

Committee Report

Item No: 6D

Reference: DC/21/05820

Case Officer: Vincent Pearce, Averil Goudy

Ward: Blakenham.

Ward Member/s: Cllr John Field.

RECOMMENDATION – THAT THE CHIEF PLANNING OFFICER APPROVE RESERVED MATTERS WITH CONDITIONS

Description of Development

Application for approval of Reserved Matters following Outline Planning Permission DC/20/03891 dated: 17/02/2021 - Appearance, Landscaping, Layout and Scale for the Construction of Phase 6 / Unit 6 Class B8 Warehouse building including ancillary office space, with car parking, loading/unloading areas, boundary landscaping and continuation of estate road.

Location

Land At Blackacre Hill, Bramford Road, Great Blakenham, Suffolk

Expiry Date: 24/01/2022

Application Type: RES - Reserved Matters

Development Type: Major Large Scale - Manu/Ind/Storg/Wareh

Applicant: Curzon de Vere

Agent: The JTS Partnership LLP

Parish: Great Blakenham

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

Has a Committee Call In request been received from a Council Member (Appendix 1): No

Has the application been subject to Pre-Application Advice: No

PART ONE – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

The Adopted Development Plan for Mid Suffolk District Council comprises the Mid Suffolk Core Strategy Focused Review (2012), the Mid Suffolk Core Strategy (2008) and the Mid Suffolk Local Plan (1998), specifically the live list of 'saved policies' (2007). The following are considered the most relevant to the determination of this proposal.

NPPF - National Planning Policy Framework

Adopted Mid Suffolk Core Strategy (2008)

CS01 - Settlement Hierarchy

CLASSIFICATION: Official

CS02 - Development in the Countryside & Countryside Villages
CS03 - Reduce Contributions to Climate Change
CS04 - Adapting to Climate Change
CS05 - Mid Suffolk's Environment

Adopted Mid Suffolk Core Strategy Focused Review (2012)

FC01 - Presumption In Favour Of Sustainable Development
FC01_1 - Mid Suffolk Approach To Delivering Sustainable Development
FC03 - Supply Of Employment Land

Adopted Mid Suffolk Local Plan (1998)

GP01 - Design and layout of development
SB02 - Development appropriate to its setting
H17 - Keeping residential development away from pollution
CL08 - Protecting wildlife habitats
CL09 - Recognised wildlife areas
CL11 - Retaining high quality agricultural land
E03 - Warehousing, storage, distribution and haulage depots
E04 - Protecting existing industrial/business areas for employment generating uses
E06 - Retention of use within existing industrial/commercial areas
E09 - Location of new businesses
E10 - New Industrial and commercial development in the countryside
E11 - Re-use and adaption of agricultural and other rural buildings
E12 - General principles for location, design and layout
T09 - Parking Standards
T10 - Highway Considerations in Development
T11 - Facilities for pedestrians and cyclists
T12 - Designing for people with disabilities

Status of Adopted Local Plan (1998)

A number of policies within the Plan have now been held to be 'out-of-date' as a result of recent planning appeal decisions on the basis of Inspectors declaring them to be inconsistent with the NPPF. On this basis the tilted balance required by paragraph 11 of the NPPF may need to be brought into play but this will need to be tempered against the Adopted Development Plan where and if relevant policies remain valid and continue to attract significant weight as material planning considerations dependent upon their consistency with the NPPF. This cannot, however, supplant the statutory duty to make decisions in accordance with the development plan unless such considerations indicate otherwise.

Members are reminded however that this is a Reserved Matters application and therefore the policies in the Adopted Development Plan that deal with the principle of development and its location are less relevant to the consideration of the proposal.

Draft Joint Local Plan Submission Document 2021 [Reg 22]

Policy SP09 - Enhancement and Management of the Environment
Policy SP10 - Climate Change
Policy LP12 - Employment Development
Policy LP17 - Environmental Protection
Policy LP19 - Landscape
Policy LP25 - Sustainable Construction and Design
Policy LP26 - Design and Residential Amenity
Policy LP27 - Energy Sources, Storage and Distribution

Policy LP28 - Water resources and infrastructure

Now that the Draft Joint Local Plan has reached Reg 22 stage (Submission) it begins to carry some weight as a material planning consideration. In part that weight depends upon the nature of and degree of conflict over issues that are to be explored at the Examination.

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) 2021 contains the Government's planning policies for England and sets out how these are expected to be applied. Planning law continues to require that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. The policies contained within the NPPF are a material consideration and should be taken into account for decision-taking purposes.

Particularly relevant elements of the NPPF include:

Section 2: Achieving Sustainable Development

Section 4: Decision Making

Section 6: Building a Strong, Competitive Economy

Section 12: Achieving Well-Designed Places

Section 15: Conserving and Enhancing the Natural Environment

The National Planning Practice Guidance (NPPG)

The National Planning Practice Guidance (NPPG) provides guidance and advice on procedure rather than explicit policy; however, it has been taken into account in reaching the recommendation made on this application.

Other Considerations

- Ipswich Policy Area
- Suffolk County Council- Suffolk's Guidance for Parking (2014 updated 2019)
- BMSDC Open for Business Strategy
- Grow on Space Supply and Demand Analysis (October 2019)

Neighbourhood Plan Status

This application site is not within a Neighbourhood Plan Area.

The site is situated in close proximity to the neighbouring Parish of Sproughton [Babergh District]. Sproughton is currently in the process of preparing their Neighbourhood Development Plan [Reg 14 Pre-Submission Consultation] and whilst it does not cover Gt Blakenham the application site is adjacent to the defined Sproughton Neighbourhood Plan Area. Sproughton has within its boundary a Designated Enterprise Area and reference may be made to the relevance of this to the application at hand in this report or in the associated presentation.

Consultations and Representations

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

A: Summary of Consultations

Town/Parish Council (Appendix 3)

Great Blakenham Parish Council

No response received to date [consultation originally expired 16 November 2021].

Claydon and Whitton Parish Council

No response received to date [consultation originally expired 16 November 2021].

Little Blakenham Parish Council

No response received to date [consultation originally expired 16 November 2021].

National Consultee (Appendix 4)**Highways England**

“National Highways is a 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). In respect to this planning application, the nearest SRN Trunk Road is the A14. We have reviewed the details and information provided. The location of the development site is remote from the A14 Trunk Road, and is not linked to any larger development. Therefore, there is unlikely to be any adverse effect upon the Strategic Road Network. Consequently, we offer No Comment.”

Historic England

“Thank you for your letter of 26 October 2021 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.”

Natural England

“Natural England has previously commented on this proposal and made comments to the authority in our letter ref – 187778, dated 22 July 2016.

The advice provided in our previous response applies equally to this proposal.

The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.”

Ministry Of Defence (Statutory)

“I can confirm the MOD has no safeguarding objections to this proposal.”

Environment Agency

No response received to date.

County Council Responses (Appendix 5)**SCC Archaeology**

No response received to date.

SCC Developer Contributions

No response received to date.

SCC Flood and Water Management

“I have reviewed the following documents and would advise you not to approve this application until an acceptable SW drainage strategy is approved. This is because: it is important that levels and layout

matters/conditions are not cleared before SW drainage matters, since as illustrated in the attached comments on DC/20/01175, the layout and levels will need to be informed by the drainage FRA/Strategy.”

Officer comment: *The application before Members is reserved matters for Phase 6/Unit 6 within the wider context of the Port One Logistics Park. Whilst SCC Floods concerns are noted, there is sufficient space within the wider site, owned by the applicant to accommodate the appropriate drainage basis and necessary surface water drainage. This has previously been conditioned (Condition 6) on approval DC/20/03891.*

SCC Highways

“Following the submission of a further amended plan showing additional parking provision and pedestrian access, we are satisfied with the proposal.

Notice is hereby given that the County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below:

Condition: The use shall not commence until the area(s) within the site shown on drawing no. 2175-DE-10-111 Rev I for the purposes of loading, unloading, manoeuvring and parking of vehicles, secure cycle storage and EV charging infrastructure have been provided and thereafter the area(s) shall be retained, maintained and used for no other purposes.

Reason: To ensure that sufficient areas for vehicles to be parked are provided in accordance with Suffolk Guidance for Parking 2019 where on-street parking and or loading, unloading and manoeuvring would be detrimental to the safe use of the highway and to encourage sustainable travel.”

SCC Fire and Rescue

“The Suffolk Fire & Rescue Service do not need to comment on this planning application. However, we do expect there to be a Condition for the installation of Fire Hydrants on this site, that should follow this build to its conclusion, as requested in our published letter for the original planning application 2351/16.”

SCC Travel Plan

“Thank you for consulting me about the reserved matters application at Land at Blackacre Hill in Great Blakenham. On reviewing the documents I have no comment to make.”

SCC Rights of Way

No response received to date.

Internal Consultee Responses (Appendix 6)

Heritage Team

“The Heritage Team have no comments to provide on the above application.”

Place Services Ecology

“We have reviewed the submitted documents for this application. In addition, we have re-assessed the Protected Species Survey Report (Abrehart Ecology Ltd May 2016), submitted by the applicant at outline stage, relating to the likely impacts of the development upon designated sites, protected and Priority species & habitats.

As a result, it is indicated that we are still satisfied that appropriate mechanisms have been secured to mitigate impacts for protected and Priority species for this application.

However, we note that no detailed soft landscaping measures have been outlined for this application, as required under condition 34 of the outline consent. As a result, further information on the planting specifications and schedules should be submitted prior to approval of the reserved matters, in line with the requirements of the soft landscaping condition. This should preferably include correspondence with a suitably qualified ecologist, to ensure biodiversity net gains are delivered into the design of the proposals, in line with paragraph 174d of the NPPF.

Furthermore, A wildlife friendly lighting scheme must also be provided prior to occupation for this application (as required under condition 8 of the outline consent). This should follow ILP Guidance¹ and should demonstrate that the following measures will be implemented, via the provision of technical specifications of any external lighting:

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

Officer comment: *The application before Members is reserved matters for Phase 6/Unit 6 within the wider context of the Port One Logistics Park. These conditions have already been secured on the wider site area under DC/20/03891.*

Place Services Landscape

“Thank you for consulting us on the application for approval of Reserved Matters following Outline Planning Permission DC/20/03891 dated: 17/02/2021 - Appearance, Landscaping, Layout and Scale for the Construction of Phase 6 / Unit 6 Class B8 Warehouse building including ancillary office space, with car parking, loading/unloading areas, boundary landscaping and continuation of estate road.

The application for reserved matters is supported by a site layout plan, sections through the site and elevations of the building. Prior to determination, we would advise the following observations and recommendations are taken into consideration:

- Details of existing trees; removed or retained were missing from the plans.
- There are no details regarding the proposed boundary treatments or surface materials on the plans.
- There was no key to the site layout plan. Further details are required for the green areas. In order to provide visual interest and biodiversity on site we recommend that these areas should be planted rather than laid to grass.
- There are significant earthworks planned for the western edge of the site to allow the building to sit in the sloped landscape. Details of the proposed earth works and their impact on the existing landscape features off site should be considered and mitigation measure should be outlined along with details of any proposed retaining feature.
- The carpark has been located adjacent to the office area and would be afforded a level of passive surveillance though it may still benefit from fencing to provide a secure enclosure for staff parking.

- The provision of the outdoor seating area is welcomed, though with further development planned directly to the south of the site (DC/20/01175 – LSDP 11365-05 RevG) we would have concerns that the space may become shaded by future buildings.
- There are no indications on how surface water will be dealt with on site. We recommend that any proposed SuDS features be considered at an early stage to ensure they can be effectively and aesthetically incorporated into the landscape scheme.

It should also be noted that Condition 34 Soft Landscaping and 35 Hard Landscaping of the granted outline permission 2351/16 (amended 1755/17) are to be submitted concurrent with the reserved matters application and have only been partly discharged (unit 4 only) under application DC/19/05259. Therefore, we recommend that a scheme of hard, soft landscaping works and boundary treatment for this phase should be submitted prior to approval of the reserved matters.”

Officer comment: *The soft and hard landscaping conditions (34 and 35, respectively) imposed to DC/20/03891 (the outline permission this reserved matters application is being brought forward under) requires details to be submitted prior to works above slab level. Thus, there is no justified reason to delay the approval of this reserved matters application owing to the existing timeframes in place. Whilst this Reserved Matters application includes landscaping, Officers are satisfied that the strategic landscaping framework is understood and that site specifics can be approved by condition.*

Environmental Health - Land Contamination

“Many thanks for your request for comments in relation to the above application. I can confirm that I have no comments to make with respect to land contamination.”

Arboricultural Officer

No response received to date.

MSDC - Waste Manager (Major Developments)

“Waste services do not have no objection to this application.”

Economic Development & Tourism

No response received to date.

Environmental Health – Sustainability

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

Condition 14 relates to the sustainability of the original development and there is no details in the documents published to be able to comment apart from the lack of Electric vehicle charging provision. There is nothing shown on the site layout plan.

The sale of new fossil fuelled cars and vans will be prohibited in the UK from 2030. The number of electric vehicles on the roads in the UK is expanding exponentially and it has been recognised in the Suffolk County Council Climate Action Plan that the number of charging points will need to increase as well.

I would recommend that the applicant reviews the provision of electric vehicle charging points within the car park.”

Officer comment: *The updated site layout plan illustrates the electric vehicle charging points. Curzon DeVere have an excellent record of pushing the green energy boundary on this site in line with their ambition to be the greenest business centre in the UK. Curzon DeVere is building an energy supply*

relationship with the adjacent Energy from Waste and is looking to supply individual units with energy from roof installed PV units.

Environmental Health – Air Quality

“Many thanks for your request for comments in relation to the above application. I can confirm that I have no comments to make with respect to Local Air Quality Management.”

Environmental Health – Noise/Odour/Light/Smoke

No response received to date.

Communities (Major Development)

No response received to date.

Other Consultee Responses (Appendix 7)

Stowmarket Group - Patch 4

No response received to date.

Suffolk Police – Designing Out Crime Officers

No response received to date.

East Suffolk Internal Drainage Board

“Thank you for your consultation on planning application DC/21/05820. Having screened the application, the site in question lies outside the Internal Drainage District of the East Suffolk Internal Drainage Board and as per our Planning and Byelaw Strategy the proposed application is classed as a minor development and does not meet our threshold for commenting. Therefore, the Board has no comments to make.”

Anglian Water

“This application is related to propose floor plans and elevations, therefore this application is outside of our jurisdiction to comment.”

B: Representations

At the time of writing this report no letters/emails/online comments have been received. A verbal update shall be provided as necessary.

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

RELEVANT PLANNING HISTORY

REF: DC/21/04358

Application for approval of Reserved Matters following approval of Outline Planning Permission DC/20/03891 dated: 17/02/2021 - Appearance, Landscaping, Layout, and Scale in relation to the Construction of Phase 8 Units 1 and 2 Class B8 Warehouse buildings including ancillary office space, production areas (Class E(g)) and car parking deck.

DECISION:

to be determined

REF: DC/21/02697	Full Planning Application - Extension of estate road and construction of part of carpark and service yard, with related landscaping to service unit 3.	DECISION: GRANTED 24.06.2021
REF: DC/21/02067	Submission of details (Reserved Matters) following Permission DC/20/03891 dated 17/02/2021 - Appearance, Landscaping, Layout and Scale for Construction of Phase 3 / Unit 3 Class B8 Warehouse building including ancillary office space, with car parking and loading / unloading areas, boundary landscaping and continuation of estate road.	DECISION: GRANTED 10.06.2021
REF: DC/20/01175	Application for Outline Planning Permission. (Access to be considered) Extension to Port One Business and Logistics Park (as permitted under ref. 2351/16 and varied by ref. 1755/17), together with associated works including drainage lagoons, ecology mitigation and landscaping	DECISION: GRANTED 15.04.2021
REF: DC/20/03891	Application under Section 73 of the Town and Country Planning Act relating to Planning Permission 2351/16 previously varied by 1755/17 for the variation of Conditions 20 (Proposed access road details) and 26 (Off road cycle route improvements)	DECISION: GRANTED 17.02.2021
REF: DC/19/01793	Submission of details under Outline Planning Permission 2351/16 (Varied by Section 73 permission 1755/17) for Appearance, Landscaping, Layout and Scale of Phase 2 extending estate road approved under DC/18/01897 to eastern & central parts, provision of main services & balancing lagoon & Phase 4 for central warehouse unit plot.	DECISION: GRANTED 23.10.2019
REF: DC/19/01827	Submission of Details under Outline Planning Permission 2351/16 (Varied by Section 73 permission 1755/17) for Appearance, Landscaping, Layout and Scale of Phase 1 Access Works	DECISION: GRANTED 10.07.2019
REF: 1755/17	Application for variation of condition 20 following grant of planning permission 2351/16: "Application for outline planning permission (including access, all other matters reserved) for development of	DECISION: GRANTED 29.10.2018

business and logistics park to provide commercial floorspace principally within Use Classes B1 and B8, to include access onto the B1113 Bramford Road and a secondary means of access via Addison Way, together with the provision of estate roads and ancillary parking, servicing and landscaping" to enable revised details for proposed accesses

REF: 2351/16

Application for outline planning permission (including access, all other matters reserved) for development of business and logistics park to provide commercial floorspace principally within Use Classes B1 and B8, to include access onto the B1113 Bramford Road and a secondary means of access via Addison Way, together with the provision of estate roads and ancillary parking, servicing and landscaping.

DECISION:
GRANTED
17.11.2016

This planning history does not cite associated discharge of condition applications/decisions, minor applications related to redevelopment as a business park or history prior to the relevant business park consent.

PART TWO – ASSESSMENT OF APPLICATION

1.0 The Site and Surroundings

- 1.1 The application site is located on the western side of the B1113 (Bramford Road), to the north of the junction that links a single carriageway section with dual carriageway section that extends towards the A14 trunk road.
- 1.2 There are a number of industrial units to the north and east of the site, approximately 20 buildings in total.
- 1.3 Outline planning permission and subsequent reserved matters were approved for a development of a business and logistics park to provide commercial floorspace principally within Use Classes B1 and B8, to include access onto the B1113 Bramford Road and a secondary means of access via Addison Way, together with the provision of estate roads and ancillary parking, servicing and landscaping in November 2016 under reference 2351/16.
- 1.4 The existing 2016 permission (2351/16) was varied to ensure that the conditions reflected the phased nature of the scheme. Phases 1, 2 and 4 have been brought forward under outline planning permission 1755/17.
 - Phase 1 – Access
 - Phase 2 – Estate Roads and the drainage lagoon; and

- Phase 4 – Plot 4 (refs DC/19/01827 (DoC) and DC/19/01793) and site-wide pre-commencement conditions, together with those parts of the phased pre-commencement conditions which relate to Phases 1, 2 & 4, have been fully discharged. Accordingly, work commenced on-site at the end of 2019.

1.5 This outline permission (1755/17) has subsequently been varied to allow for the variation of Conditions 20 (Proposed access road details) and 26 (Off road cycle route improvements). Phases 3, 6 and 8 have been brought forward under outline planning permission DC/20/03891.

- Phase 3 – Plot 3 (refs DC/21/02724 (DoC) and DC/21/02067). Applications have been made to discharge all other pre-commencement and pre-slab level conditions.
- Phase 6 – Plot 6 (subject of this application).
- Phase 8 – Plots 1 and 2 (ref DC/21/04358) decision outstanding.

1.6 In April 2021 consent was given for an extension to the park. The remaining phases of the development are to be brought forward under this outline planning permission (ref DC/20/01175).

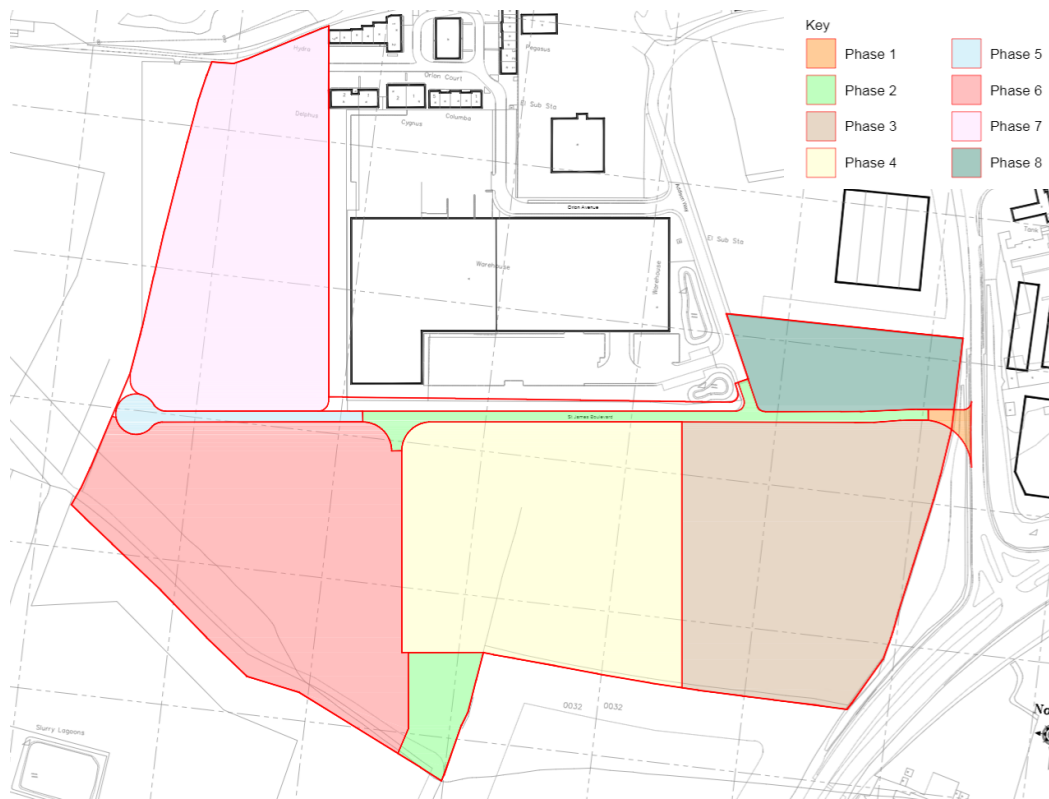


Figure 1: Phasing plan agreed under outline DOC ref. 2351/16

1.7 The current application before Members represents Phase 6 of the original outline permission which was granted under 2351/16, 1755/17 and subsequently DC/20/03891.

2.0 The Proposal

2.1 The proposal seeks approval of reserved matters which includes the appearance, landscaping, layout and scale for Phase 6 (Unit 6) following permission DC/20/03891 dated 17/02/2021 (Section 73) and the original outline permission 2351/16).

- 2.2 Phase 6 would see the erection of a warehouse building (Use Class B8) including ancillary office space, with car parking, loading/unloading area, boundary landscaping and continuation of estate road.
- 2.3 Unit 6 is located within the site covered by outline planning permission DC/20/03891. It is to be sited to the west of Unit 4 and its associated car park.

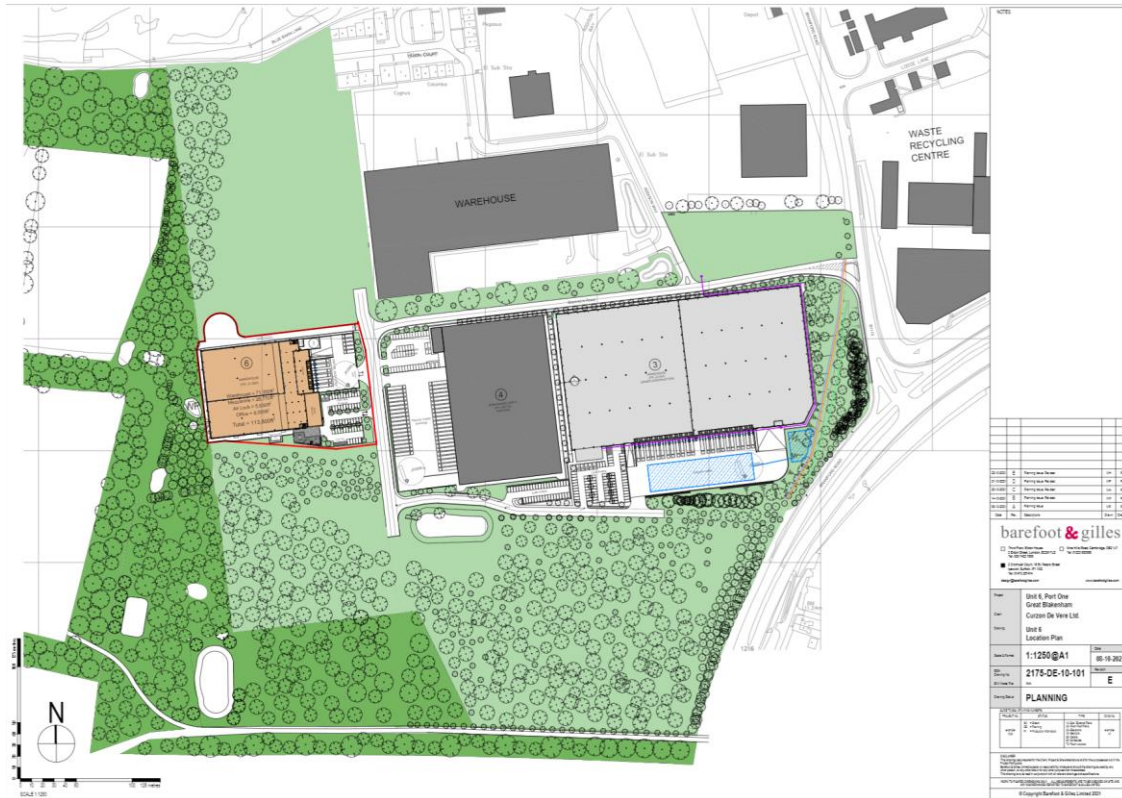


Figure 2: Plan showing the position of Unit 6 in relation to Units 3 and 4 and the wider site

- 2.4 Unit 6 would provide 10,572 square metres of logistic warehouse with a ridge height of 19m above the finished floor level. The topography of the land is such that it rises from the rear and therefore part of the land is to be cut out to set the finished floor level at 31.500. The average treetop to the western boundary is 53.000 and the ridge of Unit 6 is to be 50.000 such that the unit will be screened from wider views from the west.

3.0 The Principle of Development

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

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”
- 3.2 It is therefore the starting point for the Council when determining planning applications and so we must first consider the application in the light of relevant Development Plan policies.

- 3.3 The principle of development for a logistics park on this site has already been established by the planning permission granted under application reference 2351/16, the subsequent Section 73 which varied the original scheme under reference 1755/17, the reserved matters applications (DC/19/01827 and DC/01793) and the most recent Section 73 (under reference DC/20/03891) which varied Conditions 20 and 26 of the original scheme under reference 1755/17.
- 3.4 In addition, the site lies within the emerging Joint Local Plan as a site allocated for employment, as such the principle is considered acceptable in this regard and conforms with Policy SP05.

Policy SP05 – Employment Land

In order to support and encourage sustainable economic growth and ensure a continuous range and diversity of sites and premises which are fit for purpose are available across the Districts of Babergh and Mid Suffolk through the plan period the following existing strategic employment sites shall be protected and their proposed expansion supported in principle:

- i. **Stowmarket** - Charles Industrial Estate, Gipping Valley, Gipping Way Industrial estate, Mill Lane/Gateway14, Tomo Industrial estate
- ii. **Sudbury** – Churchfield Road, Northern Road, Chilton Industrial Estate, Wood Hall Business Park, Delphi Site
- iii. **Villages around Ipswich**
 - a) Claydon & Great Blakenham – Claydon Business Park, Addison Way, Bramford Rd/Lodge Lane Industrial Estate, Gipping Road Industrial Estate
 - b) Wherstead – Wherstead Business Park
 - c) Sproughton – Former Sugar Beet site, Farthing Road Industrial Estate, London Road A1214
- iv. **Acton** – Bull Lane
- v. **Eye** – Eye Airfield
- vi. **Hadleigh** – Lady Lane
- vii. **Needham Market** – Lion Barn
- viii. **Woolpit** – Lady’s Well, Lawn Farm, Brickworks, Woolpit Business Park

Employment-led regeneration is supported at Brantham and at the Former Sproughton Sugar Beet regeneration sites.

Along the strategic transport corridors (A12, A14 and A140) development of net additional employment sites shall be supported in principle, subject to:

- a. **adequate highway access and off-road parking for its type, mix, use and location; and**

4.0 Nearby Services and Connections Assessment of Proposal

- 4.1 The application site is situated outside any settlement boundary however it is well connected due to its proximity to the A14 which provides a dual carriage link direct to Felixstowe which is the largest container port in the United Kingdom (handling over 42% of all the country's containerised trade). It is the sixth busiest port in Europe and the A14 links it directly to the M1, M6, M42 'golden triangle', where many of the main logistic companies in the country are based. Policy SP05 in the Emerging Joint Local Plan supports and encourages sustainable economic growth as well as the protection and proposed expansion in principle of a number of existing sites such as this within Great Blakenham.
- 4.2 There are existing employment uses to the north and east of the site and this area is considered to be an established employment location, with good access to a large, skilled, workforce living in

Stowmarket, Needham Market and the Ipswich Policy Area. There is also the Sproughton Enterprise Park nearby together with SnOasis although this has not yet been developed.

5.0 Site Access, Parking and Highway Safety Considerations

- 5.1 The site access would be off Bramford Road/Addison Way and has been previously approved under the outline planning permission 2351/16 (subsequently varied by Section 73 permission 1755/17).
- 5.2 Furthermore, all issues in relation to the safety of the proposed access were considered at the time the discharge of condition application was assessed by the Council (ref. DC/18/01897).
- 5.3 A total of 61no. car parking spaces are to be provided. 13no. of these spaces are to be fitted with an EV charging system and 11no. additional spaces are to have the infrastructure in place for future connectivity. A minimum of 53no. cycle spaces are to be provided on site.
- 5.4 A pedestrian crossing is proposed on the estate road to the west of the unit. It ensures pedestrian connectivity across the park and into Unit 6. The provision of this crossing is secured by way of condition.
- 5.5 SCC Highways have been consulted and have no objection to the proposal subject to a condition in relation to parking areas. It is not considered necessary to impose this condition given that it is a repeat of pre-commencement condition 28 on the outline planning permission ref DC/20/03891.
- 5.6 Members are reminded that all the proposed works relating to the existing and new junctions on the wider site have already been agreed and that the junction delivery is secured by way of existing conditions and S106 Agreement on the existing schemes that have previously been before Members. The access has already been agreed and is to be off the new junction from the B1113 Bramford Road, Addison Way (in-only) and the new estate road, for which detailed planning permission has already been granted (outline permission 1755/17 and reserved matters approvals DC/19/01827 and DC/19/01793).
- 5.7 The approved access from Bramford Road consists of a new priority junction arrangement which only permits left turn in and right turn out movements. The site provides a secondary access from Addison Way allowing cars, vans and emergency vehicles to enter and exit the site in both directions on Bramford Road. HGV access is to be restricted between the early phase of the development and the new access via Addison Way.
- 5.8 The junction geometry has been designed to physically prevent HGV movements in certain directions to ensure all HGVs enter and exit the site from the A14 direction and the main site access.
- 5.9 As per the recent approval DC/20/03891 the proposed works relating to the existing and new junctions on the wider site have a trigger to bring forwards the previously approved access either within 12 months of occupation of the first unit, or, if earlier, before the occupation of the third unit. The junction works have commenced under a minor works license. A draft S278 agreement is with the Highways Authority and it is envisaged that the works will be completed by summer 2022.

6.0 Design and Layout [Impact On Street Scene]

- 6.1 Unit 6 would have a floor area of 10,572 square metres and would be situated towards the western boundary of the Port One logistics site. The Unit will be set back from the new internal estate road (known as Blackacre Road), with the delivery docks and car park to the frontage (east).

- 6.2 The proposed siting, layout and design of Unit 6 closely follows that of the existing built out warehouses and other approved Phases within the wider site.
- 6.3 The proposed ridge height for Unit 6 would be 19m above the finished floor level. Due to the existing topography of the site, the Unit will sit 2.7m higher than Unit 4 to the east. However, when viewed against the existing backdrop and landscape buffer to the west, this is not considered to result in a significant landscape or visual impact.
- 6.4 The design, materials and appearance of the building 'mirror' that of Units 3 and 4 and are consistent with the key design approach agreed with the Council, which is to develop a family of warehouse buildings on the Park that are clad in materials that are lighter at the bottom and are darker at the top. This was previously agreed and considered appropriate as it was considered that the buildings would not be seen against the sky but against the tree belts that border the site on higher ground to the west and north.

7.0 Commentary on Outline Conditions

- 7.1 Members are reminded that this application before them is for the Reserved Matters of Phase 6/Unit 6 and a number of other aspects of the development have previously been agreed and secured by condition relating to either DC/20/03891 or DC/20/01175 and are required to be discharged accordingly.
- 7.2 In addition a S106 and Deed of Variation also secure a number of obligations for the wider site under either DC/20/03891 or DC/20/01175.

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

- 8.1 The proposal would include a small buffer of landscaped area which would include new tree planting along the eastern edge and around the car park to the site frontage.
- 8.2 Within the wider site and surrounding area there is to be additional tree planting and landscaping to ensure that the whole site is suitably screened and the overall development, as a whole, is softened.
- 8.3 Place Services Landscaping have been consulted and raise no objection to the proposal subject to conditions in relation to landscaping details secured through the outline consent. The soft and hard landscaping conditions (34 and 35, respectively) imposed to DC/20/03891 requires details to be submitted prior to works above slab level. Thus, there is no justified reason to delay the approval of this reserved matters application owing to the existing timeframes in place.
- 8.4 Place Services Ecology have no objection subject to securing biodiversity mitigation, compensation and enhancements, conditions of which are secured through the outline consent.

9.0 Land Contamination, Flood Risk, Drainage and Waste

- 9.1 Environmental Health confirm that there is no objection to the proposal in this regard.
- 9.2 SCC Flood & Water Management advise that the application should not be approved until an acceptable surface water drainage strategy is approved due to potential impact on the layout and levels of the site. Whilst these concerns are noted, this Phase is being brought about in conjunction with the development of the wider site (DC/20/03891) and also the further extended site to the south (DC/20/01175).

- 9.3 Drainage issues are not material to this reserved matters application, which solely concerns the siting, layout, appearance and landscaping of Phase 6/Unit 6. The drainage for the whole site is subject to a separate condition (Condition 6) on outline reference DC/20/03891. This condition is outstanding and requires discharge prior to commencement.
- 9.4 Phase 6/Unit 6 is being brought forward under outline planning permission DC/20/03891. Within the site covered by this existing consent, there is ample space to accommodate the required drainage system(s) for all phases of the development and as mentioned above this is being dealt with under the appropriate condition for the approved permission DC/20/03891.
- 9.5 It is suggested that should Members be minded to approve this reserved matters application then a condition should be included as part of the decision to ensure that the drainage currently dealt with under Condition 6 of DC/20/03891 needs to be agreed prior to the commencement of works of Phase 6.

10.0 Heritage Issues

- 10.1 The proposed development site does not lie within a Special Landscape Area or a Conservation Area and there are no listed buildings nearby. The proposed development would therefore not have any detrimental impact in this regard and is considered acceptable.

11.0 Impact on Residential Amenity

- 11.1 The proposed site is situated within an existing industrial/commercial area. The proposed development is not considered to cause a significant detrimental impact on residential amenity.
- 11.2 The nearest residential properties are some 400m to the east and west of Unit 6, respectively.
- 11.3 Due to the siting of Unit 6 within the wider site, the sitewide design approach and the existing landscaping buffer to the western boundary, the proposed development is not considered to have a detrimental visual impact.
- 11.4 The proposal would not have a significant adverse impact on residential amenity of any nearby neighbours. The proposal would not affect the privacy of the nearby properties nor their visual amenity. The proposal is acceptable in this regard.

12.0 Planning Obligations / CIL

- 12.1 Whilst the Reserved Matters for Unit 6 does not bring about any new planning obligations, the wider site area benefits from an existing agreed S106 and appropriate Deed of Variation which secures a number of benefits such as the shuttle mini-bus, emergency out of hours taxi facility for vulnerable employees, junction improvements and pedestrian/cycle improvements.
- 12.2 All the other infrastructure impacts of the proposal would be subject to funding via CIL, if and where applicable.
- 12.3 This Reserved Matters application does not generate the requirement for a new S106 Agreement or a further Deed of Variation because the obligations which have been secured under outline planning permission (DC/20/01175 and 2351/16) and the subsequent Section 73 (DC/20/03891) permission are not altered by the approval of this Reserved Matters application.

PART THREE – CONCLUSION

13.0 Planning Balance and Conclusion

- 13.1 At the heart of the balancing exercise to be undertaken by decision makers is Section 38(6) of the Planning and Compulsory Purchase Act 2004; which requires that, if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, determination must be made in accordance with the plan unless material considerations indicate otherwise. That said Members will now be familiar with the fact that here in Mid Suffolk regard needs to be given to the NPPF because in taking decisions the 'tilted balance' [paragraph 11[d] NPPF] comes into play because certain of the Council's Development Plan policies relevant to the matter under consideration here have been held to be 'out-of-date'.
- 13.2 The principle of development has already been established by the existing extant outline and Section 73 consents and therefore this application is made for the reserved matters of Phase 6/Unit 6.
- 13.3 The proposal is considered to conform to both Local and National policy and would generate approximately 70 full-time jobs. The Council is of the understanding that there is a pre-let in place for Unit 6 and it has been designed to meet the tenants' requirements. The Council seeks to support appropriately located sustainable employment opportunities creating development in suitable locations, particularly within close proximity to the A14 trunk road.
- 13.4 Port One is a highly successful business centre that is helping to create new jobs and responding to the demand for new business premises within the District close to the A14. With the announcement that Felixstowe/Harwich are to be major 'Freeports' the Port One site is ideally located to service that sub-regionally/regionally/nationally important commercial hub. A state-of-the-art business centre designed to accommodate largescale logistics operations will bring a real boost to the local economy, boost jobs [direct and indirect] and boost business rate receipts which can be re-invested in services to serve the community.
- 13.5 The proposal is not considered to cause any harm to designated heritage assets, residential amenity, ecology or the landscape and character of the surrounding area.
- 13.6 The design complements the established character of the Port One development and can be seen as a cohesive part of the overall modern functional approach to providing warehouse style units.
- 13.7 The wider site is going to be well landscaped and this will soften the overall impact of the built form from public views but Port One is what it is – a major warehouse style complex close to the A14 in line with the Council's emerging policy SP05 to direct growth towards the A14 corridor.
- 13.8 On this basis, the proposal is considered to satisfactorily achieve a well-designed sympathetic unit with the design in line to the previously approved and built out units on the site and those within the wider area.
- 13.9 It is therefore considered appropriate in planning terms.

RECOMMENDATION

(1) That the Chief Planning Officer to Grant Planning Permission subject to conditions as summarised below and those as may be deemed necessary by the Chief Planning Officer:

- Standard time limit (3yrs for implementation of scheme)
- Approved Plans (Plans submitted that form this application)
- Level access to enable wheelchair access for all buildings
- SW Drainage agreed prior to commencement of Unit 6

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

- Pro-active working statement
- Support for sustainable development principles