



FURTHER REPRESENTATIONS OF STOWMARKET TOWN COUNCIL

PLANNING APPLICATION DC/21/00407 - GATEWAY 14

APPLICATION DETAILS

Gateway 14 Land Between The A1120 And A14 Stowmarket Suffolk

Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including:

Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works:

Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works (additional plans, documents and EIA information received 08/04/2021).

Introductory Comments

Stowmarket Town Council supports the principle of development of Gateway 14 on land between the A1120 and A14. It has made various representations previously on the initial application, (to which it would refer the Planning Authority). In addition, it now makes further representations below in respect of the updated application and supporting information that has been submitted by the applicant.

Where geographical locations are referred to in these representations, they relate to the locations 1 to 6 shown in the Landscaping Master Plan (**JBA 20-104 Illustrative Landscape Masterplan.indd**) as follows:

Location	Description	Parameters Plans
1	North and West Boundary Frontage near Cedars Park	01 and 07
2	Entrance and Spine Road into Site	06, 07 & 09
3	Frontage of A1120 from Tesco Roundabout to Muntons	08 & 013
4	Northern Corner of Site turning from A14 Logistics and Industrial Offices at Centre East of Site	N/A N/A
5	Eastern Boundary looking towards Creeting St Peter	03, 04, 10, 11 & 16
6	South Eastern Corner of Site for Biodiversity Zone	15, 16 & 17

Landscaping Master Plan

In March 2014, Mid Suffolk District Council (MSDC) adopted the Mill Lane, Stowmarket Development Brief as a supplementary planning document (SPD). The guidance set out within the Development Brief is to be taken into account as a material consideration when determining the planning application. Chapter 4.3 of the SPD specifically refers to the landscape context, and comments that:

“ The Landscaping strategy for the Site should not only provide mitigation of the visual intrusion of new roads and buildings but will simultaneously improve existing landscape and visual amenity by eliminating the existing poor quality views of the Maltings and chemical works from the A14 and Cedars Link. The strategy takes account of the quality of views of the site from all directions”.

The Environmental Impact Assessment prepared by Avison Young recognises the “*relatively open nature of the site*” particularly towards the east. The “Summary of Visual Effects” consistently refers to “Large Negative” effects from various viewing points around the site during the Construction Phase. It goes on to predict “Large Negative” and “Medium Negative” effects during the Completion and Operation Phase and also “Large Negative”, “Medium Negative” and “Small Negative” effects at Year 15 of the Completion and Operation Phase.

Effective landscaping measures are vitally important to mitigate the significant impact of development. The success of the landscaping measures will help determine to what extent the proposals bring about a high quality development and ultimately, whether or not Gateway 14 is accepted by the local community as a high quality development.

The specific aspects of the Landscaping Master Plan upon which the Town Council wishes to comment are as follows:

Location	Description	Comments
1	North and West Boundary Frontage	The A1120 is situated below the level of the development site and consequently, it appears to be implied that the impact on the landscape will be minimal. However, this fails to recognise the likely impact of development upon Cedars Park which is at the same height as the development site. There seems to be a lack of tree planting proposed on the ridge, (please refer to the elevational drawing presented by the applicant), to address the concerns of the residents of Cedars Park regarding visual intrusion and light and noise pollution. It is recommended that planting is strengthened on the edge of the site from the A14 roundabout to the main entrance from the Tesco roundabout to reduce this impact.
2	Entrance and Spine Road Landscaping	The proposal to remove existing vegetation to enable the access road to be created must, in the opinion of the Town Council, be handled sensitively. Other developments in the town recently have caused significant alarm within the local community because of the public perception that trees and hedgerows have been removed insensitively by developers and without appropriate oversight by the Planning Authority.

		<p>Replacement planting should not only take place, as soon as possible, but the approach adopted should be communicated clearly and widely across the local community at an early stage, so that the proposals for replacement planting are understood.</p> <p>The Town Council supports the objective stated by the applicant that:</p> <p><i>“The tree planting strategy will provide vertical structure with both ornamental and native species being used to help define focal points, way-finding specimen trees, avenues of primary routes and a variety of species for foraging, nesting and ecological benefits for a range of species of fauna.”</i></p> <p>The spine of the site has the potential to be visually attractive with the introduction of a coherent planting scheme has the potential to provide much-needed character to a landscape otherwise dominated by large building structures.</p>
3	Strategic Landscaping along Boundaries bordering the A1120 from Tesco Roundabout to the boundary with Muntons	<p>The applicant recognises that:</p> <p><i>“These boundaries will require extensive advanced landscaping to provide mitigation for visual impact of the development. “</i></p> <p>Although having said this, the proposals submitted by the applicant from the main entrance to the boundary of Muntons, appear to be wholly inadequate in mitigating the visual impact of the huge logistics unit at the southern end of the site.</p> <p>The A1120 is at the same height and in some places, slightly elevated, above the development site and the proposed warehousing unit is in close proximity to the road. Therefore, it is recommended that this area is reviewed and a more effective planting scheme devised, that will help to “soften” the visual impact of the development site on the landscape.</p>
4	Internal Landscaping – Logistics and Industrial/Office	<p>The application states that:</p> <p><i>“The landscaping around these areas are designed to be more ecological with wildflower meadows and native trees to encourage wildlife to thrive around the site and increase biodiversity.”</i></p> <p>The Town Council supports such an approach and believes that there is an excellent opportunity to incorporate more hedgerow corridors within the proposals. They would help to promote biodiversity as well as providing a distinct character and identity to the space around the Office Space/ Innovation Centre for those working in creative, technology-based and professional services.</p>
5	Strategic Landscaping on Eastern Boundary	<p>The Town Council considers that the impact of the proposals on the lower lying land and properties to the east of the development should not be under-</p>

		<p>estimated. The elevational drawing submitted by the applicant of the new structures protruding above the proposed new bunding amplifies this point.</p> <p>Proposals to implement early planting and mixed evergreen and deciduous planting to provide year round foliage are welcomed. However, it should be recognised that whatever measures are put in place, the fulfilment of applicant’s statement that “The proposed vegetation will provide a screen of vegetation at maturity” will only be achieved many years into the future. Therefore, the Town Council reiterates its views that:</p> <ol style="list-style-type: none"> a. All planting should be undertaken on site at the very earliest opportunity; and b. New planting on site must be managed through an effective maintenance and watering regime. <p>The Landscape Officer has commented previously:</p> <p><i>“We have concerns regarding the density and width of the proposed strategic landscaping on eastern boundaries and question whether low-level bunding may also be necessary to increase the height of the proposed mitigation planting.”</i></p> <p>The adequacy of the proposals submitted by the applicant continue to be of concern to the Town Council with regard to the over-bearing nature of the development upon the residents of the Clamp Farm development.</p>
6	Strategic Landscaping – Biodiverse Landscapes	<p>The amenity and biodiversity zone in the far south-eastern corner of the site is welcomed by the Town Council and it supports the outline proposals subject to any changes/improvements recommended by the Landscape Officer.</p> <p>The Town Council endorses the comments provided by the Landscape Officer with regard to the use of deep rooting grasses which can have benefits in terms of being drought resistant, reducing the need for irrigation, reducing mowing, saving on fuel usage and emissions and reduction in green waste resulting in reduced environmental impact.</p>

Net Biodiversity Gain

The Masterplan includes a dense mix of commercial units, car parking and connecting roads. This requires a significant commitment from the applicant to promote biodiversity on the remaining land that is available through appropriate landscaping, planting and rewilding measures, to deliver a net biodiversity gain from the site.

Opportunities exist on the site to be innovative and create corridors for wildlife. This is preferable to the proposed areas of amenity grass land referred to by the Landscape Officer of MSDC as “green deserts” in terms of their ecological value.

The Illustrative Landscaping Master Plan appears to provide a pattern of sparse and ornamental tree planting within the curtilage of the site which misses some of the opportunities that exist. The Town Council urges the Planning Authority to require steps to be taken to review the density of the proposed planting schemes, particularly where they are being proposed to provide screening. The Town Council recommends that a site-wide approach should be taken to promoting biodiversity in terms of meadow grass, wildflowers, hedge planting and creation of wildlife habitats rather than relying exclusively on the Biodiversity Zone in the southern-corner of the site to provide most, if not all, of the net biodiversity gain for the site.

Travel

The Environmental Assessment prepared by Avison Young refers to the use of Mill Lane for construction vehicles to create the new entrance stating that:

“ The timescale will be limited to a few weeks at most until the access from the A1120 roundabout is available. Trips will be directed to approach the site from the west. No trips from the east will be permitted unless they are generated in Creeping St Peter or St Mary.”

The Town Council considers that greater detail should be provided about the timeframe for construction works to facilitate positive engagement with the local community about all aspects of the project through to later works involving the closure of the existing route of Mill Lane and re-direction of its route.

The response by the applicant to the issues raised by MSDC concerning traffic flows admits that there is no data regarding potential traffic movements. The Town Council continues to have serious concerns about the cumulative effect of the growing traffic movements in, and around, the Tesco roundabout on the A1120, particularly noting the growth that has taken place through the introduction of McDonalds and Costa, and Howdens, Screwfix and Toolstation in less than 2 years. There appears to be a reluctance on the part of the applicant to recognise these issues, their implications for road safety and their impact upon local residents. The proposed Toucan crossing continues to be of concern to the Town Council. Its introduction close to the complex five-arm Tesco roundabout where vehicles will accelerate quickly to avoid other vehicles in negotiating the roundabout, creates another potentially dangerous variable for motorists to recognise and respond to. Additional signage and road markings will be essential in protecting pedestrians using the Toucan crossing.

The proposed Shuttle Bus Service is welcomed in providing a direct link to the railway station. However, the Town Council looks for a commitment from the applicant to support this service for a significant period of time in the early years of developing the site whilst the number of people employed there is allowed to grow. It would certainly oppose any decision to remove such a service prematurely as the use of connected train and bus services must provide a viable alternative to the use of motor vehicles.

The applicant has stated that the number of active and passive EV charging points has been increased. However, this is from an extremely low level of 5% for both active and passive charging points to 10% active and 20% passive. The Town Council would welcome the input of MSDC to ensure the adequacy of the measures and to ensure that the site is ready for the changes in fuel technology for vehicles which are set to occur during the next decade.

Closing Remarks

In the “Summary of Updated Information” provided by the Applicant, references are made to various minor changes made to the original application to address the concerns of the Landscaping Officer, the Heritage Officer, Highways England etc. However, there are no references made to any changes that have been incorporated within the proposals in direct

response to the points raised by the local community. The representations made by the Town Council and members of the local community seek to feed into the planning process local knowledge and experience which can help to deliver better quality outcomes from the development. The Town Council hopes that the developer will respond positively to this information and the Planning Authority will apply conditions on any planning consent granted that reflect the issues that have been raised through the consultation process.

Stowmarket Town Council
April 2021



**REPRESENTATIONS OF STOWMARKET TOWN COUNCIL
PLANNING APPLICATION DC/21/00407 - GATEWAY 14**

APPLICATIONS DETAILS

Gateway 14, Land between the A1120 and A14 Stowmarket Suffolk

Hybrid application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including:

Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works; and

Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works.

FOREWARD

Stowmarket Town Council recognises that part of the application seeks full planning permission for site enabling works and the other part of the application seeks outline planning permission (with all matters reserved except for access). The representations below, seek to identify a wide range of issues relating to the applications. The Town Council asks that the Planning Authority gives the widest possible consideration to these matters at this stage, to ensure that they are taken into account in determining the applications. This is notwithstanding the fact that many of the points relate to the detail rather than the principle of development and will be dealt with as reserved matters at a later stage.

INTRODUCTION

Stowmarket Town Council recognises that Gateway 14 is one of the most significant development proposals for Stowmarket that has come forward in recent years. The creation of local employment opportunities, along with the provision of appropriate infrastructure and amenities, is vitally important in enabling Stowmarket to grow into a sustainable community in accordance with the objectives contained within the National Planning Policy Framework.

It has been observed that there has been a growing imbalance in the town between the increase in residential development and the availability of local employment. The Town

Council believes that it is imperative that, should planning consent be granted, Gateway 14 provides a wide range of employment opportunities for local people. These must extend beyond warehousing and distribution into new and emerging technologies which will diversify the range of jobs on offer to local people, including those leaving local schools and colleges.

SUMMARY OF REPRESENTATIONS

The Town Council recognises that Gateway 14 is an allocated site for growth. It is identified within The Mid Suffolk Local Plan (the Stowmarket Strategic Development Area refers), the Mill Lane Development Brief (adopted as a supplementary planning document in 2014) and within the Stowmarket Area Action Plan 2013 (SAAP) (the Stowmarket Business and Enterprise Park paras 7.42 to 7.48 refer). As such, **the Town Council has no objection to the principle of development on the site.** Government planning policy also appears to presume in favour of developments such as Gateway 14, with National Planning Policy Framework (NPPF) para. 80 stating that:

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

Equally however, there is an opportunity provided through the planning process to achieve a high quality development in Stowmarket, with NPPF para. 124 highlighting that:

“ The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”

In respect of the above, **the Town Council believes that there are a large number of material planning considerations that the Planning Authority will wish to take into account in determining the planning application, and in respect of which, conditions and restrictions may be applied to any consent that the Planning Authority sees fit to grant.**

KEY POINTS

The main points that the Town Council wishes to raise are as follows:

1. TRAFFIC AND TRANSPORT ISSUES

The Planning Authority will be aware that a Traffic Impact Assessment (TIA) provides a technical analysis of traffic problems and safety issues relating to a specific development. The chief objective of the TIA report is to identify whether a particular development project will have an impact on the safety and efficiency of adjacent roads. However, desktop modelling of traffic flows may only be partially successful in anticipating the pressures placed on local road networks. This is evidenced by the fact that motorists can sometimes encounter road junctions across the region where they feel that they are “taking their lives in their hands”, which have been subject to TIAs.

The Town Council considers that the main purpose of consultation with local communities is to feed into the planning process local knowledge that gives a better understanding of the potential impact of planning proposals “on the ground”. During the public consultation, it has become apparent that the applicant’s representatives are not unduly concerned about the impact of the development upon the local road network. However, the Town Council shares the concerns raised by members of the local community about the capacity of the Tesco roundabout, (situated at the intersection of the A1120 and Gun Cotton Way), to cope with increasing levels of traffic from the new development. The Traffic Assessment submitted as part of the application, does not alleviate any of these concerns.

Stowmarket is a fast-growing market town. The perception of the local community is that there has been a significant growth in traffic associated with the opening of McDonalds and Costa and also, to a lesser extent, Toolstation, Howdens and Screwfix over the past two years. The cumulative effect, when considered along with the traffic associated with the thriving Tesco store, is that the roundabout has become a major confluence for road traffic. Added to this, it is suggested that Gateway 14 development is a “game changer” which will compound the problem and expose the limitations of what will become a five arm roundabout.

Traffic and pedestrian safety are of paramount importance. Should any pedestrian crossing be provided over the A1120, such as by a Toucan Crossing, its proximity to the roundabout must be assessed carefully as the Town Council is concerned that it could be extremely hazardous. The Highways Officer has commented upon the feasibility of the crossing within her representations to the Planning Authority and referred to the siting of the crossing and the inappropriateness of the speed limits currently in place if a crossing is to be introduced. In addition, traffic signalling on the roundabout may be necessary at prescribed times of the day, to manage the problems associated with slow moving traffic leaving Gateway 14 and Cedars encountering fast moving traffic from the dual carriageway of the A1120 at the Tesco roundabout.

It is also noted that the Suffolk County Transport Model identifies that many of the arms on the roundabout of A14 Junction 50 are “nearing or over capacity”, at peak hours in mornings and evenings. Significant mitigation measures are likely to be required if queues are not to go back from the Tesco roundabout up on to the A14 dual carriageway. Congestion around the roundabout could not only effect access into Stowmarket but also Stowupland from Junction 50.

In summary, The Town Council believes that inadequate traffic planning has the potential to lead to traffic congestion and inadequate safety measures, with the local community left to suffer the consequences. It urges the Planning Authority to review the information submitted and the adequacy of the current proposals contained within the application.

2. DELIVERY OF A MIXED DEVELOPMENT

The Town Council has received representations from the local community about the mix of development on site, the forecasts for employment and whether or not ultimately, Gateway 14 will be successful as a site for economic growth. There has been specific concern expressed about the link with Felixstowe Freeport and how this was only

reported through the media after the public consultation events for Gateway 14 had been concluded.

There has also been speculation about whether it means that Gateway 14 will become merely a staging point and storage depot for the port or, if the link with the Freeport will create greater opportunities for the diversification of the site. The narrative accompanying the application of it being “a phased employment-led redevelopment of Mill Lane” has done little to dispel these notions for it seems to pave the way for a market-led development which might not deliver the mixed development that is being sought by local stakeholders. The illustrative master plan seems to further substantiate this point of view by providing a blueprint for the site which is dominated by large units that would typically be used for warehousing and distribution.

Gateway 14 offers an outstanding opportunity to provide a mix of employment comprising a significant proportion of "high value, high skill or high knowledge" jobs by tapping into the high value industries located a mere 40 minutes to the west in Cambridge, alongside distribution and warehousing jobs that might arise from the town's proximity to Felixstowe 40 minutes to the east. It is suggested that by attracting diverse investment into Stowmarket it will result in a stronger economic base for the town than would be provided by a “single use” site.

Further to the above points, the Town Council would ask the Planning Authority to ensure that the class orders are applied (at this or a later stage in the process as appropriate), promote and protect the objective to deliver a mixed use site including B2 and E classes along with B8. This is important if the Gateway 14 development is to fulfil its potential in contributing towards a diverse, thriving and sustainable local economy in Mid-Suffolk.

3. MILL LANE

The application contains proposals for re-routing Mill Lane so that the road to “The Creeting” goes through Gateway 14. There have been concerns expressed that the road could become a “rat run” and there should be a revised road layout and traffic calming measures to avoid this. We anticipate that Creeting St Peter Parish Council may wish to expand upon this point in making their representations to the Planning Authority as part of the proposal is in their parish and outside the town boundaries of Stowmarket.

The road and ninety degree bend at Clamp Farm are not considered to be “fit for purpose” and the conditioning of any planning consent would seem to be wholly appropriate to make the road navigable by large vehicles and protect the buildings at Clamp Farm and their occupants. The furthest possible separation of the diverted route from Clamp Farm should be sought to reduce the impact of the development upon the residential amenity of the householders. The developer is invited to conclude negotiations with the local landowner to enable the current route to be diverted.

4. CAR PARKING

The Town Council asks the Planning Authority to scrutinise the adequacy of car parking on site:

- a) In terms of the provision of spaces for employees and the potential for overspill parking to take place into residential areas within Cedars Park; and
- b) In respect of lorry parking and the potential for a significant increase in roadside parking near to Gateway 14 with all the problems associated with this, in terms of public hygiene, waste management, littering etc.

There have been significant problems encountered in Stowmarket and Creeting St Peter in recent years, in respect of the irresponsible behaviours of lorry drivers passing through the area and parking on roadside verges at night. The provision of adequate parking on site is vital if this problem is not to increase significantly. This echoes the point made in NPPF para. 107, which states that:

“ Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.”

Fundamentally, there is a need for development to be respectful of those that live nearby and their quality of life and it is suggested that there is a significant risk to community relations if regular vehicular movements at night disturbs the local area. Therefore, adequate consideration should be given to the implementation of appropriate noise reduction measures not only within the boundaries of the development site but close to the roads that will service the site which are not within the boundaries of Gateway 14.

5. DESIGN OF THE SITE

The Town Council has received representations from members of the local community about the size and scale of some of the development which does not provide the anticipated commercial gateway to the eastern end of the town.

SAAP para. 7.43 states that:

“the location of the site on the east side of the A1120 (Mill Lane) between the A14 to the north and the railway line to the south, extends west into open countryside to the limits of the various landowners interests. The total area is approximately 79 hectares, with about half of this (39.5 Hectares) for employment and the rest proposed for other non-employment uses such as public open space, screening and a 13 hectares wetland centre.”

The current proposals do not appear to reflect the objectives of the Plan.

The larger units on the site have been a focus of particular attention and are clearly of a size and scale that would be unprecedented in the town.

The Town Council recognises that the site must be attractive to inward investors and hence, some of the units may need to be of a size that meets the demand that exists within the market. However, the largest unit at the southern end of the site might best be described as “vast”. Viewed from the A1120 (which is at the same level as most of the

development site and offers unimpeded views of it), the impact of this unit and its impact upon the local landscape cannot and will not be fully appreciated until such time as it is built.

The Town Council asks that the Planning Authority examines in detail, the justification for the proposals in determining the planning application and to consider whether or not the proposals constitute good quality design and development. In particular, from a planning perspective, are they reasonable and necessary or are they overly dominant and visually intrusive within the setting?

6. LOW CARBON SITE

The Town Council received presentations from the developer and District Council on the proposals for the site in which it was highlighted that a Low Carbon Study had been commissioned. The Town Council asks the Planning Authority to consider what conditions might be applied to any consent that is granted for the site (at the appropriate stage of the planning process), to ensure that the findings of the study are fully implemented and Gateway 14 becomes an exemplar of good practice for carbon reduction and environmental protection.

7. NOISE, LIGHT AND AIR POLLUTION AFFECTING LOCAL RESIDENTS

The development of the Gateway 14 site has the advantage that the A1120 provides a buffer between Cedars Park and the development site with some mature and semi-mature trees in place. However, the Town Council considers that the buffers around the site boundaries as a whole do need to be reinforced with additional screening. It is felt that a condition should be applied to any planning consent that requires that a programme of tree planting should commence, as soon as possible, as the Planting Strategy submitted by the applicant provides little detail other than examples of the types of trees that might be planted and an overview plan of the areas to be planted.

The Town Council understands that there have been discussions between the developer and the owner of Clamp Farm over the extent of the bunding and planting on the eastern edge of the development site. At the time of making its representations, the Town Council is not aware that these discussions have been concluded to the satisfaction of both parties. The Planning Authority is requested to consider the different forms of pollution that are likely to emanate from the site and ensure that those premises nearest the boundaries at Cedars Park, Clamp Farm and Muntons plc, are protected through the implementation of strict control measures that form part of any consent that is granted.

The initial and subsequent construction phases of the project have the potential to create significant amounts of air, noise and light pollution and it is anticipated that the Planning Authority will condition any consent to ensure that the hours for construction are conditioned to underpin a programme of responsible construction practices by the developer.

Concerns from residents about the potential for extensive and invasive light pollution have been highlighted with the Town Council and the cumulative effect of extensive amounts of lighting on this large site close to residential properties has to be recognised.

The Lighting Strategy states that during the construction phase: *“Lighting shall be kept to the minimum commensurate with the needs for Health and Safety and security. Lighting shall be sensitively placed, taking due account of sensitive habitat in the vicinity of the Site.”* During operations, *“Lighting for all adoptable roads, footpaths and cycle ways shall be agreed with MSDC.”*

The proposal submitted by the applicant to develop lighting in consultation with the Planning Authority is welcomed and the Planning Authority is requested to condition any consent with measures to control and reduce light pollution both in terms of the direction of lighting and managing the night-time glow from the site.

8. BIODIVERSITY ZONE

NPPF Para 179(d) refers to:

“...minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.”

It is suggested that the proposals within the application could be much clearer and more detailed with regard to the proposed Biodiversity Zone. The developer has shown a recognition of their responsibilities to seek and achieve a net biodiversity gain for the site. However, the Town Council considers that there is scope to apply conditions to the application regarding the submission of more detailed proposals to the Planning Authority and a requirement for the implementation of measures within a prescribed timeframe.

9. CONNECTIVITY WITH CYCLING ROUTES, BUS SERVICES AND THE TRAIN STATION

The problems of accessing a site that is peripheral to the town mean that pedestrian and cycling routes need to be safe and practical to provide realistic alternatives to car journeys for employees. The application does not appear to identify a coherent Travel Plan for journeys to work that connects the development site via a range of transport options. This is a requirement of NPPF para. 102 (b) to (e) which states in respect of the development plan for the site:

- “b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

In addition, SAAP para. 7.47 states that:

“ A development brief for future development of the site will require the provision of a Town Edge Bus Stop with 'Real Time Passenger Information' (RTPI) as part of a business community centre. Enhanced cycling and walking facilities through the site linked to Cedars Park and the emerging residential areas across the rest of the town will help to deliver the sustainable transport objectives of the Stowmarket Area Action Plan.”

It is suggested that more could have been done in preparing the application to have regard the provisions of the Plan developed by the Planning Authority. Indeed, the Highways Officer has commented that a number of points will need to be addressed by the applicant before the Framework Travel Plan that has been presented can be accepted.

10. GENERAL POINT ON LANDSCAPING

SAAP Policy 7.11 states that:

“Landscape proposals must satisfactorily address:

- i. the 'urban gateway' role of the site;*
- ii. limiting its visual intrusion into the open countryside, including a minimum of 40m of structural landscaping along the length of Cedars Link A1120 for each phase of development;*
- iii. views in, out, and across the site;*
- iv. the important 'edge of town' setting;*
- v. potential light pollution issues;*
- vi. the needs of the NPPF Technical Guidance; and*
- vii. a designated wetland area to the south-east and provision of a planting scheme to the north-east of the site (phase 2).”*

The above provides an extensive set of requirements that any development of the proposed site must fulfil. The Planning Authority is urged to consider whether or not the current proposals satisfy existing planning policy or require modification and re-working to comply with the existing Development Plan and Policies.

CLOSING REMARKS

Stowmarket Town Council recognises that the National Planning Policy Framework presumes in favour of sustainable development and that one of the primary objectives contained within the framework is the economic objective to build a “strong, responsive and competitive economy”. **The proposal to deliver Gateway 14 appears to be consistent with this economic objective.** However, the Framework also includes specific requirements:

- to achieve well-designed places;
- to promote sustainable transport;
- to conserve and enhance the natural environment; and
- to promote healthy and safe places.

The Town Council notes that many legitimate concerns have been raised by local residents about the proposals, as part of the public consultation exercise, and it asks that these are given the fullest possible consideration by the Planning Authority in

determining the planning application. Furthermore, should consent be granted, the District Council is requested to consider what measures that it can implement to ensure that the local community is kept informed of progress on site and offers reassurance that the development is being undertaken in accordance with the conditions of any consent that is granted.

In closing, Stowmarket Town Council welcomes the opportunity to make representations on the planning application. It supports the development of the site in principle but it wishes to see the very best economic, environmental and socially responsible development takes place at Gateway 14. Therefore, it asks the Planning Authority to consider what conditions and restrictions should be applied to control and mitigate the impact of development. It also looks to the developer to take on board the feedback received from the local community and recognise the responsibilities implicit in the use of public funds to commence the delivery of Gateway 14.

Stowmarket Town Council

Presented to the Planning Authority on 17th February, 2021

Consultee Comments for Planning Application DC/21/00407

Application Summary

Application Number: DC/21/00407

Address: Gateway 14 Land Between The A1120 And A14 Stowmarket Suffolk

Proposal: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works (additional plans, documents and EIA information received 08/04/2021).

Case Officer: Gemma Walker

Consultee Details

Name: Mrs Jennie Blackburn

Address: 1 All Saints Road, Creeting St Mary, Ipswich, Suffolk IP6 8NF

Email: Not Available

On Behalf Of: Creeting St. Peter Parish Clerk

Comments

The Parish Council note the amendments and have no further comments to make apart from the following:

The shuttle bus should serve the development itself, and not terminate north and west of the A1120.

Consultee Comments for Planning Application DC/21/00407

Application Summary

Application Number: DC/21/00407

Address: Gateway 14 Land Between The A1120 And A14 Stowmarket Suffolk

Proposal: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works.

Case Officer: Gemma Walker

Consultee Details

Name: Mrs Claire Pizzey

Address: 2 Broomspath Road, Stowupland, Stowmarket, Suffolk IP14 4DB

Email: Not Available

On Behalf Of: Stowupland Parish Clerk

Comments

Stowupland Parish Council OBJECTS to the application and would make the following comments:

No vehicles associated with the construction works to use A1120 through Stowupland

No deliveries to or from units within the development to use A1120 through Stowupland

All possible landscaping and planting to be completed before construction of any of the business units commences.



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Martin Fellows
Operations (East)
planningee@highwaysengland.co.uk

To: Mid Suffolk District Council

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

Council's Reference: DC/21/00407

Referring to the planning application referenced above, dated 27 January 2021, Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works, Gateway 14, Land Between The A1120 And A14, Stowmarket, Suffolk. Notice is hereby given that Highways England's formal recommendation is that we:

~~a) offer no objection;~~

b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);

- ~~e) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

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

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

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gsi.gov.uk.

Date: 26 July 2021	
Signature:	
Name: Mark Norman	Position: Spatial Planning Manager
Highways England: Woodlands, Manton Lane Bedford MK41 7LW	
Mark.norman@highwaysengland.co.uk	

Annex A Highways England recommended further assessment required

HIGHWAYS ENGLAND has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current

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

activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regard DC/21/00407 and has been prepared by Mark Norman.

Discussions have been ongoing on this application since it was submitted back in January. It anticipated that a travel plan will prevent any adverse impact on the Strategic Road Network SRN. As part of the negotiations it has been agreed that if the peak hour trips breach a cap, to be agreed between the Applicant and the highway authorities, based on the trip generations set out in the Transport Assessment (carried out by Richard Jackson Ltd and dated 14th January 2021), that an improvement as shown in outline on Richard Jackson Drawing No number 60417/pp/013 A dated 17 May 2021 will be implemented and open to traffic with 24 calendar months of the cap having been breached. Any such improvement must be shown to comply with the provisions of the Design Manual for Roads and Bridges and/or any approved Departures from Standard.

1. No part of the development hereby approved shall be brought into use unless and until the Travel Plan has been approved in writing by the Local Planning Authority who shall consult with Suffolk County Council and Highways England as Highways Authorities.

The Travel Plan shall be in line with prevailing policy and best practice and shall as a minimum include:-

- The identification of targets for trip reduction and modal Shift
- The methods employed to meet these targets
- The mechanisms for monitoring and review
- The penalties to be applied in the event that targets are not met (implementation of scheme shown in outline on Richard Jackson drawing number 60417/pp/013 A dated 17 May 2021)
- The mechanisms for mitigation
- Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter
- Mechanisms to secure variations to the Travel Plan following monitoring and reviews

Reason:

To ensure that the A14 continues to serve its purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety on that route



Gemma Walker
Mid Suffolk District Council
Planning Department
Endeavour House Russell Road
Ipswich
Suffolk
IP1 2BX

Our ref: AE/2021/125855/03-L01
Your ref: DC/21/00407

Date: 29 April 2021

Dear Ms Walker

HYBRID APPLICATION FOR THE PHASED EMPLOYMENT-LED REDEVELOPMENT OF LAND AT MILL LANE, STOWMARKET (GATEWAY 14) INCLUDING: FULL PLANNING FOR SITE ENABLING WORKS PHASE COMPRISING, GROUND REMODELLING, UTILITY DIVERSIONS, INSTALLATION OF FRAMEWORK LANDSCAPING, CREATION OF NEW FOOTPATH LINKS, INSTALLATION OF PRIMARY SUBSTATION, HIGHWAYS WORKS INCLUDING STOPPING UP OF MILL LANE, NEW ALL MODES LINK FROM THE A1120 CEDARS LINK TO MILL LANE, NEW FOOTWAY CYCLEWAY OVER THE EXISTING A1120 OVERBRIDGE, INSTALLATION OF TOUCAN CROSSING ON THE A1120 CEDARS LINK, FOOTPATH CONNECTION TO THE GIPPING VALLEY WAY, FOUL AND SURFACE WATER DRAINAGE INFRASTRUCTURE, OUTFALLS AND ASSOCIATED WORKS: OUTLINE PLANNING PERMISSION (ALL MATTERS RESERVED, EXCEPT FOR ACCESS) FOR THE ERECTION OF BUILDINGS COMPRISING EMPLOYMENT AND COMMERCIAL USE, OPEN SPACE AND LANDSCAPING, CAR AND CYCLE PARKING, HIGHWAY WORKS, AND OTHER ASSOCIATED WORKS.

GATEWAY 14, LAND BETWEEN THE A1120 AND A14, STOWMARKET, SUFFOLK

Following our response referenced AE/2021/125855/01-L01 and dated 8 March 2021, the applicant has provided supplementary information to us. We are therefore removing our holding objection on flood risk. We therefore have no objections providing the condition raised originally on foul drainage is appended should the permission be granted and providing that you have taken into account the flood risk considerations which are your responsibility. We have highlighted these in the flood risk section below.

Flood Risk

Our maps show the site lies within fluvial Flood Zone 3a defined by the 'Planning Practice Guidance: Flood Risk and Coastal Change' as having a high probability of flooding. The proposal is for full planning for the site enabling works phase comprising; ground re-modelling, utility diversions, installation of framework

landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works. The proposal also includes outline planning permission with matters reserved for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works, which is classified as a 'less vulnerable' development, as defined in [Table 2: Flood Risk Vulnerability Classification](#) of the Planning Practice Guidance. Therefore, to comply with national policy the application is required to pass the Sequential Test and be supported by a site specific Flood Risk Assessment (FRA).

To assist you in making an informed decision about the flood risk affecting this site, the key points to note from the submitted FRA, referenced 60417 – Revision B and dated 06/01/2021, are:

Actual Risk

- The applicant has not updated the FRA to address our existing holding objection response. However they have provided other additional information, which changes our view on the holding objections.
- The applicant has confirmed via email to us that *“the revised flood levels for the Gipping do not make any difference to the proposals as we have no proposals in the gipping floodplain expect planting. We used 25mAOD”*. The EA River Gipping model 2020 replaced the EA River Gipping model 2012 used in the FRA. Looking at the Gipping 2020 model, node point “GIPP_21800” is the closest to the site. The flood level at this node point only exceeds 25m AOD in the 0.1% (1 in 1000) annual probability flood event including, a 25% allowance for climate change with a flood level of 25.09m AOD.

As such fluvial flood risk from the River Gipping only affects the proposals in future Flood Zone 2. The site boundary is within Flood Zone 3a of fluvial flood risk from the River Gipping, however as detailed in the point above the proposals have been sequentially sited into current day Flood Zone 1 and future Flood Zone 2. Proposals within Flood Zones 1 and 2 now and in the future are the responsibility of the Local Planning Authority to determine.

- The applicant has provided the flood modelling assessment for planning application 1582/17, which provides flood risk modelling on the Creeping Lane watercourse. Looking at the Environment Agency’s response to this previous planning application referenced AE/2017/121748/01-L01, Dated 6th July 2017, we had no objection to the use of this model for planning purposes with the previous planning application.

Figures 28 and 29 of the flood modelling assessment (referenced 1772/RE/02-17/01 and dated February 2017) shows the current day and climate change flood extents of the Creeping Lane watercourse. These shows that the site proposals are sequential sited within Flood Zone 1 current day and with climate change.

- **Please consider holding objection points 1, 2, 3, 5, 6 and 7 of letter referenced AE/2021/125855/01-L01 and dated 8th March 2021 removed, as a result of additional information detailed in the bullet points above. You may wish to ask the applicant to assess the proposals against the new Environment Agency River Gipping model 2020 within their FRA, so that you can make a more informed decision on flood risk.**

You may wish to ask the applicant to assess the proposals against the Level 1 and Level 2 Babergh and Mid Suffolk Strategic Flood Risk Assessments 2020 within their FRA, so that you can make a more informed decision on flood risk.

- The applicant has also confirmed that *“No culverts are proposed to be built at this location, there is an existing bridge which connects the existing footpath”* in relation to holding objection point 4.

Please consider holding objection point 4 of letter referenced AE/2021/125855/01-L01 and dated 8th March 2021 removed, as a result of additional information detailed in the bullet point above.

Environment Agency model review

Flood risk modelling undertaken by a third party has been used in support of this application and the Environment Agency has applied a risk based approach to the assessment of this model. The Environment Agency has not undertaken a full assessment of the fitness for purpose of the modelling and can accept no liability for any errors or inadequacies in the model.

Guidance for Local Council on partnership funding for new/upgraded defences

Please note that government funding rules do not take into account any new properties (residential or non-residential), or existing buildings converted into housing, when determining the funding available for new/upgraded defences. Therefore as the proposed development may reduce the funding available for any future defence works we would like to take opportunities to bring in funding through the planning system, so please can you consider this when determining the planning application.

Sequential Test / and Exception Tests

The requirement to apply the Sequential Test is set out in Paragraph 158 of the National Planning Policy Framework. The Exception Test is set out in paragraph 160. These tests are your responsibility and should be completed before the application is determined. Additional guidance is also provided on [Defra's website](#) and in the [Planning Practice Guidance](#).

Other Sources of Flooding

In addition to the above flood risk, the site may be within an area at risk of flooding from surface water, reservoirs, sewer and/or groundwater. We have not considered these risks in any detail, but you should ensure these risks are all considered fully before determining the application.

We trust this advice is useful.

Yours sincerely

Mr Liam Robson
Sustainable Places - Planning Advisor

Direct dial 020 8474 8923

Direct e-mail Liam.Robson@environment-agency.gov.uk

cc RICHARD JACKSON ENGINEERING CONSULTANTS

End

4



Gemma Walker
Mid Suffolk District Council
Planning Department
Endeavour House Russell Road
Ipswich
Suffolk
IP1 2BX

Our ref: AE/2021/125855/01-L01
Your ref: DC/21/00407
Date: 08 March 2021

Dear Ms Walker

HYBRID APPLICATION FOR THE PHASED EMPLOYMENT-LED REDEVELOPMENT OF LAND AT MILL LANE, STOWMARKET (GATEWAY 14) INCLUDING: FULL PLANNING FOR SITE ENABLING WORKS PHASE COMPRISING, GROUND REMODELLING, UTILITY DIVERSIONS, INSTALLATION OF FRAMEWORK LANDSCAPING, CREATION OF NEW FOOTPATH LINKS, INSTALLATION OF PRIMARY SUBSTATION, HIGHWAYS WORKS INCLUDING STOPPING UP OF MILL LANE, NEW ALL MODES LINK FROM THE A1120 CEDARS LINK TO MILL LANE, NEW FOOTWAY CYCLEWAY OVER THE EXISTING A1120 OVERBRIDGE, INSTALLATION OF TOUCAN CROSSING ON THE A1120 CEDARS LINK, FOOTPATH CONNECTION TO THE GIPPING VALLEY WAY, FOUL AND SURFACE WATER DRAINAGE INFRASTRUCTURE, OUTFALLS AND ASSOCIATED WORKS: OUTLINE PLANNING PERMISSION (ALL MATTERS RESERVED, EXCEPT FOR ACCESS) FOR THE ERECTION OF BUILDINGS COMPRISING EMPLOYMENT AND COMMERCIAL USE, OPEN SPACE AND LANDSCAPING, CAR AND CYCLE PARKING, HIGHWAY WORKS, AND OTHER ASSOCIATED WORKS.

GATEWAY 14, LAND BETWEEN THE A1120 AND A14, STOWMARKET, SUFFOLK

Thank you for your consultation dated 27 January 2021. Apologies for the delay in providing our response. We have reviewed the application as submitted and are raising a holding objection to this application on flood risk grounds. We are also requesting a condition on foul drainage.

Flood Risk

Our maps show the site lies within fluvial Flood Zone 3a, defined by the 'Planning Practice Guidance: Flood Risk and Coastal Change' as having a high probability of flooding. The proposal is for full planning for the site enabling works phase comprising; ground re-modelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new

Environment Agency
Iceni House Cobham Road, Ipswich, IP3 9JD.
Customer services line: 03708 506 506
www.gov.uk/environment-agency

Cont/d..

footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works. The proposal also includes outline planning permission with matters reserved for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works, which is classified as a 'less vulnerable' development, as defined in [Table 2: Flood Risk Vulnerability Classification](#) of the Planning Practice Guidance (PPG). Therefore, to comply with national policy the application is required to pass the Sequential Test and be supported by a site specific Flood Risk Assessment (FRA).

We have not seen evidence that you have applied the Sequential and Exception Tests. This is your responsibility and we recommend you consider them before the applicants review their FRA.

We have reviewed the submitted flood risk assessment (FRA), referenced 60417 – Revision B and dated 06/01/2021, and consider it does not comply with the requirements set out in the Planning Practice Guidance, Flood Risk and Coastal Change, Reference ID: 7-030-20140306. It does not, therefore, provide a suitable basis for assessment to be made of the flood risks arising from the proposed development. In particular, the submitted FRA fails to:

1. Use the correct flood levels from us.
2. Correctly calculate the expected flood depths on site for full planning.
3. Demonstrate adequate flood storage compensation for the proposed development. The site proposals include ground re-modelling work and looking at the proposed site plan detailed in appendix D of the FRA Plots "1000 E(g)/B2/B8" and "4000 E(g)/B2/B8" are both in Flood Zone 3a. It is unclear whether these areas are proposing ground re-modelling / ground raising work. If they are proposing ground re-modelling / ground raising work flood storage compensation is likely to be required.
4. The Environment Agency has a policy of objecting to the culverting of watercourses and the proposed site plans, indicate that the ordinary watercourse "Creeping Lane" to the north east of the site may be culverted.
5. JFLOW Flood Zones not suitable for planning purposes.
 - The FRA fails to identify the impacts of fluvial flood risk from the Creeping Lane Watercourse.
 - The FRA fails to assess the impact of climate change using appropriate climate change allowances. In this instance, according to '[Flood risk assessments: climate change allowances](#)'.
6. Consider the requirement for flood emergency planning including flood warning and evacuation of people for a range of flooding events up to and including the extreme event.
7. Assess breach risk for the proposed development

Overcoming our Objection

The applicant can overcome our objection points above by addressing the

corresponding points as highlighted within our response below.

1. Flood levels and any relevant flooding information that we have available can be requested from our Customers and Engagement team. Please be aware that there may be a charge for this information. Please contact: Enquiries_EastAnglia@environment-agency.gov.uk. For further information on our flood map products please visit our website at: www.environment-agency.gov.uk/research/planning/93498.aspx
2. The applicant needs to compare the flood levels with the site levels and building levels to determine the potential flood depths.
3. The applicant has not proposed Flood Storage Compensation. The applicant needs to consider compensation on a volume-for-volume and level-for-level basis; however, this process requires an available area of land on the edge of the floodplain to be viable.
It will need to be shown that any increase in built footprint within the 1% (1 in 100) annual probability flood extent, including allowances for climate change, can be directly compensated for on a volume-for-volume and level-for-level basis to prevent a loss of floodplain storage.

If there are no available areas for compensation above the design flood level and compensation will not be possible then a calculation of the offsite flood risk impacts will need to be undertaken. If this shows significant offsite impacts then no increases in built footprint will be allowed. Further guidance on the provision of compensatory flood storage is provided in section A3.3.10 of the CIRIA document C624.

4. The proposed site plan detailed in appendix D of the FRA, seems to indicate that the ordinary watercourse "Creeping Lane" to the north east of the site will be partially culverted. You must confirm if this planning application includes culverting of this watercourse. The Environment Agency has a policy of objecting to the culverting of watercourses.
5. JFLOW outputs are not suitable for detailed decision making. Normally, in these circumstances, an FRA will need to undertake a modelling exercise in order to derive flood levels and extents, both with and without allowances for climate change, for the watercourse, in order to inform the design for the site. Without this information, the risk to the development from fluvial flooding associated with the ordinary watercourse is unknown.

In order to have fully considered all forms of flooding and their influence on the site, it will be necessary to identify the fluvial flood risk. Fluvial flood levels will be required for the ordinary watercourse to the north east of the site, Creeping Lane Watercourse. It may be appropriate to undertake some flow analysis such as FEH and 1D modelling to establish the level. Any revised FRA will need to consider this source of flooding and demonstrate appropriate mitigation against fluvial flood risk.

We advise that modelling should be undertaken to accurately establish the risk to the proposed development in terms of potential depths and locations of flooding. The watercourse should be modelled in a range of return period events, including the 1 in 20, 1 in 100 and 1 in 1000 year events, both with and without the addition of climate change. The flood levels on the development site should be

determined and compared to a topographic site survey to determine the flood depths and extents across the site.

Flood Risk Climate Change Guidance: Detailed Allowance

The proposed development is classified as a “Less Vulnerable”, “Large-Major” development, and lies within Flood Zone 3a. This means the applicant must adopt a “detailed” assessment. A detailed assessment requires the applicant to perform detailed hydraulic modelling, through either re-running Environment Agency hydraulic models (if available) or construction of a new model by the developer. Assuming the lifetime of the development is until 2069, the allowances the applicant must apply are Central (15%) and Higher Central (20%).

We do not currently have model coverage for this area. You will therefore need to create your own model.

We recommend that you assess both the 15% and 20% allowances, and if possible design the development to be safe through raised floor levels in the 20% climate change allowance. If this is not possible then robust justification should be provided, and the development should be designed to be safe through raised floor levels in the 15% allowance and the safety and sustainability of the development should be assessed for the 20% and managed through flood resilient/resistant construction measures to the satisfaction of the LPA.

6. The applicant should include a Flood Emergency Plan detailing the actions to take before, during and after a flood.

During a flood, the journey to safe, dry areas completely outside the 1% (1 in 100) annual probability event with climate change floodplain would involve crossing areas of potentially fast flowing water. Those venturing out on foot in areas where flooding exceeds 100 millimetres or so would be at risk from a wide range of hazards, including for example unmarked drops, or access chambers where the cover has been swept away.

Safe access and egress routes should be assessed in accordance with the guidance document [Defra/EA Technical Report FD2320: Flood Risk Assessment Guidance for New Development](#).

Where safe access cannot be achieved an emergency flood plan that deals with matters of evacuation and refuge should demonstrate that people will not be exposed to flood hazards. The emergency flood plan should be submitted as part of the FRA and will need to be agreed with yourselves.

Where safe access cannot be achieved, or if the development would be at residual risk of flooding in a breach, an emergency flood plan that deals with matters of evacuation and refuge should demonstrate that people will not be exposed to flood hazards. The emergency flood plan should be submitted as part of the FRA and will need to be agreed with the Local Council.

7. The applicant should refer to the latest Strategic Flood Risk Assessment (SFRA) for the relevant residual (breach) information.

Strategic Flood Risk Assessments (SFRA) are undertaken by local planning authorities as part of the planning process. The SFRA may contain information to assist in

preparing site-specific FRAs. Applicants should consult the SFRA while preparing planning applications. Please contact your local authority for further information.

The applicant can overcome our objection by submitting an FRA that covers the deficiencies highlighted above and demonstrates that the development will be safe will not increase risk elsewhere. If this cannot be achieved we are likely to maintain our objection to the application. Production of an FRA will not in itself result in the removal of an objection.

We ask to be re-consulted with the results of the FRA. We will provide you with bespoke comments within 21 days of receiving formal re-consultation. Our objection will be maintained until an adequate FRA has been submitted.

We have included a factsheet with our response, which sets out the minimum requirements and further guidance on completing an FRA is available on our [website](#).

If you are minded to approve the application contrary to this advice, we request that you contact us to allow further discussion and/or representations from us in line with the [Town and Country Planning \(Consultation\) \(England\) Direction 2009](#).

Other Sources of Flooding

In addition to the above flood risk, the site may be within an area at risk of flooding from surface water, reservoirs, sewer and/or groundwater. We have not considered these risks in any detail, but you should ensure these risks are all considered fully before determining the application.

Foul Water

We are pleased to see that the applicant has already made initial contact with Anglian Water Services (AWS) as the sewerage undertaker for the site and that AWS have acknowledged the capacity issues at Stowmarket Water Recycling Centre (WRC). These WRC capacity issues will need to be rectified before occupation and use of the employment areas at the site.

Stowmarket WRC is currently very near to its permitted capacity. There is not capacity for all the wastewater flows from this proposed development to be treated at the WRC. We are aware that AWS has long term plans to upgrade Stowmarket WRC. However these are not yet confirmed and funded, we would need to ensure upgrades are undertaken ahead of use of this site to protect the local watercourses and environment.

It is essential that development is phased in line with any necessary upgrades or increase in treatment capacity at Stowmarket WRC. We therefore request that a 'no occupation' condition outlining this is attached to this planning application.

The Environmental Statement scope has a section on 'Flood Risk, Drainage and Water Resources' this also needs to consider foul drainage and assessment of the potential impact of the foul flows generated from the proposed development on the receiving water environment, particularly the increased discharge from Stowmarket WRC on the River Gipping.

There doesn't seem to be a foul drainage and treatment strategy for this site in the documents on the planning portal. Given the size of the site, and the wider growth

projected within the district it is important that a foul water strategy is clearly outlined for the development.

Condition

Each phase of the development hereby permitted shall not be occupied until such time as a scheme to dispose of foul drainage ensuring there is capacity at the WRC has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason

There is not capacity for all the wastewater flows from this proposed development to be treated at Stowmarket WRC. We are aware that AWS has long term plans to upgrade Stowmarket WRC. However these are not yet confirmed and funded. These plans therefore need to be confirmed in the strategy ahead of use of this site to protect the local watercourses and environment.

Control of Major Accident Hazards Regulations 2015

The application area is located approximately 150 metres and 500 metres respectively from an Upper Tier and Lower Tier establishment, notified under The Control of Major Accident Hazards Regulations 2015 (COMAH)

The COMAH Regulations are enforced by the Competent Authority (CA). The CA comprises the Health and Safety Executive (HSE) and the Environment Agency (EA), acting jointly.

The planning authority should review any HSE's consultation distance zones for the COMAH establishment and consult the HSE by use of their Planning Advice Web App or directly, as appropriate. Further information on the HSE's Land USE Planning Methodology is available at <http://www.hse.gov.uk/landuseplanning/methodology.pdf>.

We trust this advice is useful.

Yours sincerely

Mr Liam Robson
Sustainable Places - Planning Advisor

Direct dial 020 8474 8923

Direct e-mail Liam.Robson@environment-agency.gov.uk

Date: 21 May 2021
Our ref: 353065
Your ref: DC/21/00407



Mid Suffolk District Council
planningblue@baberghmidsuffolk.gov.uk

BY EMAIL ONLY

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

T 0300 060 3900

Dear Gemma Walker

Planning consultation: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works.

Location: Gateway 14, Land Between The A1120 And A14, Stowmarket, Suffolk

Thank you for your query on the above dated 13 May 2021 which was received by Natural England on 13 May 2021.

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

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Natural England no longer requires an Agricultural Land Classification (ALC) survey.

Natural England's generic advice on other natural environment issues is set out at Annex A.

Sites of Special Scientific Interest

Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on statutorily protected sites and has no objection to the proposed development.

Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on “Development in or likely to affect a Site of Special Scientific Interest” (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours sincerely

Amy Knafler
Consultations Team

Annex - Generic advice on natural environment impacts and opportunities

Sites of Special Scientific Interest (SSSIs)

Local authorities have responsibilities for the conservation of SSSIs under s28G of the Wildlife & Countryside Act 1981 (as amended). The National Planning Policy Framework (paragraph 175c) states that development likely to have an adverse effect on SSSIs should not normally be permitted. Natural England's SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the Natural England Open Data Geoportal.

Biodiversity duty

Your authority has a duty to have regard to conserving biodiversity as part of your decision making. Conserving biodiversity can also include restoration or enhancement to a population or habitat. Further information is available here.

Protected Species

Natural England has produced standing advice¹ to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a SSSI or in exceptional circumstances.

Local sites and priority habitats and species

You should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraphs 171 and 174 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geoconservation groups or recording societies.

Priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. The list of priority habitats and species can be found here². Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found here.

Ancient woodland, ancient and veteran trees

You should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 175 of the NPPF. Natural England maintains the Ancient Woodland Inventory which can help identify ancient woodland. Natural England and the Forestry Commission have produced standing advice for planning authorities in relation to ancient woodland and ancient and veteran trees. It should be taken into account by planning authorities when determining relevant planning applications. Natural England will only provide bespoke advice on ancient woodland, ancient and veteran trees where they form part of a SSSI or in exceptional circumstances.

Protected landscapes

¹ <https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

² <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

For developments within or within the setting of a National Park or Area of Outstanding Natural Beauty (AONB), we advise you to apply national and local policies, together with local landscape expertise and information to determine the proposal. The National Planning Policy Framework (NPPF) (paragraph 172) provides the highest status of protection for the landscape and scenic beauty of National Parks and AONBs. It also sets out a 'major developments test' to determine whether major developments should be exceptionally be permitted within the designated landscape. We advise you to consult the relevant AONB Partnership or Conservation Board or relevant National Park landscape or other advisor who will have local knowledge and information to assist in the determination of the proposal. The statutory management plan and any local landscape character assessments may also provide valuable information.

Public bodies have a duty to have regard to the statutory purposes of designation in carrying out their functions (under (section 11 A(2) of the National Parks and Access to the Countryside Act 1949 (as amended) for National Parks and S85 of the Countryside and Rights of Way Act, 2000 for AONBs). The Planning Practice Guidance confirms that this duty also applies to proposals outside the designated area but impacting on its natural beauty.

Heritage Coasts are protected under paragraph 173 of the NPPF. Development should be consistent the special character of Heritage Coasts and the importance of its conservation.

Landscape

Paragraph 170 of the NPPF highlights the need to protect and enhance valued landscapes through the planning system. This application may present opportunities to protect and enhance locally valued landscapes, including any local landscape designations. You may want to consider whether any local landscape features or characteristics (such as ponds, woodland or dry stone walls) could be incorporated into the development in order to respect and enhance local landscape character and distinctiveness, in line with any local landscape character assessments. Where the impacts of development are likely to be significant, a Landscape & Visual Impact Assessment should be provided with the proposal to inform decision making. We refer you to the [Landscape Institute](#) Guidelines for Landscape and Visual Impact Assessment for further guidance.

Best and most versatile agricultural land and soils

Local planning authorities are responsible for ensuring that they have sufficient detailed agricultural land classification (ALC) information to apply NPPF policies (Paragraphs 170 and 171). This is the case regardless of whether the proposed development is sufficiently large to consult Natural England. Further information is contained in [GOV.UK guidance](#). Agricultural Land Classification information is available on the [Magic](#) website on the [Data.Gov.uk](#) website. If you consider the proposal has significant implications for further loss of 'best and most versatile' agricultural land, we would be pleased to discuss the matter further.

Guidance on soil protection is available in the Defra [*Construction Code of Practice for the Sustainable Use of Soils on Construction Sites*](#), and we recommend its use in the design and construction of development, including any planning conditions. Should the development proceed, we advise that the developer uses an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of soils on site.

Access and Recreation

Natural England encourages any proposal to incorporate measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways should be considered. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be delivered where appropriate.

Rights of Way, Access land, Coastal access and National Trails

Paragraphs 98 and 170 of the NPPF highlights the important of public rights of way and access. Development should consider potential impacts on access land, common land, rights of way, coastal access routes and coastal margin in the vicinity of the development and the scope to mitigate any adverse impacts. Consideration should also be given to the potential impacts on any nearby National Trails, including the England Coast Path. The National Trails website www.nationaltrail.co.uk provides information including contact details for the National Trail Officer.

Environmental enhancement

Development provides opportunities to secure net gains for biodiversity and wider environmental gains, as outlined in the NPPF (paragraphs 8, 72, 102, 118, 170, 171, 174 and 175). We advise you to follow the mitigation hierarchy as set out in paragraph 175 of the NPPF and firstly consider what existing environmental features on and around the site can be retained or enhanced or what new features could be incorporated into the development proposal. Where onsite measures are not possible, you should consider off site measures. Opportunities for enhancement might include:

- Providing a new footpath through the new development to link into existing rights of way.
- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.
- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Designing lighting to encourage wildlife.
- Adding a green roof to new buildings.

You could also consider how the proposed development can contribute to the wider environment and help implement elements of any Landscape, Green Infrastructure or Biodiversity Strategy in place in your area. For example:

- Links to existing greenspace and/or opportunities to enhance and improve access.
 - Identifying opportunities for new greenspace and managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips)
 - Planting additional street trees.
 - Identifying any improvements to the existing public right of way network or using the opportunity of new development to extend the network to create missing links.
- Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition or clearing away an eyesore).



Seana Heaney
 Network Rail - Planning,
 1 Stratford Place,
 London, E15 1AZ

Planning Department

By email only

Network Rail Consultation Response

To:	BMSDC Planning Area Team Blue
Date:	22/02/2021
Application reference:	DC/21/00407
Location:	Gateway 14, Land between the A1120 and A14, Stowmarket, Suffolk
Recommendation:	Informatives

Thank you for consulting Network Rail (NR) regarding the above planning application. It is imperative that the developer contacts NR's Asset Protection and Optimisation (ASPRO) team via AssetProtectionAnglia@networkrail.co.uk prior to works commencing on site.

The developer must ensure that their proposal, both during construction and after completion does not:

- Encroach onto NR land
- Affect the safety, operation or integrity of the company's railway and its infrastructure
- Undermine its support zone
- Damage the company's infrastructure
- Adversely affect any railway land or structure
- Over-sail or encroach upon the airspace of any NR land
- Cause to obstruct or interfere with any works or proposed works or NR development both now and in the future.

NR strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect NR's infrastructure.

Future maintenance

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and airspace. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilize Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. a l l possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third-party access to its land.

Plant & Materials

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

Scaffolding

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

Landscaping

Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.

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

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

I trust the above clearly sets out Network Rail's position on the planning application. Should you require any more information from Network Rail, please do not hesitate to contact me.

Kind regards,

Seana Heaney

Town Planning Technician

Network Rail | Property | Anglia Region

1 Stratford Place | London | E15 1AZ

M 07395 390449

E Seana.Heaney@networkrail.co.uk

www.networkrail.co.uk/property



Planning Applications – Suggested Informative Statements and Conditions Report

If you would like to discuss any of the points in this document please contact us on 07929 786955 or email planningliaison@anglianwater.co.uk

AW Site Reference: 173064/1/0120017

Local Planning Authority:

Site: Gateway 14 Land Between The A1120 And A14 Stowmarket Suffolk

Proposal: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscap

Planning application: DC/21/00407

Prepared by: Pre-Development Team

Date: 23 April 2021

ASSETS

Section 1 - Assets Affected

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Stowmarket Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

Section 3 - Used Water Network

This response has been based on the following submitted documents: Drainage Strategy. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection. (1) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (2) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (3) INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. (4) INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087. (5) INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

Section 5 - Trade Effluent

The planning application includes employment/commercial use. To discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires our consent. It is an offence under section 118 of the Water Industry Act 1991 to discharge trade effluent to sewer without consent. Anglian Water would ask that the following text be included within your Notice should permission be granted.

“An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer.

Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.

Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.”

From: Julian Munson <Julian.Munson@newanglia.co.uk>

Sent: 03 March 2021 15:19

To: BMSDC Planning Mailbox <planning@babberghmidsuffolk.gov.uk>

Subject: Gateway 14, Mill Lane, Stowmarket: Planning Application DC/21/00407 - New Anglia LEP comments

i **EXTERNAL EMAIL: Don't click any links or open attachments unless you trust the sender and know the content is safe. Click [here](#) for more information or help from Suffolk IT**

FAO Planning Team, Mid Suffolk District Council

To whom it may concern

We have reviewed the planning submission for Gateway 14, Mill Lane, Stowmarket and would like to make the following comments about the proposals from a New Anglia LEP perspective;

- New Anglia LEP welcomes the planning application ref. DC/21/00407 for the development of Gateway 14 recognising this site as a key strategic location on the A14 corridor to unlock and enable economic growth in line with the overarching Economic Strategy for Norfolk and Suffolk. In addition this site is well placed to support the aims and objectives of the Freeport East bid.
- Part of the allocated site is designated as one of the Norfolk and Suffolk 'Space to Innovate' Enterprise Zone sites so 17 hectares of Gateway 14 is guided by a partnership between New Anglia LEP, Mid Suffolk District Council, Suffolk County Council and Central Government (MHCLG). This has a focus on specific activities and key sectors including agri-tech, food and health, digital and media as well as warehousing and distribution. The partnership would seek to work closely with the developer of the site.
- It should be recognised that retail is not generally a sector that is supported by the Space to Innovate Enterprise Zone and we acknowledge that retail activity is currently not formally part of the main Gateway 14 proposals.
- In terms of timeframes, we would recommend, where possible, development to occur within the Enterprise Zone area earlier on as part of phase 1 as this will enable the retention of business rates and the potential option for reinvestment to help deliver additional infrastructure and buildings, if and when required.
- New Anglia LEP welcomes the indicative masterplan highlighting an area of Gateway 14 with a focus on innovation with a proposed complex of office buildings which could potentially provide accommodation for innovative businesses in those key sectors such as digital ICT. We would however suggest perhaps greater prominence for this cluster of buildings with a location closer to the main entry point of the site.

I hope that these comments are viewed as helpful and constructive and we would appreciate it if they could be taken into consideration with regards to this planning application.

If you require further clarification then please don't hesitate to contact me.

Kind regards

Julian

Our Ref: 21_03821_P
Your Ref: DC/21/00407

16th February 2021

Dear Sir/Madam

RE: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) | Gateway 14 Land Between The A1120 And A14 Stowmarket Suffolk

The site is partially within the Internal Drainage District (IDD) of the East Suffolk Internal Drainage Board (IDB) and therefore the Board's Byelaws apply. A copy of the Board's Byelaws can be accessed on our website (https://www.wlma.org.uk/uploads/ESIDB_Byelaws.pdf), along with maps of the IDD (https://www.wlma.org.uk/uploads/ESIDB_Index_plan.pdf). These maps also show which watercourses have been designated as 'Adopted Watercourses' by the Board. The adoption of a watercourse is an acknowledgement by the Board that the watercourse is of arterial importance to the IDD and as such will normally receive maintenance from the IDB.

In order to avoid conflict between the planning process and the Board's regulatory regime and consenting process please be aware of the following:

- I note that the applicant intends to discharge a proportion of the site's surface water to a watercourse within the Board's IDD to the south of the site. The proposed development will require land drainage consent in line with the Board's byelaws (specifically byelaw 3). Any consent granted will likely be conditional, pending the payment of a Surface Water Development Contribution fee, calculated in line with the Board's charging policy. (https://www.wlma.org.uk/uploads/WMA_Table_of_Charges_and_Fees.pdf).
- I note the presence of a riparian watercourse within the site boundary and within the Board's IDD, located within the southern portion of the site, and that works are proposed to alter this watercourse by culverting under the proposed footpath. To enable this proposal consent is required under Section 23 of the Land Drainage Act 1991 (and byelaw 4).

Whilst the consenting process as set out under the Land Drainage Act 1991 and the aforementioned Byelaws are separate from planning, the ability to implement a planning permission may be dependent on the granting of these consents. As such I strongly recommend that the required consent is sought prior to determination of the planning application.

Kind Regards,

Ellie
Eleanor Roberts
Sustainable Development Officer
Water Management Alliance



Jane Marson (Chairman) Michael Paul (Vice-Chairman)

Phil Camamile (Chief Executive)



Cert No. GB11990

Cert No. GB11991



28 April 2021

Gemma Walker
Planning Officer
Babergh and Mid Suffolk District Councils
Endeavour House
8 Russell Road
Ipswich IP11 2BX

Dear Gemma

Ref: DC/21/00407

Further to our letter dated 3 March 2021 regarding the above hybrid application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14), we wish to state that despite the addition of the Environmental Statement Addendum: Volume 4, our objections as previously stated **remain unchanged**.

Section 9.5 of Volume 4, paragraph 9.5.2 states:

“The Site development proposals allow for the retention and enhancement of pedestrian and bicycle access across the site, through the provision of dedicated routes, often through strategic green infrastructure, connecting existing Public Rights of Way in the north east of the Site with pedestrian access via Mill Lane, which will be closed to vehicular access. New connections are proposed to connect to the Gipping River Valley Way in the south east of the site.”

This does not provide any commitment by the applicant to address the issues raised in our previous letter.

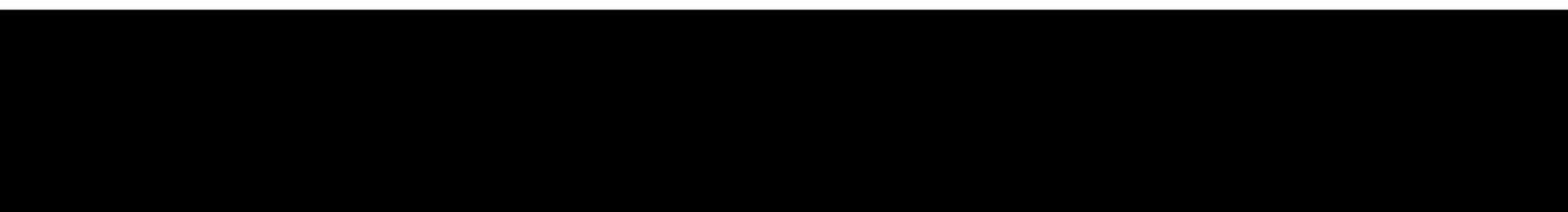
Furthermore, the proposed development of the Valley Ridge staycation resort at Great Blakenham would likely result in increased levels of use by the visiting public requiring accessibility for those with bicycles, buggies, wheelchairs and mobility scooters. It would seem sensible to upgrade the proposed new path to bridleway status as part of this hybrid application to ensure the long-term accessibility and enjoyment of future visitors.

Yours sincerely



Brian Annis, OBE
Chairman

cc: Councillor Mark Valladares





3 March 2021

Gemma Walker
Planning Officer
Babergh and Mid Suffolk District Councils
Endeavour House
8 Russell Road
Ipswich IP11 2BX

Dear Gemma

Ref: DC/21/00407

The River Gipping Trust has been made aware of the application for planning permission for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14).

The River Gipping Trust is a not-for-profit organisation established with charitable rules whose aims include the promotion of the natural environment of the River Gipping for the benefit of residents and visitors to the Gipping Valley. We object to this proposal on the following basis:

1. The Applicant's Travel Plan incorrectly states that there are currently no pedestrian or cycle links to the site (para 4.9). In fact, there are two pedestrian links to the site: FP1 CSP to the north-east of the site; and FP23 CSP (part of the Gipping Valley Path) to the south-east of the site.
2. At p37 of the Design and Access Statement, the Applicant states that a new public footpath will be provided, linking the site to the River Gipping. We note that the Public Rights of Way Team from SCC state they would like to see this path dedicated as a PROW and added to the Definitive Map. They ask for it to be a minimum width of 2 metres and with an unbound surface in order to ensure it is accessible for all users, including those with buggies, wheelchairs, and mobility scooters. We support that proposal.
3. It follows that pedestrians and cyclists using this new path will need to continue their journey along FP23 towards either Stowmarket or Needham Market. FP23 CSP is currently only suitable for pedestrians and is frequently overgrown. To make it accessible for those with bicycles, buggies, wheelchairs and mobility scooters we recommend that it be upgraded to bridleway status. This could either be done by the County Council with funding under a s106 agreement, or by the developer under a s278 agreement. This upgrade will make access to the site by employees far easier without recourse to vehicles or public transport.

River Gipping Trust

Registered in England as a charitable company limited by guarantee, Company Number 6145692

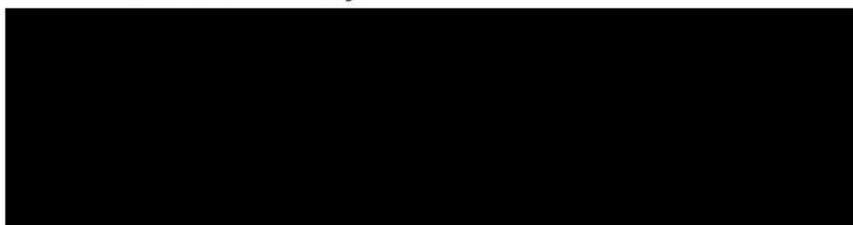
Registered as a Charity Number 1119586

Registered Office: Island House, Moor Road, Chesham, HP5 1WA

Tel: 03303 308531, **Website:** <https://rivergippingtrust.org.uk>

4. We note that the Applicant intends to discharge a proportion of the site's surface water to a watercourse to the south of the site and that works are proposed to alter this watercourse by culverting under the proposed footpath. This watercourse empties into the River Gipping and could lead to an increased risk of flooding further downstream. The proposed development will require land drainage consent before any work is undertaken.

Yours sincerely



Brian Annis, OBE
Chairman

cc: Councillor Mark Valladares

Bury St Edmunds Police Station, Raingate Street, Bury St Edmunds, Suffolk, IP33 2AP

Tel: 101 Ext: 4141 (Direct Dial 01284 77 4141) (Calls may be monitored for quality control, security and training purposes. www.suffolk.police.uk)

Phil Kemp Design Out Crime Officer
Bury St Edmunds Police Station
Suffolk Constabulary
www.suffolk.police.uk

Planning Application (DC/21/00407/Hybrid App)

SITE: Phased employment-led redevelopment of 156 acres at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation and highways works

Applicant: Miss Hannah WALKER, Avison Young, 65 Gresham Street, London, for Gateway 14 Limited

Planning Officer: Ms Gemma WALKER

The crime prevention advice is given without the intention of creating a contract. Neither the Home Office nor Police Service accepts any legal responsibility for the advice given. Fire Prevention advice, Fire Safety certificate conditions, Health & Safety Regulations and safe working practices will always take precedence over any crime prevention issue. Recommendations included in this document have been provided specifically for this site and take account of the information available to the Police or supplied by you. Where recommendations have been made for additional security, it is assumed that products are compliant with the appropriate standard and competent installers will carry out the installation as per manufacturer guidelines.

Suppliers of suitably accepted products can be obtained by visiting www.securedbydesign.com.

Dear **Ms WALKER**

Thank you for allowing me to provide an input for the above Planning Application.

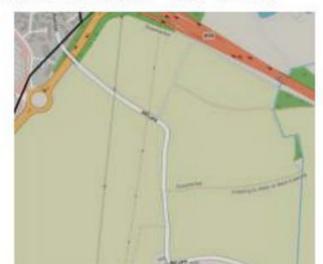
On behalf of Suffolk Constabulary, I have viewed the available plans and would like to register the following comments with regards to Section 17 of the Crime and Disorder Act.

It is noted that this is a hybrid planning application and more in-depth details will follow through further proposals, as a result it is hard to make specific in-depth comments. It is also noted that the designs have since changed which include the removal of a proposed petrol filling station.

The proposed development area comprises open land and so is historically a low crime area. However, a number of criminal offences have been recorded around the surrounding area, particularly antisocial behaviour and antisocial driving practices (see para 10). A development like this will undoubtedly bring with it crime and in particular theft. It cannot be stressed enough therefore of the need to get security right at the start with good perimeter security, good security at the entrance and good security for all around the commercial units. It is therefore strongly recommended by police that Automatic Number Plate Reader (ANPR) cameras are obtained and through police assistance strategically placed around the area to reinforce security of the site and aid in the identification of any offender(s) and the return of stolen goods.

Local concerns have been raised regarding allocated parking for this development. It is noted that 3094 vehicle spaces are to be allocated for this area, which sounds a lot, but that depends on the amount of employment this area will generate and the amount of visitors the site will receive? It has been estimated that 4,500 jobs could be established. Whilst it is granted that car sharing, cycling and walking to work will be promoted, there is a strong possibility that not enough parking spaces will be available, which could well lead to vehicle owners parking elsewhere taking up local residents' parking spaces. This has been the case within other commercial locations within the Stowmarket area, leading to antisocial behaviour and other criminal offences such as criminal damage. Provision for Commercial vehicles too have not yet been forthcoming on the plans, as it is acknowledged these will be at a later stage within the Reserved Matters application.

There is already a footpath running along the River Gipping and it is noted that a footpath from this site will be linked to it and become a jogging trail, **this needs to be open and direct in order for person(s) to want to feel safe to use it and it is good to note the following statement within part two of the Design Access Statement (DAS) which states** "In all cases the design and orientation of any development should have regard to the adjoining footpath/cycleway routes and should ensure that the amenity and natural surveillance of the routes is secured by good design and appropriate landscaping within each plot." **It is also noted that there are two main rights of way within this area, so more needs to be known how they will integrate with the site from a security point of view?**



There appears to be provision for at least twenty-seven business units of varying sizes, the final size, types, layout and scale of units being verified at a future Reserved Matters application. It is noted that there will be a 4.5m high bunded area along the south eastern perimeter of the site, where it borders Clamps Farm, while the remainder of the perimeter will comprise of planted vegetation, that includes some already established dense vegetation along the western side by the A1120. **It is strongly recommended that the perimeter comprises of secure 1.8m high weld mesh fencing and is reinforced with defensive vegetation and that if possible each business unit has its own securable perimeter area.**



It is good to see that the perimeter for the Sub-Station will comprise good quality Pro-Sure358 Mesh Fencing.

It is strongly recommended any proposed business units are designed along Secure By Design guide lines through SBD commercial 2015 Version 2, as per this link. http://www.securedbydesign.com/wp-content/uploads/2015/05/SBD_Commercial_2015_V2.pdf

1.0 GENERAL COMMENTS ON PROPOSED COMMERCIAL AREA PLAN

1.1 General advice around commercial business security can also be found on the Secured by Design Website through this link: <http://www.securedbydesign.com/crime-prevention-advice/secure-your-business/>

1.2 **If anything of a sensitive or security nature will be housed or part of the business on site, it is strongly suggested that Suffolk Police's Counter Terrorism Security Advisor is contacted** and advice sought in regards to counter terrorism measures for that particular building. They can be contacted via this email: CTSA@norfolk.pnn.police.uk It is noted that the area comprises open land that backs onto an established industrial estate The design brings up a number of concerns, primarily with regard to the number of alleyways and parking design, which will heighten the risk of crime.

1.3 The following recommendations are in accordance with SBD Commercial 2015 V 2 guidance:

Security requirements for any new, or existing commercial building will be influenced by the following factors:

- a) **The location and surrounding area.**
- b) **The hours of business operation.**
- c) **The type of business.**
- d) **The number of employees working on site and others visiting the site.**
- e) **Transport links to and from the site.**

1.4 There are five main reasons for providing security for such a development:

- a) **To mark a boundary** to make it obvious what is private and public property.
- b) **Provide safety** for employers and employees.
- c) **Prevent casual intrusion** by trespassers.
- d) **Prevent casual intrusion** onto the site by criminals.
- e) **Reduce the wholesale removal** of property from the site by thieves.

1.5 Perimeter Area - The police always advise that security should be layered with a number of security measures factored in that will increase the time it takes an offender to enter an area and provide strong evidence to identify that offender as soon as possible, rather than just relying on one main security measure.

1.6 Surveillance of and over the site from the surrounding area, i.e. streets, footways and occupied buildings can help to deter potential offenders who may fear that their presence on the site will be reported to the police. It is therefore recommended that, where appropriate, security fencing systems are transparent to facilitate observation from outside the site and efforts are made by the occupiers to develop good relationships with their neighbours. The use of dark coloured coatings on metal fencing systems reduces the reflection of light and makes it easier for passers-by to observe activity through the fencing (SBD Commercial 2015 (V2), pages 31-33, Paras 43.1–43.15 refers).

1.7 It would be preferred if there could be security at the main entrance, such as lockable security gates, or a security hut to act as a deterrent during afterhours business. However, it is acknowledged as this area will comprise a variety of different businesses that will operate differing business hours such a measure regrettably is unpractical.



1.8 It is important to get the right type of fencing in order for it to provide the security that is needed and be robust enough to stand the period of time. Some businesses prefer to go for palisade or paladin fencing (pictured right), an easily clipped together type of fencing which is not recommended as it does not provide a strong deterrent and no recognised security rating against violent attack. More robust fencing is needed such as welded mesh fencing (pictured left). Further information can be found at <https://www.securedbydesign.com/member-companies/accredited-product-search?view=category&category=Physical+Perimeter+Security>



1.9 Approved fencing contractors should be ISO 9001:2000 approved and fencing should meet BS1722 standards.

1.10 All professional security products have a Security Rating (SR), going from SR1-SR8 and these ratings are compiled through the Loss Prevention Certification Board (LPCB). The LPCB is part of BRE Global a third-party organisation that tests and provides SR accreditation to fire, security and sustainable products. BRE are owned by the BRE Trust, an impartial not for profit charity organisation, who provide a national red book of security rated products. Further information can be found at: [https://www.bre.co.uk/filelibrary/pdf/Brochures/Security Brochure.pdf](https://www.bre.co.uk/filelibrary/pdf/Brochures/Security%20Brochure.pdf) or <https://www.charter-global.com/lps-1175-security-ratings-explained/> (SBD Commercial 2015 (V2), page 33, Para 43.16 refers).

FOR THIS LOCATION SR2, WOULD SUFFICE, ALTHOUGH SR3 WOULD BE PREFERRED.

1.11 Should the front of any buildings need reinforcing then it is suggested that some sort of anti-ram raid measures should be sort, this could be security bollards, or more aesthetically pleasing security planters, or even some kind of boulder formation, (pictured right). Further information on security bollards can be found at <http://www.frontierpitts.com/products/all-products/> (SBD Commercial 2015 (V2), page 34, Paras 45.1–45.3 refers).



1.12 **Entrances into Commercial Buildings and Reception Areas** Access beyond reception areas should be controlled using automatic locking doors, or barriers controlled by the receptionists and reception desks should provide the receptionist with a clear view of the waiting area, the approach to the entrance door and have restricted access from the public side. (SBD Commercial 2015 (V2), pages 25-27, Paras 36.1-37.7 refers).

1.13 **Wall construction**

Due to the remoteness of some industrial and warehouse units and or reduced activity at night and over the weekends on industrial sites some buildings become prone to criminal attack through the wall, bypassing security doors and shutters. The walls should be designed to withstand such attacks and materials resistant to manual attack or damage should be used to ensure the initial provision of security. One particular measure could be to place welded mesh or Ex-Mesh on the inside of the walls. (SBD Commercial 2015 V2, pages 40-41, Paras 50.1-51.5 refers). Further advice on Secure By Design police tested and approved building security, glazing, grilles and shutter products can be found at: <https://www.securedbydesign.com/member-companies/accredited-product-search?view=category&category=Building+Shell%2C+Glazing%2C+Grilles+%26+Shutters>

1.14 **Doors** – Any door must comply with the minimum acceptable specification. - ALL new external doors including Fire Escapes, should be security tested and third party certified to PAS24-2012 or a minimum LPS1175 SR2 (preferably SR3). There eight Security Ratings (SR) This includes emergency egress doors, whether electronically or mechanically secured. (SBD Commercial 2015 (V2), pages 43-46, Paras 56.1-59.1 refers).

1.15 **GLAZING**

Security glazing: All ground floor and easily accessible glazing must incorporate one pane of laminated glass to a minimum thickness of 6.4mm or glass successfully tested to BS EN 356:2000 *Glass in building*.

Security glazing - resistance to manual attack to category P1A unless it is protected by a roller shutter or grille. The Secured by Design requirement for all laminated glass in commercial premises is certification to BS EN 356 2000 rating P1A unless it is protected by a roller shutter or grille. (SBD Commercial 2015 (V2), page 46, Paras 60.1-60.3 refer).

- 1.16 Glazing within door-sets and secure vision panels:** All glazing in and adjacent to doors must include one pane of attack resistant glass that is securely fixed in accordance with the manufacturer's instructions.
- 1.17** Where glazed panels are installed adjacent to the door-set and are an integral part of the doorframe then they should be tested as part of the manufacturer's certificated range of door assemblies. Alternatively, where they are manufactured separately from the doorframe, they shall be certificated to either:
- PAS24: 2012 or STS 204
 - LPS 1175: Issue 7, at a Security Rating to match the door-set **or**
 - STS 202: Issue 3, at a Burglary Rating to match the door-set
- 1.18 INTERNAL DOOR SETS:** In regards to office areas as a general rule all internal door sets should be fitted with locking furniture so that they can be locked when the room is left unoccupied.
- 1.19 Roller Shutters** Grilles and shutters can provide additional protection to both internal and external doors and windows. The minimum standard for such products, when required, is certification to
- LPS 1175: Issue 7 Security Rating 1 or 3 (Again SR3, or at least SR2 is preferred).
- 1.20** For roller shutters, the above minimum-security ratings are generally sufficient where:
- a shutter is required to prevent minor criminal damage and glass breakage **or**
 - the shutter is alarmed and the building is located within a secure development with access control and security patrols **or**
 - the shutter or grille is intended to prevent access into a recess **or**
 - the door or window to be protected is of a high security standard in its own right. (SBD Commercial 2015 (V2), page 41, Paras 52.1 – 52.4 refers).
- 1.21** Roller shutter doors providing access for deliveries and other apertures where no other door is present must be certificated to a minimum of:
- LPS 1175 Issue 7, Security Rating 2 (Again SR3 or at least SR2 is preferred). (SBD Commercial 2015 V2, page 41, Paras 53.1-53.3 refers). Further advice on Secure By Design police tested and approved vehicular roller shutter doors can be found at: <https://www.securedbydesign.com/member-companies/accredited-product-search?view=category&category=Garage+Doors+%26+Vehicular+Roller+Shutter+Doors>
- 2.0 LIGHTING:** should be designed as per BS5489:2020 (formerly 2013) standards. (SBD Commercial 2015 (V2), pages 28-29, Paras 39.1- 40.2 refers) <https://www.theilp.org.uk/documents/crime/lightingagainstcrime.pdf>
- 2.1** The colour rendering qualities of lamps used in an SBD development should achieve a minimum of 60Ra on the colour rendering index.
- 3.0 BIN STORE:** It would be preferred if all bins could be kept inside a secure, externally accessed store, well away from main buildings. The compound should also be roofed to prevent anyone throwing anything in. (SBD Commercial 2015 (V2), page 22, Paras 27.1- 27.3 refers).
- 4.0 Out Door Seating:** It is recommended that outdoor seating areas and other recreational spaces provided for the use of the employees or public must be carefully planned to reduce the risk of damage. It must be within view of occupied rooms from surrounding buildings. Recreation spaces may encourage trespass outside of normal business hours and may require additional fencing or other security measures.
- 5.0** Project Argus Professional is aimed at encouraging architects, designers and planners to consider counter terrorism protective security measures within the built environment at the concept design stage. It encourages debate and demonstrates that counter terrorism measures can be designed into structures and spaces to create safer crowded places. It is fully supported by the various organisations associated with these professionals.
- 6.0** It is also advisable to look at the "Safer Places" document, that outlines in detail security advice for protecting buildings and people from untoward acts. Further information can be found using the following link: https://designforsecurity.org/downloads/Safer_Places_02.pdf

7.0 As a number of commercial units have been envisaged **there is the danger that the area will become a location for antisocial driving behaviour**, it is requested that to assist the police the commercial parking areas have in prominent view around the parking bays **the following signage, relating to police powers under the Police Reform Act 2002 as follows:**

“Section 59 of the Police Reform Act 2002”

“Any person using their vehicle within this area, So as to cause alarm, distress or annoyance to any member of the public may have their vehicle seized or removed.”

8.0 SECURE BY DESIGN (SBD)

Experience shows that incorporating security measures during a new build or a refurbishment project reduces crime, fear of crime and disorder.

The role of a Design Out Crime Officer within Suffolk Police is to assist in the design process to achieve a safe and secure environment for residents and visitors without creating a ‘fortress environment’.

It is strongly recommended all business units are designed along Secure By Design guide lines through SBD commercial 2015 Version 2, as per this link. http://www.securedbydesign.com/wp-content/uploads/2015/05/SBD_Commercial_2015_V2.pdf Further information on SBD can be found at www.securedbydesign.com

9.0 REFERRALS

9.1 Section 17 of the Crime and Dis-Order Act outlines the responsibilities placed on local authorities to prevent crime and dis-order.

9.2 The National Planning Policy Frame work on planning policies and decisions to create safe and accessible environments, laid out in chapter 8, para 91b and chapter 12, para 127f, in that developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

9.3 The Suffolk Design Guide for Residential Areas- Shape of Development – Design Principles (Security) Looking at the careful design of a new development with regard to landscaping, planting and footpaths.

9.4 Department for Transport – Manual for Streets (Crime Prevention) The layout of a residential area can have a significant impact on crime against property (homes and cars) and pedestrians.

10.0 CRIME STATISTICS FOR POST CODE AREA IP14 5BP

10.1 The crime figures have been obtained from the Suffolk Police Crime computer base and the National Police Crime Mapper web site. The Police Crime Mapper Web site is available for any member of the public to view using the following link: <https://www.police.uk/your-area/suffolk-constabulary/stowmarket/?tab=CrimeMap>



10.2 The graph right indicates a breakdown of the offences committed around this area between July-December 2020, totalling 108 offences, the majority relating to violent and sexual offences, which totalled 44 offences, followed by ASB/public order offences totalling 30 offences.

Offence	July 2020	Aug 2020	Sept 2020	Oct 2020	Nov 2020	Dec 2020
Burglary/Theft	2		2	1	3	1
Vehicle Crime					2	1
Criminal Damage/Arson	2	1	2	1		
ASB/Public Order/Harrasment	6	8	3	5	4	4
Violent & Sexual Offences	4	14	13	5	2	6
Shoplifting				2		
Drugs	1					1
Other Offences	2		5	2	2	1
Grand Totals	17	23	25	16	13	14

10.3 As stated there have been issues within the area with regard to antisocial driving behaviour and concerns have been raised over possible drug use, see links: <https://www.eadt.co.uk/news/stowmarket-tesco-anti-social-behaviour-hotspot-6550058> and <https://www.suffolknews.co.uk/bury-st-edmunds/news/police-respond-to-social-media-activity-9091539/>

11.0 FINAL CONCLUSION

To reiterate, concerns around this development are:

- a) Advice for commercial business security can be found at: <http://www.securedbydesign.com/crime-prevention-advice/secure-your-business/>
- b) If anything of a sensitive or security nature is housed or part of the business on site, it is strongly suggested that Suffolk Police's Counter Terrorism Security Advisor is contacted at email: CTSA@norfolk.pnn.police.uk
- c) It cannot be stressed enough of the need to get security right at the start with good perimeter security, good security at the entrance and good security for all around the commercial units.
- d) As the area will undoubtedly house new businesses with products of a varying nature, it will make this location and the fact it is so close to a good road system all the more likely to be a target for robbery, burglary and theft, as a result it is strongly recommended that Automatic Number Plate Reader (ANPR) cameras are obtained and through police assistance strategically placed around the area to reinforce security of the site and aid in the identification of any offender(s) and the return of any stolen goods.
- e) As the surrounding area suffers from antisocial behaviour, mainly through antisocial driving it is strongly recommended that signage is strategically placed around the business car parks, warning such individuals that their vehicles can be confiscated under powers that relate to the Police Reform Act 2002.
- f) Should the front of any buildings need reinforcing then it is suggested that some sort of anti-ram raid measures should be sort.
- g) Access beyond reception areas should be controlled by automatic locking doors, or barriers controlled by the receptionists and reception desks should provide the receptionist with a clear view of the waiting area, the approach to the entrance door and have restricted access from the public side.
- h) The Commercial business unit walls should have built in materials designed to withstand attack and enhance security.
- i) Grilles and shutters can provide additional protection to both internal and external doors and windows.
- j) It would be appreciated to know how the established right of way will integrate with the site from a security point of view?
- k) All lighting should be designed as per BS5489:2013 standards.
- l) It is recommended that outdoor seating areas and other recreational spaces provided for the use of the employees or public must be carefully planned to reduce the risk of damage.

I would be pleased to work with the agent and/or the developer to ensure the proposed development incorporates preferred crime reduction elements. This is the most efficient way to proceed with residential developments and is a partnership approach to reduce the opportunity for crime and the fear of crime.

If you wish to discuss anything further or need assistance with the SBD application, please contact me on 01284 774141.

Yours sincerely



Designing Out Crime Officer
Western and Southern Areas
Suffolk Constabulary, Raingate Street
Bury St Edmunds, Suffolk, IP33 2AP



Suffolk Wildlife Trust

Brooke House
Ashbocking
Ipswich
IP6 9JY

01473 890089
info@suffolkwildlifetrust.org
suffolkwildlifetrust.org



Gemma Walker
Planning Department
Babergh and Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich, IP1 2BX

17th February 2021

Dear Gemma,

RE: DC/21/00407 - Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works. Gateway 14, Land Between The A1120 And A14, Stowmarket

Thank you for sending us details of this application, we have the following comments:

We have read the Chapter 14, Ecology and Nature Conservation of the Environmental Statement (Penny Anderson, January 2021) and we are satisfied with the findings of the consultant. We request that the recommendations made within the report are implemented in full, via a condition of planning consent, should permission be granted. We note that an offsite Habitat Management Plan for skylark (Red Listed Bird of Conservation Concern in the UK¹ and listed under Section 41 of the Natural Environment and Rural Communities (NERC) act²). This should be delivered before any works commence, should permission be granted.

We note a detailed mitigation method statement is required for shepherd's needle (classed as a Red Data List Critically Endangered species in Great Britain and Endangered in England). Whilst we are satisfied with the summary of the translocation of the seeds from the plants to a receptor site within the development, we are concerned that there is no description of the management methods within the receptor sites to ensure the plants are retained onsite. Management requirements are specific for this species and include annual autumn cultivation post-flowering. In addition, a financial provision to implement the management is required. The management should then be reviewed annually for

¹ <https://www.bto.org/our-science/publications/psob>

² <http://publications.naturalengland.org.uk/publication/4958719460769792>

the first five years after translocation, with further reviews every five years for the life of the development. Without such measures, the plant will be lost from the site.

This north western corner of the site lies directly adjacent to Roadside Nature Reserve 169, which is also a County Wildlife Site (CWS). The CWS is designated for pyramidal orchid and sulphur clover (Nationally Scarce) therefore, it is important that this site is not impacted through disturbance, both during and post-construction and is suitably buffered. Whilst sulphur clover was not identified onsite within the Extended Phase 1 Habitat Survey (Penny Anderson, October 2020), during the survey and translocation required for shepherd's needle, mitigation measures for this species should also be considered if it is subsequently found occurring onsite.

A Biodiversity Enhancement Strategy should be produced, detailing how the enhancements made within the Ecological Assessment are to be incorporated within the development, including their locations. A Landscape and Ecological Management Plan should also be produced, to detail how the habitats and open spaces on site are to be appropriately managed for biodiversity. These should be conditions of planning consent, should it be granted.

As foraging and commuting bats have been identified as potentially using hedgerows and trees adjacent to the site, then 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 guidelines³ should be designed as a condition of planning consent, should permission be granted.

We recommend that integral swift nest bricks should be incorporated into buildings that are of minimum two storeys. The incorporation of swift nest bricks is an established way to enhance biodiversity within a development and provide net gain. Therefore, we request that this is done to provide enhancement to 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.

Yours sincerely

Jacob Devenney
Planning and Biodiversity Adviser

³ ILP, 2018. Bat Conservation Trust Guidance Note 08/18: Bats and artificial lighting in the UK

25 February 2021

Gemma Walker
Planning Officer
Mid Suffolk District Council
Endeavour House, 8 Russell Rd,
Ipswich, IP1 2BX

Dear Ms Walker,

DC/21/00407 Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodeling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 over bridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works. Gateway 14 Land Between The A1120 And A14 Stowmarket Suffolk

I am writing on behalf of the Suffolk Preservation Society (SPS) regarding the hybrid application for the Gateway 14 development on 79 hectares of greenfield land at Stowmarket. SPS acknowledges that the site has long been allocated for employment and commercial use and is being brought forward in the emerging joint local plan as allocation LA044. A Development Brief for the site was adopted in 2014 and we support in principle the development of this sustainably located site to provide a wide range of employment opportunities for the town.

Notwithstanding highways issues regarding associated increases in traffic on routes to and from the site which have been raised by other parties, SPS would like to make the following points regarding the proposed landscaping of the development which we consider falls short of the requirements set out in the adopted Development Brief.

Although detail of the commercial buildings on site is in outline form, industrial and commercial units are likely to be dominant and visually intrusive both in long views and from the residential scale Cedar's Park development nearby. Meaningful mitigation of the impacts of the development on its surrounding area through good design and effective landscaping is therefore vital. Accordingly, we welcome the Design Code accompanying this application which sets out the design approach to the future buildings on the site and includes a focus on the internal landscaping of the site.

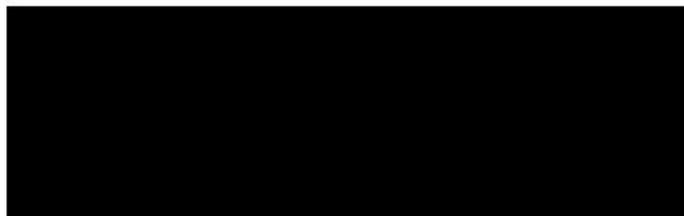
In addition to this, however, SPS strongly encourages the lpa to ensure that the proposed landscaping to the boundaries of the site, as indicated on the landscape masterplan, is in accordance with the vision set out in the Stowmarket Area Action Plan (2013) and site Development Brief. A key aspect of the vision is set out in SAAP policy 7.11 which requires the landscaping of this site to satisfactorily address a number of criteria. These include limiting its visual intrusion into the open countryside by including a minimum of 40m of structural landscaping along the length of Cedars Link A1120 for each phase of development; addressing views in, out, and across the site; the important 'edge of town' setting; and potential light pollution issues.

It is disappointing to note from the Design and Access Statement that a 'landscape strip' around the site of only 'up to 20 metres width' is proposed. We consider that this is inadequate to soften the impact of large industrial scale buildings and urge that a minimum of 40m is provided in accordance with the Development Brief for the site. It is also disappointing that existing screening on the northern boundaries is considered sufficient to adequately screen the new development and that no further landscaping is to be provided. SPS consider that advance planting to strengthen existing landscape buffers should be sought to soften the impact of the development on views from the north including from alongside the A14.

SPS would also urge that the lighting of the site is carefully conditioned in order that illumination is limited to that required within the development, and light pollution of the night sky, when viewed from a distance, is minimal.

We trust that you will find these comments helpful in the consideration of this application.

Yours sincerely,



Bethany Philbidge
BSc (Hons) MSc (Town Planning)
Planning Officer

Cc: Stowmarket Town Council
Ward Councillor

Patron Her Majesty The Queen

The British Horse Society

Email enquiry@bhs.org.uk

Abbey Park,

Website www.bhs.org.uk

Stareton,

Tel 02476 840500

Kenilworth,

Fax 02476 840501

Bringing Horses and People Together

Warwickshire CV8 2XZ

The logo for The British Horse Society, featuring the text "The British Horse Society" in white serif font on a dark red square background.

Gemma Walker
Babergh and Mid Suffolk District Councils
Endeavour House
8 Russell Road
Ipswich
IP1 2BX
Via email

21st June 2021

Dear Ms Walker,

RE: DC/21/00407 | Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works (additional plans, documents and EIA information received 08/04/2021). | Gateway 14 Land Between The A1120 And A14 Stowmarket Suffolk

I am responding to this consultation on behalf of The British Horse Society, an equestrian Charity with over **119,000** 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 non-motorised 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 British Horse Society is an Appointed Representative of South Essex Insurance Brokers Limited who are authorised and regulated by the Financial Conduct Authority.

Registered Charity Nos. 210504 and SC038516. A company limited by guarantee. Registered in England & Wales No. 444742

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 well being 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 BHS has significant concerns about the impact that this proposed development, the adverse effects of this on the safety of local horse riders have not been acknowledged within the application, and in the absence of any proposals for mitigation the Society must OBJECT to this proposal on the grounds of highway safety. If the safety of local horse riders is acknowledged and accommodated by this application the BHS would be willing to withdraw this objection.

As stated in our previous representations: the proposed stopping up of Mill Lane to create a cycleway excludes equestrians and the British Horse Society would object to any stopping up order that would stop up equestrian rights. All of the 'proposed footpath/cycleways' as depicted on the indicative masterplan should include equestrians. The British Horse Society is concerned that despite previous representations equestrians are still being excluded in the 'Updated environmental statement non-technical summary'. 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 toucan crossing proposed on the indicative masterplan should be amended to a Pegasus crossing to include equestrian users and allow them safe access across the A1120 and into Stowmarket itself.

The BHS supports the objection from Suffolk County Council's Rights of Way department:

2. FP1 CSP, and FP23 CSP (running between Pound Road and the proposed Gateway Road) need to be upgraded to bridleway status to enable pedestrians and cyclists off-road access to the east of the site from both north and south of the A14. This can be done with s106 funding. These routes will also require a surface to be installed, the nature of which is to be agreed with the Area Rights of Way Officer. This could either be done by the County Council with funding under a s106 agreement, or by the developer under a s278 agreement.

3. While we have no objection in principle to FP1 CSP being diverted (subject to the correct legal process being followed prior to any works being undertaken), the proposed diversion route for FP1 CSP is currently unacceptable. As set out above, FP1 CSP and FP23 CSP need to be upgraded to bridleway and surfaced to allow for cycling. The proposed diversion route has sharp bends which will not work for a cycle route, therefore a straighter route needs to be proposed. It is also unclear what will lie on either side of the proposed diverted route at the point where it runs between Plot 1500 and Plot 1600. The route must not be constrained or obstructed, and must be accommodated within a sufficiently wide corridor to allow for a 3 metre wide path with space either side to enable maintenance to be carried out.

The surface of this route should be suitable for all vulnerable road users not only cyclists.

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.

If you have any questions, or would like to discuss any aspect of this response further, please do not hesitate to contact me.

Yours sincerely

Charlotte Ditchburn (Miss.)
Access Field Officer, East Region

Patron Her Majesty The Queen

The British Horse Society

Email enquiry@bhs.org.uk

Abbey Park,

Website www.bhs.org.uk

Stareton,

Tel 02476 840500

Kenilworth,

Fax 02476 840501

Bringing Horses and People Together

Warwickshire CV8 2XZ

The logo for The British Horse Society, featuring the text "The British Horse Society" in white on a dark red square background.

Gemma Walker
Babergh and Mid Suffolk District Councils
Endeavour House
8 Russell Road
Ipswich
IP1 2BX
Via email

29th January 2021

Dear Ms Walker,

RE: DC/21/00407 | Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works. | Gateway 14 Land Between The A1120 And A14 Stowmarket Suffolk

I am responding to this consultation on behalf of The British Horse Society, an equestrian Charity which represents the 3 million horse riders in the UK. The British Horse Society has no objection to this application in principle but believes that the equestrian community have been excluded from these proposals. There is an active equestrian community surrounding Stowmarket who will be affected by this development. 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 non-motorised 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 March 2019, the BHS received reports of 3,737 road incidents, in which **315 horses and 43 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 British Horse Society is an Appointed Representative of South Essex Insurance Brokers Limited who are authorised and regulated by the Financial Conduct Authority.

Registered Charity Nos. 210504 and SC038516. A company limited by guarantee. Registered in England & Wales No. 444742

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 well being 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:

- **The Cambridgeshire and Peterborough Local Transport Plan** refers throughout to the need to provide for Active Travel which is defined as ‘walking, cycling and horse riding’.
- **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.) The proposed stopping up of Mill Lane to create a cycleway excludes equestrians and the British Horse Society would object to any stopping up order that would stop up equestrian rights. All of the ‘proposed footpath/cycleways’ as depicted on the indicative masterplan should include equestrians.

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.

The toucan crossing proposed on the indicative masterplan should be amended to a Pegasus crossing to include equestrian users and allow them safe access across the A1120 and into Stowmarket itself

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

If you have any questions, or would like to discuss any aspect of this response further, please do not hesitate to contact me.

Yours sincerely

A large black rectangular redaction box covering the signature area.

Charlotte Ditchburn (Miss.)
Access Field Officer, East Region

Your ref: DC/21/00407/HYB
Our ref: 60062
Date: 17 February 2021
Enquiries to: Cameron Clow
Tel: 01473 264801
Email: Cameron.clow@suffolk.gov.uk

Dear Gemma Walker

Application For Outline Planning Permission - DC/21/00407 - Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14)

The National Planning Policy Framework (NPPF) paragraph 56 sets out the requirements of planning obligations, which are that they must be:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and,
- c) Fairly and reasonably related in scale and kind to the development.

1. **Transport issues.** Refer to the NPPF 'Section 9 Promoting sustainable transport'. A comprehensive assessment of highways and transport issues will be required as part of a planning application. This will include travel plan, pedestrian & cycle provision, public transport, rights of way, air quality and highway provision (both on-site and off-site). Requirements will be dealt with via planning conditions and Section 106 as appropriate, and infrastructure delivered to adoptable standards via Section 38 and Section 278, which will be addressed in a separate response by Samantha Harvey.

Suffolk County Council, in its role as local Highway Authority, has worked with the local planning authorities to develop county-wide technical guidance on parking which replaces the preceding Suffolk Advisory Parking Standards (2002) in light of new national policy and local research. It has been subject to public consultation and was adopted by Suffolk County Council in November 2014 (updated 2019).

2. **Fire Service.** Any fire hydrant issues will need to be covered by appropriate planning conditions. SCC would strongly recommend the installation of automatic fire sprinklers. The Suffolk Fire and Rescue Service requests that early consideration is given during the design stage of the development for both access for fire vehicles and the provisions of water for firefighting which will allow SCC to make final consultations at the planning stage.
3. **Legal costs.** SCC will require an undertaking for the reimbursement of its own legal costs associated with work on a S106 agreement, whether or not the matter proceeds to completion.

4. **Time Limits.** The above information is time-limited for 6 months only from the date of this letter.
5. **Monitoring fee.** The CIL Regs allow for charging of monitoring fees. In this respect the County Council charges **£412** for each trigger point in a planning obligation, payable upon completion of the s106 agreement.

Yours sincerely,

Cameron Clow

Cameron Clow
Senior Planning and Growth Officer
Growth, Highways & Infrastructure Directorate

cc

SCC, Developer Contributions

From: GHI Floods Planning <floods.planning@suffolk.gov.uk>

Sent: 09 February 2021 13:49

To: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>

Cc: Gemma Walker <Gemma.Walker@babberghmidsuffolk.gov.uk>

Subject: 2021-02-09 JS Reply Gateway 14, Land Between The A1120 And A14, Stowmarket Ref DC/21/00407

Dear Gemma Walker,

Subject: Land Between The A1120 And A14, Stowmarket Ref DC/21/00407

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/21/00407.

***Note the LLFA is only commenting on the surface water drainage and the foul water drainage.**

The following submitted documents have been reviewed and we recommend a **holding objection** at this time:

- Location Plan Ref 20012-FSA-XX-XX-DR-A-0100 P03
- Parameters Plan ref 20012-FSA-XX-XX-DR-A-0105 P15
- Illustrative Landscape Masterplan Ref JBA 20-104 - sk01
- Site Specific Flood Risk Assessment & SuDs Assessment Ref 60417-PP-001 Rev B)
- Indicative Proposed Drainage & Highway detail (sheets 1 & 2) 60417-PP-008
- Outline Surface Water Storage Ref 60417-PP-004 rev A
- Surface Water Bund Storage Cross Section Through Existing Watercourse Ref 60417-PP-007
- Existing Site Constraints Plan Ref 20012-FSA-XX-XX-DR-A-0102 P03
- Detailed Landscaping Soft Proposals for structural Landscaping Area Ref JBA 20-104-15 Rev B
- Detailed Landscaping Soft Proposals for structural Landscaping Area Ref JBA 20-104-16 Rev B
- Environmental Statement Volume 1 (Chapter 11 - Flood Risk, Drainage and Water Resources)

A holding objection is necessary because there is some minor amendment to be made to the Site Specific Flood Risk Assessment & SuDs Assessment Ref 60417-PP-001 Rev B and the Environmental Statement Volume 1 (Chapter 11 - Flood Risk, Drainage and Water Resources). The LLFA also requires some additional information to be provided.

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. Site Specific Flood Risk Assessment & SuDs Assessment Ref 60417-PP-001, indicated this is rev B, but this document has been amended subsequently and therefore is Rev C
2. Site Specific Flood Risk Assessment & SuDs Assessment Ref 60417-PP-001 Rev B), Para 6.15 Climate change value should read 20%, not 10%
3. Hydraulic calculations need have a sensitivity assessment against FEH methodology and the lowest greenfield run off rates utilises for the site
4. Flood Flow exceedance routes need to be shown for the full application element of the application, these exceedance routes then shall not be blocked for any phase of the outline applications proposals
5. CDM Designers risk assessment is to be provided for any open SuDS features
6. An establishment plan for the first five years for the SuDS features needs to be submitted
7. Environmental Statement Volume 1 (Chapter 11 - Flood Risk, Drainage and Water Resources) need to be updated to include Suffolk County Council, as Lead Local Flood Authority (LLFA) policy.
 - a. <http://www.greensuffolk.org/assets/Greenest-County/Water--Coast/Suffolk-Flood-Partnership/2018-Strategy-Documents/2016-04-Suffolk-Flood-Risk-Management-Strategy-v12.pdf>

8. Environmental Statement Volume 1 (Chapter 11 - Flood Risk, Drainage and Water Resources) need to be updated to reference that the site is within a Drinking Water Protected Areas (Surface Water) (England) & Drinking Water Safeguard Zones (Surface Water) (England)
 - a. Source Defra Magic Map (Feb 2021)

Note; culverting any watercourse will required Land Drainage Act consent and is a matter to be determined outside of planning

Note; further information may be required.

Kind Regards

Jason Skilton
Flood & Water Engineer
Suffolk County Council
Growth, Highway & Infrastructure
Endeavour House, 8 Russell Rd, Ipswich , Suffolk IP1 2BX

Your Ref: DC/21/00407
Our Ref: SCC/CON/1599/21
Date: 4 May 2021
Enquiries to: Ross.Walker@suffolk.gov.uk



The Planning Department
MidSuffolk District Council
Planning Section
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the attention of: Gemma Walker - MSDC

Dear Gemma Walker - MSDC,

**TOWN AND COUNTRY PLANNING ACT 1990
CONSULTATION RETURN:**

PROPOSAL: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works.

LOCATION: Gateway 14, Land Between The A1120 And A14, Stowmarket, Suffolk

Notice is hereby given that the County Council as Minerals and Waste Authority make the following comments:

Thank you for consulting the SCC minerals and waste Authority. As the south of the site sits within the minerals safeguarding zone and is above the threshold of 5Ha outlined in policy MP10, of the Suffolk county council minerals and waste plan, we would ask that as part of this development a series of trial boreholes and grading analysis of the minerals are carried out pre commencement. If it is found that there is sufficient material we would ask that the minerals be extracted prior to the development moving forward. If this is not

economically viable we would ask that any material found on site which could be used in the construction of the site is used, providing that this is economically viable.

please do call me if you have any questions.

Yours sincerely,

Ross Walker
Planning Officer
Planning Section
Strategic Development - Growth, Highways & Infrastructure

Your Ref:DC/21/00407
Our Ref: SCC/CON/3086/21
Date: 13 July 2021



All planning enquiries should be sent to the Local Planning Authority.

Email: planning@babberghmidsuffolk.gov.uk

The Planning Department
MidSuffolk District Council
Planning Section
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the attention of: Gemma Walker

Dear Gemma

TOWN AND COUNTRY PLANNING ACT 1990

CONSULTATION RETURN: DC/21/00407

PROPOSAL: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works (additional plans, documents and EIA information received 08/04/2021) and subsequent ES addendum letter received 17th June 2021.

LOCATION: Gateway 14, Land Between The A1120 And A14, Stowmarket, Suffolk

ROAD CLASS:

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

Revision B Travel Plan dated 25/05/2021 has addressed the outstanding actions and the recommended a planning condition within our response dated 20th May 2021 to secure its implementation prior to occupation is required.

S106 Contributions

£10k Travel Plan Evaluation and Support Contribution will need to be secured to cover SCC officer time for a 10 year period following on from occupation of the first commercial unit

PROW works to upgrade FP1 and FP25 to bridleway and improvements for FP27, a total of £109,100 contribution is required.

Yours sincerely,

Samantha Harvey

Senior Development Management Engineer

Growth, Highways and Infrastructure

All planning enquiries should be sent to the Local Planning Authority.

Email: planning@babberghmidsuffolk.gov.uk

The Planning Department
MidSuffolk District Council
Planning Section
1st Floor, Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX

For the attention of: Gemma Walker

Dear Gemma

TOWN AND COUNTRY PLANNING ACT 1990

CONSULTATION RETURN: DC/21/00407

PROPOSAL: Reason(s) for re-consultation: Revised plans and documents received 08.04.21

LOCATION: Gateway 14, Land Between The A1120 And A14, Stowmarket, Suffolk

ROAD CLASS:

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

We have reviewed the Transport Assessment supplied with this application, the summary of our findings are as follows:

- The site already has planning permission for employment use totalling 166,215m². This application is for 227,830m².
- distribution to and from the development during the AM and PM peak hours with permitted development traffic flows were included in the model. Addison Way/Bramford Road junction, A1120/Gun Cotton Way roundabout, A1120/B1113 junction and the A14/A1120 Interchange all operate within capacity.
- The Suffolk County Transport Model (SCTM) has been used to assess the car and HGV traffic as a sensitivity test for the proposal
- The proposed development layout will require Mill Lane to be 'stopped-up' from the A1120 overbridge to the new access road at the south eastern area of the site. There will be pedestrian and cycle links throughout the site. The traffic will re-route using the local road network.
- The new access road joins Mill Road near the Clumps Farm where there is a 90 degree bend. This area is narrow and difficult for large vehicles to pass at this location. It has been agreed with the developer all HGV signage will be signed towards A1120 so traffic travels west.
- A new toucan crossing is proposed on the southern arm of A1120 supplying a safe link for non-motorised users to the existing footway and cycle network.
- To keep private car use to a minimum, a Framework Travel Plan has been identified which would be provided and secured through planning condition/s106.
- With the proposed mitigation for highway improvements, we consider the proposal would not have an adverse impact on the public highway with regard to congestion, safety or parking. Therefore, the County Council as Highways Authority, does not wish to restrict the grant of permission.

Travel Plan comments –

- There is still no evidence of discussions with local bus operators to see if they would be willing to provide frequent bus services to the site, as the existing bus services are extremely limited. Evidence of this discussions need to be included in the Travel Plan as developer contributions may be required to secure these services. If not a shuttle bus measure should be considered as an alternative.
- There is some reference to a commitment in the Travel Plan to provide all units with suitable long-stay secure cycle parking (that is not publicly accessible) in paragraph 4.6. However there is no commitment to provide showers and changing facilities to also meet the requirements of LTN 1/20 and help guide the reserved matters process A revised Travel Plan or Highways Technical Note that takes into account the issues raised above will need to be submitted prior to the determination of this planning application. If the issues raised above can be addressed and consent is granted for this planning application, the following planning conditions are required to secure the Travel Plan.

PROW comments –

- Government guidance considers that the effect of development on a public right of way (PROW) is a material consideration in the determination of applications for planning permission. Local planning authorities should ensure that the potential consequences are taken into account whenever such applications are considered (Rights of Way Circular 1/09 – Defra October 2009, para 7.2) and that public rights of way should be protected.
- We do not object in principle to FP1 CSP being diverted (subject to the correct legal process being followed prior to any works being undertaken) as we maintain that this will provide a good sustainable route into the site, and we are pleased to see that the Applicant has now updated their proposed route so as to remove the sharp bends. It is still unclear what will lie on either side of the proposed diverted route at the point where it runs between Plot 1500 and Plot 1600, however we understand that that is a matter for their Reserved Matters Application further down the line. Therefore, we are not currently in a position to say whether we object or not to the diversion of FP1 CSP. The route must not be constrained or obstructed, and must be accommodated within a sufficiently wide corridor to allow for a 3 metre wide path with space either side to enable maintenance to be carried out.
- While we still believe that a pedestrian / cyclist access point at the south-western corner of the site would be desirable to enable access from south Stowmarket and those areas south of Needham Road without the need to travel all the way to the roundabout and enter with the vehicular traffic, we understand that this may not be practical given the current highway layout and the lack of footway provision at this location.
- At p37 of the Design and Access Statement, the Applicant states that a new public footpath will be provided, linking the site to the River Gipping. We are very pleased that the Applicant has indicated their intention to dedicate this route as a public footpath and that it will be added to the Definitive Map. We would ask for it to be a minimum width of 2 metres and with an unbound surface in order to ensure it is accessible for all users, including those with buggies, wheelchairs, and mobility scooters.
- The Applicant has assured us that the Gateway Road will be built to our adoptable standard to reduce the future maintenance burden in relation to the PROW.
- We are pleased to see that the Applicant is providing a link from the south-eastern corner of the site onto the Gipping Valley Path (FP57 Stowmarket). We would anticipate that the public and employees will use FP57 to access the site on foot, and therefore would like to see improvements made to the path.

Taking all the above into account, it is our opinion that this development achieve can provide safe and suitable access to the site for all users (NPPF Para 108) and would not have a severe impact on the road network (NPPF para 109) therefore we do not object to the proposal.

CONDITIONS

Should the Planning Authority be minded to grant planning approval the Highway Authority in Suffolk would recommend they include the following conditions and obligations:

Access Condition: Before the development is commenced, details of the access and associated works, (including layout, levels, gradients, surfacing and means of surface water drainage) 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.

Highway Improvement Condition: Prior to occupation of the development, the off-site works highway improvements to be provided as indicated on Drawing No. 60417/PP/011 and 60417/PP/012 The approved scheme shall be laid out, constructed and made functionally available for use by the occupiers of the development prior to the occupation of the first dwelling and thereafter retained in the approved form for the lifetime of the development.

Reason: To ensure that suitable mitigation measures are provided prior to occupation.

ER 1 - Condition: Prior to commencement of any works, (save for site clearance and technical investigations) details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), 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.

ER 2 - Condition: No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority in consultation with Local Highway Authority.

Reason: To ensure that satisfactory access is provided for the safety of residents and the public.

Parking Condition: Before the development is commenced details of the areas to be provided for the manoeuvring and parking of vehicles including electric vehicle charging units and secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To enable vehicles to enter and exit the public highway in forward gear in the interests of highway safety.

Travel Plan Condition: Before the commercial development is commenced, details of the areas to be provided for secure covered cycle storage for both customers and employees and details of changing facilities including storage lockers and showers shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: In the interests of sustainable development as set out in the NPPF and strategic objectives SO3 and S06 of the Mid Suffolk Core Strategy Development Plan Document (2008) and Core Strategy Focused Review (2012).

Travel Plan Condition: Prior to first occupation of the first commercial unit, details of the travel arrangements to and from the site for employees, in the form of a Travel Plan in accordance with the mitigation measures identified in the submitted Framework Travel Plan shall be submitted for the approval in writing by the local planning authority in consultation with the highway authority.

Reason: In the interest of sustainable development as set out in the NPPF, and strategic objectives SO3 and S06 of the Mid Suffolk Core Strategy Development Plan Document (2008) and Core Strategy Focused Review (2012)

Construction Management Plan Condition: Before the development hereby permitted is commenced a Construction Management Plan shall have been submitted to and approved in writing by the Local Planning Authority. Construction of the development shall not be carried out other than in accordance with the approved plan. The Construction Management Plan shall include the following matters:

- a photographic survey to be carried out to determine the condition of the carriageway and footways prior to commencement of the works
- Means of access for construction traffic
- haul routes for construction traffic on the highway network and monitoring and review mechanisms.
- provision of boundary hoarding and lighting
- details of proposed means of dust suppression
- details of measures to prevent mud from vehicles leaving the site during construction
- details of deliveries times to the site during construction phase
- details of provision to ensure pedestrian and cycle safety

- programme of works (including measures for traffic management and operating hours)
- parking and turning for vehicles of site personnel, operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials
- maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway and to ensure minimal adverse impact on the public highway during the construction phase.

S106 CONTRIBUTION

Travel Plan

As Suffolk County Council are a named monitoring stakeholder in the Travel Plan, a £1,000 per annum Travel Plan Evaluation and Support Contribution, payable from first occupation until five years after occupation of the final commercial unit will need to be secured through a Section 106 Agreement to cover the cost of Suffolk County Council overseeing the delivery of the Travel Plan its duration. This is a discretionary function of the County Council and is chargeable under Section 93 of the 2003 Local Government Act and Section 3 of the 2011 Localism Act.

PROW

Parts of FP1 CSP, and FP25 CSP (running between Pound Road (Point A) and the proposed Gateway Road) need to be widened to 3 metres and upgraded to bridleway status to enable pedestrians and cyclists off-road access to the east of the site from both north and south of the A14. This path also requires clearance works, an unsealed hoggin surface, a new bridleway bridge at Point C, and post and wire (stock type) fencing along the northern side to provide a physical barrier between users and the A14. There is currently also fencing along the southern side of parts of the route and we would propose that this be replaced for the full length. These improvements can either be done:

- with s106 funding of £106,400 for us to carry out all of the works;
- with s106 funding of £27,300 for us to carry out the clearance works, the fencing, install a new bridleway bridge at point C, and the legal works to upgrade to bridleway and widen the routes, with the Developer to undertake the surfacing under a s278 Agreement to a specification to be agreed with us.
- we would anticipate that the public and employees will use FP57 to access the site on foot, and therefore would like to see improvements made to the path. These improvements are clearance works at places along the route between Stowmarket town and the proposed site, and a new footbridge at Point D on the plan. This would require a s106 contribution of £2,700.

Total PROW contributions £136,400

NOTES

The Local Planning Authority recommends that developers of housing estates should enter into formal agreement with the Highway Authority under Section 38 of the Highways Act 1980 relating to the construction and subsequent adoption of Estate Roads.

The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification. The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing.

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. For further information go to <http://www.suffolkpublicrightsofway.org.uk> and www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk.

Yours sincerely,

Samantha Harvey
Senior Development Management Engineer
Growth, Highways and Infrastructure

Growth, Highways and Infrastructure
Bury Resource Centre
Hollow Road
Bury St Edmunds
Suffolk
IP32 7AY

Philip Isbell
Corporate Manager - Development Manager
Planning Services
Babergh and Mid Suffolk District Councils
Endeavour House
8 Russell Road
Ipswich IP1 2BX

Enquiries to: Matthew Baker
Direct Line: 01284 741329
Email: Matthew.Baker@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: 2021_00407
Date: 22nd February 2021

For the Attention of Gemma Walker

Dear Mr Isbell

Planning Application DC/21/00407 – Gateway 14, Land Between The A1120 and A14, Stowmarket: Archaeology

This site lies in an area of archaeological potential recorded on the County Historic Environment Record (HER), summarised in an Archaeological Desk-Based Assessment submitted with this application (Archaeology South-East Report 2014267v2). The majority of site has been subject to Geophysical survey (HER ref nos. CRP 012 & CRP 018) and Trenched Archaeological Evaluation (CRP 012 & CRP 029).

The southern field (CRP012) showed areas of interest on the south-facing slopes over the Gipping. Which include areas of archaeological features dating from the Mid Neolithic to Late Iron Age with an intensification of activity from the Mid-Late Iron Age, which appears to be within an enclosure. The central part of the site also has a concentration of ditches dating from the 12-14th centuries. Further medieval archaeological features were identified in south-western part of the site, in an area called 'further dam head' on the tithe map, which could represent medieval activity adjacent a wetland resource.

The archaeological evaluation on the northern field (CRP 029) identified two areas of medieval archaeological features. In the north-east of the site, at the base of a valley, a series of medieval ditches were found with an associated cobble surface trackway, with indirect evidence of nearby occupation. Additionally, A second concentration of medieval ditches, which appear to form enclosures, was located in the south-west of the northern field.

As a result, there is high potential for the discovery of additional below-ground heritage assets of archaeological importance within this area, and groundworks associated with the development have the potential to damage or destroy any archaeological remains which exist.

Discussions have been had with the developer and SCCAS regarding the areas for archaeological investigation and based on the submitted plans for this application, areas D and E (see attached plan) are shown to be partially impacted on by the development. Provided that ground disturbance is avoided, in the area of the site bund, and measures put into place to secure the preservation of archaeology, as set out in a management plan, then excavation under the bund will not be required. However, should any intrusive works be planned, then the area under the bund will need to be included within the excavation.

There are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important heritage assets. However, in accordance with the *National Planning Policy Framework* (Paragraph 199), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

In this case the following two conditions would be appropriate:

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

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

- a. The programme and methodology of site investigation and recording.
- b. The programme for post investigation assessment.
- c. Provision to be made for analysis of the site investigation and recording.
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- e. Provision to be made for archive deposition of the analysis and records of the site investigation.
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.
- h. Mitigation details for the preservation *in situ* of archaeological features within areas C, D and E, and a management plan for the ongoing protection of these areas in perpetuity.

2. No building shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under part 1 and the provision made for analysis, publication and dissemination of results and archive deposition.

REASON:

To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2019).

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

I would be pleased to offer guidance on the archaeological work required and, in our role as advisor to Mid Suffolk District Council, the SCC Archaeological Service will, on request of the applicant, provide a specification for the archaeological work required at this site.

In this case, the following will be required for the five archaeological areas:

Area A: Open area excavation has been undertaken in this area. The fieldwork has been completed. The excavation Post-excavation Assessment Report is currently being produced by the client's archaeological contractor for submission to SCCAS. We have no objections to groundworks commencing in Area A.

Area B: Open area excavation, including open area excavation area over medieval archaeological features identified in trench 67.

Area C: Trenched archaeological evaluation in order to establish the archaeological potential. Decisions on the need for any further investigation (excavation before groundworks commence) will be made on the results of the evaluation.

Area D: Open area excavation on the areas threatened by the development.

Area E: Open area excavation on the areas threatened by the development.

In the areas B – E archaeological works will be required before any groundworks commence, this includes site preparation, infrastructure and landscaping works.

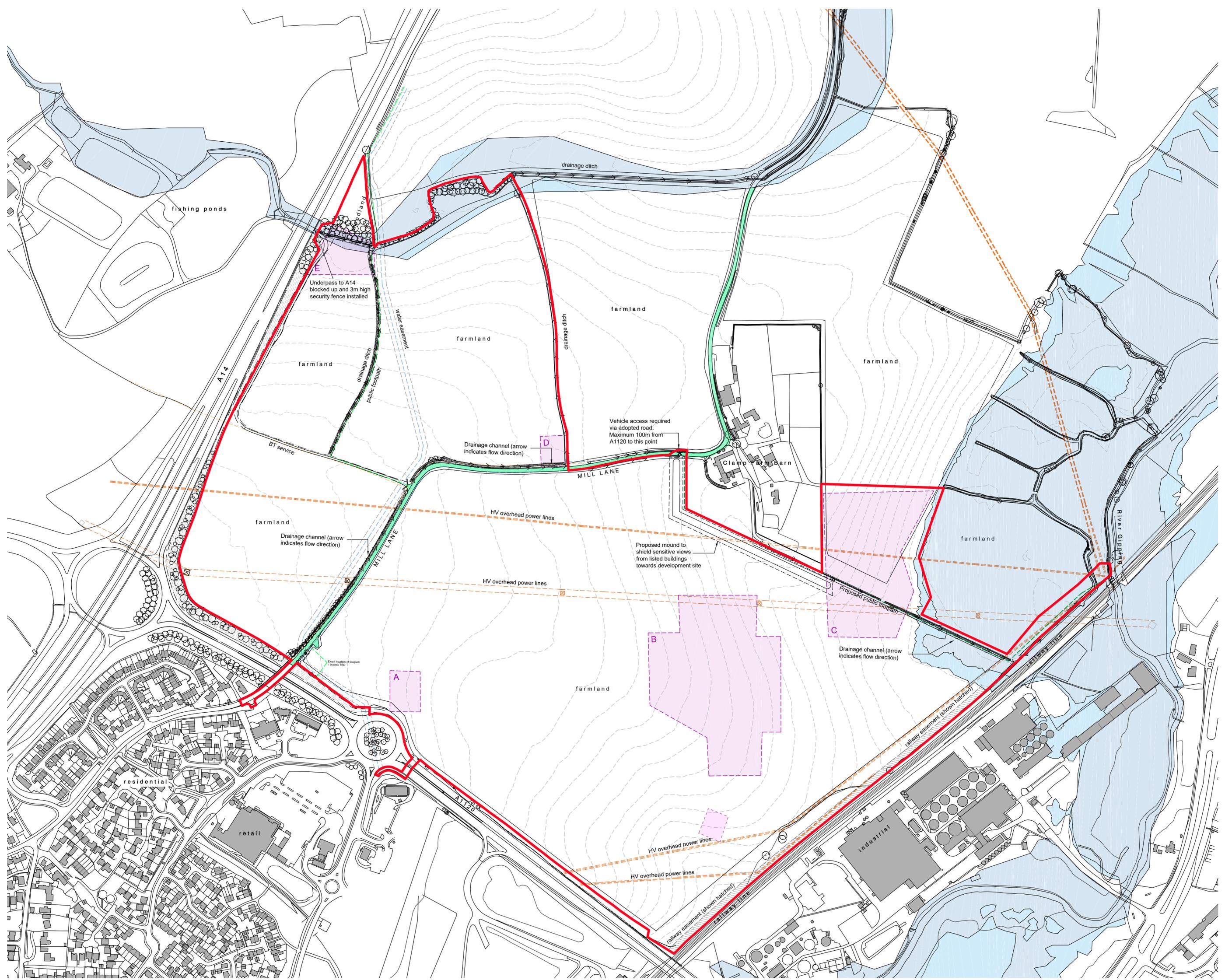
Further details on our advisory services and charges can be found on our website: <http://www.suffolk.gov.uk/archaeology/>

Please do get in touch if there is anything that you would like to discuss or you require any further information.

Yours sincerely,

Matthew Baker

Archaeological Officer
Suffolk County Council Archaeological Service



Mid Suffolk District Council
Planning Department
Endeavour House
Russell Road
Ipswich
IP1 2BX

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref:
Our Ref: FS/F221522
Enquiries to: Water Officer
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 02/02/2021

Dear Sirs

Gateway 14 land between the A1120 and A14 Stowmarket
Planning Application No: DC/21/00407/FUL
A CONDITION IS REQUIRED FOR FIRE HYDRANTS
(see our required conditions)

I refer to the above application.

The plans have been inspected by the Water Officer who has the following comments to make.

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), 2019 Edition, Volume 1 - Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of buildings 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, 2019 Edition.

Water Supplies

Suffolk Fire and Rescue Service 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.

/continued

Sprinklers Advised

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 or appointed Approved Inspector in the first instance. For further advice and information regarding water supplies, please contact the Water Officer at the above headquarters.

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Enc: Hydrant requirement letter

Copy: hannah.walker@avisonyoung.com

Enc: Sprinkler information

Mid Suffolk District Council
Planning Department
Endeavour House
Russell Road
Ipswich
IP1 2BX

Fire Business Support Team
Floor 3, Block 2
Endeavour House
8 Russell Road
Ipswich, Suffolk
IP1 2BX

Your Ref:
Our Ref: ENG/AK
Enquiries to: Water Officer
Direct Line: 01473 260486
E-mail: Angela.Kempen@suffolk.gov.uk
Web Address: www.suffolk.gov.uk

Date: 2 February 2021

Planning Ref: DC/21/00407/FUL

Dear Sirs

RE: PROVISION OF WATER FOR FIRE FIGHTING

ADDRESS: Gateway 14 Land between the A1120 and A14 Stowmarket

**DESCRIPTION: SUB STATION, EMPLOYMENT & COMMERCIAL BUILDINGS
HYDRANTS REQUIRED**

If the Planning Authority is minded to grant approval, the Fire Authority require adequate provision is made for fire hydrants, by the imposition of a suitable planning condition at the planning application stage.

If the Fire Authority is not consulted at the planning stage, or consulted and the conditions not applied, the Fire Authority will require that fire hydrants be installed retrospectively by the developer if the Planning Authority has not submitted a reason for the non-implementation of the required condition in the first instance.

The planning condition will carry a life term for the said development and the initiating agent/developer applying for planning approval and must be transferred to new ownership through land transfer or sale should this take place.

Fire hydrant provision will be agreed upon when the water authorities submit water plans to the Water Officer for Suffolk Fire and Rescue Service.

Where a planning condition has been imposed, the provision of fire hydrants will be fully funded by the developer and invoiced accordingly by Suffolk County Council.

Until Suffolk Fire and Rescue Service receive confirmation from the water authority that the installation of the fire hydrant has taken place, the planning condition will not be discharged.

Continued/

OFFICIAL

Should you require any further information or assistance I will be pleased to help.

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

OFFICIAL

Created: September 2015

Enquiries to: Fire Business Support Team
Tel: 01473 260588
Email: Fire.BusinessSupport@suffolk.gov.uk



Dear Sir/Madam

Suffolk Fire and Rescue Service – Automatic Fire Sprinklers in your Building Development

We understand from local Council planning you are considering undertaking building work.

The purpose of this letter is to encourage you to consider the benefits of installing automatic fire sprinklers in your house or commercial premises.

In the event of a fire in your premises an automatic fire sprinkler system is proven to save lives, help you to recover from the effects of a fire sooner and help get businesses back on their feet faster.

Many different features can be included within building design to enhance safety and security and promote business continuity. Too often consideration to incorporate such features is too late to for them to be easily incorporated into building work.

Dispelling the Myths of Automatic Fire Sprinklers

- Automatic fire sprinklers are relatively inexpensive to install, accounting for approximately 1-3% of the cost of a new build.
- Fire sprinkler heads will only operate in the vicinity of a fire, they do not all operate at once.
- An automatic fire sprinkler head discharges between 40-60 litres of water per minute and will cause considerably less water damage than would be necessary for Firefighters tackling a fully developed fire.
- Statistics show that the likelihood of automatic fire sprinklers activating accidentally is negligible – they operate differently to smoke alarms.

Promoting the Benefits of Automatic Fire Sprinklers

- They detect a fire in its incipient stage – this will potentially save lives in your premises.
- Sprinklers will control if not extinguish a fire reducing building damage.
- Automatic sprinklers protect the environment; reducing water damage and airborne pollution from smoke and toxic fumes.
- They potentially allow design freedoms in building plans, such as increased compartment size and travel distances.
- They may reduce insurance premiums.
- Automatic fire sprinklers enhance Firefighter safety.
- Domestic sprinkler heads are recessed into ceilings and pipe work concealed so you won't even know they're there.

OFFICIAL

- They support business continuity – insurers report 80% of businesses experiencing a fire will not recover.
- Properly installed and maintained automatic fire sprinklers can provide the safest of environments for you, your family or your employees.
- A desirable safety feature, they may enhance the value of your property and provide an additional sales feature.

The Next Step

Suffolk Fire and Rescue Service is working to make Suffolk a safer place to live. Part of this ambition is as champion for the increased installation of automatic fire sprinklers in commercial and domestic premises.

Any information you require to assist you to decide can be found on the following web pages:

Suffolk Fire and Rescue Service

<http://www.suffolk.gov.uk/emergency-and-rescue/>

Residential Sprinkler Association

<http://www.firesprinklers.info/>

British Automatic Fire Sprinkler Association

<http://www.bafsa.org.uk/>

Fire Protection Association

<http://www.thefpa.co.uk/>

Business Sprinkler Alliance

<http://www.business-sprinkler-alliance.org/>

I hope adopting automatic fire sprinklers in your build can help our aim of making 'Suffolk a safer place to live'.

Yours faithfully

Chief Fire Officer
Suffolk Fire and Rescue Service

Planning Application – Strategic Planning Policy Consultation Response

Planning Application Reference:	DC/21/00407
Site:	Gateway 14 Land Between The A1120 And A14 Stowmarket Suffolk
Proposal:	Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works (additional plans, documents and EIA information received 08/04/2021). Gateway 14 Land Between the A1120 And A14 Stowmarket Suffolk
Prepared by:	B&MSDC Strategic Planning Policy and Infrastructure
Date:	12/05/21

1. Background and Policy Context

The Mill Lane site is a long running land allocation. The site has two extant planning permissions (ref 0371/15 & 1582/17) both of which were granted in 2018 and combined cover the entire site area.

The policy context for the site comprises:

- NPPF
- Mid Suffolk’s Core Strategy (2008)
- Mid Suffolk’s Core Strategy Focused Review (2012)
- Mid Suffolk Local Plan (1998) (saved policies)
- Stowmarket Area Action Plan (2013).
- the Mill Lane Development Brief (2014) which provides detailed guidance on development of the Gateway 14 site.
- The Pre-Submission Babergh and Mid Suffolk Joint Local Plan, 2020 (now submitted).

2. Policy Considerations

The application site is allocated in both Adopted Development Plans and the Submitted Babergh and Mid Suffolk Joint Local Plan, 2020 (Submitted on 31/03/21).

Whilst some of the existing policies pre date the NPPF, due weight should be given to them according to their consistency with the Framework (NPPF, para 213). Additionally, as set out in the NPPF paragraph 48, it is considered that the Local Planning Authority may give weight to the Submitted JLP (2020) and the supporting evidence in the determination of this application. This includes, where relevant, Part 1 strategic policies, Part 2 delivery policies and Part 3 Place and Allocation Policies (LA044) and have regard to the JLP evidence base as appropriate (<https://www.midsuffolk.gov.uk/assets/Strategic-Planning/JLPExamination/CoreDocLibrary/JLP-Core-Document-Library-live.pdf>) in the determination of the above application.

- **Stowmarket Area Action Plan (SAAP)**

The Stowmarket Area Action Plan (SAAP), policy SAAP 7.9 states: *The site alongside the A1120 shown as the 'Stowmarket Business and Enterprise Park' in Map 7.2 and 7.3, is allocated for employment use (expected to be predominantly port related as indicated below), and open space, leisure and recreation. Other uses including Sui Generis Use and those within Use Class D commonly found on business parks will be considered.*

The SAAP included phasing for the development, however as set out in the application supporting statement (paragraph 4.7): *the masterplan has been designed to allow for all essential infrastructure to be delivered upfront within the detailed element of the planning application and there is no fixed phasing. Therefore, the scheme allows for different outline plots to be implemented subject to demand which ensures that the scheme is attractive to potential occupiers.* The proposed change to enable more flexible phased delivery is considered consistent with the overarching objectives and policies within the NPPF.

The SAAP also included indicative land use and development quantum. However, in the determination of this application there is a need to have regard to accommodating infrastructure requirements on and off site, the updated policy context and the recent legislative changes and flexibilities within the use class changes (The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020).

- **The Submitted Babergh and Mid Suffolk Joint Local Plan**

The Babergh and Mid Suffolk Joint Local Plan will supersede the SAAP and Mill Lane Development Brief once adopted. The full list of policies being superseded is set out in Appendix 03 of the Joint Local Plan. The JLP (2020) includes strategic policy SP05 - Employment Land and LA044 for the allocation of Land at Mill Lane, Stowmarket. Both of which refer specifically to the application site at Mill Lane.

Policy SP05 sets out the strategic policy approach for economic development. The policy makes provision to *support and encourage sustainable economic growth and ensure a continuous range and diversity of sites and premises are available to meet current and potential future economic needs and that strategic employment sites* (which includes the

application site at Mill Lane, Stowmarket) *shall be protected and their proposed expansion supported in principle.*

To ensure the policy objective of supporting and encouraging sustainable economic growth is delivered in consideration of the changes to legislation on the use class order (2020), SP05 (4), sets out that *applications for full flexibility or for a single or flexible user involving one or more uses within Class E on the strategic employment sites will be considered on their individual merits. This will apply to all unimplemented extant relevant permissions (prior to September 2020) whether in full or in part. Prior to submission applicants should engage with the LPA to agree the required assessment work in support of any proposal.* This is also detailed in Policy LA044 (II) as set out below.

As set out in the applicants planning supporting statement (paragraph 2.16), in relation to retail, roadside and hotel uses, there has been engagement with the LPA through the pre application process. As the site is located more than 300 metres from the defined Primary Shopping Area for Stowmarket it is defined as out of centre in planning policy terms. Accordingly, Town Centre and Retail Impact Assessment work would need to be undertaken, to consider and understand the impacts from any out of town retail and town uses. The assessment would need to comply with the NPPF, paragraph 86 – 89 requirements. In order to meet national and local policy objectives to ensuring the vitality of the town centres (in particular Stowmarket) the assessment should be based on the potential cumulative impact of uses on the town centre. Without information to determine the impact of retail and town centres, the principle of retail, hotel and roadside uses would be considered contrary to policy at this stage.

Policy LA044 (land at Mill Lane, Stowmarket) makes provision for a combination of employment, open space, leisure and recreational land use (including associated infrastructure) with development expected to comply with the following criteria:

- I. The relevant policies set out in the Plan;
- II. Applications for full flexibility or for a single or flexible use involving one or more of the uses within Class E will be considered on their individual merits. Prior to submission applicants should engage with the LPA to agree the required assessment work in support of any proposal
- III. Development is designed to conserve and where appropriate enhance Clamp Farm, Clamp Cottages, Badley Mill House (Grade II) Creting Hall (Grade II*) and Church of St Peter and (Grade II*) their settings;
- IV. An archaeological assessment and measures for managing impacts on archaeological remains are provided;
- V. An ecological survey, and any necessary mitigation measures are provided;
- VI. Developer should test the potential resources on the site to identify if prior extraction or use of the mineral on site is appropriate;
- VII. Rights of Way within the site and within the vicinity of the site should be retained and enhanced to enable access to the countryside and active transport;
- VIII. Provision of a transport assessment to determine existing and projected capacity and any mitigation required;
- IX. An ecological survey, and any necessary mitigation measures are provided;
- X. A flood risk assessment should be used to avoid and mitigate all forms of flooding in a sustainable manner; and

- XI. Contributions, to the satisfaction of the LPA, towards off-site road improvements including to the A14 (J50).

The site-specific criteria, as set out above, should be considered in the determination of the application.

3. Conclusion

The principle of the site for employment led development, as consistent with the adopted and emerging planning framework, is supported. Application DC/21/00407 and subsequent detailed proposals should comply with the NPPF, the adopted policy framework in accordance with the NPPF, paragraph 217 and the Submitted (Regulation) 22 JLP in accordance with the NPPF para 48.

Prior to determination of any future the retail, roadside and hotel uses, the necessary retail and town centre impact assessment work must be undertaken and considered, consistent with the NPPF para 86-90.

Jennifer Candler, Senior Policy Strategy Planner
Strategic Planning Policy and Infrastructure
Babergh and Mid Suffolk District Councils

Planning Application – Infrastructure Consultation Response

Planning Application Reference:	DC/21/00407
Site:	Gateway 14 Land Between the A1120 And A14 Stowmarket Suffolk
Proposal:	Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works (additional plans, documents and EIA information received 08/04/2021). Gateway 14 Land Between the A1120 And A14 Stowmarket Suffolk
Prepared by:	B&MSDC Strategic Planning Policy and Infrastructure
Date:	14/05/21

Further to the policy position provided on the 12th May 2021, the infrastructure position is provided below.

1. Infrastructure position

The IDP of September 2020 provides an updated position from the previous IDP of July 2019, and it sets out both Babergh and Mid Suffolk's infrastructure requirements and priorities. It was published on the 12th November 2020 as evidence which supports the Pre-Submission Regulation 19 Joint Local Plan. The IDP is an iterative document which is updated annually to reflect the changes in infrastructure capacities, requirements and priorities.

For the purpose of this response the content of the IDP has been considered together with the responses from infrastructure providers.

There are infrastructure needs for Stowmarket that are identified in the IDP, those most pertinent to this proposal focus on highways and transport mitigation relating to footways and cycle links as well as highways improvements. It is noted that the proposed new footway/cycleway (within the planning application) over the existing A1120 overbridge and the installation of a new Toucan crossing on the A1120 will assist pedestrians and cyclists to safely cross over the A1120. It is understood that the overbridge and toucan crossing are to be delivered through Section 278 from the developer. Another recommendation of the County Council Highways team on the 12/02/2021 requires that the lower speed limit (30mph) is

extended. It will be essential that this requirement is met to the satisfaction of the Highway's Authority. This is to be delivered through a unilateral undertaking between the developer and SCC Highways.

There are also clear recommendations by the County Council regarding the Travel Plan and Public Rights of Way. These will also be essential in improving connectivity and opportunities to increase walking and cycling. As such, one of the recommendations by Public Rights of Way state that an access point in the south-western corner of the site to provide access towards the town centre facilities will be needed.

These mitigation measures are not listed in the IDP, however they are justified by the Highways Authority, including Public Rights of Way, and should be secured through Section 106 or Section 278 where appropriate.

Anik Bennett, Infrastructure Officer
Strategic Planning Policy and Infrastructure
Babergh and Mid Suffolk District Councils

DC 21 00407 Stowmarket amended details

Heritage consultation response

Gemma

The new submissions include details of a proposed landscaping scheme. I would defer to the landscape officer on the details.

Among various reports, a revised Heritage Impact Assessment is submitted.

The revision is limited to the summary description of the scale of impact on the setting of the listed buildings nearest the site, Clamp Farm Cottages and Clamp Farmhouse. The HIA first submitted described the sensitivity of the wider setting of the buildings as 'moderate-high', and the overall impact on their setting as 'medium/high'; the level of harm resulting to the significance of the buildings was described as 'medium'. In the HIA as amended, the sensitivity of the wider setting is described as 'moderate-medium', the overall impact on setting as 'medium', and the level of harm to significance as 'no more than medium'.

In my view the amendments make the HIA more coherent and robust in that these conclusions more faithfully reflect the analysis and reasoning throughout the preceding text.

In accordance with NPPF policies on Heritage, in the exercise of weighing and balancing planning considerations, a lower level of harm in heritage terms would mean that the level of justification required in terms of public benefits might be correspondingly lower. But I would point out that my own conclusions on the level of harm in heritage terms correspond to the level now stated in the revised HIA.

Paul

Paul Harrison

Heritage and Design Officer

Babergh and Mid Suffolk District Councils

T 01449 724677 | 07798 781360

E paul.harrison@baberghmidsuffolk.gov.uk

E heritage@baberghmidsuffolk.gov.uk

W www.babergh.gov.uk | www.midsuffolk.gov.uk

HERITAGE CONSULTATION RESPONSE



Application No.: DC/21/00407
Proposal: Business development
Address: Gateway 14, Stowmarket

Date: 24.03.2021

SUMMARY

1. I consider that the proposal would cause
 - less than substantial harm to designated heritage assets because it would detract from the spacious rural setting of the listed Clamp Farmhouse and Clamp Farm Cottages.
 - The level of harm is rated not more than medium and will depend on such matters as layout and scale which are reserved.
2. I recommend that officers and/or members consider whether the degree of harm is clearly and convincingly justified by public benefits.

DISCUSSION

Legislation and policy

There is a statutory duty in the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the settings of listed buildings. The courts have interpreted this wording as a strong presumption against harm to the significance of listed buildings. The NPPF also gives great weight to the preservation and enhancement of designated heritage assets. Harm requires 'clear and convincing justification' and applications should demonstrate how they have sought to avoid or minimise harm. Harm should be weighed against public benefits.

Site and surroundings

The general area of the site is within countryside on the edge of Stowmarket and includes traditional farmhouses still dominating (but not always now associated with) their rural surroundings and drawing significance from this relationship. The valley of the Gipping has been an important communications route, and transport structures have for centuries formed part of the landscape in the valley bottom. Industrial and commercial sites line the railway and the Gipping navigation from the centre of Stowmarket up to the application site, and in part the proposal can be regarded as an extension to this existing belt of development.

Heritage assets potentially affected

No designated heritage assets would be affected directly by the works, but the proposal has potential to affect the settings of several assets including Clamp Farmhouse and Clamp Farm Cottages, Badley Mill House, Cedars Hotel (Grade II*), Woodlands

Farmhouse, Badley Hall (GII*), Creeting Hall (GII*), the Church of St Peter (GI), and the Old Rectory, and the Conservation Area of Badley Church Green.

Assessment of impact

Cedars Hotel and Woodlands Farmhouse both stand adjacent to sites in commercial and industrial use which extend to the edge of the application site. To the south-west of Cedars is residential development and to the south of Woodlands Farmhouse is open countryside. Although there will be a change of degree, the character of land within the setting is already established and the impact of the proposal would be low or neutral.

Badley Hall itself stands at some distance to the south south west of the site, over a rise, but its straight formal drive connects the Hall to the B1113 forming a landscape feature longer than the application site itself. Three buildings at the Hall are listed at Grade II* and the site also includes a Scheduled Monument and a Grade I listed redundant church. The whole complex, including the formal drive, is included in the Badley Conservation Area. The rural landscape setting of the buildings and the Conservation Area make a key contribution to their significance. However, in the context of existing development near the application site and in the valley bottom, the impact of the proposal would be low or neutral.

Badley Mill House stands at some distance from the heart of the application site, hard against the railway line within a tight group of farm buildings enclosed by trees, and the impact of extending the area of commercial activity in its wider setting is again low.

Further to the east, Creeting Hall too stands in a semi-enclosed group of buildings, and to its north the Grade I listed Church of St Peter and the adjacent Old Rectory (Grade II) stand in an enclosed setting of mature trees. These buildings all stand in locations that are somewhat detached by distance and landform from the site area. In the context of existing development near the site, the impact on the wider setting of these buildings will be low.

The impact on Clamp Farmhouse and Clamp Farm Cottages would be greater as the site reaches within 100m of the buildings. Distances to the mid-point of the bund and to the nearest building on the illustrative masterplan would be approximately: converted barns – 50m / 108m; Clamp Cottages – 70m / 160m; Clamp Farmhouse – 125m / 180m and 210m to the large building. Along with surrounding farm buildings, the group has a degree of enclosure resulting from the layout and orientation of the buildings, and from planting, but as a group the buildings enjoy a spacious rural position which contributes considerably to understanding and appreciating their significance as a historic farmstead.

The proposed development would change the character of land around the farmstead roughly from the west round to the north, with a pond to the south west, leaving an open area of between 50 and 100m with a raised bund between the site and the listed buildings. The bund in itself would comprise an unwelcome man-made intrusion in the countryside, but in mitigation of the more harmful element it can be seen as an appropriate measure, particularly as tree growth would soften its visual impact. In view of some existing compromise to the setting, impact on the setting of the listed buildings is rated medium, and harm to the significance of the listed buildings would be rated low to medium.

Summary

In the terms of NPPF you should balance this harm and any harm arising from other aspects of the proposal, and consider whether the proposal is justified by any public benefits it is expected to secure.

Paul Harrison
BMSDC Heritage Officer
18.2.21



12 July 2021

Gemma Walker
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich IP1 2BX

By email only

Thank you for requesting advice on this re-application from Place Services' ecological advice service. This service provides advice to planning officers to inform Mid Suffolk District Council planning decisions with regard to potential ecological impacts from development. Any additional information, queries or comments on this advice that the applicant or other interested parties may have, must be directed to the Planning Officer who will seek further advice from us where appropriate and necessary.

Application: DC/21/00407
Location: Gateway 14, Land Between The A1120 And A14, Stowmarket, Suffolk
Proposal: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works.

Dear Gemma,

Thank you for re-consulting Place Services on the above hybrid application.

No objection subject to securing ecological mitigation and enhancement measures

Summary

We have re-assessed Chapter 14 - Ecology and Nature Conservation of the Environmental Statement (Penny Anderson, January 2021), submitted by the applicant, relating to the likely impacts of the development upon designated sites, protected and Priority species & habitats.

In addition, we have reviewed the Biodiversity Net Gain Assessment (Penny Anderson, January 2021), which has been provided to accompany the Defra Biodiversity Metric 2.0 (December update) calculations, as well as the Detailed Soft Landscaping Proposals – Rev D (JBA, March 2021).



Furthermore, we have reviewed the ES Addendum Letter, which has been provided to summarise the studies carried out as part of the Environmental Statement. This further information has been requested to provide further clarity on the likely impacts of the development from increased human access to retained habitats, noise disturbance, killing and injury of species, dust and smothering of retained habitats, run-off and pollution and lighting.

The Environmental Statement has not been amended following the further information contained within the ES Addendum Letter. Therefore, we are still satisfied that sufficient ecological information is available for determination of this application.

As a result, the LPA has certainty of the likely impacts on protected and Priority species & habitats and, with appropriate mitigation measures secured, the development can be made acceptable. Therefore, we recommend that the recommendations and conditions proposed within the initial ecological comments provided by Place Services (24 February 2021) should still be followed.

We will await submission of the method statement for translocation of Shepherd's Needle (a Priority species) to secure the details either prior to determination or under a condition to be discharged.

This will enable LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006.

Please contact us with any queries.

Yours sincerely,

Sue Hooton CEnv MCIEEM BSc (Hons)

Principal Ecological Consultant

placeservicesecology@essex.gov.uk

Place Services provide ecological advice on behalf of Mid Suffolk District Council

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.



24 February 2021

Gemma Walker
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich IP1 2BX

By email only

Thank you for requesting advice on this re-application from Place Services' ecological advice service. This service provides advice to planning officers to inform Mid Suffolk District Council planning decisions with regard to potential ecological impacts from development. Any additional information, queries or comments on this advice that the applicant or other interested parties may have, must be directed to the Planning Officer who will seek further advice from us where appropriate and necessary.

Application: DC/21/00407
Location: Gateway 14, Land Between The A1120 And A14, Stowmarket, Suffolk
Proposal: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works.

Dear Gemma,

Thank you for consulting Place Services on the above hybrid application.

No objection subject to securing ecological mitigation and enhancement measures

Summary

We have reviewed Chapter 14 - Ecology and Nature Conservation of the Environmental Statement (Penny Anderson, January 2021), submitted by the applicant, relating to the likely impacts of the development upon designated sites, protected and Priority species & habitats.

We are still satisfied that there is sufficient ecological information available for determination.

This provides certainty for the LPA of the likely impacts on protected and Priority species/habitats and, with appropriate mitigation measures secured, the development can be made acceptable.



Therefore, the mitigation measures identified in the Ecology and Nature Conservation of the Environmental Statement (Penny Anderson, January 2021) should be secured and implemented in full. This is necessary to conserve Protected and Priority Species. Therefore, measures should be outlined within a Construction Environmental Management Plan (CEMP – Biodiversity), which should be secured as a pre-commencement condition of any consent. This document must include precautionary measures to avoid impacts to the nearby Roadside Nature Reserve '169' and County Wildlife Site (CWS) during the construction phase.

Furthermore, we note that a mitigation strategy is required for Shepherd's needle, which is a Priority Species and is classed as a Red Data List Critically Endangered species in Great Britain and Endangered in England. As noted in our comments on the EIA scoping opinion, this species is of considerable importance and facing an extremely high risk of extinction in the UK. According to Plantlife, this plant has declined a lot in the last 50 years and is now restricted to the extreme south-east of England, with a particular stronghold in Suffolk. As a result, we recommend that a method statement is required to secure the translocation of Shepherd's needle seed to a suitable on-site receptor site. The method statement should outline the ongoing management measures required at the receptor site after translocation of seed, which should indicate that annual autumn cultivation is undertaken after the species has flowered each year. In addition, it should include a monitoring strategy to establish whether any remedial measures are required and secure their implementation.

In addition, the Ecology and Nature Conservation of the Environmental Statement (Penny Anderson, January 2021) identifies that at least three Skylark territories were located entirely within the site, with another two territories overlapping and at least two others making some use of the site. As a result, as mitigation for the loss of Skylark breeding territories is not possible on-site, the ecologist has proposed that 48ha of agricultural land at Kelsale, near Saxmundham, Suffolk (grid reference TM 39095 66530) will be specifically managed to enhance breeding habitat for skylark as compensation for loss of suitable habitat within the Site. We agree in principle with this mitigation measure, which should be detailed in a Skylark Mitigation Strategy to be secured by a condition of any consent. The mitigation to offset impacts from the development upon Skylark breeding territories will need to be implemented by a legal agreement as the proposed land is not currently within the applicant's control.

A wildlife friendly lighting scheme should also be provided for this application, and secured as a condition of any consent prior to beneficial use. This should follow The ILP & BCT Guidelines¹ and a professional ecologist should preferably be consulted to advise the lighting strategy for this scheme. In addition, the following measures should 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.
- Lighting should be a maximum of 4000k and lower if required near to 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.

¹ ILP, 2018. Bat Conservation Trust Guidance Note 08/18: Bats and artificial lighting in the UK



- Light columns should be as short as possible and the use of cowls, hoods, reflector skirts or shields should be considered as options to prevent horizontal spill.
- 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.

We also approve of the detailed soft landscape proposals in principle and support the proposed planting scheme and schedule. We note that the landscape plan is accompanied by Defra Biodiversity Metric 2.0 (December update) calculations undertaken by the applicant's ecologist, which demonstrate 13.59% gain for habitats and a 148.65% gain for linear features. Therefore, this assessment clearly demonstrates that measurable net gains for biodiversity will be achieved for this scheme, as outlined under Paragraph 170[d] & 175[d] of the National Planning Policy Framework 2019. In addition, the scheme will comply with the emerging Environmental Bill, which currently outlines that major development will need demonstrate 10% net increase of biodiversity from proposals. Therefore, we are pleased to see that this application will comply with national legislation, which may be mandated in the future.

We recommend that aftercare of the proposed soft landscaping should be implemented via a Landscape and Ecological Management Plan, which should be secured as condition of any consent. This should be informed by a professional ecologist and should demonstrate how the habitat creation aims, highlighted within the Ecology and Nature Conservation of the Environmental Statement (Penny Anderson, January 2021) and the biodiversity metric assessment, will be achieved via the management of the landscaping features. In addition, bespoke reasonable biodiversity enhancement measures for protected and Priority species should be included within the Landscape and Ecological Management Plan or outlined within a separate Biodiversity Enhancement Strategy.

This will enable LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006.

Impacts will be minimised such that the proposal is acceptable subject to the conditions below based on BS42020:2013.

Submission for approval and implementation of the details below should be a condition of any planning consent.

Recommend Conditions

For Full Application:

1. ACTION REQUIRED IN ACCORDANCE WITH ECOLOGICAL APPRAISAL RECOMMENDATIONS

"All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Chapter 14 - Ecology and Nature Conservation of the Environmental Statement (Penny Anderson, January 2021), as already submitted with the



planning application and agreed in principle with the local planning authority prior to determination.

This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW,) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.”

Reason: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

2. PRIOR TO COMMENCEMENT: CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (BIODIVERSITY)

“A construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority, in line with the Ecology and Nature Conservation of the Environmental Statement (Penny Anderson, January 2021).

The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.*
- b) Identification of “biodiversity protection zones”.*
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).*
- d) The location and timing of sensitive works to avoid harm to biodiversity features.*
- e) The times during construction when specialist ecologists need to be present on site to oversee works.*
- f) Responsible persons and lines of communication.*
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.*
- h) Use of protective fences, exclusion barriers and warning signs.*

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority”

Reason: To conserve Protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species).

3. PRIOR TO COMMENCEMENT: METHOD STATEMENT FOR SHEPHERD’S NEEDLE

“No development shall take place until a Method Statement for Shepherd’s needle has been submitted to and approved in writing by the local planning authority.



The Method Statement for Shepherd's needle shall include the following.

- a) Purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints.
- c) Working method(s) to achieve stated objectives.
- d) Extent and location/area of proposed works on appropriate scale maps and plans, including the identification of a suitable receptor site.
- e) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- f) Persons responsible for implementing the works.
- g) Details of initial aftercare and long-term maintenance.
- h) Details for monitoring and remedial measures.

The Method Statement for Shepherd's needle shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter."

Reason: To allow the LPA to discharge its duties under s40 of the NERC Act 2006 (Priority habitats & species).

4. PRIOR TO COMMENCEMENT: SKYLARK MITIGATION STRATEGY

"A Skylark Mitigation Strategy shall be submitted to and approved in writing by the local planning Authority.

- a) *The Skylark Mitigation Strategy shall include the following:*
- b) *Purpose and conservation objectives for the proposed measures*
- c) *Detailed Methodology for measures to be delivered*
- d) *Location of the proposed measures by appropriate maps and/or plans*
- e) *Mechanism for implementation & Monitoring of delivery*

The Skylark Mitigation Strategy shall be implemented in the first nesting season following commencement of the development and in accordance with the approved details, or any amendment as may be approved in writing pursuant to this condition, and all features shall be delivered for a minimum period of 10 years."

Reason: To allow the LPA to discharge its duties under the NERC Act 2006 (Priority habitats & species)

5. PRIOR TO BENEFICIAL USE: LANDSCAPE AND ECOLOGICAL MANAGEMENT PLAN

"A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to slab level of the development.

The content of the LEMP shall include the following:

- a) *Description and evaluation of features to be managed.*
- b) *Ecological trends and constraints on site that might influence management.*
- c) *Aims and objectives of management.*
- d) *Appropriate management options for achieving aims and objectives.*
- e) *Prescriptions for management actions.*



- f) *Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).*
- g) *Details of the body or organisation responsible for implementation of the plan.*
- h) *Ongoing monitoring and remedial measures.*

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details."

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species)

6. PRIOR TO BENEFICIAL USE: WILDLIFE SENSITIVE LIGHTING DESIGN SCHEME

"A lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans, Isolux drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority."

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species).

For Outline Application:

1. CONCURRENT WITH RESERVED MATTERS ACTION REQUIRED IN ACCORDANCE WITH ECOLOGICAL APPRAISAL RECOMMENDATIONS

"All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Chapter 14 - Ecology and Nature Conservation of the Environmental Statement (Penny Anderson, January 2021), as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW,) to provide on-site ecological expertise during construction. The appointed



person shall undertake all activities, and works shall be carried out, in accordance with the approved details.”

Reason: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

2. CONCURRENT WITH RESERVED MATTERS ACTION REQUIRED: TIME LIMIT ON DEVELOPMENT BEFORE FURTHER SURVEYS ARE REQUIRED

“If the development hereby approved does not commence within 18 months from the date of the planning consent, the approved ecological mitigation measures secured through condition shall be reviewed and, where necessary, amended and updated.

The review shall be informed by further ecological surveys commissioned to:

- i. establish if there have been any changes in the presence and/or abundance of protected and priority species and*
- ii. identify any likely new ecological impacts that might arise from any changes.*

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement of development.

Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.”

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species)

3. CONCURRENT WITH RESERVED MATTERS PRIOR TO COMMENCEMENT: CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (BIODIVERSITY)

“A construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority, in line with the Ecology and Nature Conservation of the Environmental Statement (Penny Anderson, January 2021).

The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.*
- b) Identification of “biodiversity protection zones”.*
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).*
- d) The location and timing of sensitive works to avoid harm to biodiversity features.*



- e) *The times during construction when specialist ecologists need to be present on site to oversee works.*
- f) *Responsible persons and lines of communication.*
- g) *The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.*
- h) *Use of protective fences, exclusion barriers and warning signs.*

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority”

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species).

4. CONCURRENT WITH RESERVED MATTERS PRIOR TO COMMENCEMENT SKYLARK MITIGATION STRATEGY

“A Skylark Mitigation Strategy shall be submitted to and approved in writing by the local planning Authority.

The Skylark Mitigation Strategy shall include the following:

- a) *Purpose and conservation objectives for the proposed measures*
- b) *Detailed Methodology for measures to be delivered*
- c) *Location of the proposed measures by appropriate maps and/or plans*
- d) *Mechanism for implementation & Monitoring of delivery*

The Skylark Mitigation Strategy shall be implemented in the first nesting season following commencement of the development and in accordance with the approved details, or any amendment as may be approved in writing pursuant to this condition, and all features shall be delivered for a minimum period of 10 years.”

Reason: To allow the LPA to discharge its duties under the NERC Act 2006 (Priority habitats & species)

5. CONCURRENT WITH RESERVED MATTERS PRIOR TO COMMENCEMENT: METHOD STATEMENT FOR SHEPHERD’S NEEDLE

“No development shall take place until a Method Statement for Shepherd’s needle has been submitted to and approved in writing by the local planning authority.

The Method Statement for Shepherd’s needle shall include the following.

- a) Purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints.
- c) Working method(s) to achieve stated objectives.
- d) Extent and location/area of proposed works on appropriate scale maps and plans, including the identification of a suitable receptor site.



- e) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- f) Persons responsible for implementing the works.
- g) Details of initial aftercare and long-term maintenance.
- h) Details for monitoring and remedial measures.

The Method Statement for Shepherd's needle shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter."

Reason: To allow the LPA to discharge its duties under s40 of the NERC Act 2006 (Priority habitats & species).

6. CONCURRENT WITH RESERVED MATTERS PRIOR TO BENEFICIAL USE: LANDSCAPE AND ECOLOGICAL MANAGEMENT PLAN

"A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to slab level of the development.

The content of the LEMP shall include the following:

- a) *Description and evaluation of features to be managed.*
- b) *Ecological trends and constraints on site that might influence management.*
- c) *Aims and objectives of management.*
- d) *Appropriate management options for achieving aims and objectives.*
- e) *Prescriptions for management actions.*
- f) *Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).*
- g) *Details of the body or organisation responsible for implementation of the plan.*
- h) *Ongoing monitoring and remedial measures.*

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details."

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species)

7. CONCURRENT WITH RESERVED MATTERS PRIOR TO BENEFICIAL USE: WILDLIFE SENSITIVE LIGHTING DESIGN SCHEME

"A lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of



appropriate lighting contour plans, Isolux drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.”

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species).

Please contact us with any queries.

Yours sincerely

Sue Hooton CEnv MCIEEM BSc (Hons)

Principal Ecological Consultant

placeservicesecology@essex.gov.uk

Place Services provide ecological advice on behalf of Mid Suffolk District Council

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.



Planning Services
Mid Suffolk District Council
Endeavour House
8 Russell Road
Ipswich
IP1 2BX

30/04/2021

For the attention of: Gemma Walker

Ref: DC/21/00407; Gateway 14, Land Between the A1120 And A14, Stowmarket, Suffolk

Thank you for consulting us on the Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14). This letter sets out our re-consultation response to revised and additional information submitted in response to our comments dated 11/03/2021. This includes; an Environment Statement Addendum, revised Illustrative Masterplan (Ref: JBA 20/104 - Illustrative Landscape Masterplan SK01) and revised Landscape Parameter Plans (JBA 20/104 Rev D).

We welcome the amendments to the landscape parameter plans and are now satisfied with the proposed landscape specification and schedule.

The submitted Environment Statement (ES) Landscape and Visual Chapter (Chapter 9) addendum has been produced in response to our assessment comments and recommendations. The revised assessment includes separate assessments for Ancient Plateau Claylands LCT and Rolling Valley Farmland and Furze LCT, as well as a new assessment of the Valley Meadowland LCT receptor that concludes that there will be a minor adverse impact.

Unfortunately, the scale proposed in the matrix for significance (Table 9.5) is still not aligned with that agreed in the pre-application discussions and no justification for the change has been provided. Furthermore, there are still discrepancies between the judgements of visual impact in Table 9.18 and Table 9.19 'Summary of Visual Significance Year 15' which should have been resolved prior to re-submission. Although we would still expect these issues to be rectified, our overall judgement of the impacts on landscape and visual receptors would not differ. It is in our professional judgement that the proposed development would result in significant adverse harm to many of the landscape and visual receptors identified. However, the degree of adverse impact can be mitigated through the use of strategic green infrastructure, as proposed in the landscape parameter plans and therefore is deemed acceptable. Though, it's important to note that these green infrastructure measures are only effective if the implementation and establishment is monitored long-term to ensure success.

On this basis we would support the principle of this development, however we would advise our previous recommendations regarding the Design Code are taken into consideration prior to determination:

- The Design Code document provides little detail as to what will be expected of businesses as units develop. We would be expecting mandatory requirements to be in

place to ensure specific measures are guaranteed. For example, soft-engineered on-plot drainage and green roof options should be advised. The use of swales, bio-retention areas and drainage ditches should be given priority over hard engineered options such as underground tanks.

In addition, minimal guidance has been submitted to set out the aspirations for the proposed building materials and colours. These are important development parameters that will either contribute or nullify the landscape mitigation measures being put in place. As Para 9.3.53 of the LVIA states “*The wall materials should blend with the colours and textures of the landscape and should generally be dark green or brown, or black, grey green in colour, depending on the particular siting. The materials should be of a low-reflective finish. The roof of a rural building should be darker than the walls in order to help make the building appear smaller in scale. Green roofing or other “green” materials such as shingle will also be supported, where appropriate. The use of ‘natural grey’ fibre cement roof cladding or concrete blocks is unlikely to be acceptable in any instance*”

If minded for approval, we would also recommend the following conditions are considered:

Full Application

1. ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT: LANDSCAPE AND ECOLOGICAL MANAGEMENT PLAN.

A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to slab level of the development

The content of the LEMP shall include the following:

- a. Description and evaluation of features to be managed.
- b. Ecological trends and constraints on site that might influence management.
- c. Aims and objectives of management.
- d. Appropriate management options for achieving aims and objectives.
- e. Prescriptions for management actions.
- f. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a **ten**-year period). This should include both new and existing planting, surface treatments, SuDS features and all other landscape assets (i.e. street furniture).
- g. Details of the body or organisation responsible for implementation of the plan.
- h. Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.”

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species)

2. ACTION REQUIRED PRIOR TO BENEFICIAL USE: IMPLEMENTATION OF LANDSCAPING

All planting comprised in the approved details of landscaping shall be carried out in the first planting season following the commencement of the enabling works phase (or within

such extended period as may first be agreed in writing with the Local Planning Authority). Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

Reason: To enhance the appearance of the development and ensure a satisfactory environment, in accordance with Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

Outline application

3. ACTION REQUIRED CONCURRENT WITH RESERVED MATTERS PRIOR TO COMMENCEMENT: LANDSCAPE MANAGEMENT PLAN.

No development shall commence within a development area or phase, until there has been submitted to and approved in writing by the Local Planning Authority a landscape management plan and associated work schedule for a minimum of 5 years. Both new and existing planting will be required to be included in the plan, along with surface treatments, SuDS features and all other landscape assets (i.e. street furniture).

Reason: To ensure the longevity of the landscaping scheme and protect the visual amenity and character of the area, in accordance with Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

4. ACTION REQUIRED CONCURRENT WITH RESERVED MATTERS PRIOR TO COMMENCEMENT: LANDSCAPING SCHEME.

No development shall commence within a development area or phase, until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard, soft and boundary treatment landscaping works for the site, which shall include any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows in the surrounding area. A specification of soft landscaping, including proposed trees, plants and seed mixes must be included. The specification should be in line with British Standards and include details of planting works such as preparation, implementation, materials (i.e. soils and mulch), any protection measures that will be put in place (i.e. rabbit guards) and any management regimes (including watering schedules) to support establishment. This should be accompanied by a schedule, with details of quantity, species and size/type (bare root, container etc). Hard landscape details such as surface materials and boundary treatments must also be included.

Reason - To assimilate the development into its surroundings and protect the character and appearance of the area, in accordance with Chapters 12 and 15 of the National Planning Policy Framework and all relevant Core Strategy Policies.

If you have any queries regarding the matters raised above, please let me know.

Kind regards,

Ryan Mills BSc (Hons) MSc CMLI
Senior Landscape Consultant

Place Services provide landscape advice on behalf of Babergh and Mid Suffolk District Councils.

Please note: This letter is advisory and should only be considered as the opinion formed by specialist staff in relation to this particular matter.

From: David Pizzey <David.Pizzey@baberghmidsuffolk.gov.uk>
Sent: 28 January 2021 14:46
To: Gemma Walker <Gemma.Walker@baberghmidsuffolk.gov.uk>
Cc: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>
Subject: DC/21/00407 Gateway 14, Land Between The A1120 And A14, Stowmarket

Gemma

I have no objection to this application subject to it being undertaken in accordance with the measures outlined in the accompanying arboricultural report, an appropriate condition should be used for this purpose. Although a small number of trees are proposed for removal they are generally of limited amenity value and/or poor condition and their loss will have negligible impact within the wider landscape.

Regards

David

David Pizzey FArborA
Arboricultural Officer
Tel: 01449 724555
david.pizzey@baberghmidsuffolk.gov.uk
www.babergh.gov.uk and www.midsuffolk.gov.uk
Babergh and Mid Suffolk District Councils – Working Together

From: Nathan Pittam
Sent: 09 April 2021 07:30

Dear Gemma

**EP Reference : 290438
DC/21/00407. Land Contamination
Land between A1120, Stowmarket &, Mill Lane, Creeting St Peter, IPSWICH,
Suffolk.
Hybrid Application for the phased employment-led redevelopment of Land at
Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling
works phase comprising [...]**

Many thanks for your request for comments in relation to the above application. These comments are to replace those made earlier during the consultation period. The applicant has now submitted a Phase II report by Richard Jackson (ref 60417) dated December 2020 that outlines the intrusive investigation undertaken at the site. The intrusive investigation demonstrates that the site has soils that are not likely to adversely impact the potential for the site to be redeveloped as proposed and as such I have no objections to the proposed development. I would advise that, as with any application, a watching brief is undertaken during all construction phases to ensure that no unforeseen ground conditions are encountered and if so are addressed appropriately and it would be recommended that the site consultants are brought in to assess any such unforeseen circumstances.

Kind regards

Nathan

Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer

Babergh and Mid Suffolk District Councils – Working Together

From: Nathan Pittam <Nathan.Pittam@babberghmidsuffolk.gov.uk>
Sent: 16 February 2021 08:39
To: Gemma Walker <Gemma.Walker@babberghmidsuffolk.gov.uk>
Cc: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>
Subject: DC/21/00407. Land Contamination

Dear Gemma

EP Reference : 288587

DC/21/00407. Land Contamination

**Land between A1120, Stowmarket &, Mill Lane, Creeting St Peter, IPSWICH, Suffolk.
Hybrid Application for the phased employment-led redevelopment of Land at Mill
Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase
comprising, ground remodelling**

Many thanks for your request for comments in relation to the above application. I have reviewed the Phase I Geoenvironmental Report by Richard Jackson (Reference : 60417) and can confirm that I concur with the findings and the recommendations of the report that additional intrusive investigations are required to demonstrate that the site is suitable for its proposed end use owing to the former industrial uses on parts of the site associated with the munitions factories that historically occupied the site and surrounding land. The area of the site seems to have been historically used for the storage of explosive materials in trench systems which have subsequently been infilled and the nature of the infilled material has yet to be determined and an intrusive investigation would assist in characterising this fill material. It may also warrant a further assessment of the potential UXO at the site.

I have no objection to the proposed development provided that the condition below is included with any permission that may be granted. Without this condition I would be minded to recommend that the application be refused until such time as the applicant is able to demonstrate that the site can be made suitable for use without need for the condition.

Kind regards

Nathan

Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer

Babergh and Mid Suffolk District Councils – Working Together

Email: Nathan.pittam@babberghmidsuffolk.gov.uk

Work: 01449 724715

websites: www.babergh.gov.uk www.midsuffolk.gov.uk

Thank you for contacting us

We are working hard to keep services running safely to support and protect our residents, businesses, communities and staff through this period and beyond.

We will respond to your query as soon as possible. In the meantime, you can find the latest council information, including our response to Covid-19, on our website.



Proposed Condition: Standard Contaminated Land Condition (CL01)

No development shall take place until:

- 1. A strategy for investigating any contamination present on site (including ground gases, where appropriate) has been submitted for approval by the Local Planning Authority.*
- 2. Following approval of the strategy, an investigation shall be carried out in accordance with the strategy.*
- 3. A written report shall be submitted detailing the findings of the investigation referred to in (2) above, and an assessment of the risk posed to receptors by the contamination (including ground gases, where appropriate) for approval by the Local Planning Authority. Subject to the risk assessment, the report shall include a Remediation Scheme as required.*
- 4. Any remediation work shall be carried out in accordance with the approved Remediation Scheme.*
- 5. Following remediation, evidence shall be provided to the Local Planning Authority verifying that remediation has been carried out in accordance with the approved Remediation Scheme.*

Reason: To identify the extent and mitigate risk to the public, the wider environment and buildings arising from land contamination.

It is important that the following advisory comments are included in any notes accompanying the Decision Notice:

“There is a suspicion that the site may be contaminated or affected by ground gases. You should be aware that the responsibility for the safe development and secure occupancy of the site rests with the developer.

Unless agreed with the Local Planning Authority, you must not carry out any development work (including demolition or site preparation) until the requirements of the condition have been met, or without the prior approval of the Local Planning Authority.

The developer shall ensure that any reports relating to site investigations and subsequent remediation strategies shall be forwarded for comment to the following bodies:

- *Local Planning Authority*
- *Environmental Services*
- *Building Inspector*
- *Environment Agency*

Any site investigations and remediation strategies in respect of site contamination (including ground gases, where appropriate) shall be carried out in accordance with current approved standards and codes of practice.

The applicant/developer is advised, in connection with the above condition(s) requiring the submission of a strategy to establish the presence of land contaminants and any necessary investigation and remediation measures, to contact the Council's Environmental Protection Team.”

From: Andy Rutson-Edwards <Andy.Rutson-Edwards@babberghmidsuffolk.gov.uk>

Sent: 08 February 2021 14:45

To: Gemma Walker <Gemma.Walker@babberghmidsuffolk.gov.uk>; BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>; BMSDC Planning Mailbox <planning@babberghmidsuffolk.gov.uk>

Subject: DC/21/00407

Dear Sir/Madam

APPLICATION FOR OUTLINE PLANNING PERMISSION - DC/21/00407

Proposal: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works.

Location: Gateway 14, Land Between The A1120 And A14, Stowmarket, Suffolk

Thank you for the opportunity to comment on this application.

Having reviewed the documents I have the following comments to make.

- I am satisfied with the dust assessment in the BWB report MKA2107 and the mitigation proposals. Please condition that the proposals within this document are complied with throughout the site enabling works.

The noise plan in Document K mentions excessive noise and setting baseline levels at the boundaries for monitoring purposes.

- In order to control noise and vibration from the on site works please add the following condition to any permissions granted:

Prior to the commencement of development, a Control of Pollution Act 1974 S.61 prior consent application shall have been submitted and conditions approved in writing by the local authority. These conditions shall be adhered to throughout the development.

- Acceptable working hours are 0800-1800 Mon-Fri, 0800-1300 Saturdays only. Please amend the documents to reflect this
- Document K also refers to BS 6228, this needs amending to **BS 5228-1:2009+A1:2014** Code of practice for noise and vibration control on construction and open sites. I would however suggest that the following is included: The selection and use of machinery to operate on site, and working practices to be adopted will, as a minimum requirement, be compliant with the standards laid out in British Standard 5228-1: 2009+A1:2014.

Andy

Andy Rutson-Edwards, MCIEH AMIOA

Senior Environmental Protection Officer

Babergh and Mid Suffolk District Council - Working Together

Tel: 01449 724727

Email andy.rutson-edwards@baberghmidsuffolk.gov.uk

www.babergh.gov.uk www.midsuffolk.gov.uk

Dear Gemma

EP Reference : 288584

DC/21/00407. Air Quality

Land between A1120, Stowmarket &, Mill Lane, Creeting St Peter, IPSWICH, Suffolk.

Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling

Many thanks for your request for comments in relation to the above application from the perspective of Local Air Quality Management. My comments will exclude aspects such as construction phase fugitive dust emissions as these are controlled by a Dust Management Plan which will be commented on in the EH-Other Issues consultation. Before commenting it should be noted that the air quality at and around the development site are very good in terms of pollutants prescribed under LAQM regulations – this is shown by background data provided by DEFRA and validated by diffusion tube monitoring undertaken by the district council within other areas of Stowmarket which show that air pollution in the town is consistently below the level that would require us to take action. It is against this background that we need to assess the impact of this development.

The applicant has submitted a quantitative assessment by BWB Consulting (reference : MCA 2107) of the impact of the development on nearby receptors and concludes that the impact on such development are negligible when set against Institute of Air Quality Management parameters and I can concur with this conclusion given the existing road capacity, proximity of receptors to main carriageways to and from the site and ease of access to the A14. Suffolk County Council Highways has confirmed that there is sufficient capacity on the roundabout at the A1120 and Thorney Way/Gun Cotton Way which would mean that vehicles are unlikely to be stationary for long periods of time. Clearly the exact impact of a development cannot be known at this stage until such time as operators of units are known but the applicant has adequately demonstrated that there is sufficient headroom within the existing air quality to allow a development of the nature proposed to exist on this site with negligible impacts on sensitive receptors.

The levels of Electric Vehicle Charging infrastructure at the development, at 5% of the total spaces, appear to be below the minimum requirements of the Suffolk Parking Standards which for a development of this nature would require 20% of all spaces to have EV charging infrastructure installed at the point of construction and ducting installed for an additional 20% to allow for the expansion of EV uptake. I will not comment in detail on this aspect as this will be picked up in the EH-Sustainability consultation that is prepared by my colleagues but clearly this development is an opportunity to be an exemplar in this field. Similarly this development does not address the infrastructural needs for the EV charging for HGVs on the site despite the development being built out at a time when the government has stated that the sale of vehicles using the internal combustion engine, including HGVs, will be prohibited.

Kind regards

Nathan

Nathan Pittam BSc. (Hons.) PhD
Senior Environmental Management Officer

From: Peter Chisnall <Peter.Chisnall@babberghmidsuffolk.gov.uk>
Sent: 17 February 2021 17:03
To: BMSDC Planning Area Team Blue <planningblue@babberghmidsuffolk.gov.uk>
Subject: DC/21/00407

Dear Gemma,

APPLICATION FOR OUTLINE PLANNING PERMISSION - DC/21/00407

Proposal: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works.

Location: Gateway 14, Land Between The A1120 And A14, Stowmarket, Suffolk

Many thanks for your request to comment on the Sustainability/Climate Change aspects of this application.

I have viewed the applicant's documents submitted on the 21st January, namely the Pre-Planning Energy and Statement, The Design and Access statement, The Environmental Impact Assessment Scoping opinion, addendum and report, and the various subsequent Environmental Statements on specific topic areas. The various documents detail the importance of Climate Change Mitigation and Adaption and the development's impact on them.

I have no objection to the application and if the application is permitted I have suggested wording of a condition below. The applicant satisfies the requirements of the Council's current planning policies and core strategies however there is a dichotomy in that there have been significant changes to Council thinking since the adoption of these policies that are not truly reflected even in the proposed joint local plan. Namely the Council's commitment to zero carbon from its activities by 2030.

The council are joint developers of this site and it is necessary that the design will improve on the minimum standards of the current Part L2A of the Building Regulations. The UK Govt recently started a consultation on the Future Building Standards that will result in improvements and it is likely that there will be interim Part L Buildings Regulations with improved Fabric Efficiency requirements as a precursor to even higher requirements in the Future Building Standard. Current Developments will be expected to take this into account.

Prior to the commencement of development a scheme for the provision and implementation of water, energy and resource efficiency measures, during the construction and operational phases of the development shall be submitted to and

approved, in writing, by the Local Planning Authority. The scheme shall include a clear timetable for the implementation of the measures in relation to the construction and occupancy of the development. The scheme shall be constructed and the measures provided and made available for use in accordance with such timetable as may be agreed.

The Sustainability & Energy Strategy must be provided detailing how the development will minimise the environmental impact during construction and occupation ((as per policy CS3, and NPPF)) including details on environmentally friendly materials, construction techniques minimisation of carbon emissions and running costs and reduced use of potable water (suggested maximum of 105ltr per person per day).

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 and low carbon building services to just equal or slightly better the current building regulations' Part 2LA requirements it is likely that they will need to be retrofitted within a few years to meet the National milestones and targets leading up to zero carbon emissions by 2050.

The document should clearly set out the unqualified commitments the applicant is willing to undertake on the topics of energy and water conservation, CO₂ reduction, resource conservation, use of sustainable materials and provision for electric vehicles.

Details as to the provision for electric vehicles should also be included please see the Suffolk Guidance for Parking, published on the SCC website on the link below:

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/parking-guidance/>

Reason – To enhance the sustainability of the development through better use of water, energy and resources. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, has the potential to include energy and resource efficiency measures that may improve or reduce harm to the environment and result in wider public benefit in accordance with the NPPF.

Guidance can be found at the following locations:

<https://www.midsuffolk.gov.uk/environment/environmentalmanagement/planningrequirements/>

Regards,

Peter

Peter Chisnall, CEnv, MIEMA, CEnvH, MCIEH
Environmental Management Officer

Babergh and Mid Suffolk District Council - Working Together

Tel: 01449 724611

Email: peter.chisnall@baberghmidsuffolk.gov.uk

www.babergh.gov.uk www.midsuffolk.gov.uk

Consultee Comments for Planning Application DC/21/00407

Application Summary

Application Number: DC/21/00407

Address: Gateway 14 Land Between The A1120 And A14 Stowmarket Suffolk

Proposal: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works (additional plans, documents and EIA information received 08/04/2021).

Case Officer: Gemma Walker

Consultee Details

Name: Mr James Fadeyi

Address: Mid Suffolk District Council Depot, Creeting Road West, Stowmarket, Suffolk IP14 5AT

Email: Not Available

On Behalf Of: MSDC - Waste Manager (Major Developments)

Comments

Good Afternoon,

Thank you for your email re-consultation on the reserved matters application DC/21/00407.

Waste services do not have no objection to this application.

Kind regards,

James Fadeyi

Waste Management Officer - Waste Services

-----Original Message-----

From: BMSDC Public Realm Consultation Mailbox <consultpublicrealm@baberghmidsuffolk.gov.uk>

Sent: 03 February 2021 14:16

To: BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>

Subject: RE: MSDC Planning Consultation Request - DC/21/00407

Public Realm Officers note the inclusion of the 'amenity and biodiversity' zone and the biodiversity enhancements around the site. These are welcomed. Open spaces surrounding this proposed development should be treated as landscaping rather than accessible public open space though some areas serve as footpath or cycle corridors.

Public Realm Officers object to the block planting of the banks of the A14 slip road and A1120 junction, part of which is a Roadside Nature Reserve, as these areas already support large populations of Pyramidal Orchids and the Nationally scarce Sulphur Clover amongst other species. These existing banks require management to enhance the grassland habitats rather than dense planting which would destroy the existing grassland communities present.

It is disappointing that skylark mitigation habitat has not been provided with the Mid Suffolk District Council area and is proposed near Saxmundham. Whilst providing suitable compensatory habitat is essential this location has no benefit to local bird populations whose habitat is lost nor will it be enjoyed by Mid Suffolk residents. Developers should be tasked with finding a suitable alternative site closer to the developed area.

Regards

Dave Hughes
Public Realm Officer

Comments for Planning Application DC/21/00407

Application Summary

Application Number: DC/21/00407

Address: Gateway 14 Land Between The A1120 And A14 Stowmarket Suffolk

Proposal: Hybrid Application for the phased employment-led redevelopment of Land at Mill Lane, Stowmarket (Gateway 14) including: Full Planning for site enabling works phase comprising, ground remodelling, utility diversions, installation of framework landscaping, creation of new footpath links, installation of primary substation, highways works including stopping up of Mill Lane, new all modes link from the A1120 Cedars Link to Mill Lane, new footway cycleway over the existing A1120 overbridge, installation of toucan crossing on the A1120 Cedars Link, footpath connection to the Gipping Valley Way, foul and surface water drainage infrastructure, outfalls and associated works: Outline Planning Permission (all matters reserved, except for access) for the erection of buildings comprising employment and commercial use, open space and landscaping, car and cycle parking, highway works, and other associated works.

Case Officer: Gemma Walker

Customer Details

Name: Mrs Linda Hoggarth

Address: 26 Gipping Way, Bramford, Ipswich, Suffolk IP8 4HP

Comment Details

Commenter Type: Amenity Group

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: The Mid Suffolk Disability Forum notes that the intention is to provide a development with safe, easy and inclusive access for all people. We welcome the inclusive approach and have no other comments to make.

Gateway 14. Response to MSDC

From and on behalf of Cedars Park Residents Association

For the attention of Gemma Walker

Thank you for inviting us to comment (Letter 27.Jan.2021) on the planning application

DC/21/00407 Gateway 14

This Development has been 'sold' to the public as a 'mixed' business site, encouraging differing types company, requiring different skills and good wage packages. We were assured at a virtual meeting a few weeks ago attended by MSDC officers and a Jaynic team that this would be the case. This principle which people bought into is now under threat by virtue of the fact of increasing warehouse logistics use.

We request that the planning committee keep this assurance in mind when the decision is made on use of the site. Especially in the light of a 'Freeport 'being bandied about. The whole original concept seems to be being slowly eroded .

Traffic and parking

Traffic volumes which will generated by this site from both private and heavy goods with their associated noise/disturbance are a major concern . The 1120 roundabout is already coming under increasing pressure from both increased commercial and new residential activity on Guncotton Way. MacDonalds and Costa have added to this.

This leads on to the matter of parking when the site, or parts of it become operational. It is vital developers/users and planning officers ensure that there is more than adequate parking space/spaces for both HGV'S and other vehicles on site; thus preventing spillover on to the surrounding roads in the area. Spillover will bring with it community friction, and as we have seen the mess , rubbish and other unsavoury items left behind. The committee may well put in place a condition / caveat in the application that should this parking requirement not be met, planning approval could be refused. It is that important.

Hours of work

During construction: These are defined in one of the documents, finish hour week days !7.30 and Saturdays 12.30. It is imperative these are adhered to. Ensuring that a negative effect on the surrounding residential areas does not occur. The construction companies will need to made aware in writing of these conditions/rules. A person or persons should appointed to enforce if required these hours. Plus a contact number.

Facilities

On a site of this nature and size it is essential that there are toilets and personal washing facilities, plus a food and drink rest place etc. There is no mention of this in the application. Could the planning officers make sure it is.

With the intent to reduce car use or car share by use of public transport, there is no mention of a transport hub or even bus stops and routes to facilitate this. There needs to be if we are serious. The present service on Guncotton way is totally inadequate to support the needs of G14.

Screening and noise

This site needs effective screening , (not saplings)especially the west side adjacent to the 2000 plus residencies in Cedars Park. This needs to be put in place immediately. Effective noise control and monitoring needs to be in place , especially in the light of the probability of sections of this site working on a 24 hr basis. We are concerned about the detrimental effect to the way of life and wellbeing of residents this site will bring about. Although the application states only four properties affected, and this may be complying with strict rules, the planning committee should be reminded that there is Cedars Park just over the A1120 with 2000 residences.

Building heights

The heights proposed for a large area of this site , bearing in mind it is meant to be a mixed site, are excessive. Some on the North West side look down on residences the other side of the A 1120. These heights need re evaluating

Carbon Reduction

We understand there is Carbon Reduction Plan is under serious consideration for this site. How will this stack up against the probability of even more HGV traffic as warehousing increases 'belching out' CO2? and the effect on residents nearby. Would have expected some response from the Green Party

Finally jobs

The number being published of 4000 cannot be substantiated. Even the modelling used by consultants has come up with variations in figures from 1200 to 4800. They simply do not know what the true figure will be. With the probability that future clients will bring staff with them these will not be new jobs. Similarly, automated warehouses reduce the numbers of employees needed to staff them. . We would urge the decision makers not to be hoodwinked by the 4000 number.

Nevertheless we are realists, and accept that there will be a development on this site. But it has to be one that will bring benefits to this town, the surrounding area and Cedars Park Residents in particular. Planning Officers, Developers ,Councillors, Committee Members have before you the finest opportunity for years to build an outstanding business park, a clear open site, fifteen year project, don't lose it by grabbing the first thing that comes along . Have clear plans and time scales

plus creativity and design. Only a good mix of business , supported with decent wage levels and prospects for future generations will achieve this.

Cedars Park Residents Association 9.2.2021

Philip Isbell - Corporate Manager
Growth & Sustainable Planning

Mid Suffolk District Council
Endeavour House, 8 Russell Road, Ipswich IP1 2BX

Website: www.midsuffolk.gov.uk



PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND)
ORDER 2015

Correspondence Address:

Stowmarket Mill Lane Development Ltd
2 Broad Lane,
South Walsham,
Norwich,
Norfolk,
United Kingdom
NR13 6EE

Applicant:

Stowmarket Mill Lane Development Ltd
2 Broad Lane,
South Walsham,
Norwich,
Norfolk,
United Kingdom
NR13 6EE

Date Application Received: 02-Feb-15

Application Reference: 0371/15

Date Registered: 03-Feb-15

Proposal & Location of Development:

The Planning Application format is a hybrid application seeking:

- 1) Outline planning permission to establish the principle for employment development on 58ha, Mill Lane, Creeting St Peter in accordance with SAAP Policies and the adopted Development Brief;
- with 2) Full planning permission for access (and associated sustainable urban drainage), and structural landscaping at Mill Lane, Creeting St Peter

Land Between A1120, Stowmarket And Mill Lane, Creeting St Peter,

Mid Suffolk District Council as Local Planning Authority, hereby give notice that **PLANNING PERMISSION HAS BEEN GRANTED** in accordance with the application particulars and plans listed in section A subject to the following conditions:

1. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: TIME LIMIT FOR RESERVED MATTERS APPLICATION

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

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

2. LISTING OF APPROVED PLANS & DOCUMENTS

The development hereby permitted shall be carried out in accordance with the following approved documents or such other drawings/documents as may be approved by the Local Planning Authority in writing pursuant to other conditions of this permission; or such drawings/documents as may subsequently be approved in writing by the Local Planning Authority as a non material amendment following an application in that regard :

Defined Red Line Plan:

The defined Red Line Plan for this application is Drawing T281/3 received 2nd February 2015 only. This drawing is the red line plan that shall be referred to as the defined application site. Any other drawings approved or refused that may show any alternative red line plan separately or as part of any other submitted document have not been accepted on the basis of defining the application site.

Approved Plans and Documents:

Letter from Boyer Planning 14.645, Notice Under Article 11, Application forms, Non-Technical Summary, Framework Employment Travel Plan, Design and Access Statement, Landscape Master Plan 11161.01, Sections 1 of 2 11161.02, Sections Sheet 2 of 2 11161.03, Hybrid Application Summary Plan T279/18, Protected Species Survey, Environmental Statement, received 2nd February 2015

Response to Aecom Technical Notes 3, 3A and 3C, received 30th March 2015

Un-numbered phasing plan identifying 8 phases, received 17th April 2015

Documents Not Accepted to Form the Application:

The following documents were considered / viewed by the Local Planning Authority, but not accepted to form part of the application and this decision. These documents may not have been the subject of formal consultation on that basis.

Un-numbered phasing plan identifying 4 phases, received 31st March 2015

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

3. ACTION REQUIRED PRIOR TO SUBMISSION OF FIRST RESERVED MATTERS: APPROVAL OF PHASING OF DEVELOPMENT

Prior to the submission of the first reserved matters application, a scheme of the sequence of infrastructure and reserved matters programme timetable within phases shall be submitted to and approved in writing by the Local Planning Authority including alternative sequence programmes. The scheme shall be implemented as approved unless otherwise subsequently approved within any other submission of reserved matters lodged thereafter.

Reason - To enable the Local Planning Authority to secure an orderly and well designed development provided in appropriate phases to ensure minimal detriment to residential amenity, the environment and highway safety prior to the commencement of such development.

4. ACTION REQUIRED PRIOR TO COMMENCEMENT OF WORKS: APPROVAL OF RESERVED MATTERS

Before any development is commenced in a part or phase of development, approval of the details of the appearance, scale, siting and layout of the building(s), the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained in writing from the Local Planning Authority.

Reason - To enable the Local Planning Authority to secure an orderly and well designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Development Plan. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results.

5. ACTION REQUIRED: CONCURRENT WITH RESERVED MATTERS: DESIGN MATERIALS AND LAYOUT

Concurrent with the submission of the Reserved Matters application(s), in any development area or phase details of design and materials for that area or phase shall be submitted to the Local Planning Authority and approved in writing.

Such details shall include colour, type and finish of facing and roofing materials, signage, parking, boundary treatments (including the details of walls and fences for individual buildings), lighting, outdoor spaces, security principles and waste bin storage arrangements.

Thereafter the development shall be carried out in accordance with the approved details.

Reason: In order to minimise the adverse impacts of the proposal on the character of the development with regards to the landscape and local visual amenity having particular regard for Policy CS5 and saved policy CS2.

6. PERMITTED USES: RESTRICTION ON CHANGES OF USE

The use of the land hereby permitted shall fall within Class B1, B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any Statutory instrument and re-enacting that Order with or without modification) and no other use except pursuant to the grant of planning permission on an application made in that regard. Except as provided for within Class I, notwithstanding the provisions of Article 3, Schedule 2 Part 3 of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), there shall be no change to the approved use(s) except pursuant to the grant of planning permission on an application made in that regard

Reason - To enable the Local Planning Authority to retain control over the development in the interests of the amenity.

Note - The hereby permitted uses are restricted to Classes B1, B2 and B8 of the Schedule to the Town and Country Planning Act 1987 (or in any provision equivalent to that Class in any statutory instrument and re-enacting that Order with or without modification) except pursuant to the grant of planning permission on an application made in that regard

Other uses which may be considered appropriate are set out within Stowmarket Area Action Plan (February 2013) Policy 7.9.

7. CONSTRUCTION WORKING TIME AND NOISE RESTRICTION

Following the notification of completion of the bund in writing to the Local Planning Authority the construction working hours for the hereby permitted development including deliveries shall be limited to 0700 and 1900 Mondays to Fridays and 0700 and 1300 Saturdays.

During these construction working hours (following construction of the bund) noise levels shall not exceed 65dB LAeq 3 hour as measured 1m from the facade of the nearest noise sensitive premises.

In the event that working outside these times is necessary for a particular element of works (e.g. a concrete pour), 14 days advance notice must be given in writing to the Local Planning Authority along with contact details in the event of complaint.

Any construction working taking place in such circumstances must not exceed 55dB LA eq (1 hour) between 1900 and 2300 and 45dB LA eq (20 minutes) between 2300 and 0700 as measured 1m from the facade of the nearest noise sensitive premises.

Reason - To protect neighbouring noise sensitive premises from adverse impacts of noise and construction working

NOTE: If subsequent to the receipt of notification of completion of the bund the Local Planning Authority identifies that the bund has not been completed in accordance with the approved details the construction working times and noise restrictions shall revert to those set out in condition 48.

8. ACTION REQUIRED: NOISE PREVENTION MEASURES - FLOOR AREA IN EXCESS 2000 SQ METRES

For individual buildings or users within Use Class B2 or B8 and with a gross floor area of 2000m² or above, a review of noise mitigation proposals shall be carried out by a suitably qualified and competent acoustic consultant and submitted with any application.

The review should be carried out to ensure that noise emissions from the activities of the operator on site do not exceed 43dB LAeq (1 hour) between 23:00 and 07:00 hours 1m from the facade of any residential property.

Reason - To protect neighbouring noise sensitive premises from adverse impacts of noise.

9. ACTION REQUIRED: TIMES OF OPERATION TO BE AGREED

Prior to the first use of any part or phase of development, details of opening times, operation/working times and delivery times for each part(s) shall be submitted to and agreed in writing by the Local Planning Authority.

The times for each building, or part thereof, shall be implemented as agreed unless otherwise subsequently agreed in writing.

Reason - To enable the Local Planning Authority to retain control over the development in the interests of amenity.

10. NOISE FROM FIXED PLANT AND EQUIPMENT RESTRICTION

The noise from fixed plant and equipment on site shall not exceed a rating level of 48dBA (07:00 to 23:00) and 44dBA (23:00 to 07:00). Levels shall be determined in accordance with the provisions of BS4142:2014 1m from the facade of the nearest residential property.

Reason: To protect neighbouring noise sensitive premises from adverse impacts of noise.

11. ACTION REQUIRED: NOISE MITIGATION

Prior to the first use of each part of the development there shall be submitted to and agreed in writing by the Local Planning Authority scheme(s) for the mitigation of noise from tonal reversal alarms for vehicles or similar such as fork lift machinery, including the times of use. The scheme(s) shall be implemented as agreed, unless otherwise subsequently agreed in writing.

Reason: To protect neighbouring noise sensitive premises from adverse impacts of noise.

12. ACTION REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT: CONSTRUCTION MANAGEMENT PLAN FLOORSPACE IN EXCESS OF 2000 SQ METRES

Prior to the commencement of each part or phase of the development, for floorspace in excess of 2000m² a construction management plan shall be submitted to and agreed in writing by the Local Planning Authority and shall include the following details, as proportionate and relevant:

- a) A description of the development;
- b) Key contractor and site management details;
- c) A summary of the phasing for that part of the programme including details of any works that might cause additional disruption or disturbance;
- d) An overview of the equipment expected to be used during the relevant phase;
- e) An assessment of the noise level and air quality mitigation and monitoring measures related to key construction processes; (Provisions for mitigating noise should follow the guidelines set out in BS 5228)
- f) Details of works to minimise risk to construction workers, occupiers of the site and local residents from construction works including noise and emissions;
- g) Impacts on overhead powerlines and subterranean services;
- h) A scheme for construction lighting;

- i) A scheme for waste including minimisation, litter management, re-use and recycling;
 - j) Reporting and monitoring scheme;
 - k) Considerate contractor scheme;
 - l) Means of access including traffic routes and a scheme including controls to keep construction traffic from Mill Lane;
 - m) Vehicle parking and manoeuvring for both site operatives and visitors, loading and unloading
 - n) Details of the storage of construction materials on site, including details of compounds, storage areas, siting and maximum storage height. No construction plant or materials shall be situated within the floodplain area.
 - o) Details of the siting of any on site compounds and portalooos, including details for the removal of waste
 - p) Boundary treatments
 - q) Details of operating hours
- Dust mitigation measures (as outlined in table 6.22 of the Environmental Statement)

The approved construction plan shall be fully implemented and adhered to during the construction of the relevant parts or phase(s) of development, unless otherwise approved in writing by the Local Planning Authority.

Reason - To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of phases of development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity.

13. ACTION REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT:
CONSTRUCTION MANAGEMENT - FLOORSPACE UNDER 2000 SQ METRES WITHIN
100 METRES EASTERN BOUNDARY

Prior to the commencement of each part or phase of the development, for floorspace not exceeding 2000m² and for which any part of the built floorspace is situated within 100m of the site boundary along which the bund is located, a construction management plan shall be submitted to and agreed in writing by the Local Planning Authority and shall include the following details, as proportionate and relevant:

- a) A description of the development;
- b) Key contractor and site management details;
- c) Details of works to minimise risk to construction workers, occupiers of the site and local residents from construction works including noise and emissions;
- d) A scheme for construction lighting;
- e) A scheme for waste including minimisation, litter management, re-use and recycling;
- f) Reporting and monitoring scheme;
- g) Considerate contractor scheme;
- h) Vehicle parking and manoeuvring for both site operatives and visitors, loading and unloading
- i) Details of the storage of construction materials on site, including details of compounds, storage areas, siting and maximum storage height. No construction plant or materials shall be situated within the floodplain area.
- j) Details of the siting of any on site compounds and portalooos, including details for the removal of waste
- k) Boundary treatments
- l) Details of operating hours

The approved construction plan shall be fully implemented and adhered to during the construction of the relevant parts or phase(s) of development, unless otherwise approved in writing by the Local Planning Authority.

Reason - To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of phases of development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity.

14. ACTION REQUIRED: ARCHAEOLOGICAL INVESTIGATION

No development shall take place within the three defined highlighted archaeological areas on the version of plan T279/18 from Suffolk County Council Archaeology dated 19th February 2015 until the implementation of a programme of archaeological work has been secured for that area, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority. The scheme of investigation shall include an assessment of significance and research questions; and:

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

Reason - To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development. This condition is required to be agreed prior to the commencement of any development to ensure matters of archaeological importance are preserved and secured early to ensure avoidance of damage or lost due to the development and/or its construction. If agreement was sought at any later stage there is an unacceptable risk of lost and damage to archaeological and historic assets.

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

In this case, the following will be required for the three archaeological areas:

Area A: Open area excavation prior to construction of the access roadway

Area B: Open area excavation (if land is threatened by development)

Area C: Trenched archaeological evaluation in order to establish the archaeological potential.

15. ACTION REQUIRED - ARCHAEOLOGICAL RECORDING

The site investigation and post investigation assessment(s) must be completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 14 and the provision made for analysis, publication and dissemination of results and archive deposition.

Reason - To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2012).

16. RESTRICTION ON LOCATION OF STORAGE IN THE FLOODPLAIN

No goods, products, raw materials, scrap material or other materials of any other sort shall be deposited, stacked or stored in the areas of the site within flood plain (areas shown within Flood Zones 2 and 3 on map in Appendix One of the PFA Flood Risk Assessment, received 2nd February 2015, titled Detailed Flood Map centred on Stowmarket Business Enterprise Park, Suffolk).

Reason - To ensure that there is no alteration of the functional flood plain which may reduce the functional flood plain and increase risk of flooding both on and off site.

17. ACTION REQUIRED PRIOR TO OCCUPATION - FOUL WATER DRAINAGE SCHEME

No occupation or use of the development hereby permitted shall take place until a foul water drainage scheme has been submitted to, and approved in writing, by the Local Planning Authority (in consultation with the Environment Agency and/or relevant consultees). The scheme shall require foul water drainage to be provided, in the first instance, by connection to the Anglian Water sewer network, or subject to it being demonstrated in terms of the water supply, wastewater and water quality section of the Planning Practice Guidance that such connection is not feasible, a non-mains drainage scheme in the form of a package treatment plant shall be installed that includes the following specific mitigation measures:

- i). Soakaways to be constructed to BS6297:2007
- ii). No connection to watercourse or land drainage system and no part of the soakaway system is within 10 metres of any such ditch or watercourse.
- iii). No siting of the package treatment plant within 50 metres or upslope of any well, spring or borehole used for private water supply.

Such details as may be agreed shall be implemented in accordance with the approved scheme including timetable for implementation.

Reason - To ensure a satisfactory method of foul water drainage. The Anglian river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote the recovery of water bodies. Without this condition, the impact could cause deterioration of a quality element to a lower class and/or prevent the recovery of and/or cause deterioration of a protected area.

18. SPECIFIC RESTRICTION ON DEVELOPMENT WITHIN THE FLOODPLAIN

Notwithstanding the details submitted and the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order revoking and re-enacting that Order with or without modification, no structure shall be erected and no earthworks or landscaping shall take place within the floodplain of the River Gipping (areas shown within Flood Zones 2 and 3 on map in Appendix One of the PFA Flood Risk Assessment, received 2nd February 2015, titled Detailed Flood Map centred on Stowmarket Business Enterprise Park, Suffolk) in accordance with section 2.7 of the FRA which states all proposed built development would be restricted to Flood Zone 1 until information is submitted in respect of that operation or development and agreed in writing by the Local Planning Authority (in consultation with the Environment Agency and/or relevant consultees) demonstrating that flood risk will not be increased elsewhere.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order revoking and re-enacting that Order with or without modification, no permitted development shall occur within the area shown as Flood Zone 3.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in a range of rainfall events and ensure the system operates as designed for the lifetime of the development.

The south of the site, to the north of the main river, is partially located within the functional floodplain, (Flood Zone 3b). This condition is to ensure that there is no additional risk of flooding or alteration of the functional flood plain, which may reduce the functional flood plain and increase the risk of flooding both on and off site.

19. ACTION REQUIRED: DRAINAGE DETAILS

Concurrent with, or prior to, application for Reserved Matters, for each part or phase of the development, drainage details incorporating sustainable drainage principles and a full assessment of the hydrological and hydro geological context of the development, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Environment Agency and/or other relevant consultees). The scheme, following the objectives of the PFA Consulting Flood Risk Assessment and Drainage Strategy (both dated January 2015) shall be implemented in accordance with the approved details before the relevant phase of development is occupied. The scheme shall also include:

a. Limiting the surface water run-off generated by the 1 in 1 year, 1 in 30 year and 1 in 100 year critical storm so that it will not exceed the runoff from the undeveloped, Greenfield site and not increase the risk of flooding off-site, in accordance with section 3 and Table 3.3 of the FRA submitted.

b. Provision of attenuation storage, sized and designed as per the calculations and drawings within the FRA (Appendices 9-12) to manage the volume of water generated in all rainfall events up to and including the 1 in 100 year return period event including allowances for climate change.

c. The pipe diameters of the drainage network shall be determined during the detailed design stage and calculations shall be submitted which demonstrate they are sized to adequately convey the critical duration 1 in 100 year return period rainfall event, including allowances for climate change. A fully labelled network diagram showing all dimensions

(pipe numbers, gradients, sizes, locations, manhole details etc.) of every element of the proposed drainage system should be submitted.

d. All surface water management features must be designed in accordance with CIRIA (C697) The SuDS Manual so ecological, water quality and aesthetic benefits can be achieved in addition to the flood risk management benefits. Details should also be provided of the attenuation basin bank heights and maximum water levels in a range of rainfall events. Consideration should be given to the ability to access the basin for future maintenance, the provision of a sediment forebay, erosion control if necessary, and a 300mm freeboard to the emergency spillway. The side slopes should also be designed to allow for maintenance.

e. Plans and drawings showing the locations and dimensions of all aspects of the proposed surface water management scheme. The submitted plans should demonstrate that the proposed drainage layout will perform as intended based on the topography of the site and the location of the proposed surface water management features. In addition, full design details, including cross sections of the proposed surface water drainage features will be required.

f. Details of the future adoption and maintenance of all aspects of the surface water drainage strategy. The local planning authority should be satisfied that arrangements are in place for the long term maintenance and management of the surface water management scheme.

g. An assessment of the requirement for long term storage to address the additional volume of runoff generated by the developed area compared to the runoff that previously took place from the Greenfield site should be provided. Please refer to R&D Technical Report W5-074/A/TR/1 for more information regarding long term storage.

h. Minimum ground floor levels for all built development on the site will be set above 25.26mAOD, in accordance with section 3.70 of the FRA.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in a range of rainfall events and ensure the system operates as designed for the lifetime of the development.

The south of the site, to the north of the main river, is partially located within the functional floodplain, (Flood Zone 3b). This condition is to ensure that there is no additional risk of flooding or alteration of the functional flood plain, which may reduce the functional flood plain and increase the risk of flooding both on and off site.

20. CONTAMINATED LAND

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination

shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason - To protect and prevent the pollution of controlled waters (Secondary A and Principal aquifers, nearby groundwater abstraction and EU Water Framework Directive Drinking Water Protected Area) from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection: Principles and Practice (GP3 v 1.1, 2013) position statements A4-A6, J1-J7 and N7.

21. SURFACE WATER DRAINAGE SYSTEMS

Bypass type petrol interceptors shall be installed on the drainage systems serving unadopted estate road(s), areas for the parking of commercial vehicles and areas of hard-standing associated with commercial areas, to remove suspended oil and petrol unless otherwise agreed in writing, including as part of the drainage details scheme to be agreed.

Where bypass type petrol interceptors are not installed paved areas and adopted roads will drain via trapped gullies to minimise the passage of silt, unless otherwise agreed in writing, including as part of the drainage details scheme to be agreed.

Reason - To protect water quality, the site in part forming a flood zone and adjacent to a watercourse.

22. SURFACE WATER DRAINAGE

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason To protect and prevent the pollution of controlled waters (particularly the Secondary A and Principal aquifers, nearby groundwater abstraction and EU Water Framework Directive Drinking Water Protected Area) in line with National Planning Policy Framework (NPPF; paragraphs 109, 121), EU Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection (GP3 v.1.1, 2013) position statements G1, G9 to G13, N7 and N10. The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration sustainable drainage systems (SuDS) such as soakaways, unsealed porous pavement systems or infiltration basins.

23. ACTION REQUIRED: FIRE HYDRANTS AND HARDSTANDING FOR FIRE VEHICLES

Prior to the first occupation or first use of a part or phase of development a scheme for the provision of fire hydrants and hardstanding areas for that part or phase of development to provide appropriate carrying capacity for pumping/high reach appliances of 15/26 tonnes respectively shall be submitted to and agreed in writing by the Local Planning Authority and subsequently installed and retained in accordance with the agreed details.

Reason - To ensure adequate provision of water infrastructure and fire fighting capacity is made.

24. ACTION REQUIRED CONCURRENT WITH RESERVED MATTERS: GREEN ENERGY MEASURES, WATER, ENERGY AND RESOURCE EFFICIENCY

Concurrent with the associated reserved matters application for a part or phase of development a scheme proportionate to the scale of development for resource efficiency including:

o A scheme of green energy measures and technology for all new buildings to demonstrate the steps taken to comply with the requirements of paragraphs 5.2.1 to 5.2.10 of the Development Brief

o A scheme for the provision of water, energy and resource efficiency measures, during both construction and occupational phases

o A clear timetable for the implementation of these measures during both construction and occupation

shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall be constructed and the measures provided and made available for use in accordance with such timetables as may be agreed.

Reason - To enhance the sustainability of the development through better use of resources.

25. PRIOR TO COMMENCEMENT OF DEVELOPMENT: SCHEME FOR RAINWATER HARVESTING

Prior to the commencement of each part or phase of the development, a scheme, proportionate to the scale of development, for the provision and implementation of rainwater harvesting shall be submitted to and approved, in writing, by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification before first occupancy or use of any part of that part or phase of development.

Reason -To enhance the sustainability of the development through efficient use of water resources.

Note: Any submitted scheme should include detailed information (capacities, consumption rates, etc) on proposed water saving measures. Where rainwater recycling or greywater recycling is proposed, this should be indicated on site plans. Applicants are also advised to refer to the following for further guidance:

<http://www.environment-agency.gov.uk/homeandleisure/drought/38527.aspx>;

<http://www.water-efficient-buildings.org.uk/>; and

<http://www.savewatersavemoney.co.uk/>

26. STREET LIGHTING AND EXTERNAL LIGHTING

No street or other external lighting shall be provided within a development area or phase unless details have first been submitted to and approved in writing by the Local Planning Authority (and Network Rail and the Highways Authority as appropriate).

The scheme of lighting shall show how and where lighting will be installed, (through technical specifications and the provision of appropriate lighting contour plans which shall include lux levels of the lighting to be provided) types, angle and position of luminaires, hours of operation and a polar luminance diagram based on vertical luminance at the site boundary or at the nearest residential property if this will be affected, so that it can be clearly demonstrated that areas to be lit have reasonably minimised light pollution, through the use of minimum levels of lighting and features such as full cut off cowls and LED.

Any external lighting should be positioned so that light intensity at the windows of any sensitive occupier (residential accommodation) is no greater than 1.0 Lux (Vertical illuminance) between the hours of 21:00 and sunrise and 5.0 Lux (Vertical illuminance) at all other times. For a definition of vertical illuminance and best practice for compliance the applicant is advised to refer to 'Guidance Notes for the Reduction of Light Pollution' published by the Institute of Lighting Engineers.

All external lighting shall be installed in accordance with the specifications and locations set out in the approved scheme, and shall be retained thereafter in accordance with the scheme.

Reason: In order to minimise the adverse impacts of the proposal on the character of the landscape, the current use of the site and local visual amenity.

27. MANAGEMENT OF SOILS

The storage and handling of soils, fertiliser, pesticide and herbicides shall be carried out in accordance with details submitted in the Landscape and Habitat Management Plan.

Reason: To protect the quality of the landscape with particular regards to the soil resource and supporting proposed planting.

28. ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT: SOFT LANDSCAPING

No development shall commence within a development area or phase, until there has been submitted to and approved in writing by the Local Planning Authority a scheme of soft landscaping for that development area/phase, drawn to a scale of not less than 1:200. The soft landscaping details shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant sizes and proposed numbers/ densities, and any tree works to be undertaken during the course of the development along with a schedule of timing for the implementation.

The scheme shall be implemented as agreed unless otherwise subsequently agreed in writing by the Local Planning Authority.

Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

Reason: in order to minimise the adverse impacts of the proposal on the character of the landscape, local visual amenity and the character of the countryside having particular regard for Policy CS5 and saved policy CS2.

29. ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT: HARD LANDSCAPING

No development shall commence within a development area or phase, until full details of a hard landscaping scheme for that area/phase has been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels and contours showing earthworks and mounding; surfacing materials; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulations areas; hard surfacing materials; minor artefacts and structures (for example furniture, refuse and/or other storage units, signs, lighting and similar features); proposed and existing functional services above and below ground (for example drainage, power, communications cables and pipelines, indicating lines, manholes, supports and other technical features) along with a schedule of timing for the implementation.

The scheme shall be implemented as agreed in full in accordance with the agreed scheme and timetable.

Reason: in order to minimise the adverse impacts of the proposal on the character of the landscape, local visual amenity and the dark skies character of the countryside having particular regard for Policy CS5 and saved policy CS2.

30. ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT: TREE PROTECTION

Any trees, shrub or hedgerows within, or at the boundary of, a development area or phase that are to be retained, (including those previously planted as part of the strategic landscaping scheme or in an earlier phase of the development), shall be protected in accordance with a scheme of tree protection, (BS5837:2012), to be agreed in writing with the Local Planning Authority prior to commencement of the development of that area or phase.

The Local Planning Authority shall be advised in writing that the protective measures/fencing within a development area/phase have been provided before any equipment, machinery or materials are brought onto the site for the purposes of development and shall continue to be so protected during the period of construction and until all equipment, machinery and surplus materials have been removed from that development area/phase.

Within the fenced area no work shall take place; no materials shall be stored; no oil or other chemicals shall be stored or disposed of; no concrete, mortar or plaster shall be mixed; no fires shall be started; no service trenches shall be dug; no soil shall be removed or ground level changed at any time, without the prior written consent of the Local Planning Authority.

Reason - To enable existing landscaping to be protected and retained in the interests of visual amenity.

31. SPECIFIC RESTRICTION ON DEVELOPMENT: DEVELOPMENT AFFECTING OR ADJACENT TO NETWORK RAIL

a) There shall be no building operations undertaken within 2m, or 3m in the case of overhead lines and third rail, of the site boundary with Network Rail land.

b) Any scaffold or related structure which is to be constructed within 10m of the boundary of the site with Network Rail land must be erected so that at no time any poles over-sail the railway. Protective netting around any such scaffold must also be installed.

c) No soakaways for storm or surface water drainage shall be constructed within 20m of the boundary of the site with Network Rail.

d) There shall be no alteration to the boundary drainage connections from the site or operations into Network Rails property, culverts or drains unless otherwise agreed in writing with the Local Planning Authority, in agreement with Network Rail.

e) No alterations shall be made which prevent or reduce the provision to continue drainage discharging from Network Rail land unless otherwise agreed in writing with the Local Planning Authority, in agreement with Network Rail.

Reason - To ensure that construction and maintenance can be carried out without adversely affecting the safety of or encroaching upon Network Rail land.

32. ACTION REQUIRED: VIBROCOMPACTION OR DISPLACEMENT PILING

There shall be no use of any vibrocompaction or displacement piling within 200m of the boundary of the site with Network Rail land unless details of the machinery to be used and a method statement have been submitted to and approved in writing by the Local Planning Authority.

Where approved works shall be undertaken in accordance with the submitted details.

Reason: To ensure that construction vibration does not affect the safety of Network Rail operations.

33. ACTION REQUIRED PRIOR TO COMMENCEMENT: FENCING

Prior to the commencement of any reserved matters development within 200m of the boundary of the site with Network Rail land a trespass proof fence of at least 1.8m high shall be erected along the development side of the existing boundary fence to Network Rail land, including where necessary intervening structural landscaping, and subsequently maintained and retained as such.

Reason: To ensure that the railway line is not accessible from the application site for reasons of operational safety.

34. ACTION REQUIRED: DEER PROOF FENCING

Prior to the first occupation or use of each part of the site with a boundary adjoining or adjacent to structural landscaping as shown on plan T279/18 received 2nd February 2015, including infrastructure, the boundary between that part of the site and the structural landscaping area shall be fenced with deer proof fencing, which shall subsequently be retained.

Reason - To minimise the risk of wildlife straying into commercial operational areas.

35. LANDSCAPE AND HABITAT MANAGEMENT

The landscaping including the wet meadow shall be managed in accordance with the details set out in the Landscape and Habitat Management Plan.

Reason - To ensure the proper management and maintenance of the approved landscaping in the interests of amenity and the character and appearance of the area.

36. MITIGATION MEASURES: BIODIVERSITY

The measures for mitigation of impacts on biodiversity as set out in part 9 of the Environmental Statement and within the Protected Species survey shall be implemented in full, unless otherwise agreed in writing with the Local Planning Authority.

Reason - In order to safeguard and mitigate the impacts of the proposal on biodiversity.

37. ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT: PROVISION OF ROADS AND FOOTPATHS.

Before each part or phase of the development is commenced, details of the estate roads and footpaths, [including layout, levels, gradients, surfacing and means of surface water drainage] and a timetable for said works for that part or phase of development, shall be submitted to and approved in writing by the Local Planning Authority.

The details agreed shall be implemented and completed in their entirety in accordance with the timetable agreed.

Reason: To ensure that roads/footways are constructed to an acceptable standard suitable for adoption. This condition is required to be agreed prior to the commencement of any development to ensure highway safety is secured early for both development, its construction and addresses areas of work before any other parts of the development can take place. If agreement was sought at any later stage there is an unacceptable risk to highway and public safety and risk of cost to the developer if the details are not found acceptable.

38. ACTION REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT - TRAVEL PLAN.

Prior to the commencement of development of any unit exceeding 2500sq m in B1 use, 4000sq m in B2 use and 5000sq m in B8 use details of the travel arrangements to and from the site for employees and customers in the form of a unit specific Travel Plan, including monitoring provisions, shall be submitted to and approved in writing by the Local Planning Authority and such approved arrangements shall be implemented before that part of the development is first brought into use and thereafter adhered to.

Those units which fall below these thresholds must adhere to the agreed Framework Travel Plan.

Reason - In the interests of sustainable development and to accord to the principles of the NPPF.

39. ACTION REQUIRED PRIOR TO FIRST OCCUPATION - DETAILS OF TRAVEL PLAN.

Prior to the first occupation of any part of the site an updated Framework Employment Travel Plan, including monitoring provisions, shall be submitted to and approved in writing by the Local Planning Authority and which covers the implementation of the travel plan throughout the whole development. Thereafter all such measures as may be included in the plan shall be put in place and operated at all times.

Reason - In the interests of sustainable development and to accord to the principles of the NPPF.

40. ACTION REQUIRED PRIOR TO FIRST OCCUPATION - TRAVEL PLAN.

Prior to first occupation or use of the site a Travel Plan Management Group, administered by the Estate Management Company, must be set up in accordance with the approved Framework Employment Travel Plan and each individual phase Travel Plan to assist the implementation of the Travel Plan throughout the whole development.

Reason - In the interests of sustainable development and to accord to the principles of the NPPF.

41. ACTION REQUIRED: PRIOR TO OCCUPATION; TOUCAN CROSSING

Prior to the first use or occupation of any part or phase of the development a new Toucan (signalised) crossing shall be constructed and brought into use on the A1120 south of the Gun Cotton Way roundabout together with the provision of an associated 3.0m wide footway/cycleway linking the new Toucan crossing on the east of the A1120 with the development site.

The additional footway/cycleway will connect to the proposed footway/cycleway on the south side of the new access road, shown on drawing T279/14.

Details shall be submitted to and approved in writing by the Local Planning Authority and implemented as agreed.

Reason: To provide an adequate sustainable link connecting existing footway/cycleway facilities into the site from local catchment areas.

42. ACTION REQUIRED PRIOR TO OCCUPATION: BUS STOPS

Prior to the first use or occupation of any part of or phase of development on the site details of the bus stop provision including the siting, design and shelter etc, and including a timetable for the implementation of the works shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall be implemented as the agreed details and timetable unless otherwise agreed in writing with the Local Planning Authority.

Reason - To ensure adequate and appropriate provision of public transport facilities in the interests of sustainable development and highway safety.

43. CONDITIONS IN RELATION TO THE FULL PART OF THE APPLICATION

These conditions relate to the full planning application for access (and associated sustainable urban drainage) and structural landscaping.

44. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: COMMENCEMENT TIME LIMIT

The full part of the development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.

Reason - To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004

45. LISTING OF APPROVED PLANS & DOCUMENTS

The development hereby permitted shall be carried out in accordance with the following approved documents or such other drawings/documents as may be approved by the Local Planning Authority in writing pursuant to other conditions of this permission; or such drawings/documents as may subsequently be approved in writing by the Local Planning Authority as a non material amendment following an application in that regard :

Defined Red Line Plan:

The defined Red Line Plan for this application is Drawing T281/3 received 2nd February 2015 only. This drawing is the red line plan that shall be referred to as the defined application site. Any other drawings approved or refused that may show any alternative red line plan separately or as part of any other submitted document have not been accepted on the basis of defining the application site.

Approved Plans and Documents:

Letter from Boyer Planning 14.645, Notice Under Article 11, Application forms, Non-Technical Summary, Framework Employment Travel Plan, Design and Access Statement, Landscape Master Plan 11161.01, Sections 1 of 2 11161.02, Sections Sheet 2 of 2 11161.03, Hybrid Application Summary Plan T279/18, Protected Species Survey, Environmental Statement, received 2nd February 2015

Response to Aecom Technical Notes 3, 3A and 3C, received 30th March 2015

Un-numbered phasing plan identifying 8 phases, received 17th April 2015

Documents Not Accepted to Form the Application:

The following documents were considered / viewed by the Local Planning Authority, but not accepted to form part of the application and this decision. These documents may not have been the subject of formal consultation on that basis.

Un-numbered phasing plan identifying 4 phases, received 31st March 2015

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

46. ACTION REQUIRED PRIOR TO THE COMMENCEMENT OF OTHER DEVELOPMENT:
CREATION OF BUND

No other development hereby permitted shall commence until the construction of the bund, including by means of the use of spoil from the creation of the drainage lagoon, has been substantially completed and provides mitigation of construction and site noise, unless otherwise agreed in writing with the Local Planning Authority.

The bund shall be created in accordance with the approved plan to achieve the stated levels of noise attenuation and shall thereafter be retained in accordance with the details to achieve attenuation.

Reason - In order to minimise the adverse impacts of the proposal on neighbouring properties with particular regards to noise and visual amenity impacts.

47. RESTRICTION ON CONSTRUCTION WORKING TIMES AND NOISE PRIOR TO BUND
CREATION

Until notification has been provided in writing to the Local Planning Authority to confirm that the bund has been completed construction working times shall be limited to between 08:00 and 17:00 Monday to Friday and there shall be no working on Saturdays, Sundays or Bank Holidays.

Construction working noise during this period shall not exceed 67dB LA eq 3 hour as measured 1m from the facade of the nearest residential property.

Reason - In the interests of residential amenity.

48. RESTRICTION ON CONSTRUCTION OPERATION TIMES

Once notification has been submitted in writing to the Local Planning Authority to confirm the completion of the bund the construction working hours for the hereby permitted development including deliveries shall be limited to 0700 and 1900 Mondays to Fridays and 0700 and 1300 Saturdays.

During these times construction noise levels shall be limited to 65dB LA eq 3 hour as measured 1m from the facade of the nearest noise sensitive premises.

In the event that construction working outside these times is necessary for a particular element of works (e.g. a concrete pour), 14 days advance notice must be given in writing to the Local Planning Authority along with contact details in the event of complaint.

Where construction working takes place in these circumstances noise levels must not exceed 55dB LA eq (1 hour) between 1900 and 2300 and 45dB LA eq night time (20 minutes) between 2300 and 0700 as measured 1m from the facade of the nearest residential property.

Reason - In the interests of residential amenity.

NOTE: If subsequent to the receipt of notification of completion of the bund the Local Planning Authority identifies that the bund has not been completed in accordance with the

approved details the construction working times and noise restrictions shall revert to those set out in condition 49.

49. ACTION REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT:
AGREEMENT OF CONSTRUCTION MANAGEMENT PLAN

Prior to the commencement of works within the full application hereby permitted a construction management plan shall be submitted to and approved in writing by the Local Planning Authority and shall include:

- a) Key contractor and site management details;
- b) A summary of the phasing for that part of the programme including details of any works that might cause additional disruption or disturbance;
- c) An overview of the equipment expected to be used during the relevant phase;
- d) An assessment of the noise level and air quality mitigation and monitoring measures related to key construction processes; (Provisions for mitigating noise should follow the guidelines set out in BS 5228)
- e) Details of works to minimise risk to construction workers, occupiers of the site and local residents from construction works including noise and emissions;
- f) Impacts on overhead powerlines and subterranean services;
- g) A scheme for construction lighting;
- h) A scheme for waste including minimisation, litter management, re-use and recycling;
- i) Reporting and monitoring scheme;
- j) Considerate contractor scheme;
- k) Means of access including traffic routes and a scheme including controls to keep construction traffic from Mill Lane;
- l) Vehicle parking and manoeuvring for both site operatives and visitors, loading and unloading
- m) Wheel washing facilities
- n) Details of the storage of construction materials on site, including details of compounds, storage areas, siting and maximum storage height. There shall be no storage of construction plant or materials within the flood plain area.
- o) Lighting
- p) Temporary buildings
- q) Boundary treatments
- r) Details of operating hours
- s) Dust mitigation measures (as outlined in table 6.22 of the Environmental Statement)

Thereafter the approved construction plan shall be fully implemented and adhered to during the construction of the relevant phase(s) of development, unless otherwise approved in writing by the Local Planning Authority.

Reason - To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of phases of development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity.

50. ACTION REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT - ARCHAEOLOGICAL WORKS

No development shall take place within the three defined highlighted archaeological areas on the version of plan T279/18 from Suffolk County Council Archaeology dated 19th February 2015 until the implementation of a programme of archaeological work has been secured for the whole of that area, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority. The scheme of investigation shall include an assessment of significance and research questions; and:

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

Reason - To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development. This condition is required to be agreed prior to the commencement of any development to ensure matters of archaeological importance are preserved and secured early to ensure avoidance of damage or loss due to the development and/or its construction. If agreement was sought at any later stage there is an unacceptable risk of loss and damage to archaeological and historic assets.

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

In this case, the following will be required for the three archaeological areas:

Area A: Open area excavation prior to construction of the access roadway

Area B: Open area excavation (if land is threatened by development)

Area C: Trenched archaeological evaluation in order to establish the archaeological potential.

51. ACTION REQUIRED PRIOR TO THE FIRST USE - ARCHAEOLOGICAL RECORDING

The site investigation and post investigation assessment must be completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 52 and the provision made for analysis, publication and dissemination of results and archive deposition.

Reason - To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to

ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2012).

52. SPECIFIC RESTRICTION ON DEVELOPMENT WITHIN THE FLOODPLAIN

Notwithstanding the details submitted and the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order revoking and re-enacting that Order with or without modification, no structure shall be erected and no earthworks or landscaping shall take place within the floodplain of the River Gipping (areas shown within Flood Zones 2 and 3 on map in Appendix One of the PFA Flood Risk Assessment, received 2nd February 2015, titled Detailed Flood Map centred on Stowmarket Business Enterprise Park, Suffolk) in accordance with section 2.7 of the FRA which states all proposed built development would be restricted to Flood Zone 1 until information is submitted in respect of that operation or development and agreed in writing by the Local Planning Authority and Environment Agency demonstrating that flood risk will not be increased elsewhere.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order revoking and re-enacting that Order with or without modification, no permitted development shall occur within the area shown as Flood Zone 3.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in a range of rainfall events and ensure the system operates as designed for the lifetime of the development.

The south of the site, to the north of the main river, are partially located within the functional floodplain, (Flood Zone 3b). This condition is to ensure that there is no additional risk of flooding or alteration of the functional flood plain, which may reduce the functional flood plain and increase the risk of flooding both on and off site.

53. IMPLEMENTATION AND MANAGEMENT OF THE PLANTING SCHEME

The approved scheme of perimeter/strategic planting shall be implemented in accordance with the specification and details set out on Drawing LSDP 11161.01 and the details set out in the Landscape and Habitat Management Plan including Soil Handling Specification v1 as submitted.

The aftercare period shall commence on the 31st March of the year during which the planting scheme is implemented. The aftercare period supervised by the LPA shall be not less than 10 years from the commencement date and all failed plants shall be replaced on a 1:1 basis during the first five years of the aftercare period.

In the event that all the planting cannot be completed in a single season, the aftercare period for any subsequent planting shall commence on the 31st March of the year during which each part of the approved planting scheme is implemented, and shall continue for not less than 10 years from the commencement date, with all failed plants to be replaced on a 1:1 basis during the first five years of the aftercare period.

The applicant shall notify the Local Planning Authority of the extent and location of planting carried out in each planting season in writing, (including an updated version of LSDP 11161.01) no later than 15th April in the relevant year.

Reason - In order to minimise the adverse impacts of the proposal on the character of the landscape, local visual amenity and the character of the countryside, having regard for Policy CS5 and saved policy CS2.

NOTE: The road to access land to the North of the application site would require the removal of a part of the structural landscaping belt, the removal, without replacement, of such plants as are required to provide this access is acceptable, at such a point as the road is being constructed through the landscaping belt, in accordance with reserved matters in this respect.

54. ACTION REQUIRED: HARD LANDSCAPING SCHEME

Full details of a hard landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to their installation.

These details shall include proposed finished levels and contours showing any earthworks and mounding; surfacing materials; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (for example furniture, refuse and/or other storage units, signs, lighting and similar features); proposed and existing functional services above and below ground (for example drainage, power, communications cables and pipelines, indicating lines, manholes, supports and other technical features).

Such details as may be agreed shall be implemented in full in accordance with the agreed details and timescale.

Reason - In the interests of visual amenity and the character and appearance of the area. This condition is required to be agreed prior to the commencement of relevant development to ensure matters to protect the landscape are secured early to ensure avoidance of damage due to the development and/or its construction.

55. ATTENUATION LAGOON

The attenuation lagoon shall be installed in accordance with the specifications set out in drawing T279/16 Rev A within Appendix 11 of the Environmental Statement to provide the relevant level of attenuation prior to the first use or occupation of any part or phase of the development, and shall be retained thereafter in accordance with this scheme, unless otherwise agreed in writing with the Local Planning Authority.

Reason - To ensure appropriate provision, retention and maintenance of the attenuation pond.

56. STREET LIGHTING AND EXTERNAL LIGHTING

No street or other external lighting shall be provided unless details thereof have first been submitted to and approved in writing by the Local Planning Authority (and Network Rail and the Highways Authority as appropriate).

The scheme of lighting shall show how and where lighting will be installed, (through technical specifications and the provision of appropriate lighting contour plans which shall include lux levels of the lighting to be provided) types, angle and position of luminaires, hours of operation and a polar luminance diagram based on vertical luminance at the site

boundary or at the nearest residential property if this will be affected, so that it can be clearly demonstrated that areas to be lit have reasonably minimised light pollution, through the use of minimum levels of lighting and features such as full cut off cowls and LED.

Any external lighting should be positioned so that light intensity at the windows of any sensitive occupier (residential accommodation) is no greater than 1.0 Lux (Vertical illuminance) between the hours of 21:00 and sunrise and 5.0 Lux (Vertical illuminance) at all other times. For a definition of vertical illuminance and best practice for compliance the applicant is advised to refer to 'Guidance Notes for the Reduction of Light Pollution' published by the Institute of Lighting Engineers.

All external lighting shall be installed in accordance with the timetable, specifications and locations set out in the approved scheme, and shall be retained thereafter in accordance with the scheme.

Reason: In order to minimise the adverse impacts of the proposal on the character of the landscape, local visual amenity having particular regard for Policies CS2 and CS5.

57. MANAGEMENT OF SOILS

The storage and handling of soils shall be carried out in accordance with details submitted in the Landscape and Habitat Management Plan.

Reason: In order to minimise the adverse impacts of the proposal on the character of the landscape.

58. MANAGEMENT OF WET MEADOW

The management of the wet meadow area shall be undertaken in accordance with the details submitted in the Landscape and Habitat Management Plan.

Reason: In order to ensure the continued functioning of the area as a flood plain.

59. MITIGATION MEASURES: BIODIVERSITY

The measures for mitigation of impacts on biodiversity as set out in part 9 of the Environmental Statement and within the Protected Species survey shall be implemented in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason - In order to safeguard and mitigate the impacts of the proposal on biodiversity.

60. ACTION REQUIRED PRIOR TO THE COMMENCEMENT OF WORKS TO THE ROAD: DETAILS OF ACCESS

Notwithstanding the details submitted, prior to the commencement of works to the new road entrance from the Gun Cotton/A1120 roundabout additional details of this access taking into account the requirements of Informative No. 9 shall be submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason - In the interests of highway safety.

61. ACTION REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT:
SURFACE WATER DRAINAGE ONTO HIGHWAY

Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway.

The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason - To prevent hazards caused by flowing water or ice on the highway.

SUMMARY OF POLICIES WHICH ARE RELEVANT TO THE DECISION:

GP01 - Design and layout of development
HB13 - Protecting Ancient Monuments
RT12 - Footpaths and Bridleways
SC04 - Protection of groundwater supplies
CL08 - Protecting wildlife habitats
CL11 - Retaining high quality agricultural land
CL09 - Recognised wildlife areas
CL12 - The effects of severance upon existing farms
E12 - General principles for location, design and layout
E02 - Industrial uses on allocated sites
E03 - Warehousing, storage, distribution and haulage depots
E10 - New Industrial and commercial development in the countryside
New Industrial and commercial development in the countryside
RT05 - Recreational facilities as part of other development
T09 - Parking Standards
T10 - Highway Considerations in Development
T11 - Facilities for pedestrians and cyclists
T12 - Designing for people with disabilities
T13 - Bus Service
SB02 - Development appropriate to its setting
HB01 - Protection of historic buildings
HB14 - Ensuring archaeological remains are not destroyed
H16 - Protecting existing residential amenity
CL12 - The effects of severance upon existing farms
E09 - Location of new businesses
T02 - Minor Highway improvements
T04 - Planning Obligations and highway infrastructure
T07 - Provision of public car parking
T08 - Lorry parking facilities in towns
SC06 - Recycling centres
SC07 - Siting of telecommunications equipment
NPPF - National Planning Policy Framework
CS05 - Mid Suffolk's Environment
CS01 - Settlement Hierarchy
CS02 - Development in the Countryside & Countryside Villages
CS03 - Reduce Contributions to Climate Change
CS06 - Services and Infrastructure

NOTES:

1. Summary Reason(s) for Approval

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

The proposal is recognised as having varying impacts, however the benefits of the proposal to provide local job needs, highway improvements, pedestrian access to link Cedars Park with the Gipping Valley Way and the provision of the wetland area along with conditions to provide control of the development is such that the benefits of the proposal are considered to outweigh this. The proposal is therefore considered to comply with relevant NPPF, Local Plan, Core Strategy, Core Strategy Focused Review and Stowmarket Area Action Plan Policies as well as the adopted Development Brief.

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

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

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

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

2. Ground Conditions

Mid Suffolk District Council Environmental Health Department shall be contacted in the event of unexpected ground conditions being encountered during construction.

3. Safe Development

Mid Suffolk District Council Environmental Health Department request that the developer is made aware that the responsibility for the safe development of the site lies with them.

4. Dewatering

Dewatering the proposed excavation may lower groundwater levels locally and may derogate nearby domestic and licensed groundwater sources and other water features.

The applicant should locate all these and agreement should be reached with all users of these supplies for their protection during dewatering. Subject to a detailed impact assessment, to be carried out by the applicant, compensation and/or monitoring measures may be required for the protection of other water users and water features. The applicant should note that under the New Authorisations programme abstraction for dewatering to facilitate mineral excavation or construction works will no longer be exempt from abstraction licensing. However, these provisions of the Water Act 2003 are being implemented in several phases. Although dewatering activities do not yet require an abstraction licence, the applicant should contact the National Permitting Service (NPS) before the commencement of any dewatering to confirm the legal requirements at the time. When scheduling their work, the applicant should be aware that it may take up to 3 months to issue an abstraction licence.

5. Surface Water Drainage Informatives

1. Infiltration drainage systems such as soakaways, unsealed porous pavement systems or infiltration basins shall only be used where it can be demonstrated that they will not pose a risk to the water environment.

2. Infiltration surface water drainage systems have the potential to provide a pathway for pollutants and must not be constructed in contaminated ground. They would only be acceptable if a phased site investigation showed the presence of no significant contamination.

3. Only clean water from roofs can be directly discharged to any soakaway or watercourse. Systems for the discharge of surface water from associated hard-standing, roads and impermeable vehicle parking areas shall incorporate appropriate pollution prevention measures and a suitable number of treatment train components appropriate to the environmental sensitivity of the receiving waters.

4. The maximum acceptable depth for infiltration surface water drainage systems is 2.0 m below ground level, with a minimum of 1.2 m clearance between the base of infiltration surface water drainage systems and peak seasonal groundwater levels.

5. Deep bore and other deep soakaway systems are not appropriate in areas where groundwater constitutes a significant resource (that is where aquifer yield may support or already supports abstraction).

6. Surface water drainage systems should be constructed in line with good practice and guidance documents.

7. Any works to a watercourse may require consent under Section 23 of the Land Drainage Act 1991

8. Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003.

6. Highways Note 1

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

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

The County Council's Central Area Manager must be contacted on Telephone: 01473 341414. Further information go to: www.suffolk.gov.uk/environment-and-transport/highways/dropped-kerbs-vehicular-accesses/

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

7. Highways Note 2

The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification.

The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements.

Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums and changes to the existing street lighting and signing.

8. Highways Note 3

The detailed design and layout of the Toucan crossing and associated shared footway/cycleway will be agreed as part of a Section 278 Agreement and subject to a Road Safety Audit process. It is not known at this stage if this crossing will be staggered or straight through, but the location will be approximately 20m from the circulatory carriageway on the southbound exit leaving the roundabout and within the existing 30mph restricted area. It will be desirable to implement a TRO to change the speed limit on the northbound approach in advance of the new crossing to reduce from 50mph to 40mph and there will be a requirement as part of the Section 278 Agreement for the development to fund the related TRO, as set out in the associated S106 Agreement.

9. Highway Note 4

In reviewing drawing T279/14 there is concern that the new proposed entry radius from the A1120/Gun Cotton Way roundabout (shown as R100m) is too large and will not give adequate deflection and will encourage higher entry speeds. This will lead to high entry speeds on approach to the site and is particularly not desirable in advance of the pedestrian crossing.

It is requested that the horizontal alignment is revised to reduce this radius to increase the deflection and a condition to agree this amendment is set out above.

These alterations can be agreed as part of the Section 278 Agreement and will not take the proposed alignment outside the proposed red line.

10. Highways Note 5

If it is intended that internal roads are adopted the developer should enter into formal agreement with the Highway Authority under Section 38 of the Highways Act 1980 relating to the construction and subsequent adoption of the new roads within the site.

Babergh and Mid Suffolk District Councils have adopted Community Infrastructure Levy (CIL) charging which affects planning permissions granted on or after 11th April 2016 and permitted development commenced on or after 11th April 2016. If your development is for the erection of a new building, annex or extension or the change of use of a building over 100sqm in internal area or the creation of a new dwelling or holiday let of any size your development may be liable to pay CIL and you must submit relevant documents to our Infrastructure Team telling us more about your development, who will pay CIL and when the development will start. You will receive advice on the amount you have to pay and what you have to do and you can find more information about CIL on our websites here:

[CIL in Babergh](#) and [CIL in Mid Suffolk](#) or by contacting the Infrastructure Team on: infrastructure@baberghmidsuffolk.gov.uk

This relates to document reference: 0371/15

Signed: Philip Isbell

Dated: 20th June 2018

**Corporate Manager
Growth & Sustainable Planning**

Important Notes to be read in conjunction with your Decision Notice

Please read carefully

This decision notice refers only to the decision made by the Local Planning Authority under the Town and Country Planning Acts and DOES NOT include any other consent or approval required under enactment, bylaw, order or regulation.

Please note: depending upon what conditions have been attached to the decision, action may be required on your part before you can begin your development. Planning conditions usually require that you write to the Local Planning Authority and obtain confirmation that you have discharged your obligations. You should read your decision notice in detail and make a note of the requirements placed on you by any conditions. **If you proceed with your development without complying with these conditions you may invalidate your permission and put your development at risk.**

Discharging your obligations under a condition:

You should formally apply to discharge your conditions and the relevant application forms are available on the Council's website. The Local Planning Authority has 8 weeks to write to you after you submit the details to discharge your conditions. You should always account for this time in your schedule as the Local Planning Authority cannot guarantee that conditions can be discharged quicker than this. A fee is applicable for the discharge of planning conditions.

Building Control:

You are reminded that the carrying out of building works requires approval under the Building Regulations in many cases as well as a grant of planning permission. If you are in doubt as to whether or not the work, the subject of this planning permission, requires such approval, then you are invited to contact the Building Control Section of Babergh and Mid Suffolk District Councils.

Appeals to the Secretary of State

1. If the applicant is aggrieved by the decision of the Local Planning Authority to refuse permission or consent, or to grant permission or consent subject to condition, they may appeal to the Secretary of State for Communities and Local Government. The applicant's right of appeal is in accordance with the appropriate statutory provisions which follow:

Planning Applications: Section 78 Town and Country Planning Act 1990

Listed Building Applications: Section 20 Planning (Listed Buildings and Conservation Areas) Act 1990

Advertisement Applications: Section 78 Town and Country Planning Act 1990
Regulation 15

Town and Country Planning (Control of Advertisements) Regulations 2007

Notice of appeal in the case of applications for advertisement consent must be served within eight weeks of receipt of this notice. Notice of Householder and Minor Commercial Appeals must be served within 12 weeks, in all other cases, notice of appeal must be served within six months of this notice. If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice. If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within six months of the date of this notice, whichever period expires earlier.

Appeals must be made on a form which is obtainable from The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN or online at <https://www.gov.uk/government/publications/modelnotification-notice-to-be-sent-to-an-applicant-when-permission-is-refused>

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he/she will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him/her that permission for the proposed development could not have been granted by the Local Planning Authority, or could not have been so granted otherwise than subject to the conditions imposed by it, having regard to the statutory requirements*, to the provisions of the Development Order, and to any directions given under the Order. The Secretary of State does not in practice refuse to entertain appeals solely because the decision of the Local Planning Authority was based on a direction given by him/her.

2. If permission or consent to develop land or carry out works is refused or granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State and the owner of the land claims that the land has become incapable of reasonable beneficial use by the carrying out of any development or works which has been or would be permitted they may serve on the Council of the district in which the land is situated, a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of Section 137 of the Town and Country Planning Act 1990 or Section 32 Planning (Listed Buildings and Conservation Areas) Act 1990.

*The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70 and 72(1) of the Act.

Philip Isbell – Acting Chief Planning Officer
Growth & Sustainable Planning

Mid Suffolk District Council
Endeavour House, 8 Russell Road, Ipswich IP1 2BX

Website: www.midsuffolk.gov.uk



OUTLINE PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND)
ORDER 2015

Correspondence Address:

Carter Jonas LLP
6-8 Hills Road
Cambridge
CB2 1NH

Applicant:

Building Partnerships Ltd
C/O Agent

Date Application Received: 21-Apr-17

Application Reference: 1582/17

Date Registered: 22-Apr-17

Proposal & Location of Development:

Outline Planning Application with all matters reserved except Access for up to 13ha of business and industrial development (use Class B1a, B1b, B1c, B2 & B8), up to 540m² floor area of use Class A4, up to 425m² floor area of use Class A3/A5 and associated infrastructure & works, total proposed area 14.97ha.

Land To The North East Of, Mill Lane, Creeting St Peter, Suffolk

Section A – Plans & Documents:

The plans and documents recorded below are those upon which this decision has been reached:

PROPOSED ACCESS TO SITE 03/001 D - Received 21/04/2017
PROPOSED CYCLE AND PEDESTRIAN ACCESS 03/010 - Received 21/04/2017
INDICATIVE MASTER PLAN 103 I - Received 21/04/2017
INDICATIVE LAYOUT PLAN SERVICES OVERLAY 104 B - Received 21/04/2017
Site Location Plan 105 - Received 21/04/2017
Topographic Survey 19343/001 - Received 21/04/2017
Topographic Survey 19343/002 - Received 21/04/2017
Topographic Survey 19343/003 - Received 21/04/2017
Landscaping Plan 395-PA-040B - Received 21/04/2017
SUFFOLK COUNTY COUNCIL PUBLIC RIGHTS OF WAY MAP - Received 21/04/2017
Sectional Drawing 854 03/210 - Received 01/09/2017
RETAINING WALL STANDARD DETAIL 854 03/211 - Received 01/09/2017
E14-1180 03/001 E E14-1180 03/001 E - Received 01/09/2017
Air Quality Assessment - Received 21/04/2017
APPENDIX C PART 1 1 - Received 21/04/2017
APPENDIX C PART 2 2 - Received 21/04/2017

APPENDIX C PART 3 3 - Received 21/04/2017
ARCHAEOLOGICAL DESK-BASED ASSESSMENT - Received 21/04/2017
Bat Survey - Received 21/04/2017
Design and Access Statement - Received 21/04/2017
ECONOMIC POSITION STATEMENT - Received 21/04/2017
Flood Risk Assessment - Received 21/04/2017
Flood Risk Assessment PART 1 - Received 21/04/2017
Flood Risk Assessment PART 2 - Received 21/04/2017
Flood Risk Assessment PART 3 - Received 21/04/2017
Transport Assessment PART 1 - Received 21/04/2017
Transport Statement PART 2 - Received 21/04/2017
GEOPHYSICAL SURVEY REPORT - Received 21/04/2017
HEDGEROW REGULATIONS ASSESSMENT - Received 21/04/2017
Landscape and Visual Impact Assessment FINAL - Received 21/04/2017
Landscape and Visual Impact Assessment PART 1 - Received 21/04/2017
Landscape and Visual Impact Assessment PART 2 - Received 21/04/2017
Landscape and Visual Impact Assessment PART 3 - Received 21/04/2017
Noise Assessment - Received 21/04/2017
Planning Statement - Received 21/04/2017
Ecological Survey/Report - Received 21/04/2017
Energy/Sustainability Assessment - Received 21/04/2017
STATEMENT OF COMMUNITY INVOLVEMENT - Received 21/04/2017
Transport Assessment 1 OF 4 - Received 21/04/2017
Transport Assessment 2 OF 4 - Received 21/04/2017
Transport Assessment 3 OF 4 - Received 21/04/2017
Transport Assessment 4 OF 4 - Received 21/04/2017
UTILITY ASSESSMENT PART 1 - Received 21/04/2017
UTILITY ASSESSMENT PART 2 - Received 21/04/2017
UTILITY ASSESSMENT PART 2 - Received 21/04/2017
UTILITY ASSESSMENT PART 3 - Received 21/04/2017
UTILITY ASSESSMENT PART 4 - Received 21/04/2017
UTILITY ASSESSMENT PART 5 - Received 21/04/2017
Arboricultural Assessment - Received 23/06/2017
RENEWABLE ENERGY STATEMENT - Received 11/07/2017
Environmental Report PART 1 - Received 23/08/2017
Environmental Report PART 2 - Received 23/08/2017
Environmental Report PART 3 - Received 23/08/2017
Environmental Report PART 4 - Received 23/08/2017
Environmental Report PART 5 - Received 23/08/2017
Environmental Report PART 6 - Received 23/08/2017
Environmental Report PART 7 - Received 23/08/2017
Environmental Report PART 8 - Received 23/08/2017
Environmental Report PART 9 - Received 23/08/2017
Environmental Report PART 10 - Received 23/08/2017
Environmental Report PART 11 - Received 23/08/2017
Environmental Report PART 12 - Received 23/08/2017
Environmental Report PART 13 - Received 23/08/2017
LEGAL OPINION (PROVISIONAL) - Received 01/09/2017
BREEDING BIRD SURVEY FOR SKYLARK - Received 11/09/2017
LANDSCAPE AND VISUAL ASSESSMENT ANNEX A - Received 25/09/2017
LANDSCAPE STRATEGY - Received 25/09/2017
EXAMPLE ACCIDENT DATA - Received 06/11/2017
ROAD SAFETY AUDIT REPORT - Received 06/11/2017

Section B:

Mid Suffolk District Council as Local Planning Authority, hereby give notice that **OUTLINE PLANNING PERMISSION HAS BEEN GRANTED** in accordance with the application particulars and plans listed in section A subject to the following conditions:

1. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: TIME LIMIT FOR RESERVED MATTERS APPLICATION

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

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

2. APPROVED PLANS & DOCUMENTS

The development hereby permitted shall be carried out in accordance with the drawings/documents listed under Section A above and/or such other drawings/documents as may be approved by the Local Planning Authority in writing pursuant to other conditions of this permission or such drawings/documents as may subsequently be approved in writing by the Local Planning Authority as a non-material amendment following an application in that regard.

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

3. ACTION REQUIRED PRIOR TO COMMENCEMENT OF WORKS: APPROVAL OF RESERVED MATTERS

Before any development is commenced in a part or phase of development, approval of the details of the appearance, scale, siting and layout of the building(s), and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained in writing from the Local Planning Authority.

Reason - To enable the Local Planning Authority to secure an orderly and well-designed development in accordance with the character and appearance of the neighbourhood and in accordance with the Development Plan. This condition is required to be agreed prior to the commencement of any development in accordance with proper planning principles to allow public engagement on the outstanding reserved matters and ensure no significant adverse harm results

4. ACTION REQUIRED PRIOR TO SUBMISSION OF FIRST RESERVED MATTERS: APPROVAL OF PHASING OF DEVELOPMENT

Concurrent with, or prior to, the submission of the first reserved matters, a scheme of the sequence of infrastructure and reserved matters programme timetable within phases shall

be submitted to and agreed in writing by the Local Planning Authority including any alternative sequence programmes. The development shall be carried out in accordance with the agreed details unless otherwise agreed in writing with the Local Planning Authority.

Reason - To enable the Local Planning Authority to secure an orderly and well designed development provided in appropriate phases to ensure minimal detriment to residential amenity, the environment and highway safety and safeguard co-ordinated build-out.

5. ACTION REQUIRED: CONCURRENT WITH RESERVED MATTERS: DESIGN AND MATERIALS

Concurrent with the submission of the Reserved Matters application(s), in any development area or phase, details of design and materials for that area or phase shall be submitted to the Local Planning Authority and approved in writing.

Such details shall include colour, type and finish of facing and roofing materials, signage, parking, boundary treatments (including the details of walls and fences for individual buildings), lighting, outdoor spaces, security principles and waste bin storage arrangements.

Thereafter the development shall be carried out in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to minimise the adverse impacts of the proposal on the character of the development with regards to the landscape and local visual amenity having particular regard for Policy CS5 and saved policy CS2.

6. CONCURRENT WITH RESERVED MATTERS: COMPLIANCE WITH RECOMMENDATIONS OF ALL ECOLOGICAL REPORTS

Unless otherwise agreed in writing with the Local Planning Authority, the following ecological mitigation and reasonable enhancement measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Assessment report (Enims, June 2016), Bat Roost Survey Report (Enims, Oct 2016) and Breeding Bird Survey report (Enims, Sept 2017) as submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination:

- Construction works should not be carried out at night during the active bat season in order not to disturb the bats feeding and commuting behaviour on-site. If night work is deemed necessary then all forms of lighting should be directional, and face away from linear features with bat potential such as hedgerows and trees.

- Removal of any suitable nesting habitat for birds should be undertaken outside of the recognised bird nesting season (March to August inclusive) to avoid any potential offences relating to breeding birds. If this is not possible then vegetation must only be removed following a nesting bird check carried out by a suitably qualified ecologist. Any active nests must remain 'in situ' with an appropriate vegetative buffer until young have fledged and the nest is no longer in use. Please note that skylark nest on the ground and that individual nests are difficult to locate. As such a large vegetative buffer may be required to ensure that the nest is not damaged or destroyed.

- Grassland will be strimmed in two phases under a Precautionary Method of Working, supervised by a suitably qualified ecologist. Any reptiles found will be moved to

an area of suitable habitat outside of the development boundary or allowed to move to safety independently.

- The section of verge on the north-west corner of the site where the Shepherd's needle was found should be translocated to nearby arable fields within the client control. The soil should be stripped to approximately 5cm and spread on a similar arable field margin in a comparable location. The translocation should occur in autumn (August - September) when the seed bank will be retained within the soil.
- A minimum of 5 boxes that provide a self-contained space for roosting bats, shall be provided.
- Installation of 5 swift boxes into the new buildings to provide nesting opportunities for this declining species allowing new colonies to be formed within the development. Schwegler externally mounted swift boxes would provide the most suitable solution for the design of buildings proposed for the site.
- A minimum of one nest box for Kestrel and one Nest Box for Barn Owl shall be installed on either the eastern or southern site boundary or both
- Ten offsite skylark plots shall be provided in accordance with the Breeding Bird Survey report (Enims, Sept 2017) for a period of ten years.

Reason: To allow the LPA to discharge its duties under the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

7. CONCURRENT WITH RESERVED MATTERS: LIGHTING DESIGN SCHEME

Prior to the first occupation of the development an external lighting design scheme shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging having regard to the Preliminary Ecological Assessment report (Enims, June 2016), Bat Roost Survey Report (Enims, Oct 2016); and show how and where external lighting will be installed (through the provision of lighting contour plans and technical specifications to show the extent and level of lighting that would result from the proposal) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.

Installation of any permanent lighting should be of a low-intensity as practically possible, motion activated and angled in order to minimise any potential light spill on to bat habitats. A maximum of 1 lux on any vegetation to be appropriate.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme unless otherwise agreed in writing with the Local Planning Authority.

Under no circumstances shall any other external lighting be installed without prior consent from the Local Planning Authority.

Reason: To allow the LPA to discharge its duties under the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

8. ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT:
LANDSCAPING SCHEME

No development shall take place on any phase of development until there has been submitted to and approved, in writing, by the Local Planning Authority, a detailed landscape planting plan, landscape maintenance plan and specification, and detailed boundary treatment plan and specification for that phase including:

- o Existing and proposed planting - spread, girth and species of all existing trees, shrubs and hedgerows on the site and indicate any to be retained, together with measures for their protection which shall comply with the recommendations set out in the British Standards Institute publication "BS 5837:2012 Trees in relation to design, demolition and construction.
- o Maintenance plan for a minimum of 3 years to support plant establishment
- o Proposed changes in ground levels
- o Timetable and phasing for the implementation of landscaping features

The details as approved shall be implemented in full in accordance with the agreed timetable and phasing information.

Reason - In the interests of visual amenity and the character and appearance of the area. This condition is required to be agreed prior to the commencement of any development to ensure matters of tree and hedgerow protection are secured early to ensure avoidance of damage or loss due to the development and/or its construction. If agreement was sought at any later stage there is an unacceptable risk of loss and damage to important trees and hedgerow that would result in harm to amenity.

9. COMPLIANCE WITH ENERGY STATEMENT

The details set out in the revised Energy Statement, received July 2017, shall be implemented in full.

Reason: To enhance the sustainability of the development through better use of resources.

10. ACTION REQUIRED: SURFACE WATER DRAINAGE SCHEME

Prior to the commencement of development 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 and include:

- a. Dimensioned plans and drawings of the surface water drainage scheme;
- b. 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 2/litres/s/ha for all events up to the critical 1 in 100 year rainfall events including climate change as specified in the FRA dated April 2017;
- c. 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;

d. 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;

e. 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;

The scheme shall be fully implemented as approved.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development.

11. ACTION REQUIRED: SURFACE WATER MAINTENANCE AND MANAGEMENT

Prior to the commencement of the construction of the surface water drainage infrastructure on site details of the maintenance and management of the surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The infrastructure shall be thereafter managed and maintained in accordance with the approved details.

Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

12. PRIOR TO OCCUPATION: SUSTAINABLE URBAN DRAINAGE

The development hereby permitted shall not be occupied until details of all Sustainable Urban Drainage System components and piped networks have been submitted to and approved in writing by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as per s21 of the Flood and Water Management Act.

13. ACTION REQUIRED: CONSTRUCTION SURFACE WATER MANAGEMENT PLAN

No development shall commence until details of a construction surface water management plan detailing how surface water and storm water will be managed on the site during construction has been submitted to and approved in writing by the Local Planning Authority.

The construction surface water management plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of the construction period of the scheme, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development does not cause increased pollution of the watercourse in line with the River Basin Management Plan.

14. ARCHAEOLOGICAL INVESTIGATION

No development on any phase shall take place within the area indicated (the whole site) until the implementation of a programme of archaeological work has been secured for that part or phase, in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2012).

INFORMATIVE:

The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.

15. ARCHAEOLOGICAL RECORDING

No building shall be occupied until the site investigation and post investigation assessment, for that phase of development has been completed, submitted to, and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 14 and the provision made for analysis, publication and dissemination of results and archive deposition.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Core Strategy Objective SO 4 of Mid Suffolk District Council Core Strategy Development Plan Document (2008) and the National Planning Policy Framework (2012).

16. ACTION REQUIRED: FIRE HYDRANTS

Prior to the first occupation or first use of each part or phase of development a scheme for the provision of fire hydrants for that part or phase shall be submitted to and agreed in

writing by the Local Planning Authority and subsequently installed and retained in accordance with the agreed details.

Reason - To ensure adequate provision of water infrastructure and fire fighting capacity is made.

17. NOISE FROM FIXED PLANT AND EQUIPMENT RESTRICTION WESTERN BOUNDARY

The noise from any fixed plant and equipment on the development site shall not exceed a rating level of 63 dB LAeq1hour (07:00 to 19:00hours), 58 dB LAeq1hour (19:00 to 23:00hours) and 48 dB LAeq15minutes (23:00 to 07:00hours). The levels should be determined in accordance with BS 4142:2014 at the western boundary of the development site (facing Buzzards Rise).

Reason: To protect neighbouring noise sensitive premises from adverse impacts of noise.

18. NOISE FROM FIXED PLANT AND EQUIPMENT RESTRICTION - SOUTHERN BOUNDARY

The noise from any fixed plant and equipment on the development site shall not exceed a rating level of 48 dB LAeq1hour (07:00 to 23:00hours) and 44 dB LAeq1hour (23:00 to 07:00hours). The levels should be determined in accordance with BS 4142:2014 1m from the façade of the nearest residential premises at the South boundary of the development site (facing noise sensitive premises in Mill Lane)."

Reason: To protect neighbouring noise sensitive premises from adverse impacts of noise.

19. VEHICULAR ACCESS

Prior to the commencement of any other part of the development hereby permitted the new vehicular access shall be laid out and completed to at least base course level in accordance with drawing No. E14-1180 03/001E.

No part of the development shall be occupied until the new vehicular access has been laid out and completed in all respects in accordance with drawing No. E14-1180 03/001E and thereafter the access shall be retained in the specified form.

Reason: To ensure that the access is designed and constructed to an appropriate specification and is brought into use before any other part of the development is commenced in the interests of highway safety.

20. ACTION REQUIRED PRIOR TO COMMENCEMENT: DRAINAGE

Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway.

The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway.

21. ACTION REQUIRED: ESTATE ROADS AND FOOTPATHS

Before the development is commenced, details of the estate roads and footpaths, (including phasing, layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

Such details as may be agreed shall be implemented in full in compliance with the agreed scheme.

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

22. ACTION REQUIRED: CONSTRUCTION MANAGEMENT PLAN

Before the development hereby permitted is commenced a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

Construction of the development shall not be carried out other than in accordance with the approved plan.

The Construction Management Plan shall include the following matters:

- a) parking and turning for vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) piling techniques
- d) storage of plant and materials
- e) programme of works (including measures for traffic management and operating hours)
- f) provision of boundary hoarding and lighting
- g) details of proposed means of dust suppression
- h) details of measures to prevent mud from vehicles leaving the site during construction
- l) haul routes for construction traffic on the highway network and
- j) monitoring and review mechanisms.
- k) Details of deliveries times to the site during construction phase and construction working hours.

Reason - To minimise detriment to nearby residential and general amenity by controlling the construction process to achieve the approved development. This condition is required to be agreed prior to the commencement of any development as any construction process, including site preparation, by reason of the location and scale of development may result adverse harm on amenity.

23. ACTION REQUIRED: HIGHWAY WORKS

The development shall not be occupied before the highway works shown on drawing reference 854/03/010 have been completed to the satisfaction of the County Council and a traffic regulation order securing a 50mph speed limit on the A1120 has been secured and come into effect.

Reason: To ensure that highway works are delivered in accordance with SCC requirements.

24. ACTION REQUIRED: PARKING

Before any part or phase of the development is commenced details of the areas to be provided, within that part or phase, for the loading, unloading, manoeuvring and parking of

vehicles including powered two wheeled vehicle provision and details of electric vehicle charging points to be installed in that part or phase of development shall be submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be carried out in its entirety before that part or phase is first brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long-term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety and to ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with paragraph 3.4.2 of the Suffolk Guidance for Parking and paragraph 35 of the National Planning Policy Framework..

25. PHASING OF ACCESS

Concurrent with the submission of any reserved matters applications details shall be submitted to and approved in writing by the Local Planning Authority showing the phasing details for access across the site and the proposed Phase 2 access arrangements linking with Phase 1. Details shall include the alterations for the proposed 'T -junction' access serving commercial premises on the west, and a timescale for implementation of the details, which shall be implemented in full in accordance with the agreed details prior to the linked access to Phase 1 first being made available.

Reason: In the interests of highway safety to ensure the approved layout is properly constructed and laid out and to avoid multiple accesses which would be detrimental to highway safety.

26. ACTION REQUIRED: TIMES OF OPERATION TO BE AGREED

Prior to the first use of any part or phase of development, details of opening times, operation/working times and delivery times for each part(s) shall be submitted to and agreed in writing by the Local Planning Authority.

The times for each building, or part thereof, shall be implemented as agreed unless otherwise subsequently agreed in writing.

Reason - To enable the Local Planning Authority to retain control over the development in the interests of amenity

27. PERMITTED USES: RESTRICTION ON CHANGES OF USE

Notwithstanding the 540m² floor area of use Class A4, up to 425m² floor area of use Class A3/A5 hereby permitted the use of the land hereby permitted shall fall within Class B1, B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any Statutory instrument and re-enacting that Order with or without modification) and no other use except pursuant to the grant of planning permission on an application made in that regard.

Except as provided for within Class I, notwithstanding the provisions of Article 3, Schedule 2 Part 3 of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking and re-enacting that Order with or without modification), there shall

be no change to the approved use(s) except pursuant to the grant of planning permission on an application made in that regard.

Reason - To enable the Local Planning Authority to retain control over the development in the interests of the amenity.

Note - The hereby permitted uses are restricted to Classes B1, B2 and B8 of the Schedule to the Town and Country Planning Act 1987 (or in any provision equivalent to that Class in any statutory instrument and re-enacting that Order with or without modification) except pursuant to the grant of planning permission on an application made in that regard

Other uses which may be considered appropriate are set out within Stowmarket Area Action Plan (February 2013) Policy 7.9.

28. ACTION REQUIRED: SUBMISSION FRAMEWORK TRAVEL PLAN

No less than 3 months prior to first occupation of any part of the development a revised Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Suffolk County Council as the Highway Authority) in accordance with the Highways Authorities' Comments Technical Note (dated 1st September 2017). The approved Framework Travel Plan shall then be implemented in full.

Reason: In the interests of sustainable development as set out in the NPPF, and policies SO3 and S06 of the Mid Suffolk Core Strategy Development Plan Document (2008) and Core Strategy Focused Review (2012).

29. ACTION REQUIRED PRIOR TO COMMENCEMENT: TRAVEL PLAN

Prior to the commencement of the development hereby permitted, a travel plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Suffolk County Council as the Highway Authority).

The travel plan, as submitted, shall follow the 'Travel Plan Guidance' issued by Suffolk County Council and shall include:

- (1) Targets for sustainable travel arrangements
- (2) Effective measures for the on-going monitoring of the travel plan
- (3) A commitment to delivering the travel plan objectives for a period of at least five years from first occupation of the development
- (4) Effective mechanisms to achieve the objectives of the travel plan by both present and future occupiers of the development.
- (5) Details on the means by which residents, visitors and users of the development shall be encouraged to travel to the site by means other than the private car.
- (6) Details of the Travel Plan Information Pack (to be provided to occupants as set out at condition 31).

The development shall be implemented only in accordance with the approved travel plan.

The Plan as approved shall be monitored and reviewed on an annual basis and a copy of that annual review and action plan arising shall be submitted to the Local Planning Authority. The measures described in the action plan shall be implemented in the time period identified.

Reason: In the interests of sustainable development as set out in the NPPF, and policies SO3 and S06 of the Mid Suffolk Core Strategy Development Plan Document (2008) and Core Strategy Focused Review (2012).

30. ACTION REQUIRED: TRAVEL INFORMATION PACK

Within one month of the first occupation of each commercial unit, each employee shall be provided with Travel Information Pack that contains the sustainable transport information and measures identified in the Framework Travel Plan dated April 2017 and as agreed under condition 30.

Reason: In the interests of sustainable development as set out in the NPPF, and policies SO3 and S06 of the Mid Suffolk Core Strategy Development Plan Document (2008) and Core Strategy Focused Review (2012).

31. INTERIM TRAVEL PLAN

Prior to the first use/occupation of the first commercial unit an interim travel plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Suffolk County Council as the Highway Authority), which shall include:

- o Details of the Travel Plan Coordinator
- o Details of the Travel Plan Steering Group to oversee the implementation of the Framework, Interim and Full Travel Plan until 5 years after the final commercial unit has been occupied.
- o Details of the proposed employee shuttle bus, including a timetable for its provision
- o Details of the secure, covered, cycle storage for both customers and employees
- o Details of changing facilities, including storage lockers and showers for each unit

The development shall be implemented only in accordance with the approved interim travel plan.

The Interim Travel Plan as approved shall be monitored in accordance with the approved Travel Plan.

Reason: In the interests of sustainable development as set out in the NPPF, and policies SO3 and S06 of the Mid Suffolk Core Strategy Development Plan Document (2008) and Core Strategy Focused Review (2012).

32. FULL TRAVEL PLAN

Six months after the first occupation of the first commercial unit a Full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Suffolk County Council as the Highway Authority). This Full Travel Plan must include the following information:

- o A timetable for the provision of revised baseline data that includes travel to work data for the actual employees that work on the site, which is supported by traffic counts undertaken over a two-week period during a neutral month
- o Suitable objectives and targets to reduce the vehicular trips made by employees across the whole development,
- o A suitable marketing strategy to engage all employees on the site in the Travel Plan process

- o A commitment to monitor the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan to be submitted to the Local Planning Authority until five years has passed after occupation of the final commercial unit using the same methodology as the baseline monitoring
- o Details of the Travel Plan Steering Group
- o A commitment by the developer to fund and maintain the Full Travel Plan until five years has passed after occupation of the final commercial unit

No more than one month after each anniversary of the approval of the Full Travel Plan the Travel Plan Steering Group shall submit to the Local Planning Authority (in consultation with Suffolk County Council as the Highway Authority) a revised Travel Plan that contains a monitoring report and evidence of the progress made against the agreed objectives and targets identified in the Full Travel Plan. This process must be adhered to until five years has passed after occupation of the final commercial unit.

Details as may be agreed shall be implemented in full in accordance with the approved details.

Reason: In the interests of sustainable development as set out in the NPPF, and policies SO3 and S06 of the Mid Suffolk Core Strategy Development Plan Document (2008) and Core Strategy Focused Review (2012).

33. CYCLE SIGNAGE

Concurrent with the first reserved matters application a scheme for cycle signage within the application site shall be submitted to and approved in writing by the Local Planning Authority, including a timetable for implementation.

The details as may be agreed shall be implemented in full in accordance with the approved details.

Reason: In the interest of sustainable development as set out in the NPPF, to support the provision of sustainable transport links to and from the site.

SUMMARY OF POLICIES WHICH ARE RELEVANT TO THE DECISION:

- CS01 - Settlement Hierarchy
- CS02 - Development in the Countryside & Countryside Villages
- CS03 - Reduce Contributions to Climate Change
- CS05 - Mid Suffolk's Environment
- CS06 - Services and Infrastructure
- FC01 - Presumption In Favour Of Sustainable Development
- FC01_1 - Mid Suffolk Approach To Delivering Sustainable Development
- FC03 - Supply Of Employment Land
- SAAP - Stowmarket Area Action Plan
- GP01 - Design and layout of development
- SB02 - Development appropriate to its setting
- RT12 - Footpaths and Bridleways
- SC04 - Protection of groundwater supplies
- CL08 - Protecting wildlife habitats
- CL11 - Retaining high quality agricultural land
- CL09 - Recognised wildlife areas
- CL12 - The effects of severance upon existing farms

E02 - Industrial uses on allocated sites
E03 - Warehousing, storage, distribution and haulage depots
E09 - Location of new businesses
E10 - New Industrial and commercial development in the countryside
New Industrial and commercial development in the countryside
E12 - General principles for location, design and layout
RT05 - Recreational facilities as part of other development
T02 - Minor Highway improvements
T04 - Planning Obligations and highway infrastructure
T09 - Parking Standards
T10 - Highway Considerations in Development
T11 - Facilities for pedestrians and cyclists
T12 - Designing for people with disabilities
T13 - Bus Service
HB01 - Protection of historic buildings
HB13 - Protecting Ancient Monuments
HB14 - Ensuring archaeological remains are not destroyed
SC04 - Protection of groundwater supplies
SC06 - Recycling centres
SC07 - Siting of telecommunications equipment
NPPF - National Planning Policy Framework

NOTES:

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

The proposal has been assessed with regard to adopted development plan policies, the National Planning Policy Framework and all other material considerations. The NPPF encourages a positive and proactive approach to decision taking, delivery of sustainable development, achievement of high quality development and working proactively to secure developments that improve the economic, social and environmental conditions of the area.

2. Public Footpath 1 is recorded through the proposed development area. If development would obstruct the footpath then FP1 must be diverted to prevent an illegal obstruction, therefore an order must be made, confirmed, and brought into effect by the Local Planning Authority, using powers under s257 of the Town and Country Planning Act 1990.

Please note, the public right of way cannot be lawfully driven along or diverted without due authority. This highway must remain unobstructed at all times. It is an offence to disturb the surface of the highway so as to render it inconvenient for public use. Therefore it is imperative that the surface is properly maintained for pedestrian use during the construction phase and beyond.

The Highway Authority will seek to recover the cost of any such damage which it actions for repair.

3. The respective Travel Plan's and Employee Travel Pack should be produced in accordance with Suffolk County Council's Travel Plan Guidance (www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/information-for-developers)

Babergh and Mid Suffolk District Councils have adopted Community Infrastructure Levy (CIL) charging which affects planning permissions granted on or after 11th April 2016 and permitted development commenced on or after 11th April 2016. If your development is for the erection of a new building, annex or extension or the change of use of a building over 100sqm in internal area or the creation of a new dwelling or holiday let of any size your development may be liable to pay CIL and you must submit relevant documents to our Infrastructure Team telling us more about your development, who will pay CIL and when the development will start. You will receive advice on the amount you have to pay and what you have to do and you can find more information about CIL on our websites here:

[CIL in Babergh](#) and [CIL in Mid Suffolk](#) or by contacting the Infrastructure Team on: infrastructure@baberghmidsuffolk.gov.uk

This relates to document reference: 1582/17

Signed: Philip Isbell

Dated: 15th November 2018

**Acting Chief Planning Officer
Growth & Sustainable Planning**

Important Notes to be read in conjunction with your Decision Notice

Please read carefully

This decision notice refers only to the decision made by the Local Planning Authority under the Town and Country Planning Acts and DOES NOT include any other consent or approval required under enactment, bylaw, order or regulation.

Please note: depending upon what conditions have been attached to the decision, action may be required on your part before you can begin your development. Planning conditions usually require that you write to the Local Planning Authority and obtain confirmation that you have discharged your obligations. You should read your decision notice in detail and make a note of the requirements placed on you by any conditions. **If you proceed with your development without complying with these conditions you may invalidate your permission and put your development at risk.**

Discharging your obligations under a condition:

You should formally apply to discharge your conditions and the relevant application forms are available on the Council's website. The Local Planning Authority has 8 weeks to write to you after you submit the details to discharge your conditions. You should always account for this time in your schedule as the Local Planning Authority cannot guarantee that conditions can be discharged quicker than this. A fee is applicable for the discharge of planning conditions.

Building Control:

You are reminded that the carrying out of building works requires approval under the Building Regulations in many cases as well as a grant of planning permission. If you are in doubt as to whether or not the work, the subject of this planning permission, requires such approval, then you are invited to contact the Building Control Section of Babergh and Mid Suffolk District Councils.

Appeals to the Secretary of State

1. If the applicant is aggrieved by the decision of the Local Planning Authority to refuse permission or consent, or to grant permission or consent subject to condition, they may appeal to the Secretary of State for Communities and Local Government. The applicant's right of appeal is in accordance with the appropriate statutory provisions which follow:

Planning Applications: Section 78 Town and Country Planning Act 1990

Listed Building Applications: Section 20 Planning (Listed Buildings and Conservation Areas) Act 1990

Advertisement Applications: Section 78 Town and Country Planning Act 1990
Regulation 15

Town and Country Planning (Control of Advertisements) Regulations 2007

Notice of appeal in the case of applications for advertisement consent must be served within eight weeks of receipt of this notice. Notice of Householder and Minor Commercial Appeals must be served within 12 weeks, in all other cases, notice of appeal must be served within six months of this notice. If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice. If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within six months of the date of this notice, whichever period expires earlier.

Appeals must be made on a form which is obtainable from The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN or online at <https://www.gov.uk/government/publications/modelnotification-notice-to-be-sent-to-an-applicant-when-permission-is-refused>

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he/she will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him/her that permission for the proposed development could not have been granted by the Local Planning Authority, or could not have been so granted otherwise than subject to the conditions imposed by it, having regard to the statutory requirements*, to the provisions of the Development Order, and to any directions given under the Order. The Secretary of State does not in practice refuse to entertain appeals solely because the decision of the Local Planning Authority was based on a direction given by him/her.

2. If permission or consent to develop land or carry out works is refused or granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State and the owner of the land claims that the land has become incapable of reasonable beneficial use by the carrying out of any development or works which has been or would be permitted they may serve on the Council of the district in which the land is situated, a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of Section 137 of the Town and Country Planning Act 1990 or Section 32 Planning (Listed Buildings and Conservation Areas) Act 1990.

*The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70 and 72(1) of the Act.