing area, informal gravelled parking area, timber post and rail fencing and access track.	DECISION: WDN 20.03.2018

PART THREE – ASSESSMENT OF APPLICATION

1.0 The Site and Surroundings

1.1 The application site comprises 8.23ha of (Grade 2) agricultural land located to the southeast of Long Melford. The subject land adjoins the existing built-up area of the village. Long Melford is

designated as a Core Village in the Babergh Core Strategy 2008 and remains designated as a Core Village going forward in the Emerging Draft Joint Local Plan.

- 1.2 Melford Walk Local Nature Reserve is located immediately to the west connecting to Water Lane to the north. Agricultural land is located to the north, south and east. Existing residential properties bound the south-western corner of the site.
- 1.3 The site is not in a Conservation Area, Special Area of Conservation or Special Landscape Area. The Stour Valley Special Landscape Area is located opposite the site, on the western side of Station Road. The Long Melford Conservation Area is located north of the application site, in the body of the village. South of the site is the Scheduled Monument Roman Villa north-east of Rodbridge House and the Grade II Listed Buildings Rodbridge House and associated barns, accessed via Mills Lane.
- 1.4 A small section of the site's western boundary fronts Station Road. The site is approximately 1200 metres from the centre of the village. A footpath on the western side of Station Road provides pedestrian connectivity to the village centre. The nearest pair of bus stops to the site are located to the south on Station Road, approximately five minutes' walk, with a third bus stop further to the south.
- 1.5 The site is located in Flood Zone 1 which is designated by the Environment Agency as land having a chance of flooding of less than 1 in 1,000.

2.0 Outline and Appeal History

- 2.1 The original Outline application (ref: DC/18/00606) was submitted by Gladman Developments Limited on 8th February 2018, following a limited period of consultation.
- 2.2 A large volume of objections were submitted to the application, including from local residents, action groups, and Long Melford Parish Council.
- 2.3 Following various additional reports, revisions, and further information being provided, an appeal against non-determination was lodged by Gladman, which formally started on 13th November 2018.
- 2.4 A Committee Report from 12th December 2018 confirmed that Members would have refused the application due to: the proposed significant harm to the open countryside and the rural setting of Long Melford; failure to demonstrate how the proposal responds to a locally identified housing need; and the adverse impact on protected and/or priority species.
- 2.5 Gladman sought to challenge Babergh District Council via the appeal process (ref: APP/D3505/W/18/3214377).
- 2.6 Significant work was undertaken by both the appellant and the Council, with there being considerable 3rd Party involvement throughout the appeal. Unusually, the appeal process also included 2x Rule 6 Parties, notably Long Melford Parish Council, and Save Our Skylark Fields.
- 2.7 On 25th June 2019, the Secretary of State advised all parties that he had 'recovered' the appeal, directing that he was to determine the appeal instead of an Inspector. In this instance, instead of writing a decision, the Inspector will prepare a report and recommendation, which would then be forwarded to the Secretary of State.

- 2.8 A public inquiry was held between 25 June and 2 July 2019, which was led by the Inspector Kenneth Stone. Landscape considerations were a main issue at the appeal.
- 2.9 On 26th September 2019, the Inspector issued a report to the Secretary of State recommending that the appeal be allowed.
- 2.10 On 1st April 2020, the Secretary of State for the Ministry of Housing, Communities, and Local Government granted Outline Planning Permission for '*The erection of up to 150 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Station Road. All matters reserved except means of access.*'
- 2.11 Although the proposed development did not accord with the development plan as a whole, the Secretary of State considered that other material considerations indicated that planning permission should nevertheless be granted, subject to conditions.
- 2.12 It is, therefore, worth noting that although both the appeal Inspector and Secretary of State agreed that changing an agricultural field to a housing development would be an adverse change to the site itself, they both found that, given the site context, the benefits of the proposals outweighed any harms identified.
- 2.13 The end result is an Outline Planning Permission for the site with 24 associated planning conditions and a legal agreement securing matters such as open space, and affordable housing.

3.0 The Proposal (Reserved Matters - appearance, landscaping, layout and scale)

- 3.1 The site comprises approximately 8 hectares of predominantly agricultural land set across two field parcels adjacent to and east of Station Road.
- 3.2 Outline planning permission was established under reference DC/18/0060 and therefore the Reserved Matters seek approval of the appearance, landscaping, layout and scale of the 150 dwellings (including 53 affordable) together with associated public open space, landscaping and SuDS provision.
- 3.3 The proposal would provide a mixture of one and four-bedroom houses. The proposed dwellings are predominantly two-storey in height; however, 14 bungalows are also proposed as part of the housing mix.
- 3.4 The proposed dwellings would all meet Nationally Described Space Standards (NDSS) as set out within the submitted House Type Booklet (Parts 1 and 2). The detailed breakdown of unit sizes is as follows:

Accommodation Schedule				
Site: Station Road, Long Melford				
Drawing No.		Rev.	Date: 09.04.21	
DEVELOPMENT BRAND: Bloor Homes				
Open Market Housing				
Ref.		No. Beds	Storey	No.
BAC	BACTON	2B	2	18
BOO	BOOKER	3B	1	6
LYF	LYFORD	3B	2	3
KAN	KANE	3B	2	8
HUX	HUXLEY	3B	2	6
WEL	WELFORD	3B	2	5
HOP	HOPKINS	4B	2	10
HUL	HULFORD	4B	2	4
WYN	WYNYARD	4B	2	15
GWY	GWYNN	4B	2	8
PLO	PLOMER	4B	2	9
LIST	LISTER	4B	2	5
TOTAL:				97

- 3.5 The proposed tenure split would be 72% (38 dwellings) affordable rent and 28% (15 dwellings) for shared ownership.

Affordable Housing		Actual %	35.3	
Ref.		No. Beds	Storey	No.
RENTED ●				
STY GF	STYLES - M4(cat 2)	1B	2	2
STY FF	STYLES - M4(cat 1)	1B	2	2
SQU GF	SQUIRE - M4(cat 2)	2B	2	2
SQU FF	SQUIRE - M4(cat 1)	2B	2	2
TESS	TESSIMOND - M4(cat 2)	2B	1	4
SAN	SANSOM - M4(cat 2)	2B	2	20
SUT	SUTHERLAND - M4(cat 2)	3B	2	5
SOT	SOTHEBY - M4(cat 2)	3B	2	1
SHARED ●				
TESS	TESSIMOND - M4(cat 1)	2B	1	4
SAN	SANSOM - M4(cat 1)	2B	2	8
SUT	SUTHERLAND - M4(cat 1)	3B	2	3
TOTAL:				53

- 3.6 The proposed layout follows the principles set out within the outline with outward facing frontages across both the areas of open space and attenuation areas.
- 3.7 A parcel of land to the west of the site, near the site entrance, is to be allocated for the delivery of an Early Years Facility as per the requirements of Suffolk County Council and the agreed legal undertaking. This education facility is to be delivered by Suffolk County Council and is therefore outside the scope of this Reserved Matters application save for the land being made available as demonstrated on the submitted plans.

4.0 The Principle Of Development

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

- 4.2 It is therefore the starting point for the Council when determining planning applications and so we must first consider the application in the light of relevant Development Plan policies.
- 4.3 Irrespective of this, the principle of development for up to 150 residential dwellings on this site has already been established by the planning permission granted (at appeal) under application reference DC/18/00606.

5.0 Nearby Services and Connections Assessment Of Proposal

- 5.1 Paragraph 79 of the NPPF (2018) seeks to promote sustainable development in rural areas advising that housing should be located where it will enhance or maintain the vitality of rural communities and recognises that where there are groups of smaller settlements, development in one village may support services in a village nearby.
- 5.2 The site abuts the BUAB and is well linked to existing facilities and services in Long Melford by an established public footpath network. There are nearby bus stops providing access to the primary bus service - Bury St Edmunds to Colchester via Sudbury. It provides two services throughout the morning peak, seven services throughout the afternoon peak and one service per hour throughout the inter peak period. The service also runs every hour on Saturdays.
- 5.3 Long Melford is considered a sustainable location for development. There are numerous amenities within a 10-to-15-minute walk of the site, including Long Melford C of E Primary School, veterinary practice, library, St Catherine’s Church and Co-op food store to name but a few.

6.0 Site Access, Parking And Highway Safety Considerations

- 6.1 Vehicular access would be from Station Road as previously approved under Outline planning permission DC/18/00606. The proposed ‘T’ junction access is designed to meet the highway requirements of the Highway Authority and there will be no detriment to safety and minimal effect on capacity on the highway network, noting the Highway Authority raises no objection to the scheme subject to conditions.

6.2 Parking for the proposed dwellings would be provided to the required Suffolk Parking Guidance, the triple parking on the adopted roads is for the proposed 3-bedroom dwellings and is considered acceptable by the SCC Highway Authority.

6.3 There are two public footpaths (FP2 and FP42) which run through the site; one along the north-western boundary and another that runs across the site close towards the entrance. SCC Public Rights of Way have no objection to the proposal.

7.0 Design And Layout [Impact On Street Scene]

7.1 Paragraph 124 of the NPPF attaches great importance to the design of the built environment, stating that good design is a key aspect of sustainable development. The aforementioned design policies are considered to be consistent with the NPPF.

7.2 The site has been split into three character areas: Main Street, The Squares and Green Edge. Each of these areas differs with its density and building form, materials, boundary treatments and landscaping.

7.3 The Main Street forms the spine of the development, with a more formal arrangement in order to create a continuous built form, predominantly semi-detached units with a few detached units.

7.4 The Squares creates formal focal squares throughout the development and ensures a sense of place is created. These areas are landscaped to create focal points together with hard paved squares with bollards and tree planting to soften the visual impact. The materials in this area would be purely red brick and artificial slate roof in order to define these areas from the surrounding Main Street areas.

7.5 The Green Edge is landscape driven and located on the outskirts of the site, it transitions the outskirts of the proposed development to areas of open space and the wider countryside. The dwellings within these locations are predominantly large, detached units.

7.6 Within the large new open space on the western side of the site, it is proposed to place a drainage basin that will deliver a SuDS drainage solution as well as the potential for habitats.

7.7 The proposed layout is considered to make a positive contribution to the overall village-scape and represents a step forward in the quality of design being achieved within our villages.

7.8 The 150 dwellings are easily accommodated on site and do not represent overdevelopment. The proposed development would have a net density of 30.18 dph which is considered to be acceptable.

7.9 The proposal provides good private amenity space (gardens), adequate parking, generous open space, good urban design and connectivity within the site and to the wider surrounding area. Back-to-back distances across the site range from between 20 metres to approximately 24 metres. The scale of development is acceptable.

7.10 The scheme is delivering 100% NDSS accommodation across the entire development. This is welcomed in terms of delivering a good quality place.

7.11 All properties have their own gardens of a satisfactory size to provide space for sitting out, the drying of clothes, and children's play (notwithstanding the proximity and connectivity to local play space, open space and public footpaths out of the site).

- 7.12 The proposed mix of house types is considered acceptable. The applicant is proposing to provide a mix of materials that include those from a more traditional vernacular palette in visually sensitive locations. The proposed development would use a wide range of materials and each character area would consist of specific sets of materials to create the three main character areas. Within the mix of materials is clay red multi-stock bricks and the artificial slate 'Marley Cedral Blue/Black Rivendale.'
- 7.13 A parcel of land to the west of the site, near the site entrance is to be allocated for the delivery of an Early Year's Facility as per the requirements of Suffolk County Council and the agreed legal undertaking. This education facility is to be delivered by Suffolk County Council and is therefore outside the scope of this Reserved Matters application save for the land being made available as indicated.

8.0 Landscape Impact, Trees, Ecology, Biodiversity And Protected Species

- 8.1 The NPPF provides that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils.
- 8.2 The NPPF requires planning authorities, when determining planning applications, to seek the conservation and enhancement of biodiversity by ensuring significant harm resulting from a development is avoided (through locating on an alternative site with less harmful impacts), or where not possible to be adequately mitigated, or, as a last resort, compensated for, and if this cannot be secured then planning permission should be refused.
- 8.3 The proposal benefits from a number of areas of open space including an attenuation basin and wildflower meadows. A buffer is to be provided around the site to soften the impact of the proposal on the wider countryside, it will also provide for footpath and cycle links around the site.
- 8.4 The proposed planting palette will deliver a good variety of species to provide interest all year round and to enhance biodiversity; in particular, the mixed native hedgerows and hedgerow trees proposed to the site boundaries.
- 8.5 The proposed landscaping elements are considered to soften the overall impact the development would have on the wider countryside.

9.0 Land Contamination, Flood Risk, Drainage and Waste

- 9.1 The application is supported by a Land Contamination Assessment. Environmental Health raise no objection.
- 9.2 SCC Floods raise no objection to the Reserved Matter Application.

10.0 Impact On Residential Amenity

- 10.1 Paragraph 127 of the NPPF sets out a number of core planning principles as to underpin decision taking, including, seeking to secure a good standard of amenity for all existing and future occupants of land and buildings.

- 10.2 The proposed layout is such that the proposed dwellings are well-separated from the existing properties which lie either adjacent or in close proximity.
- 10.3 Given the intervening public spaces, separation distances and the layout, the proposal is not considered to result in harm to residential amenity to consider refusal in this regard.
- 10.4 The proposal is not considered to cause unacceptable harm to existing neighbouring residential amenity, or to result in such unacceptable levels of privacy and amenity to the proposed dwellings as to consider refusal in this respect.
- 10.5 There is potential impact on neighbouring properties during construction, a construction management condition has been imposed (Condition 9 on the Outline permission), to ensure that the working hours, demolition and construction methods, parking storage and so on are controlled to provide protection to residential amenity. This includes phasing of the development to ensure that the impacts of the construction are limited wherever possible.

11.0 Planning Obligations / CIL

- 11.1 This Reserved Matters application does not generate the requirement for a new S106 Agreement because the obligations which have been secured under Outline planning permission (DC/18/00606) are not altered by the approval of this Reserved Matters application.
- 11.2 The proposed early years site is subject to the legal agreement dated 2 July 2019 and is to be transferred to Suffolk County Council. Additional information has been provided with regards to the serving of the site and the proposed dimensions. Subject to the early years site fully complying with the details set out in the submitted application plans and details, together with the information provided in the emails dated 16th June 2021 and 22nd June 2021, the early years site will be acceptable regarding its location, dimensions and servicing.

12.0 Parish Council Comments

- 12.1 The Developer (Bloor Homes) has worked closely with the Parish Council to ensure that the proposed development satisfies as many of the Parish Council's concerns as possible. The Parish Council on the whole supports the proposal.
- 12.2 A number of concerns/requests raised by the Parish Council relate to the previously agreed and completed S106, given the nature of the s106 and the proposal before Members today, whilst their comments are noted, it is not considered prudent to alter the existing S106 Agreement.

13.0 Discharge of Conditions (on outline application DC/18/00606)

13.1 Whilst these are normally a delegated matter the applicant has chosen to submit the details for conditions 5, 7, 9, 10, 11, 13, 16, 21, 22 and 24 with the Reserved Matters application, rather than separately, and so consideration of these is included in this report.

- **Condition 5: Open Market Housing Mix**

The Strategic Housing Team have analysed the submitted plan and tenure mix and consider that the details are acceptable and therefore can be discharged.

Officer recommendation: Discharge the condition

- **Condition 7: Biodiversity Enhancement Strategy for Protected and Priority Species**

Place Services Ecology have been consulted and require a Biodiversity Net Gain Assessment using the Defra Biodiversity Metrics 2.0 (or any successor) to be undertaken by the applicant's ecologist prior to the discharge of condition 7 and inform the soft landscaping plans.

Officer comment: Further information is to be provided prior to discharge

- **Condition 9: Construction Management Plan**

Environmental Health note that applicant has submitted a CMP titled Construction Environmental Management Plan, produced by RSK. Environmental Protection are satisfied that the wider plan to deal with dust, noise and lighting is satisfactory, with the exception of the proposed Start time of 07:30 Monday to Friday for audible works. Due to proximity of the site to existing residential on a quiet edge of a rural settlement our recommended start times for audible works are 08:00 hours Monday to Friday with the same finished times as stated in the CMP. The CMP needs to be amended to reflect this before this condition can be discharged. Further information is required.

Officer comment: Further information is to be provided prior to discharge

- **Condition 10: Construction Environmental Management Plan**

Further information is required to be outlined within the Construction Environmental Management Plan (RSK Environment Ltd., April 2021), prior to the discharge of condition 10.

Officer comment: Further information is to be provided prior to discharge

- **Condition 11: Construction Surface Water Management Plan**

Suffolk County Council as Lead Local Flood Authority have reviewed the information submitted to discharge conditions 11 & 16 and recommend approval to discharge conditions. The details submitted are therefore acceptable and can be discharged.

Officer recommendation: Discharge the condition

- **Condition 13: Noise and Vibration Protection Scheme**

With regards to the above application, it is noted that the proposed construction hours in section 4 of the CEMP remain the same. I therefore refer back to my comments regarding audible works dated 11th May 2021.

Environmental Health note that applicant has submitted a CMP titled Construction Environmental Management Plan, produced by RSK. Environmental Protection are satisfied that the wider plan to deal with dust, noise and lighting is satisfactory, with the exception of the proposed Start time of 07:30 Monday to Friday for audible works. Due to proximity of the site to existing residential on a quiet edge of a rural settlement our recommended start times for audible works are 08:00 hours Monday to Friday with the same finished times as stated in the CMP. The CMP needs to be amended to reflect this before this condition can be discharged. Further information is required.

Officer comment: Further information is to be provided prior to discharge

- **Condition 16: Surface Water Drainage**

Suffolk County Council as Lead Local Flood Authority have reviewed the information submitted to discharge conditions 11 & 16 and recommend approval to discharge conditions. The details submitted are therefore acceptable and can be discharged.

Officer recommendation: Discharge the condition

- **Condition 21: Energy Assessment**

Environmental Health – Sustainability note that the information contained in the documents committing to a predicted 10.08% reduction over Part L 2013 complies with the Planning Inspectors requirement. Therefore this condition is discharged.

Officer recommendation: Discharge the condition

- **Condition 22: Archaeological WSI**

SCC Archaeology Services advise that archaeological condition 22 can be discharged on the basis of the archaeological excavation WSI submitted by the applicant.

Officer recommendation: Discharge the condition

- **Condition 24: Scheme to Direct Existing High Voltage Overhead Lines**

The details shown on Drawing No. PA632/655 are acceptable and can be discharged.

Officer recommendation: Discharge the condition

PART FOUR – CONCLUSION

14.0 Planning Balance and Conclusion

- 14.1 The principle of development has already been established by the existing outline DC/18/00606.
- 14.2 The proposed scheme has been sensitively designed and is considered to be of a scale and character that will sit comfortably within the context of the wider village and is in itself considered sustainable.
- 14.3 It is therefore considered appropriate in planning terms.
- 14.4 The details submitted pursuant to conditions 5, 11, 16, 21, 22 and 24 are acceptable and can be discharged.
- 14.5 The details submitted pursuant to conditions 7, 9, 10 and 13, require further information to be provided prior to their discharge or alternatively a refusal to discharge these conditions should be issued. Given that the additional information required can be readily obtained it is considered reasonable and practicable to seek the additional information and ensure that all statutory consultees are happy with the information provided prior to discharging these. Discharge of these conditions has already been delegated to Officers, so it is advised that Members should allow for the Chief Planning Officer to discharge the aforementioned conditions without the need for these to be presented to Members again once the required information is submitted.
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RECOMMENDATION

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

- Standard time limit (3yrs for implementation of scheme)
- Approved Plans (Plans submitted that form this application)
- Phasing Condition (To allow phasing of the development and allows spreading of payments under CIL)
- Level access to enable wheelchair access for all dwellings/buildings.
- Estate Roads Design Condition: Before the development is commenced, details of the estate roads and footways shall be submitted to and approved in writing by the Local Planning Authority.

That the following conditions be discharged on the basis of submitted supporting material (noting that this matter has already been delegated to Officers)

Condition 5: Open Market Housing Mix

Condition 11: Construction Surface Water Management Plan

Condition 16: Surface Water Drainage

Condition 21: Energy Assessment

Condition 22: Archaeological WSI

Condition 24: Scheme to Direct Existing High Voltage Overhead Lines

(3)The Chief Planning Officer be given delegated authority to discharge (individually or collectively) the following conditions ((noting that this matter has already been delegated to Officers)

Condition 7: Biodiversity Enhancement Strategy for Protected and Priority Species

Condition 9: Construction Management Plan

Condition 10: Construction Environmental Management Plan

Condition 13: Noise and Vibration Protection Scheme

Upon the receipt of additional information as required where the Chief Planning Officer is satisfied that the proposed details are appropriate

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

- Proactive working statement
- SCC Highways notes
- Support for sustainable development principles.