

# Comments for Planning Application DC/21/00609

## Application Summary

Application Number: DC/21/00609

Address: Land To The South Of Eye Airfield And North Of Castleton Way Eye

Proposal: Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure.

Case Officer: Daniel Cameron

## Customer Details

Name: Mrs Michelle Salazar

Address: 1 Tacon Close, Eye, Suffolk IP23 7AU

## Comment Details

Commenter Type: Parish Clerk

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

Comment Reasons:

Comment: Eye Town Council

Report to Planning Committee 15/11/21

Reserved Matters Application for 138 Dwellings South of Eye Airfield (Phase 1) (DC/21/00609)

Recommendation

1. It is recommended that no objection is made to the Reserved Matters proposed for the first phase of the development of land South of Eye Airfield but that the District Council be informed that the Town Council is concerned that the dwelling sizes proposed for this phase do not conform to the mix required by Policy Eye 3 of the Eye Neighbourhood Plan. If this is accepted for Phase 1, the proposals for Phase 2 should seek to rebalance the overall provision on the site by providing more 2/3- bedroom homes.

Background

2. Outline planning permission was granted for 280 homes South of Eye Airfield in March 2018 (Application No 3563/15). The site is split into two with 15 dwellings and an elderly-persons home having an access from Victoria Hill while the remaining 265 homes have an access from Castleton Way. This proposal concerns Phase 1 of the 265 home part of the site.

3. In granting Outline permission with a Section 106 agreement certain matters were 'Reserved' for subsequent approval including detailed design and layout. This means that some issues such as the number of affordable homes, road layouts and contributions to infrastructure improvements are already approved and are fixed.

4. The Town Council has previously objected to the Reserved Matters proposals (Planning Committee 15th February 2021) for the following reasons:

Conflict with several policies in the ENP and the Indicative Master Plan.

Numbers of homes planned for the overall site versus those on the Indicative Master Plan. This

would exceed the OPP by a large margin if approved for both phases.  
The site density, small garden size and use of communal parking areas.  
Dwelling sizes not matching the ENP preferred dwelling mix.  
The overall design quality not meeting the requirements of the Design Guide.  
5. A number of meetings have been held since then which have resulted in significant improvements to the Reserved Matters proposals.

#### The Eye Neighbourhood Plan

6. The Reserved Matters proposals have to be considered against the policies of the Development Plan made up of the Local Plan and the Neighbourhood Plan. The District Council will consider the Local Plan policies, this report focuses on the Eye Neighbourhood Plan (ENP).

7. The most relevant policies of the ENP are:

Policy Eye 4 (PE4) - requires 280 dwellings to be developed on the (whole) site and that development should be in accord with the Design Brief.

PE3 - requires 53% of new homes to be 1 or 2 bedroom, 41% 3 bedroom and 5% 4 or more bedroom and 29% bungalows and 14% flats.

PE16 - requires development to take account of the Eye Neighbourhood Masterplanning and Design Guideline 2019, the use of high-quality materials and traditional features and that it demonstrates a clear understanding of the rural context of Eye with appropriate landscaping, boundary and screening planting.

PE 25 - requires all dwellings with off road parking to have EV charging available.

#### The Reserved Matters proposals

8. The key document is the Design and Access Strategy which can be viewed at [DC\\_21\\_00609-REVISED\\_DESIGN\\_STATEMENT-7860096.pdf](#) ([baberghmidsuffolk.gov.uk](http://baberghmidsuffolk.gov.uk)).

9. The proposal is for 138 homes on 4.65 hectares at 30 dwellings per hectare. It shows:  
The location of 28 affordable homes; 12 for rent, 9 shared ownership and 7 discounted market value.

The layout of substantial areas of open space which accord to the Design Brief.

The street hierarchy/materials including shared space.

Pedestrian and cycle routes within the development and links with routes adjoining the development.

Garage and outside parking spaces.

EV charging access points.

Street scenes and wall/roof finish materials.

Landscape strategy.

Drainage strategy.

#### Revisions to the proposals

10. The main improvements since the original proposals were published in February 2021 include:  
The application is for 138 dwellings and covers over half of the site. There is therefore some

confidence that the total number of dwellings will be within the 265 provided for on this part of the site in the Neighbourhood Plan and the Outline permission.

The size of homes is now closer to the mix required in PE3 (but still contains too many 4+ bedroom homes and too few 2/3-bedroom homes and not enough bungalows and flats).

The layout has improved with more garden space and the key open space proposed in the Design Guidelines retained.

Cycle connectivity has been improved with a segregated link from the Castleton Road junction to Victoria Mill.

Design is improved particularly the areas closest to the Castleton Way entrance to the site.

Parking arrangements have been improved with triple parking removed.

#### Outstanding Issues

##### Design

11. While significant improvements have been made, the revised proposals are still somewhat short of the standards envisaged in the site-specific Design Guide and the Eye Neighbourhood Plan Design Guidance. In particular, standard house types are overused, there is insufficient variation in materials and building heights and some detailing such as the over use of porches is disappointing.

12. These limitations may not be sufficient to justify the Reserved Matters proposals not being approved.

##### House types and sizes

13. Meeting local housing needs was an important reason for local people to support the provision of new housing in the ENP. This led to a Local Housing Needs Assessment being prepared and to the requirements for smaller homes rather than larger ones and significant proportions of bungalows and flats being required by PE3.

14. Persimmon argue that the changes in working habits brought about by COVID justify more 3 bedroom and fewer 2-bedroom homes. While this is likely to be true, the provision of fewer 2-bedroom homes will reduce the number of local people that will be able to access to market housing. This is especially important as the site provides for only 20% affordable homes substantially less than the 35% target required in the emerging Local Plan.

15. The comparison of the Reserve Matters proposals and the ENP requirements is as follows:

Bedrooms Reserve Matters Proposals % ENP %

2 bedroom 19 53

3 bedroom 51 41

4+ bedrooms 30 5

##### House types

Houses 82 48

Bungalows 18 29

Flats 0 14

16. The likely effect of this distribution of types and sizes is that the development will serve the needs of fewer local people and attract more people into the area from outside.1.

17. The District Councils Housing Strategy response includes the comment that:

'Please can you ensure that Phase 2 only has 2 bedroom starter homes on site. As you can see from our earlier responses the need in our districts is predominately for 1 and 2 bedroom homes and not 3 or 4 bedroom.'

18. If this mix of house types and sizes is to be accepted then a similar comment should be made - that the 127 dwellings on phase 2 of the site should rebalance the contribution made by the site to meeting local housing needs.

#### Sustainable Development

19. The proposals do not meet high sustainable development standards, for example, high standards of insulation. It is understood that higher standards are likely to be required by Government in the next few years and that volume housebuilders such as Persimmon have promised to be ready to implement them then. Given Phase 2 is some years away those proposals should meet the latest higher sustainable development standards.

#### Drainage

20. Surface water drainage has been raised by both councillors and members of the public as a matter of concern. There has been an historic problem with surface water run-off in Gaye Crescent and surface water drains in Victoria Hill regularly overflow. This is not specifically a comment on this application but a note to MSDC in the evaluation of any application on this site to have SuDS calculations independently checked.

ETC Project Co-ordinator - November 2021

# Consultee Comments for Planning Application DC/21/00609

## Application Summary

Application Number: DC/21/00609

Address: Land To The South Of Eye Airfield And North Of Castleton Way Eye

Proposal: Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning

Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure.

Case Officer: Daniel Cameron

## Consultee Details

Name: Mrs Wendy Alcock

Address: The Common Room, Tacon Close, Suffolk IP23 7AU

Email: Not Available

On Behalf Of: Eye Town Clerk

## Comments

DC/21/00609- Reserved Matters Application for Residential Development South of Eye Airfield

Eye Town Council (ETC) objects to this application

The Planning Committee has considered the application, after a delegation to do so from full council at its meeting on February 17th 2021, and offers the following reasons and explainers for its objection:

### 1. Introduction

1.1. The Eye Neighbourhood Plan (ENP) will be put to a referendum of the people of Eye in May 2021. This is the culmination of almost 4 years of public consultation and the referendum version of the ENP has been unanimously adopted by ETC. The ENP was given significant weight by the Inspector in the recent appeal (APP/W3520/W/18/3215534) in Eye for the Housing development on the Tuffs Rd/Maple Way site. It is therefore acknowledged as a significant material consideration in planning decisions and, subject to the referendum outcome, will be part of the Development Plan by the time this Planning Application is determined.

1.2. Taken together with the emerging JLP (which supports the policies of the ENP), the ENP should provide the framework for ETCs comments as well as the basis for MSDCs decision on the application. ETC will support applications which comply with the ENPs policies and work with developers who share the ENPs community vision. For the reasons stated below this application does not conform to the ENP and it should be refused in accordance with para 12 of the NPPF: Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.

1.3. The primary driver for the objection is what ETC considers a clear aim from the applicant to exceed, by a distance, the number of homes in the Outline Planning Permission (OPP) for the relevant part of the OPP area under consideration in this application. This is evidenced in the Design, Access and Planning Compliance Statement (DAS) where on page 5 the total of up to 280 homes (citing the OPP reference 3653/15) on the whole site is correctly cited but this up to is omitted from the description of the development on page 2 seeking, in ETCs opinion, to seek to remove the OPPs cap for homes on the site. This is explained in more detail in section 2.

1.4. The DAS refers to only one policy in the ENP which is Policy Eye 4. Policies Eye 1 (Housing Allocations), Eye 2 (Form of Affordable Housing Provision), Eye 3 (House Types and Size), Eye 16, Eye 22 and Eye 25 are relevant and have not been addressed. Again this is referred to in more detail in section 2. The DAS is deficient and should be revised and resubmitted demonstrating how it complies with each of these policies.

## 2. Specific ENP policy compliance

2.1. The area covered by this application is not the whole area relevant to the up to 280 homes in the OPP. This figure is repeated ENP Policy Eye 1 and ENP Policy Eye 4. The Phasing Plan on drawing LV101-P-103 covers Parcels 13 and 14 from the Eye Airfield Development Plan which should total a maximum of 240 homes from the Indicative Master Plan (IMP) incorporated as Figure 2 in the ENP. This application covers around 40% of this area (subject to survey) and seeks permission for 138 homes.

2.2. This means that a second phase would either contain just 102 homes on the balance 60% of the area which is unlikely. Clues to the intention for the rest of Packages 13 and 14 can be found from sheets 3 and 4 of the drainage drawings prepared by Wormald Burrows (E3803/502) which when added together total 372 comprising 138 for Phase 1 and a further 234 on Phase 2. This constitutes over development and is contrary to Policy Eye 1, Eye 4 and the OPP.

2.3 No mention is made in the DAS of any contribution towards the 18 homes at less than 80% of market rent in Policy Eye 2. This could be corrected in a subsequent phase but at present the application is contrary to Policy Eye 2.

2.4. Policy Eye 3 states that 53% of new homes should be 1-2 bedrooms, 41% 3 bedrooms and 5% 4 or more bedrooms. This is based on the ENPs housing needs survey and admittedly this is a figure for the total number of homes in the ENP. The figures in the 138 homes are 24% 1-2 bedroom, 48% 3 bedroom and 28% 4 or more bedrooms. This would tilt the dwelling mix too far in favour of large homes making it difficult to balance the smaller homes in subsequent applications. The dwelling mix is therefore contrary to Policy Eye 3.

2.5. Policy Eye 16 requires that proposals should take account of the Eye Neighbourhood Master planning and Design Guidelines 2019. The DAS makes no reference to these and is therefore contrary to Policy Eye 16. Comments from members of the ETC Planning Committee about the quality of the detail of some of the design solutions are offered in more detail in section 3.

2.6. There are no proposals for EV charging. Policy Eye 25 requires all new development to have one EV charging point per dwelling with off road parking and 10% of the number of spaces for vehicles using communal parking. The application is therefore contrary to Policy Eye 25.

## 3. Design Quality

3.1 Policy Eye 4 requires the development to be in accordance with the Design Brief and Policy

Eye 16 requires proposals to take account of the Eye neighbourhood Masterplanning and Design Guidelines 2019. The application fails to meet the standards required by these and is therefore contrary to the development plan.

3.2 ETC acknowledges that the outline of the IMP is still visible in the application with open spaces largely intact. The problem is that the areas shown for dwellings are packed at a density over 50% greater than numbers in the IMP if ETCs calculations are correct for intended numbers. ETC recognises that this is an indicative plan leaving scope for design flair in terms of, for example, layout and connectivity but numbers have been grossly exceeded.

3.3. The desire to maximise numbers is a cause of poor design throughout the scheme. The finished product will feel overdeveloped and provide a poor quality of living environment for a number of reasons including:

a. The size of gardens is very small as a direct result of the high density. Apart from an impact on personal leisure space this decreases opportunities to build home-offices where needed and so aid flexible working.

b. Parking provision is poor. There are still areas of triple parking which are unlikely to be used in practice and communal area parking would be unnecessary at a lower site density. ETCs view is that communal parking is not desirable as it is less secure, needs to be well lit, will incur maintenance costs and can act as a magnet for anti-social behaviour.

c. ETC notes that the Design Guide supports a varied roof line but as used here offering three storey homes in terraces of 4 decreases on-plot parking and is clearly driven by the desire to minimise the ground floor footprint. This is more suited to an urban environment. Three or 2.5 storey homes are acceptable and there are good examples in Eye but, at their best, as detached dwellings.

d. Visitor parking is poorly accommodated. ETCs view is that parking will quickly colonise visitor parking areas anyway and also spill out on to the road spaces offering a cluttered built environment.

e. There are plots overlooking car parking areas mainly as a result of higher density. It is not clear from the plans if these are the affordable proportion in all cases but if so this is a less favourable outlook to homes for sale and should be revised.

3.4. There are also concerns about the design of the specific house types:

a. There is little space allocated for home working within the layout other than a fifth bedroom in two of the types which is presumably not big enough to be called a bedroom.

b. Porches, according to the Design Code, are not desirable and are therefore contrary to Policy Eye 16. The porch design offered lacks variety between types and basically looks planted-on.

c. Three dwelling types have an entry area sliced from the lounge to form a poor entrance lobby and reduced useable living space.

d. Some verges are formed with just an overhanging roof tile. ETC considers that purpose built verges are preferable.

d. Soil and vent pipe stacks are shown externally for some house types which is unacceptable.

3.5 Connectivity should be addressed at this stage so as to seek to integrate the development into the local Eye economy and encourage walking and cycling. This is mentioned in the ENP in

policy 22 and any application on the airfield should show a link up with paths to the airfield and town centre. This is not addressed in the application.

3.6. Landscaping should also be addressed now. There are two areas of critical importance: the Greenway at the north of the site described in the IMP as Langton Grove Greenway is not addressed and the raised plateau nature of the site makes the landscaping at the sites western boundary also critical both in terms of screening and the first view driving into town along Castleton Way.

#### 4. Local issues raised

4.1. Surface water drainage has been raised by both councillors and members of the public as a matter of concern. There has been an historic problem with surface water run-off in Gaye Crescent and surface water drains in Victoria Hill regularly overflow. This is not specifically a comment on this application but a note to MSDC in the evaluation of any application on this site to have SuDS calculations independently checked.

#### 5. ETC engagement

5.1 ETC has engaged positively with the progress of this development and the applicant has received consistent advice about what is needed for the proposal to comply with relevant policies. It is therefore disappointing that the current application fails to comply with these policies in so many areas. A number of matters noted in the Pre-Application meeting and the meeting with the applicant, MSDC and ETC in February 2021 are likewise not fully addressed. The application deviates from or leaves several areas from relevant documents such as the Design Brief in a similar state.

5.2. A summary of these has been prepared and it is attached as Appendix A. There is a good deal of overlap between this and matters highlighted in this objection but ETC hopes that this list will serve as the basis for an agenda for a future discussion on how this site can be developed in a manner shaped by the community.

#### DC/00609/21 Appendix A

Summary of common issues raised with Persimmon:

1. The Eye Neighbourhood Plan holds considerable weight and encouragement to adhere to the policies within it see para 8 of pre-Application discussion notes
2. Policy Eye 4 requires the development to accord with the Approved Design brief taken to be a suite of documents approved by MSDC. Conflict with these would equate to conflict with the development plan (once the ENP is made). A key test of the application is how it has engaged with and adhered to these documents. A compliance statement is strongly recommended Paras 9 - 14 of the pre-Application discussion notes and para 2 of the notes for the meeting 22nd February
3. Compliance with outline planning permission required see pre-Application notes para 5 and note (2) of meeting held 22nd February.
4. The ENP sets out an expectation of housing mix para 29 of pre-Application discussion notes and note (3) of meeting 22nd February.
5. Need for current application site to be set in the context of the development of the site as a



whole and preferably within an overall masterplan para 6 of pre-Application discussion notes and note (2) of meeting 22nd February.

6. Condition 12 requires an energy strategy which should support the application and EV charging and broadband should be considered in detail Para 31 of pre-Application discussion notes and need to comply with ENP 27 EV charging note 6 of meeting 22nd February.

7. The need for an overarching landscape strategy para 6 of pre-Application discussion notes

8. Triple parking should be avoided para 16 of pre-Application discussion notes

9. Affordable housing faces onto parking areas which is not consistent with a tenure blind ethos para 18 of pre-Application discussion notes.

10. The design does not facilitate a perimeter means of circulation para 19 pre-Application discussion notes

11. Opportunities for public art should be explored with ETC para 24 of pre-Application discussion notes

12. Design includes a significant amount of regimentation and uniformity para 26 of pre-Application discussion notes.

13. Consideration should be given to the connection of the site allocated in ENP Policy Eye 7 and 8 para 32 and 33 of the pre-Application discussion notes.

14. ENP Policy Eye 2 requires some affordable housing to be provided at less than 80% of market rents

15. Pedestrian crossing of Castleton way should be reconsidered to be closer to the footpath between the development leading to the Town centre

16. The development should be connected to the new right of way to the west of the Town para 5 of the pre-Application discussion notes and note (1) meeting notes 22nd February.

**From:** BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

**Sent:** 22 Nov 2021 09:43:35

**To:**

**Cc:**

**Subject:** FW: Phase 1-Land To The South Of Eye Airfield And North Of Castleton Way Eye - DC/21/00609

**Attachments:**

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**From:** Planning Liaison <planningliaison@anglianwater.co.uk>

**Sent:** 20 November 2021 19:28

**To:** BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

**Subject:** Phase 1-Land To The South Of Eye Airfield And North Of Castleton Way Eye - DC/21/00609

Dear Daniel,

Our Reference: PLN-0134622

Please see below our response for the Reserved Matters application- Phase 1-Land To The South Of Eye Airfield And North Of Castleton Way Eye - DC/21/00609

Foul Water

We have reviewed the applicant's submitted foul drainage strategy and flood risk documentation and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage. We request that we are consulted on any forthcoming application to discharge Condition 17 of the outline planning application 3563/15, to which this Reserved Matters application relates, that require the submission and approval of detailed foul drainage information.

Surface Water

We note the applicant states the SuDS scheme may / will be adopted by Anglian Water. As yet the applicant has not engaged with us, therefore we cannot comment, at this stage, on the proposals suitability. Anglian Water encourage the use of SuDS and if the developer wishes us to be the adopting body for all or part of the proposed SuDS scheme the Design and Construction Guidance must be followed. We would recommend the applicant contact us at the earliest opportunity to discuss their SuDS design via a Pre-Planning Strategic Enquiry, please contact [planningliaison@anglianwater.co.uk](mailto:planningliaison@anglianwater.co.uk) We request that we are consulted on any forthcoming application to discharge Condition 18 of the outline planning application 3563/15, to which this Reserved Matters application relates, that require the submission and approval of detailed surface water drainage information.

Please do not hesitate to contact the Planning & Capacity Team on the number below or via email should you have any questions related to our planning application response.

Kind Regards,  
Sushil



**Planning & Capacity Team**

Development Services

Telephone: 07929 786 955

**Anglian Water Services Limited**

Thorpe Wood House, Thorpe Wood, Peterborough,  
Cambridgeshire, PE3 6WT

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**From:** Planning Liaison

**Sent:** 15 November 2021 12:25

**Subject:** RE:PLN-0114718 - DC/21/00609 Land to the South of Eye Airfield and North of Castleton Way.( Land Contamination)

Good afternoon Daniel

Our reference: PLN-0114718

Thank you for your email re-consultation on the above reserved matters application .

We have reviewed the submitted documents and can confirm we have no further comments to add to our previous response:

**Foul Water:**

We have reviewed the applicant's submitted foul drainage strategy and flood risk documentation and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage. We request that we are consulted on any forthcoming application to discharge Condition 17 of the outline planning application 3563/15, to which this Reserved Matters application relates, that require the submission and approval of detailed foul drainage information.

**Surface Water:**

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Kind Regards

Sandra



**Sandra De Olim**

Pre-Development Advisor

Email: [planningliaison@anglianwater.co.uk](mailto:planningliaison@anglianwater.co.uk)

Website: <https://www.anglianwater.co.uk/developing/planning--capacity/>

**Anglian Water Services Limited**

Thorpe Wood House, Thorpe Wood, Peterborough, Cambridgeshire, PE3 6WT

**From:** Planning Liaison <planningliaison@anglianwater.co.uk>  
**Sent:** 25 February 2021 19:24  
**To:** BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>  
**Subject:** Phase 1-Land To The South Of Eye Airfield And North Of Castleton Way Eye - DC/21/00609

Dear Daniel Cameron,

Our Reference: PLN-0114718

Please see below our response for the Reserved Matters application- Phase 1-Land To The South Of Eye Airfield And North Of Castleton Way Eye - DC/21/00609

#### Foul Water

We have reviewed the applicant's submitted foul drainage strategy and flood risk documentation and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage. We request that we are consulted on any forthcoming application to discharge Condition 17 of the outline planning application 3563/15, to which this Reserved Matters application relates, that require the submission and approval of detailed foul drainage information.

#### Surface Water

We note the applicant states the SuDS scheme may / will be adopted by Anglian Water. As yet the applicant has not engaged with us, therefore we cannot comment, at this stage, on the proposals suitability. Anglian Water encourage the use of SuDS and if the developer wishes us to be the adopting body for all or part of the proposed SuDS scheme the Design and Construction Guidance must be followed. We would recommend the applicant contact us at the earliest opportunity to discuss their SuDS design via a Pre-Planning Strategic Enquiry, please contact [planningliaison@anglianwater.co.uk](mailto:planningliaison@anglianwater.co.uk) We request that we are consulted on any forthcoming application to discharge Condition 18 of the outline planning application 3563/15, to which this Reserved Matters application relates, that require the submission and approval of detailed surface water drainage information.

Please do not hesitate to contact the Planning & Capacity Team on the number below or via email should you have any questions related to our planning application response.

Kind Regards,  
Sushil



#### Planning & Capacity Team

Development Services  
Telephone: 07929 786 955

#### Anglian Water Services Limited

Thorpe Wood House, Thorpe Wood, Peterborough,  
Cambridgeshire, PE3 6WT

**From:** BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

**Sent:** 10 Nov 2021 11:11:34

**To:**

**Cc:**

**Subject:** FW: Reconsultation Request - DC/21/00609 - Land To The South Of Eye Airfield And North Of Castleton Way, Eye

**Attachments:**

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**From:** Ipswich, Planning <planning.ipswich@environment-agency.gov.uk>

**Sent:** 10 November 2021 09:53

**To:** BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

**Subject:** RE: Reconsultation Request - DC/21/00609 - Land To The South Of Eye Airfield And North Of Castleton Way, Eye

Good morning,

We reviewed the newly submitted documents for the application and these did not change or alter our previous response dated 19 April 2021 and referenced AE/2021/125913.

**Kind Regards**

**Natalie Kermath**

Sustainable Places Planning Advisor – East Anglia Area (East)

**Environment Agency** | Icen House, Cobham Road, Ipswich, Suffolk, IP3 9JD

[natalie.kermath@environment-agency.gov.uk](mailto:natalie.kermath@environment-agency.gov.uk)

Mobile : 07464538523

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

**Our ref:** AE/2021/125913/01-L01  
**Your ref:** DC/21/00609  
**Date:** 19 April 2021

Dear Mr Cameron

**SUBMISSION OF DETAILS (RESERVED MATTERS IN PART-PHASE 1) FOR  
OUTLINE PLANNING PERMISSION 3563/15 - APPEARANCE, LANDSCAPING,  
LAYOUT AND SCALE FOR 138 DWELLINGS, INCLUDING AFFORDABLE  
HOUSING, CAR PARKING, OPEN SPACE PROVISION AND ASSOCIATED  
INFRASTRUCTURE.**

**LAND TO THE SOUTH OF EYE AIRFIELD AND NORTH OF CASTLETON WAY EYE**

Thank you for your consultation dated 10 February 2021. Please accept our apologies for the delay in providing this response. We have reviewed the application as submitted and have no objections. We are including advisory comments on Groundwater and Contaminated Land as well as on Water Resources below.

**Groundwater and Contaminated Land**

We have reviewed the Peter Brett Phase 2 Ground Investigation Report, July 2018, the Wormald Burrows Partnership Ltd Drainage Strategy, November 2020 and associated plans. Based on the information provided, we recommend the following informative is attached to any planning permission granted. We note infiltration drainage is not proposed at the site. Therefore, we have no further comments in relation to surface water drainage.

**Advice to Applicant / LPA**

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.

**We recommend that developers should:**

- 1) Refer to our '[Groundwater Protection](#)' website;

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

Cont/d..



- 2) Refer to our [CL:AIRE Water and Land Library \(WALL\)](#) and the CLR11 risk management framework provided in <https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks> when dealing with land affected by contamination, and also includes the [Guiding Principles for Land Contamination](#) for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, for example human health;
- 3) Refer to our [Land Contamination Technical Guidance](#);
- 4) Refer to '[Position Statement on the Definition of Waste: Development Industry Code of Practice](#)';
- 5) Refer to British Standards BS 5930:1999 A2:2010 *Code of practice for site investigations* and BS10175:2011 A1: 2013 *Investigation of potentially contaminated sites – code of practice*
- 6) Refer to our '[Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination](#)' National Groundwater & Contaminated Land Centre Project NC/99/73. The selected method, including environmental mitigation measures, should be presented in a 'Foundation Works Risk Assessment Report', guidance on producing this can be found in Table 3 of '[Piling Into Contaminated Sites](#)';
- 7) Refer to our '[Good Practice for Decommissioning Boreholes and Wells](#)'.
- 8) Refer to our '[Dewatering building sites and other excavations: environmental permits](#)' guidance when temporary dewatering is proposed

## **Water Resources**

This development is within the Hartismere Water Resource Zone. All the water supplied within the Hartismere WRZ is sourced from groundwater abstracted from Chalk and Crag boreholes.

The WFD groundwater body from which these abstractions come from is Broadland Rivers Chalk and Crag groundwater body (GB40501G400300). This WFD groundwater is failing the Groundwater Dependent Terrestrial Ecosystems (GWDTE) test. These are wetlands that depend on groundwater flows and/or chemical inputs to maintain them in favourable ecological condition. Any wetland that is significantly damaged by abstraction pressure will cause the whole associated groundwater body to be at Poor status.

All these GW abstractions in the Hartismere WRZ can also affect baseflow to rivers especially within the Waveney catchment. More information on WFD status in the Waveney catchment can be found here: <http://environment.data.gov.uk/catchment-planning/OperationalCatchment/3518>

Under the WFD, we need to ensure that our licensing decisions do not cause water bodies to deteriorate and are consistent with enabling water bodies to meet their objectives set out in the River Basin Management Plans. We would be in breach of our duties under the WFD Regulations for us to grant a licence that did not meet those requirements.

ESW are currently carrying out investigations into the sustainability of their groundwater sources as part of their Business Plans, 2020-25 (Water Industry National Environment Programme [WINEP] investigations). These WINEP investigations are being undertaken to determine if their groundwater abstractions are impacting on surface water flows and the ability of a waterbody/waterbodies to achieve good hydrological status under the Water Framework Directive (WFD). Specifically for this development at Eye, the 'Broadland Rivers Chalk and Crag Groundwater unit' investigation is looking at the impact of groundwater abstraction on resulting base-flows to waterbodies in the River



Waveney catchment. This groundwater unit failed the groundwater and dependent terrestrial ecosystem test in 2015.

It is likely that we will see further reductions in public water supply abstraction licences in the next few years as a result of the outcome of these investigations, which are due for completion 31/03/2022.

Our Abstraction Licensing Strategy for this area states that there is no additional groundwater availability and in order to reduce the risk of abstraction to the environment we have had to start a programme of reducing groundwater licences across East Anglia. More information can be found in our Abstraction Licensing Strategy:

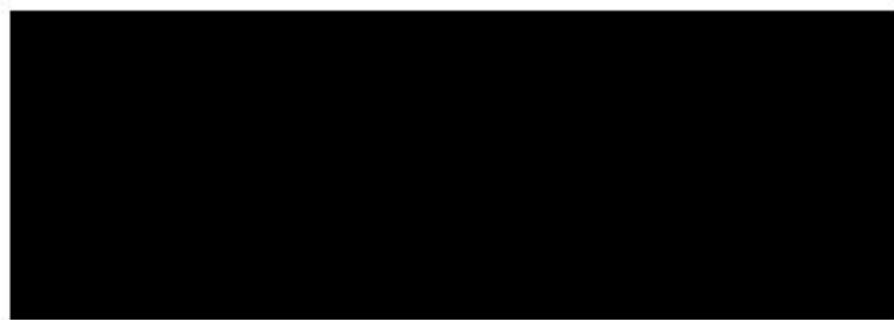
<https://www.gov.uk/government/publications/cams-broadland-abstraction-licensing-strategy>

Because of this we therefore advise:

- Water efficient measures within the new build – helping to keep per capita daily water demand down to 110 litres per person per day
- Measures to improve groundwater recharge where possible, this could also form part of ecological enhancements for the site.

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](mailto:Liam.Robson@environment-agency.gov.uk)



Mr Daniel Cameron  
Babergh and Mid Suffolk District Councils  
Endeavour House  
8 Russel Road  
Ipswich  
Suffolk  
IP1 2BX

Direct Dial: 01223 582740

Our ref: **W:** P01372810

8 November 2021

Dear Mr Cameron

**T&CP (Development Management Procedure) (England) Order 2015  
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**LAND TO THE SOUTH OF EYE AIRFIELD AND NORTH OF CASTLETON WAY,  
EYE, IP23 7BN  
Application No. DC/21/00609**

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

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

Yours sincerely

**Sophie Cattier**

Assistant Inspector of Historic Buildings and Areas  
E-mail: [sophie.cattier@HistoricEngland.org.uk](mailto:sophie.cattier@HistoricEngland.org.uk)



Historic England

Mr Daniel Cameron  
Babergh and Mid Suffolk District Councils  
Endeavour House  
8 Russel Road  
Ipswich  
Suffolk  
IP1 2BX

Direct Dial: 01223 582740

Our ref: **W**: P01372810

1 March 2021

Dear Mr Cameron

**T&CP (Development Management Procedure) (England) Order 2015  
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**LAND TO THE SOUTH OD EYE AIRFIELD AND NORTH OF CASTLETON WAY,  
EYE, IP23 7BN  
Application No. DC/21/00609**

Thank you for your letter of 10 February 2021 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

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

Yours sincerely

**Sophie Cattier**

Assistant Inspector of Historic Buildings and Areas  
E-mail: [sophie.cattier@HistoricEngland.org.uk](mailto:sophie.cattier@HistoricEngland.org.uk)



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)





# Ministry of Defence

Daniel Cameron  
Babergh and Mid Suffolk District Councils  
Endeavour House  
8 Russell Road  
Ipswich IP1 2BXI

Your reference: DC/21/00609  
Our reference: 10036373

Dear Mr Cameron

## **MOD Safeguarding – SITE OUTSIDE SAFEGUARDING AREA**

**Proposal:** Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure.

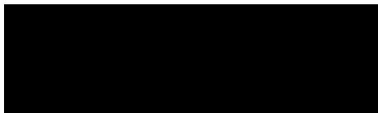
**Location:** Land to The South of Eye Airfield and North of Castleton Way, Eye

**Grid Ref:** E: 614162 – N: 274455

Thank you for consulting Defence Infrastructure Organisation (DIO) on the above proposed development. This application relates to a site outside of Ministry of Defence (MOD) statutory safeguarding areas (SOSA). We can therefore confirm that the MOD has no safeguarding objections to this proposal.

I trust this adequately explains our position on this matter, however, should you have any questions regarding this matter please do not hesitate to contact me.

Yours sincerely



Debi Parker  
Safeguarding Officer  
Estates - Safeguarding

# Defence Infrastructure Organisation

Safeguarding Department  
Statutory & Offshore

Defence Infrastructure Organisation Head Office  
St George's House  
DMS Whittington  
Lichfield  
Staffordshire  
WS14 9PY

**Tel:** 07970 171 309

**E-mail:** [DIO-safeguarding-statutory@mod.gov.uk](mailto:DIO-safeguarding-statutory@mod.gov.uk)

[www.mod.uk/DIO](http://www.mod.uk/DIO)

10 November 2021





# Ministry of Defence

# Defence Infrastructure Organisation

Daniel Cameron  
Babergh and Mid Suffolk District Councils  
Endeavour House  
8 Russell Road  
Ipswich  
IP1 2BX

Safeguarding Department  
Statutory & Offshore  
Defence Infrastructure Organisation  
Kingston Road  
Sutton Coldfield  
West Midlands  
B75 7RL

Tel: 07800 505824

E-mail: [DIO-safeguarding-statutory@mod.gov.uk](mailto:DIO-safeguarding-statutory@mod.gov.uk)

[www.mod.uk/DIO](http://www.mod.uk/DIO)

10 February 2021

Your reference: DC/21/00609  
Our reference: DIO/SUT/10036373 Rev 1/2021

Dear Daniel,

## **MOD Safeguarding –SITE OUTSIDE SAFEGUARDING AREA (SOSA)**

**Proposal:** Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure.

**Location:** Land to The South of Eye Airfield, And North Of Castleton Way, Eye

**Grid Ref:** E 614162 N 274455

Thank you for consulting Defence Infrastructure Organisation (DIO) on the above proposed development. This application relates to a site outside of Ministry of Defence safeguarding areas. We can therefore confirm that the Ministry of Defence has no safeguarding objections to this proposal.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely

  
Chris Waldron

DIO safeguarding Officer

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

**Sent:** 22 Oct 2021 10:29:16

**To:**

**Cc:**

**Subject:** FW: MSDC Planning Re-consultation Request - DC/21/00609

**Attachments:**

---

-----Original Message----- From: Rachael Abraham Sent: 21 October 2021 17:43 To: Daniel Cameron Cc: BMSDC Planning Mailbox Subject: RE: MSDC Planning Re-consultation Request - DC/21/00609 Dear Daniel, Thank you for re-consulting us on the revised plans for the above application. Our advice remains the same as that sent on 11/2/21. Best wishes, Rachael Rachael Abraham B.A. (Hons), M.A. Senior Archaeological Officer Please note that my working days are Tuesday-Thursday Suffolk County Council Archaeological Service, Bury Resource Centre, Hollow Road, Bury St Edmunds, IP32 7AY



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

Philip Isbell  
Chief Planning Officer  
Planning Services  
Babergh and Mid Suffolk District Councils  
Endeavour House  
8 Russell Road  
Ipswich IP1 2BX

Enquiries to: Rachael Abraham  
Direct Line: 01284 741232  
Email: [Rachael.abraham@suffolk.gov.uk](mailto:Rachael.abraham@suffolk.gov.uk)  
Web: <http://www.suffolk.gov.uk>

Our Ref: 2021\_00609  
Date: 11<sup>th</sup> February 2021

For the Attention of Daniel Cameron

Dear Mr Isbell

**PLANNING APPLICATION DC/21/00609/RM – LAND SOUTH OF EYE AIRFIELD AND NORTH OF CASTLETONWAY, EYE: ARCHAEOLOGY**

The development site is located just beyond the southeast boundary of the former Second World War airfield at Eye. A first phase of archaeological evaluation across the development area has defined extensive archaeological remains, recorded within the County Historic Environment Record (EYE 123).

Significant archaeological remains have been recorded in the western half of phase 1, comprising postholes ascribed to a possible Early Neolithic settlement site, alongside Early and Middle Iron Age occupation in the form of a trackway and also a series of discrete and dispersed pits and postholes. A number of features containing Roman material were located within the southern half of this area, likely to be a continuation of the Roman activity detected at Hartismere School (EYE 094). In the eastern half of this parcel, were three graves and a horse burial which are potentially of Anglo-Saxon date. These may form a small burial ground associated with the settlement site located to the south at Hartismere School (EYE 083). Although consideration has been given to preserving the cemetery *in situ* as an area of green space, the development will destroy known archaeological remains across the rest of this area.

Across the remainder of phase 1 and all of phase 2, only low-level evaluation has been undertaken so far, with scattered pits, postholes and ditches recorded. However, based upon the evaluation results so far and the recorded archaeology in the vicinity, there is a strong possibility that additional heritage assets of archaeological interest will be encountered across the rest of the development area. Any groundworks causing significant ground disturbance therefore have potential to damage or destroy any archaeological deposit that exists.

There are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important heritage assets. In accordance with paragraph 141 of the National

Planning Policy Framework, any permission granted should be the subject of a planning condition to record and advance understanding of the significance of the heritage asset before it is damaged or destroyed.

Archaeological conditions have been applied to granted application 3563/15. However, should the LPA be minded to apply further conditions in relation to the current application, the following two conditions, used together, would be appropriate:

1. No development shall take place within any phase until the implementation of a programme of archaeological work has been secured, following the completion of an archaeological evaluation to inform the mitigation strategy for the site, 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 the cemetery situated within parcel 13a and a management plan for the ongoing protection of this area.

2. No building shall be occupied within any phase until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 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 Conservation Team of SCC Archaeological Service will, on request of the applicant, provide a specification for the remaining stages of archaeological investigation and mitigation.

In this case, prior to any groundworks at the site (including site preparation, infrastructure or landscaping work) a second phase of archaeological evaluation will be required within the western half of phase 1 and all of phase 2. Decisions on the need for any further

investigation (excavation before any groundworks commence and/or monitoring during groundworks) will be made on the basis of the results of the evaluation.

Within the western half of phase 1, an extensive archaeological excavation is required prior to the commencement of any development or site preparation work in this part of the proposal area. Based upon the plans submitted with the application, the most archaeologically sensitive areas have currently been designated as open space. Provided that ground disturbance is avoided entirely in this part of the site and that measures are put in place to secure the in-situ preservation of the archaeology (as set out in a management plan), then excavation of this part of the parcel will not be required. Should any groundworks be planned, then this area will need to be included within the excavation.

Please let me know if you require any clarification or further advice.

Yours sincerely

Rachael Abraham

Senior Archaeological Officer  
Conservation Team



Your ref: DC/21/00609  
Our ref: Eye – land to the south of Eye airfield,  
north of Castleton Way 32879  
Date: 03 November 2021  
Enquiries: Neil McManus  
Tel: 07973 640625  
Email: [neil.mcmanus@suffolk.gov.uk](mailto:neil.mcmanus@suffolk.gov.uk)

Daniel Cameron,  
Growth & Sustainable Planning,  
Babergh and Mid Suffolk District Councils,  
Endeavour House,  
8 Russell Road,  
Ipswich,  
Suffolk,  
IP1 2BX

Dear Daniel,

**Eye: land to the south of Eye airfield, north of Castleton Way – reserved matters application**

I refer to the proposal: submission of details (reserved matters in part – phase 1) for outline planning permission 3563/15 – appearance, landscaping, layout, and scale for 138 dwellings including affordable housing, car parking, open space provision and associated infrastructure.


Reason(s) for re-consultation: revised plans dated 21/10/21.

Consultation responses were previously submitted by way of letters dated 30 November 2020, 15 February 2021, and 17 September 2021.

There are currently two separate reserved matters planning applications under references DC/21/00609 and DC/20/04067 (Parcel 15) for which outline planning permission was granted under reference 3563/15. This outline permission has a sealed planning obligation dated 26 March 2018, which is relevant to the two pending reserved matters applications. As set out in the letter dated 17 September 2021 local circumstances have changed in respect of the early years position i.e., there is no longer any early years facilities at St Peter & St Paul CEVA Primary School. The Sixth Schedule paragraph 1 of the planning obligation currently states that the Early Years Contribution and the Parcel 15 Early Years Contribution is to be used for improving and enhancing facilities and creating additional early years places with associated facilities at the existing early years setting at St Peter & St Paul CEVA Primary School. In the circumstances, prior to the grant of planning permission for either DC/21/00609 or DC/20/04067 a Deed of Variation needs to be entered into to amend the Sixth Schedule paragraph 1 to the following 'The County Council covenants to use the Early Years Contribution and the Parcel 15 Early Years Contribution for improving and enhancing facilities and creating additional early years places with associated facilities serving the Development in the Eye locality'.

I have copied to county council colleagues who deal with highways, flood planning, and archaeological matters.

Yours sincerely



Neil McManus BSc (Hons) MRICS  
Development Contributions Manager  
Growth, Highways & Infrastructure

cc Sam Harvey, SCC (highways)  
Jason Skilton, SCC (LLFA)  
Suffolk Archaeological Service

Your ref: DC/21/00609  
Our ref: Eye – land to the south of Eye airfield,  
north of Castleton Way 32879  
Date: 15 February 2021  
Enquiries: Neil McManus  
Tel: 07973 640625  
Email: [neil.mcmanus@suffolk.gov.uk](mailto:neil.mcmanus@suffolk.gov.uk)

Daniel Cameron,  
Growth & Sustainable Planning,  
Babergh and Mid Suffolk District Councils,  
Endeavour House,  
8 Russell Road,  
Ipswich,  
Suffolk,  
IP1 2BX

Dear Daniel,

**Eye: land to the south of Eye airfield, north of Castleton Way – reserved matters application**

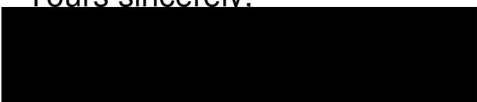
I refer to the proposal: submission of details (reserved matters in part – phase 1) for outline planning permission 3563/15 – appearance, landscaping, layout, and scale for 138 dwellings including affordable housing, car parking, open space provision and associated infrastructure.

The outline planning application under reference 3563/15 has an associated planning obligation dated 26 March 2018. The planning obligations previously secured under the first planning permission must be retained in respect of this application if Mid Suffolk District Council make a resolution to approve.

The Eye Neighbourhood Development Plan (NDP). Policy EYE3 – Land south of Eye Airfield. Land with outline permission for 280 dwellings and a Care Home south of Eye Airfield should be developed in accord with the approved Design Brief.

I have copied to county council colleagues who deal with highways, flood planning, and archaeological matters.

Yours sincerely,



Neil McManus BSc (Hons) MRICS  
Development Contributions Manager  
Growth, Highways & Infrastructure

cc Sam Harvey, SCC (highways)  
Jason Skilton, SCC (LLFA)  
Suffolk Archaeological Service

**From:** BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

**Sent:** 10 Nov 2021 11:18:58

**To:**

**Cc:**

**Subject:** FW: Reconsultation Request - DC/21/00609 - Land To The South Of Eye Airfield And North Of Castleton Way, Eye

**Attachments:**

---

**From:** Water Hydrants <Water.Hydrants@suffolk.gov.uk>

**Sent:** 10 November 2021 10:14

**To:** BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

**Subject:** FW: Reconsultation Request - DC/21/00609 - Land To The South Of Eye Airfield And North Of Castleton Way, Eye

Fire Ref.: F190946

Good Morning,

Thank you for your letter regarding the re-consultation for this site.

Condition 21 in the original Decision Notice for planning application 3563/15 needs to follow this build to its conclusion.

If you have any queries, please let us know, quoting the above Fire Ref. number.

Kind regards,

A Sturdy

Admin to Water Officer

Fire and Public Safety Directorate, SCC

3rd Floor, Lime Block, Endeavour House

Russell Road, IP1 2BX

Tel.: 01473 260564

Team Mailbox: [water.hydrants@suffolk.gov.uk](mailto:water.hydrants@suffolk.gov.uk)

**Our Mission Statement:** We will make a positive difference for Suffolk. We are committed to working together, striving to improve and securing the best possible services.

*we*

**Our Values:** Wellbeing, Equality, Achieve, Support, Pride, Innovate, Respect, Empower

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

From: Water Hydrants <Water.Hydrants@suffolk.gov.uk>

Sent: 10 February 2021 09:04

To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Subject: FW: MSDC Planning Consultation Request - DC/21/00609

Fire Ref.: 3563/15

Good Morning,

Thank you for your letter relating to DC/21/00609 (Original Planning Application: 3563/15).

The Suffolk Fire & Rescue Service made comment on the original planning application, which we noted had been published. Please ensure that Condition 21 on that Decision Notice is brought forward to this planning application as we will require Fire Hydrants to be installed on all Phases of the build.

If you have any queries, please let us know.

Kind regards,

A Stordy

BSC

Admin to Water Officer

Engineering

Fire and Public Safety Directorate

Suffolk County Council

3rd Floor, Lime Block

Endeavour House

Russell Road

IP1 2BX

Tel.: 01473 260564

Team Mailbox: [water.hydrants@suffolk.gov.uk](mailto:water.hydrants@suffolk.gov.uk)

**From:** BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

**Sent:** 25 Oct 2021 04:02:50

**To:**

**Cc:**

**Subject:** FW: 2021-10-25 JS Reply Land To The South Of Eye Airfield, And North Of Castleton Way, Eye Ref DC/21/00609 RMA

**Attachments:**

---

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

**Sent:** 25 October 2021 12:33

**To:** BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

**Cc:** Daniel Cameron <Daniel.Cameron@baberghmidsuffolk.gov.uk>

**Subject:** 2021-10-25 JS Reply Land To The South Of Eye Airfield, And North Of Castleton Way, Eye Ref DC/21/00609 RMA

Dear Daniel Cameron,

Subject: Land To The South Of Eye Airfield, And North Of Castleton Way , Eye Ref DC/21/00609 - Reserved Matters Application

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/21/00609.

The following submitted documents have been reviewed and we recommend **approval** at this time:

- Planning Layout Phase 1A Ref LV101-P-100 Rev B
- Planning Layout Phase 1A ref LV101-P-101
- Phasing Plan Ref LV101-P-103
- Drainage Strategy Ref E3803-DRAINAGE STRATEGY-NOV20-Rev1
- Detailed Soft On-plot Landscape Proposal (Sheet 7 of 7 ) Ref p21-1325\_15

Kind Regards

Jason Skilton

Flood & Water Engineer

Suffolk County Council

Growth, Highway & Infrastructure

Endeavour House, 8 Russell Rd, Ipswich , Suffolk IP1 2BX

**\*\*Note I am remote working for the time being\*\***

Dear Daniel Cameron,

Subject: Land To The South Of Eye Airfield, And North Of Castleton Way Eye Ref DC/21/00609 - Reserved Matters Application

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/21/00609.

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

- Site Location Plan Ref LV101-P-102
- Planning Layout Phase 1A Ref LV101-P-100 Rev B
- Planning Layout Phase 1A ref LV101-P-101
- Phasing Plan Ref LV101-P-103
- Exceedance flows sheet 1 to 4 Ref E3803/590, 591, 592, 593
- Drainage Strategy Ref E3803-DRAINAGE STRATEGY-NOV20-Rev0
- Pond details 1 to 4 Ref E3803/570. 571, 572, 573
- Drainage Strategy Plan 1 to 4 Ref E3803/500, 501, 502, 503

A holding objection is necessary because the applicant has not submitted any details of the proposed landscaping of the SuDS features and additional information needs to be submitted in relation to the attenuation basin design

**The holding objection is a temporary position to allow reasonable time for the applicant and the LLFA to discuss what additional information is required in order to overcome the objection(s). This Holding Objection will remain the LLFA's formal position until the local planning authority (LPA) is advised to the contrary. If the LLFA position remains as a Holding Objection at the point the LPA wishes to determine the application, the LPA should treat the Holding Objection as a Formal Objection and recommendation for Refusal to the proposed development. The LPA should provide at least 2 weeks prior notice of the publication of the committee report so that the LLFA can review matters and provide suggested planning conditions, even if the LLFA position is a Formal Objection.**

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

1. Submit a landscaping and establishment plan covering the first five years.
  - a. LLFA has a Suffolk SuDs Palette guidance document  
<https://www.suffolk.gov.uk/assets/Roads-and-transport/Flooding-and-drainage/Suffolk-Suds-Palette-002.pdf>
2. Location of inlets and outlets of basins need to be as far away from each other as possible, otherwise no treatment is achieved
3. A typical cross section of the basins is to be submitted depicting 1:4 side slopes, 1.5m width wet/dry benches, 3m maintenance strip and 300mm freeboard

Kind Regards

Jason Skilton  
Flood & Water Engineer  
Suffolk County Council

Your Ref: DC/21/00609  
Our Ref: SCC/CON/4852/21  
Date: 5 November 2021



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

Email: [planning@babberghmidsuffolk.gov.uk](mailto: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: Daniel Cameron

Dear Daniel

**TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/00609**

**PROPOSAL:** Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure.

**LOCATION:** Land To The South Of Eye Airfield, And North Of Castleton Way , Eye,

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

- Dimensions of the proposed roads and footways have not been supplied. By scaling, the widths are to Suffolk Design Guide.
- the forward visibility of the bends and junctions has not been supplied to show the layout meets with Suffolk Design Guide (for spine road) and Manual for Streets (for minor and shared surface roads).
- connectivity to Public Rights of Way (PROW) network is not sufficient as highlighted in PROW response dated 29th October 2021 specifically no details have been supplied where the spine road intersects the PROW footpath 14 (& FP43) east of the sub-station near plot 40. We recommend a table-top crossing feature is introduced to allow safe access for pedestrians and the items raised by the PROW team.

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

Yours sincerely,

**Samantha Harvey**  
**Principle Engineer (Technical Approval)**  
Growth, Highways and Infrastructure



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

Email: [planning@babberghmidsuffolk.gov.uk](mailto: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: Daniel Cameron

Dear Daniel,

**TOWN AND COUNTRY PLANNING ACT 1990**

**CONSULTATION RETURN: DC/21/00609**

**PROPOSAL:** Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure.

**LOCATION:** Land To The South Of Eye Airfield, And North Of Castleton Way Eye Suffolk

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

- Dimensions of the proposed roads and footways have not been supplied. By scaling, the widths are to Suffolk Design Guide. However, we recommend the footway widths are increased to 2.0m (as outlined in Manual for Streets).
- a drawing showing the forward visibility of the bends and junctions is required to ensure the layout meets with Suffolk Design Guide (for spine road) and Manual for Streets (for minor and shared surface roads).
- Department for Transport Local Transport Note 1/20 (LTN1/20) was published in July 2020 where 'cycling will play a far bigger part in our transport system from now on'. This national guidance aims to help cycling become a form of mass transit. A shared footway has been included in the design to accommodate cycling along the spine road.
- the shared surface roads are to have a maintenance strip 1m wide each side of the carriageway which allows the highway to be maintained and erection of street lighting. If these strips are to be considered for utility services plant, the strips need to be widened to 2m.
- The footway on the left side of the spine road is separated by a 1m wide verge which is the minimum width we will accept.
- connectivity with the existing footway network is insufficient. When the next phase comes forward, the site will be linked to Victoria Hill but there are no pedestrian links to the footways on Gaye Crescent or Haygate (as indicated on the masterplan drawing supplied with the outline planning application).
- connectivity to Public Rights of Way (PROW) network needs to be considered. The drawings are not showing any connections to the existing footpath (FP14) adjacent to the allotments and FP15 (on the east boundary of the site).

- No details have been supplied where the spine road intersects the PROW footpath 14 (& FP43) east of the sub-station near plot 56. We recommend a table-top crossing feature is introduced to allow safe access for pedestrians.
- We recommend all permissive footways within the site are to have bound surfacing to enable use throughout the year.
- Dimensions of the parking spaces and garages have not been specified; a standard car parking space is 2.5m x 5.0m and a standard garage is 3.0m x 7.0m. By scaling, the car parking spaces are the correct size but the garages are undersize.
- There are several 4 and 5 bed-roomed dwellings with triple parking layout. This layout is acceptable on private drives as indicated in Suffolk Guidance for Parking 2019. However, we would like to point out that this layout is not favoured by the Planning Committees so we recommend that all triple parking is removed.

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

Yours sincerely,

**Samantha Harvey**

**Senior Development Management Engineer**

Growth, Highways and Infrastructure

**From:** BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

**Sent:** 29 Oct 2021 03:27:07

**To:**

**Cc:**

**Subject:** FW: MSDC Planning Re-consultation Request - DC/21/00609

**Attachments:**

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**From:** GHI PROW Planning <PROWplanning@suffolk.gov.uk>

**Sent:** 29 October 2021 15:06

**To:** BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

**Cc:** GHI PROW Planning <PROWplanning@suffolk.gov.uk>; Sharon Berry (MSDC) <Sharon.Berry@babberghmidsuffolk.gov.uk>; Ben Chester <Ben.Chester@suffolk.gov.uk>; Claire Dickson <Claire.Dickson@suffolk.gov.uk>

**Subject:** RE: MSDC Planning Re-consultation Request - DC/21/00609

## **PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE**

**REF: DC/21/00609**

Thank you for your consultation concerning the above application. For information, we last responded to this application on 11 March 2021. With this consultation we have been able to look at the details for Phase 1. As outlined in the previous response, the proposed site does contain public rights of way (PROW). This includes Eye Public Footpath 14 and Eye Public Footpath 43 which run north-south through Phase 1, and Eye Public Footpath 15 which lies on the western boundary of Phase 1.

**We accept this proposal. It is encouraging to see the details for Phase 1 and the proposed new walking and cycling routes through the development that connect to existing public rights of way. However, we do have the following comments to make:**

- **A diversion of Eye Public Footpath 14 and Eye Public Footpath 43 may be required where crossed by the spine road. Early contact with the rights of way team is essential to identify if this is needed and progress any legal order making. Please note, legal works will carry a timescale.**
- **The crossing of Eye Public Footpath 14 and Eye Public Footpath 43 by the spine road will also need to be discussed with regard to this being a safe crossing – a raised platform, or similar, may be required at this point.**
- **Site plans for Phase 1 indicate proposed cycle and pedestrian routes connecting to existing public rights of way. It is unlawful to cycle on a footpath so Eye Public Footpath 14 will need to be upgraded to bridleway status and surfaced appropriately to ensure ongoing cycle journeys are possible.**
- **The legal works for this will be £5,000 and will need to be provided as a Section 106 obligation under the Town and Country Planning Act 1990.**
- **Any physical works required to Eye Public Footpath 14 will need to be delivered as a Section 278 agreement under the Highways Act 1980.**
- **Off-site works to improve the Public Rights of Way network may also be required to ensure ongoing journeys from the development on foot or by cycle into Eye town centre, onto promoted trails, and into the wider countryside are commensurate with the future needs of the community.**
- **These improvements should encourage and enable sustainable and accessible journeys and a full costing of these off-site improvements will be provided in due course. Any improvements will need to be provided as a Section 106 obligation under the Town and Country Planning Act 1990.**
- **The Design Statement, 5.25 states “Where possible pedestrian links will be suitable for use by disabled people”. There is a concern as to why this would not be possible in all instances.**

We would also highlight the following:

**Suffolk County Council’s Green Access Strategy (2020-2030) sets out the council’s commitment to ensuring and promoting sustainable travel options for all. The strategy focuses on walking and cycling for commuting, accessing services and facilities, and for leisure reasons. Specifically, 2.1 “Seeks opportunities to enhance public rights of way, including new linkages and upgrading routes where there is a need, to improve access for all and support healthy and sustainable access between communities and services. Funding to be sought through development and transport funding, external grants, other councils and partnership working.”**

The Public Rights of Way network supports all 3 of the overarching objectives of the Ministry of Housing Communities & Local Government's (MHCLG) National Planning Policy Framework (NPPF) (v3.0 2021):

1. Build a strong, responsive and competitive economy;
2. Support strong, vibrant and healthy communities;
3. Protect and enhance our natural, built and historic environment.

The NPPF refers to the Public Rights of Way network specifically:

**100. Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails;**

In addition, the Public Rights of Way network supports NPPF sections:

85. make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport);
92. achieve healthy, inclusive and safe places a) ...that allow for easy pedestrian and cycle connections within and between neighbourhoods; b) ...use of attractive, well-designed, clear and legible pedestrian and cycle routes; c) support healthy lifestyles,... through the provision of safe and accessible green infrastructure,... that encourage walking and cycling;
98. Access to a network of high quality open spaces;
104. c) opportunities to promote walking, cycling and public transport use are identified and pursued;
106. d) provide for attractive and well-designed walking and cycling networks;
112. a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas;
112. c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles.

Furthermore, we ask that the following is taken into account:

1. PROW are divided into the following classifications:
  - Public Footpath – only for use on foot or with a mobility vehicle
  - Public Bridleway – use as per a public footpath, and on horseback or by bicycle
  - Restricted Byway – use as per a bridleway, and by a 'non-motorised vehicle', eg a horse and carriage
  - Byway Open to All Traffic (BOAT) – can be used by all vehicles, in addition to people on foot, mobility vehicle, horseback and bicycle

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

2. The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PROW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. Any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy. We do not keep records of private rights and suggest that a solicitor is contacted.
3. **The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW. It DOES NOT** give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:
  - To apply for permission to carry out work on a PROW, or seek a temporary closure – <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/> or telephone 0345 606 6071. **PLEASE NOTE** that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.
  - To apply for permission for structures such as gates to be constructed on a PROW – contact the relevant Area Rights of Way Team - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.
4. **To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible** to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in->

[suffolk/public-rights-of-way-contacts/](https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-contacts/) **PLEASE NOTE** that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.

5. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.
6. Any hedges adjacent to PROW must be planted a minimum of 1 metre from the edge of the path in order to allow for annual growth and cutting, and should not be allowed to obstruct the PROW. Some hedge types may need more space, and this should be taken into account by the applicant. In addition, any fencing should be positioned a minimum of 0.5 metres from the edge of the path in order to allow for cutting and maintenance of the path, and should not be allowed to obstruct the PROW.

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

Thank you for taking the time to consider this response.

Public Rights of Way Team  
Growth, Highways and Infrastructure  
Suffolk County Council  
Phoenix House, 3 Goddard Road, Ipswich IP1 5NP  
[PROWplanning@suffolk.gov.uk](mailto:PROWplanning@suffolk.gov.uk)

**From:** GHI PROW Planning <PROWplanning@suffolk.gov.uk>

**Sent:** 11 March 2021 14:25

**To:** BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

**Cc:** David Falk <david.falk@suffolk.gov.uk>; Sam Trayton <Sam.Trayton@suffolk.gov.uk>; Sam Harvey <Sam.Harvey@suffolk.gov.uk>; Sharon Berry (MSDC) <Sharon.Berry@babberghmidsuffolk.gov.uk>

**Subject:** RE: MSDC Planning Consultation Request - DC/21/00609

## **PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE**

**REF: Land south of Eye Airfield and north of Castleton Way, Eye – DC/21/00609**

Thank you for your consultation concerning the above application, and please accept our apologies for not getting our response to you by the agreed extension deadline of 10.03.21. We would be grateful if you would still take the following into account:

The proposed site does contain public rights of way (PROW): Footpaths 13, 14 and 15 Eye all run through the proposed site. The Definitive Map for Eye can be seen at <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-rights-of-way/Eye.pdf>. A more detailed plot of public rights of way can be provided. Please contact [DefinitiveMaps@suffolk.gov.uk](mailto:DefinitiveMaps@suffolk.gov.uk) for more information. Note, there is a fee for this service.

**We accept this proposal, however the Applicant MUST contact the Area Rights of Way Officer ([sam.trayton@suffolk.gov.uk](mailto:sam.trayton@suffolk.gov.uk)) to discuss their plans in relation to FP14 where the proposed estate road crosses it. It is unlawful to disturb the surface of a PROW without consent from us as the Highway Authority. It is also unlawful to obstruct a PROW without permission, therefore the Applicant should also discuss with us how construction will be managed around the routes on site. There is currently no plan showing the existing PROW and how they relate to the proposed site layout, and we think it is important for the to Applicant produce such a plan as part of their application documents.**

**The Applicant MUST take the following into account:**

1. PROW are divided into the following classifications:
  - Public Footpath – only for use on foot or with a mobility vehicle
  - Public Bridleway – use as per a public footpath, and on horseback or by bicycle
  - Restricted Byway – use as per a bridleway, and by a ‘non-motorised vehicle’, e.g. a horse and carriage
  - Byway Open to All Traffic (BOAT) – can be used by all vehicles, in addition to people on foot, mobility vehicle, horseback and bicycle

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

2. The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PROW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. Any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy. We do not keep records of private rights and suggest that a solicitor is contacted.
  
3. **The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW.** It **DOES NOT** give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:
  - To apply for permission to carry out work on a PROW, or seek a temporary closure – <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/> or telephone 0345 606 6071. **PLEASE NOTE** that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.
  - To discuss applying for permission for structures such as gates to be constructed on a PROW – contact the relevant Area Rights of Way Team <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.
  
4. **To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible** to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> **PLEASE NOTE** that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.
  
5. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.
  
6. Any hedges adjacent to PROW must be planted a minimum of 1 metre from the edge of the path in order to allow for annual growth and cutting, and should not be allowed to obstruct the PROW. Some hedge types may need more space, and this should be taken into account by the applicant. In addition, any fencing should be positioned a minimum of 0.5 metres from the edge of the path in order to allow for cutting and maintenance of the path, and should not be allowed to obstruct the PROW.

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

Thank you for taking the time to consider this response.

**Public Rights of Way Team**

Growth, Highways and Infrastructure  
Suffolk County Council  
Phoenix House, 3 Goddard Road, Ipswich IP1 5NP  
[PROWplanning@suffolk.gov.uk](mailto:PROWplanning@suffolk.gov.uk)

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

From: [planningyellow@babberghmidsuffolk.gov.uk](mailto:planningyellow@babberghmidsuffolk.gov.uk) <[planningyellow@babberghmidsuffolk.gov.uk](mailto:planningyellow@babberghmidsuffolk.gov.uk)>  
Sent: 10 February 2021 08:21  
To: GHI PROW Planning <[PROWplanning@suffolk.gov.uk](mailto:PROWplanning@suffolk.gov.uk)>  
Subject: MSDC Planning Consultation Request - DC/21/00609 (land south of Eye Airfield - with ST)

Please find attached planning consultation request letter relating to planning application - DC/21/00609 - Land To The South Of Eye Airfield, And North Of Castleton Way , Eye,

Kind Regards

Planning Support Team

Emails sent to and from this organisation will be monitored in accordance with the law to ensure compliance with policies and to minimize any security risks. The information contained in this email or any of its attachments may be privileged or confidential and is intended for the exclusive use of the addressee. Any unauthorised use may be unlawful. If you receive this email by mistake, please advise the sender immediately by using the reply facility in your email software. Opinions, conclusions and other information in this email that do not relate to the official business of Babergh District Council and/or Mid Suffolk District Council shall be understood as neither given nor endorsed by Babergh District Council and/or Mid Suffolk District Council.

Babergh District Council and Mid Suffolk District Council (BMSDC) will be Data Controllers of the information you are providing. As required by the Data Protection Act 2018 the information will be kept safe, secure, processed and only shared for those purposes or where it is allowed by law. In some circumstances however we may need to disclose your personal details to a third party so that they can provide a service you have requested, or fulfil a request for information. Any information about you that we pass to a third party will be held securely by that party, in accordance with the Data Protection Act 2018 and used only to provide the services or information you have requested. For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website.



**From:** BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

**Sent:** 21 Oct 2021 04:20:41

**To:**

**Cc:**

**Subject:** FW: MSDC Planning Re-consultation Request - DC/21/00609

**Attachments:**

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**From:** Chris Ward <Chris.Ward@suffolk.gov.uk>

**Sent:** 21 October 2021 15:44

**To:** Daniel Cameron <Daniel.Cameron@baberghmidsuffolk.gov.uk>

**Cc:** BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

**Subject:** RE: MSDC Planning Re-consultation Request - DC/21/00609

Dear Daniel,

Thank you for notifying me about the re-consultation. On reviewing the documents, I have no comment to add from my response previous dated 10<sup>th</sup> February 2021.

Kind regards

**Chris Ward**

Active Travel Officer

Transport Strategy

Strategic Development - Growth, Highways and Infrastructure

Suffolk County Council

Endeavour House, 8 Russell Road, Ipswich, IP1 2BX

web : <https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/>

**From:** Chris Ward

**Sent:** 10 February 2021 11:06

**Subject:** RE: MSDC Planning Consultation Request - DC/21/00609

Dear Daniel,

Thank you for consulting me about the reserved matters planning application for phase one of the residential development at Land to the South of Eye Airfield and North of Castleton Way in Eye. On reviewing the application documents I have no comment to make for this specific application, as the Residential Travel Plan requirement is secured through the supporting Section 106 Agreement.

However, I would just like to point out that there is a pre-commencement requirement in the Section 106 for a Interim Travel Plan to be submitted. This Travel Plan must be written in accordance of the Suffolk County Council Travel Plan Guidance (<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/travel-plans/>), in addition to addressing any concerns raised by Suffolk County Council (as Highway Authority) as part of the outline planning application (3563/15) consultation.

Kind regards

**Chris Ward**

Travel Plan Officer

Transport Strategy

Strategic Development - Growth, Highways and Infrastructure

Suffolk County Council

**From:** Vanessa Pannell <Vanessa.Pannell@baberghmidsuffolk.gov.uk>

**Sent:** 15 Nov 2021 03:26:48

**To:**

**Cc:**

**Subject:** FW: (299655) DC/21/00609. Land Contamination

**Attachments:**

---

**From:** Nathan Pittam <Nathan.Pittam@baberghmidsuffolk.gov.uk>

**Sent:** 15 November 2021 12:01

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

**Cc:** Daniel Cameron <Daniel.Cameron@baberghmidsuffolk.gov.uk>

**Subject:** (299655) DC/21/00609. Land Contamination

**EP Reference : 299655**

**DC/21/00609. Land Contamination**

**Land to the South of Eye Airfield, & North of, Castleton Way, EYE, Suffolk.**

**Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing -**

Many thanks of your request for comments in relation to the above application. I can confirm that I have no comments to make in addition to those made on 8<sup>th</sup> March 2021 in relation to this application.

Regards

Nathan

**Nathan Pittam** BSc. (Hons.) PhD

Senior Environmental Management Officer

**Babergh and Mid Suffolk District Councils – Working Together**

Email: [Nathan.pittam@baberghmidsuffolk.gov.uk](mailto:Nathan.pittam@baberghmidsuffolk.gov.uk)

Work: 01449 724715

websites: [www.babergh.gov.uk](http://www.babergh.gov.uk) [www.midsuffolk.gov.uk](http://www.midsuffolk.gov.uk)

*I am working flexibly - so whilst it suits me to email now, I do not expect a response or action outside of your own working hours*

**From:** Nathan Pittam <Nathan.Pittam@babberghmidsuffolk.gov.uk>  
**Sent:** 08 March 2021 07:54  
**To:** Daniel Cameron <Daniel.Cameron@babberghmidsuffolk.gov.uk>  
**Cc:** BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>  
**Subject:** DC/21/00609. Land Contamination

Dear Daniel

**EP Reference : 289113**  
**DC/21/00609. Land Contamination**  
**Land to the South of Eye Airfield, & North of, Castleton Way, EYE, Suffolk.**  
**Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning**  
**Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138**  
**dwelling, including affordable housing, car parking**

Many thanks for your comments in relation to the above submission. I can confirm that I have no comments with respect to land contamination but would recommend contacting the Environment Agency who previously requested conditions relating to land contamination at the site and the protection of groundwater.

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](mailto:Nathan.pittam@babberghmidsuffolk.gov.uk)

Work: 01449 724715

websites: [www.babergh.gov.uk](http://www.babergh.gov.uk) [www.midsuffolk.gov.uk](http://www.midsuffolk.gov.uk)

**From:** Paul Harrison

**Sent:** 10 February 2021 16:04

**Subject:** DC 21 00609 RM Phase 1 of 3563 15

Heritage consultation response

Daniel

I do not wish to offer comment on behalf of Heritage team on this application.

Paul

**Paul Harrison**

Heritage and Design Officer

Babergh and Mid Suffolk District Councils



24 November 2021

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

By email only

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*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/21/00609  
**Location:** Land At Eye Airfield Castleton Way Eye Suffolk  
**Proposal:** Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure

Dear Dan,

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

**Summary**

We have reviewed the revised documentation submitted provided on the 21<sup>st</sup> October 2021, this includes the detailed public open space landscape proposals (Pegasus Design Ltd, October 2021) and the Detailed Soft On-plot Landscape Proposal (Pegasus Design Ltd, October 2021).

We have also re-assessed the submitted ecological reports for this application, including the Breeding Bird Update (MLM, January 2019), Great Crested Newt eDNA Survey (MLM, June 2018) and Skylark Mitigation Plan, as well as the ecological survey reports submitted at outline stage. This included the Phase 1 Survey (James Blake Associates, September 2014), Breeding Bird Survey (MLM, October 2015), Great Crested Newt Survey (MLM, October 2015), Reptile Survey (MLM, October 2015) Building Inspection and Bat Detector Survey (MLM, October 2015). Therefore, it is indicated that these documents still provide the LPA with certainty of the likely impacts on designated sites, protected and Priority species/habitats.

It is indicated that we support the planting specifications and schedule for the soft landscaping for this scheme, as included within the open space landscape proposals (Pegasus Design Ltd, October 2021) and the Detailed Soft On-plot Landscape Proposal (Pegasus Design Ltd, October 2021). We are pleased



to see the incorporation of dense woodland buffers, appropriate tree planting, Wildflower lawns and wildflower meadows within wetland areas.

However, we also encourage the developer to demonstrate that measurable biodiversity net gains will be achieved for this application. This is because the NPPF sets out that projects should aim to provide biodiversity net gains, under paragraphs 174[d] and 180[d]. As a result, a Biodiversity Gain Assessment could be submitted to the local planning authority which uses the DEFRA Biodiversity Metric 3.0 (or any successor). The Biodiversity Gain Assessment should inform the soft landscape proposals and should follow the Biodiversity Net Gain Report & Audit Templates (CIEEM, 2021)<sup>1</sup>.

In addition, it is still indicated that a Landscape Ecological Management Plan, as secured under condition 20 of the outline consent, which should ideally be submitted to support Reserved Matters Stage. This should be completed in line with the soft landscaping proposals, as well as the Biodiversity Gain Assessment and must summarise the design objectives, management responsibilities and maintenance schedules for these features. The management plan should include a works schedule, which can be delivered over the indicated ten-year period.

Furthermore, it is still recommended that bespoke enhancement measures should be secured for this application, as outlined within the Phase 1 Survey (James Blake Associates, Sep 2014). This should include the provision of bird and bat boxes / integrated bricks (including measures for Swift), reptile hibernacula and hedgehog highways (13 x 13 cm holes at the base of fencing) and should be informed by a suitably qualified ecologist. As a result, it is recommended that this further information is either provided to support this application or secured prior to slab level (due to possible provision of integrated enhancements) in line with the following condition of any consent:

**1. PRIOR TO SLAB LEVEL: BIODIVERSITY ENHANCEMENT STRATEGY**

*“A Biodiversity Enhancement Strategy for Protected and Priority species shall be submitted to and approved in writing by the local planning authority.*

*The content of the Biodiversity Enhancement Strategy shall include the following:*

- a) Purpose and conservation objectives for the proposed enhancement measures;*
- b) detailed designs to achieve stated objectives;*
- c) locations of proposed enhancement measures by appropriate maps and plans;*
- d) persons responsible for implementing the enhancement measures;*
- e) details of initial aftercare and long-term maintenance (where relevant).*

*The works shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.”*

**Reason:** To enhance Protected and Priority Species/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).

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<sup>1</sup> <https://cieem.net/wp-content/uploads/2021/07/CIEEM-BNG-Report-and-Audit-templates2.pdf>



In addition, it is still highlighted that a wildlife friendly lighting scheme is required, which shall be secured under condition 13 of outline stage. This strategy should follow current guidelines<sup>2</sup> and therefore it is highlighted that a professional ecologist should be consulted to advise the lighting strategy for this scheme. As a result, it is advised that the following measures should be indicated to demonstrate that impacts upon foraging and commuting bats will be avoided.

- 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.
- Warm White lights should be used preferably be used near Environmentally Sensitive Zones (2700k – 3000k), with highway lighting no greater than 4000k. 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.
- 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 (strong moonlight) via a polar luminance diagram.

Furthermore, it is still highlighted that we agree in principle with the site location for the proposed Skylark mitigation, outlined within the Skylark Mitigation Plan, as required under condition 9 of the outline consent. However, it is highlighted that a skylark mitigation strategy should be provided to outline methodology of the Skylark Plots, as well as the mechanism for implementation & monitoring of delivery for the 10-year period.

Please contact us with any queries.

Yours sincerely,

**Hamish Jackson ACIEEM BSc (Hons)**

Ecological Consultant

[placeservicesecology@essex.gov.uk](mailto: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.

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<sup>2</sup> ILP, 2018. Bat Conservation Trust Guidance Note 08/18: Bats and artificial lighting in the UK





16 March 2021

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

By email only

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*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.*

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**Application:** DC/21/00609  
**Location:** Land At Eye Airfield Castleton Way Eye Suffolk  
**Proposal:** Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure

Dear Dan,

Thank you for consulting Place Services on the above Reserved Matters application.

**Summary**

We have reviewed the submitted documents for this application, including the Breeding Bird Update (MLM, January 2019), Great Crested Newt eDNA Survey (MLM, June 2018) and Skylark Mitigation Plan. Furthermore, we have assessed the ecological survey reports submitted at outline stage. This included the Phase 1 Survey (James Blake Associates, September 2014), Breeding Bird Survey (MLM, October 2015), Great Crested Newt Survey (MLM, October 2015), Reptile Survey (MLM, October 2015) Building Inspection and Bat Detector Survey (MLM, October 2015).

These documents provide the LPA with certainty of the likely impacts on designated sites, protected and Priority species/habitats and, with appropriate mitigation measures secured, the development can be made acceptable.

However, we note that a soft landscaping scheme, as required under condition 3 of the outline consent has not been submitted to support this application. The soft landscaping scheme will need to provide a detailed planting plan and schedule, which includes plant sizes and proposed numbers and stocking densities. The soft landscaping scheme should be considered in consideration of the Tree Protection Plan, to ensure that measures are in line with British standards (BS5837:2012). It is highlighted that there are opportunities for biodiversity net gains via the proposed woodland tree



belt, the inclusion of native species hedgerows, meadow planting within public open space and aquatic species planting within the attenuation basins. Therefore, this should be considered into the design of the soft landscaping scheme, which should be informed by the applicant's suitably qualified ecologist.

A Landscape Ecological Management Plan, as secured under condition 20 of the outline consent, should also ideally be submitted to support Reserved Matters Stage. This should be completed in line with the soft landscaping proposals and must summarise the design objectives, management responsibilities and maintenance schedules for these features. The management plan should include a works schedule, which can be delivered over the indicated ten-year period.

Furthermore, it is recommended bespoke enhancement measures are secured for this application, as outlined within the Phase 1 Survey (James Blake Associates, Sep 2014). This should include the provision of bird and bat boxes / integrated bricks (including measures for Swift), reptile hibernacula and hedgehog highways (13 x 13 cm holes at the base of fencing) and should be informed by a suitably qualified ecologist. As a result, it is recommended that this further information is either provided to support this application or secured prior to occupation in line with the following condition of any consent:

**1. PRIOR TO OCCUPATION: BIODIVERSITY ENHANCEMENT STRATEGY**

*"A Biodiversity Enhancement Strategy for Protected and Priority species shall be submitted to and approved in writing by the local planning authority.*

*The content of the Biodiversity Enhancement Strategy shall include the following:*

- a) Purpose and conservation objectives for the proposed enhancement measures;*
- b) detailed designs to achieve stated objectives;*
- c) locations of proposed enhancement measures by appropriate maps and plans;*
- d) persons responsible for implementing the enhancement measures;*
- e) details of initial aftercare and long-term maintenance (where relevant).*

*The works shall be implemented in accordance with the approved details and shall be retained in that manner thereafter."*

**Reason:** To enhance Protected and Priority Species/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).

In addition, it is highlighted that a wildlife friendly lighting scheme is required, which shall be secured under condition 13 of outline stage. This strategy should follow current guidelines<sup>1</sup> and therefore it is highlighted that a professional ecologist should be consulted to advise the lighting strategy for this scheme. As a result, it is advised that the following measures should be indicated to demonstrate that impacts upon foraging and commuting bats will be avoided.

- Light levels should be as low as possible as required to fulfil the lighting need.

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



- Environmentally Sensitive Zones should be established within the development, where lighting could potentially impact important foraging and commuting routes for bats.
- Warm White lights should be used preferably be used near Environmentally Sensitive Zones (2700k – 3000k), with highway lighting no greater than 4000k. 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.
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Furthermore, it is highlighted that we agree in principle with the site location for the proposed Skylark mitigation, outlined within the Skylark Mitigation Plan, as required under condition 9 of the outline consent. However, it is highlighted that a skylark mitigation strategy should be provided to outline methodology of the Skylark Plots, as well as the mechanism for implementation & monitoring of delivery for the 10-year period.

Please contact us with any queries.

Yours sincerely,

**Hamish Jackson ACIEEM BSc (Hons)**

Ecological Consultant

[placeservicesecology@essex.gov.uk](mailto: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.

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

From: BMSDC Public Realm Consultation Mailbox

Sent: 03 November 2021 15:39

Subject: RE: MSDC Planning Re-consultation Request - DC/21/00609

Public Realm Officers welcome the proposed treatment of the public open space and the details for the play equipment - particularly the aeroplane link to the airfield site. There are no objections to this development on the grounds of open space or play provision.

Regards

Dave Hughes

Public Realm Officer

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

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

Sent: 17 February 2021 14:51

To: BMSDC Planning Area Team Yellow <planningyellow@baberghmidsuffolk.gov.uk>

Subject: RE: MSDC Planning Consultation Request - DC/21/00609

Public Realm Officers note the references made to the deficiencies in open space provision in Eye and welcome the inclusion of large areas of open spaces with the overall development master plan. Officers support the level of open space provision associated with this phase of development and the overall approach to delivering public open space and play opportunities on this site.

Regards

Dave Hughes  
Public Realm Officer

# Consultation Response Pro forma

## Mid Suffolk

<b>1</b>	<b>Application Number</b>	DC/21/00609 – Land To The south Of Eye Airfield, And North Of Castleton Way, Eye	
<b>2</b>	<b>Date of Response</b>	08.11.2021	
<b>3</b>	<b>Responding Officer</b>	Name:	SACHA TILLER
		Job Title:	HOUSING ENABLING
		Responding on behalf of...	HOUSING STRATEGY
<b>4</b>	<b>Recommendation</b> (please delete those N/A)  Note: This section must be completed before the response is sent. The recommendation should be based on the information submitted with the application.	<p>This is an application for 138 dwellings.</p> <p>There are 2 phases for this site. The 'signed' section states that the developer needs to provide 20% affordable housing.</p> <p>Phase 1 has been put forward for approval at reserved matters stage. At this stage we expect to agree the detail of each affordable housing dwelling and its location.</p> <p>Phase 1 has a total of 138 dwellings and therefore a total of 28 dwellings will need to be provided on site as per the signed S106.</p>	

At this stage Permission Homes have confirmed they propose to provide following regarding the affordable housing mix. Detail sheet below completed by Permission in November 2021.

QUANTITY OF AFFORDABLE HOUSING ONLY	BEDROOMS 1/2/3/4 and persons.  i.e. 3 bed 4 person	TYPE FLAT/HOUSE/ BUNGALOW/ MANSIONETTE	SIZE (Sqm only)	TENURE	NDSS Minimum Standard	PLOT No. on plan attached.
				A/R		
				S/O		
				Other please specify		
6	2B4P	Wareham - House	80	A/R	79sqm	42, 43, 44, 94, 95, 96
2	3B5P	S103H - House	96	A/R	93sqm	40, 41
4	2B3P	Wentwood - Bungalow	62	A/R	63sqm	80, 81, 82, 83
6	2B4P	Wareham -	80	S/O	79sqm	84, 85, 97, 98, 109, 110

Please note that this form can be submitted electronically on the Councils website. Comments submitted on the website will not be acknowledged but you can check whether they have been received by reviewing comments on the website under the application reference number. Please note that the completed form will be posted on the Councils website and available to view by the public.

		House				
3	3B5P	S103H - House	96	S/O	93sqm	111, 112, 113
1	3B5P	S103H - House	96	DOMV	93sqm	114
6	3B4P	Sherwood	90	DOMV	93sqm	99, 100, 125, 126, 127, 128
<b>Total 28</b>						

5	<p><b>Discussion</b> Please outline the reasons/rationale behind how you have formed the recommendation. Please refer to any guidance, policy or material considerations that have informed your recommendation.</p>	<p>However, having looked at the response done previously there seems to be some discrepancy and would ask for the following to be changed.</p> <ol style="list-style-type: none"> <li>1. We need all 3 bedroom houses to be for 5 persons and not 4 as stated above. We would expect to see plots 99,100,125, 126, 127 and 128 to be changed to 3 bedroom 5 person houses and the size to be changed to 93sqm from the proposed 90sqm.</li> <li>2. Also we note that plots 80, 81, 82 and 83 are for 2 bedroom 3 persons houses again these are not acceptable and we would ask for them to be changed to 2 bedroom 4 person houses with a sqm no smaller than 79sqm from the proposed 62sqm.</li> </ol> <p>These amendments affect a total of 10 dwellings over a third of all those being delivered on site.</p> <p>I also note that it is proposed to build 7 x 3 bedroom starter homes when our earlier response agreed a limit of 6 x 3 bedroom and 10 x 2 bedroom starter homes for both phases. We need to ask that one of the 3 bedrooms is changed to a 2 bedroom 4 person dwelling. Please can you ensure that Phase 2 only has 2 bedroom starter homes on site. As you can see from our earlier responses the need in our districts is predominately for 1 and 2 bedroom homes and not 3/4.</p>
6	<p><b>Amendments, Clarification or Additional Information Required</b> (if holding objection)</p> <p>If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate</p>	<p>Note: With regard to the Discount Market Sale/Starter Homes we have provided you with a criteria will regard to the Eligibility, Covenant, Marketing, Record keeping of the proposed applicants to ensure these homes are allocated to persons who fit the criteria and most in need.</p> <p>If you require clarification on this please do not hesitate to contact me at <a href="mailto:strategic.housing@baberghmidsuffolk.gov.uk">strategic.housing@baberghmidsuffolk.gov.uk</a></p>
7	<p><b>Recommended conditions</b></p>	<p>Should any things change from what has been agreed permission should be re-sought.</p>

Please note that this form can be submitted electronically on the Councils website. Comments submitted on the website will not be acknowledged but you can check whether they have been received by reviewing comments on the website under the application reference number. Please note that the completed form will be posted on the Councils website and available to view by the public.

## MID SUFFOLK DISTRICT COUNCIL

### MEMORANDUM

TO: Daniel Cameron – Planning Officer  
From: Louise Barker – Strategic Housing Team Manager  
Date: 22<sup>nd</sup> March 2021

#### APPLICATION FOR RESERVED MATTERS - DC/21/00609

Proposal: Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure.

Location: Land To The South of Eye Airfield and North of Castleton Way, Eye

#### Consultation Response:

There is a signed s106 associated with this proposal which requires the submission of an Affordable Housing Scheme for the Council to consider at reserved matters application stage.

Please can this be forwarded for the Strategic Housing team, this is to include size (NDSS), specification, phasing and distribution across the whole site. We also wish to see the maximum occupancy proposed for each affordable dwelling.

The open market mix should ensure that it follows the SHMA recommendations as follows:

The table below sets out the recommendations in the Strategic Housing Market Assessment (updated 2019) for new owner-occupied dwellings for the next 18 years up to 2036.

**Table 4.4e Size of new owner-occupied accommodation required in Mid Suffolk over the next 18 years**

Size of home required	Current size profile	Size profile 2036	Change required	% of change
One bedroom	707	1,221	515	7.2%
Two bedrooms	5,908	8,380	2,472	34.4%
Three bedrooms	13,680	15,784	2,104	29.3%
Four or + bedrooms	12,208	14,303	2,096	29.2%
<b>Total</b>	<b>32,502</b>	<b>39,688</b>	<b>7,186</b>	<b>100.0%</b>

From the plans provided it would appear that the provision of 2 bedrooled accommodation within this proposal is lower than the SHMA target so the Council would be looking for an



uplift in the number of 2 bed dwellings for open market sale on this development and a reduction in the number of 3 and 4 bedrooms.



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.

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

10<sup>th</sup> February 2021

Dear Mr Cameron,

RE: DC/21/00609 | Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure. | Land To The South Of Eye Airfield And North Of Castleton Way Eye

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 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

The British Horse Society is an Appointed Representative of South Essex Insurance Brokers Limited who are authorised and regulated by the Financial Conduct Authority.

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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. It is morally, socially, economically and environmentally correct that public money should be spent to benefit the maximum number of users – no matter what label is given to the funding pot therefore where any walking and cycling routes are provided these should be available for equestrians also.

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.)

Then Design and Access Statement mentions walking and cycling only, stating: 'The layout of internal footways along both the major and minor access roads creates a permeable layout that encourages walking and cycling with accesses throughout to Public Open Spaces. These modes of sustainable transport are further encouraged by ensuring that all public spaces are overlooked, which is considered to be the first step towards the provision of safe and accessible routes, and crime prevention.' This statement completely excludes equestrians and The British Horse Society believes these routes should be available to the widest number of users as a Non-Motorised User routes to include equestrians. One of the design principles is to 'Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;'. 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

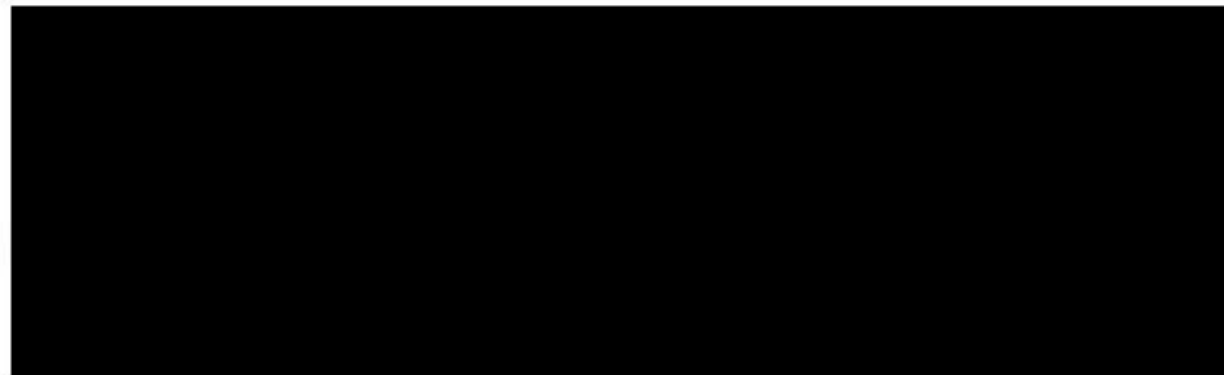


wish to take their horses out on bridleways and byways, away from motor traffic, for the physical and mental health benefits to animal and human, in exactly the same way as most walkers (with and without dogs) and cyclists. Many are unable to do so because the traffic on tarmac roads is too dangerous 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-

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 solid black rectangular box used to redact the signature of Charlotte Ditchburn.

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

# **Consultee Comments for Planning Application DC/21/00609**

## **Application Summary**

Application Number: DC/21/00609

Address: Land To The South Of Eye Airfield And North Of Castleton Way Eye

Proposal: Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning

Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure.

Case Officer: Daniel Cameron

## **Consultee Details**

Name: Mrs Linda Hoggarth

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

Email: Not Available

On Behalf Of: Mid Suffolk Disability Forum

## **Comments**

The Mid Suffolk Disability Forum has no further comments to make on this application.

# Comments for Planning Application DC/21/00609

## Application Summary

Application Number: DC/21/00609

Address: Land To The South Of Eye Airfield And North Of Castleton Way Eye

Proposal: Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure.

Case Officer: Daniel Cameron

## 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: These comments are submitted by the Mid Suffolk Disability Forum.

All dwellings should be visitable and meet Part M4(1) of the Building Regulations, and at least 50% of the dwellings should also meet the 'accessible and adaptable' standard Part M4(2). It is our view that in housing developments of over 10 dwellings, at least one of the dwellings should be built to wheelchair standard Part M4(3).

It is also our view that 3% of the dwellings in housing developments of over 10 dwellings should be bungalows to assist people with mobility problems and to assist people who wish to downsize from larger dwellings. It has not been possible to ascertain how many bungalows are included within this development.

Every effort should be made to ensure all footpaths are wide enough for wheelchair users, with a minimum width of 1500mm, and that any dropped kerbs are absolutely level with the road for ease of access.

Surfaces should be firm, durable and level. No loose gravel, cobbles or uneven setts should be used.

**From:** BMSDC Planning Area Team Yellow <planningyellow@babberghmidsuffolk.gov.uk>

**Sent:** 11 Nov 2021 12:33:01

**To:**

**Cc:**

**Subject:** FW: Reconsultation Request - DC/21/00609 - Land To The South Of Eye Airfield And North Of Castleton Way, Eye

**Attachments:**

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-----Original Message----- From: sps@suffolksociety.org Sent: 11 November 2021 10:17 To: BMSDC Planning Area Team Yellow Cc: director ; bethany Subject: Re: Reconsultation Request - DC/21/00609 - Land To The South Of Eye Airfield And North Of Castleton Way, Eye Good morning Many thanks for your recent correspondence reference the above application. We confirm that the SPS has no further comment to make in response to this application. Many thanks Julie Howe Office Manager Suffolk Preservation Society



**From:** Fiona Cairns

**Sent:** 03 March 2021 08:55

**Subject:** RE: DC/21/00609 Land To The South Of Eye Airfield And North Of Castleton Way

Dear Josie

Thank you for your email. The SPS do not wish to comment on this application.

Regards

**Fiona Cairns IHBC MRTPI  
Director  
Suffolk Preservation Society  
Little Hall, Market Place  
Lavenham  
Suffolk**



**Suffolk Wildlife Trust**

Brooke House  
Ashbocking  
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01473 890089  
info@suffolkwildlifetrust.org  
suffolkwildlifetrust.org



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

3<sup>rd</sup> March 2021

Dear Daniel,

**RE: DC/21/00609 - Submission of details (Reserved Matters in Part-Phase 1) for Outline Planning Permission 3563/15 - Appearance, Landscaping, Layout and Scale for 138 dwellings, including affordable housing, car parking, open space provision and associated infrastructure. Land To The South Of Eye Airfield And North Of Castleton Way, Eye**

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

We note as part of the proposals that open spaces will be created within the development, as well as a woodland belt around the eastern and northern site boundary and attenuation basins. However, it is unclear what species will be used for the replacement planting which will be submitted within a later application. Whilst the application dictates that these features will be planted, there is no indication of the composition and range of species. In order to maximise the potential for biodiversity, a diverse range of native species should be used and this detailed within a planting specification. 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 secured as a condition of planning consent, should permission be granted.

We have read the Breeding Bird Update (MLM, January 2019) and are satisfied with the findings of the consultant. A Biodiversity Enhancement Strategy should be produced, detailing the how the enhancements made within the update, as well as from the ecological reports detailed in Condition 8 of outline application 3563/15, are to be incorporated within the development, including their locations.

As foraging and commuting bats were identified as potentially using hedgerows and trees adjacent to the site with the outline application 3563/15 (Building Inspection and Bat Detector Survey, MLM, October 2015), 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 guidelines<sup>1</sup> should be designed. This should be implemented as a condition of planning consent, should permission be granted.

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

We note the Skylark Mitigation Plan accompanying the application, however no detail is supplied regarding management measures, monitoring or the length of time it is to be implemented. It is also unclear whether a number of the plots are on hardstanding, or close to access routes. Therefore, the mitigation plan should be updated to address these concerns.

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.

There are records of Hedgehog, a UK and Suffolk Priority Species, in the surrounding area. To maintain connectivity for this species, we recommend maintaining hedgehog permeable boundaries (with gaps of 13x13cm at ground level) as part of this development to maintain connectivity for the species.

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

Yours sincerely

Jacob Devenney  
Planning and Biodiversity Adviser

Philip Isbell - Corporate Manager  
Growth & Sustainable Planning

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

Website: [www.midsuffolk.gov.uk](http://www.midsuffolk.gov.uk)



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## OUTLINE PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990  
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND)  
ORDER 2015

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**Correspondence Address:**

Pegasus Group  
Suite 4, Pioneer House  
Chivers Way, Histon  
Cambridge  
CB24 9NL

**Applicant:**

Mr Baldwin  
C/O Agent

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**Date Application Received:** 02-Oct-15

**Application Reference:** 3563/15

**Date Registered:** 30-Oct-15

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**Proposal & Location of Development:**

Outline planning permission sought for a proposed development comprising up to 280 dwellings; a 60 bed residential care home, the re-provision of a car park for the use of Mulberry Bush Nursery; re-location of existing farm buildings to the west of Parcel 15; and associated infrastructure including roads (including adaptations to Castleton Way and Langton Grove) pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping, utilities and associated earthworks.

Land At Eye Airfield, Castleton Way, Eye,

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Mid Suffolk District Council as Local Planning Authority, hereby give notice that **OUTLINE PLANNING PERMISSION HAS BEEN GRANTED** 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. ACTION REQUIRED PRIOR TO COMMENCEMENT OF WORKS: APPROVAL OF RESERVED MATTERS

Before any development on any phase is commenced, approval of the details of the appearance, scale 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.

## 3. REQUIREMENT OF RESERVED MATTERS

The reserved matters relevant to each phase shall include the following:-

a) Details of the manufacturer and types and colours of the external facing and roofing materials to be used in construction.

b) A 'soft landscaping scheme':

The 'soft landscaping scheme' 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, weed control protection and maintenance and any tree works to be undertaken during the course of the development.

c) Details of the areas to be provided for the storage of Refuse/Recycling bins.

d) Details relating to the implementation, treatment, management and control of any or all emergency access points.

e) Details of existing and proposed levels of the site and finished floor levels as measured from a fixed off site datum point.

f) Details of the boundary treatments for individual buildings and dwellings.

g) Details of the areas to be provided for the loading, unloading, manoeuvring and parking of vehicles including secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The parking areas/provision provided shall accord with the requirements of the Local Planning Authority's adopted parking standards, being Suffolk Guidance for Parking.

h) Details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage/prevention of discharge of surface water from the development onto the highway).

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 in order to secure an

appropriate level of detail within the reserved matters application(s) in accordance with the considerations relevant to the granting of this outline permission.

#### 4. LISTING OF APPROVED PLANS

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 no. T.0283 41B, dated 30/10/2015 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:

Drawing no. T.0283 41B, dated 30/10/2015;  
Drawing no. T.0283 38F, dated 09/05/2016 (only in so far as it relates to the access points serving the development hereby approved);  
Drawing P682 SK 014 Rev 2 (Langton Grove Access);  
Drawing P681/011 Rev 07 (Castleton Way Access);  
Drawing P681/011A Rev 07 (Castleton Way Access with Indicative School Drop-Off Area).

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

#### 5. ACTION REQUIRED PRIOR TO COMMENCEMENT OF WORKS: APPROVAL OF PHASING OF DEVELOPMENT

Before any development is commenced a scheme for the carrying out of the development in successive phases (including trigger points for each successive phase following the first) shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be completed in accordance with those phases of development as may be agreed.

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.

#### 6. SPECIFIC RESTRICTION ON DEVELOPMENT: AMOUNT OF RESIDENTIAL DEVELOPMENT

The quantum of residential development shall be limited to a maximum of 280 no. dwellings and a 60 no. bedroom care home.

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

7. SPECIFIC RESTRICTION ON DEVELOPMENT: LIMIT ON NUMBER OF STOREYS (CARE HOME)

The care home hereby approved shall be of a maximum of two storeys in height.

Reason - In order to secure a design that is appropriate for its location and so as to protect the visual amenities and character of the area, the historic environment and to safeguard local distinctiveness.

8. SPECIFIC REQUIREMENT OF DEVELOPMENT: ECOLOGICAL MITIGATION

The development shall be implemented and completed in accordance with those recommendations as set out within the following documents:

Phase 1 Habitat Survey, JBA Consulting (September 2014);  
Breeding Bird Survey, MLM Environmental (October 2015);  
Great Crested Newt Survey, MLM Environmental (October 2015);  
Reptile Survey, MLM Environmental (October 2015).

Reason - In the interests of the adequate safeguarding of biodiversity and ecology.

9. SPECIFIC REQUIREMENT OF DEVELOPMENT: ECOLOGICAL MITIGATION (SKYLARKS)

With the exception of the development phase/parcel at the north-eastern area of the site (as identified on the approved drawings being served by the Langton Grove vehicular access only), no development shall commence until a scheme for the provision of an alternative habitat for skylarks, to compensate for habitat lost through all phases of this scheme, shall be submitted to and approved in writing by the local planning authority.

The approved scheme shall be implemented before the first phase of the development commences and shall be maintained for a period of not less than 10 years.

Reason - In the interests of the adequate safeguarding of biodiversity and ecology.

10. SPECIFIC RESTRICTION ON DEVELOPMENT: PILING AND PENETRATIVE METHODS

Piling or any other foundation designs using penetrative methods shall not be 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 groundwater. The development shall be carried out in accordance with the approved details.

Reason - To adequately protect the aquatic environment from pollution or contamination.

11. SPECIFIC REQUIREMENT OF DEVELOPMENT: SOFT LANDSCAPING SCHEME

Following the approval of the 'soft landscaping scheme' (pursuant to condition 3 above), the 'soft landscaping scheme' shall be implemented in accordance with the approved details within the first planting season (October - March) following the commencement of development, unless otherwise agreed in writing by the Local Planning Authority. The approved 'soft landscaping scheme' shall be carried out in its entirety.

If within a period of five years, any of the existing or proposed plants identified in the approved 'soft landscaping scheme' die, are removed, or in the opinion of the Local Planning Authority become seriously damaged or diseased then they shall be replaced in the next planting season with others of a similar size and species.

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

12. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: SUBMISSION OF RENEWABLES DETAILS WITH RESERVED MATTERS APPLICATION.

Before any development is commenced on any phase, an Energy Strategy detailing how the development can secure the required energy efficiency and sustainability standards of the Local Planning Authority shall be submitted to, and approved in writing by, the Local Planning Authority.

The development shall be implemented in accordance with the approved Energy Strategy and shall not commence above ground level until full Design Stage calculations under the National Calculation Method have been submitted to and approved in writing by the Local Planning Authority demonstrating that the development is capable of achieving the required standard in accordance with the approved Energy Strategy, and any subsequent approved revisions.

Prior to first occupation of the building(s), evidence (e.g. photographs, commissioning certificates and As-Built certificates derived from the National Calculation Methodologies) which demonstrates that the development has been constructed in accordance with the approved Energy Strategy (and any subsequent approved revisions) should be submitted to the Local Planning Authority and approved in writing.

Reason - In order to ensure the long-term sustainability of the development through on-site use of renewable resources and sustainable construction techniques and materials, and to ensure that the development makes the fullest contribution to minimising carbon dioxide emissions in accordance with the development plan.

13. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: DETAILS OF ILLUMINATION

Prior to the erection/installation of any floodlighting or other means of external lighting at the site (other than those relating to highways or estate roads), details to include position, height, aiming points, lighting levels and a polar luminance diagram shall be submitted to and approved, in writing, by the Local Planning Authority.

Vegetation to be affected by any proposed lighting shall be illuminated to a level no greater than 1 lux (strong moonlight).

The lighting shall be carried out and retained as may be approved.

Reason - In the interests of amenity to reduce the impact of night time illumination on the character of the area and in the interests of biodiversity.



14. ACTION REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT -  
ARCHAEOLOGICAL WORKS (1)

No development shall take place on any phase within the 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 the cemetery situated within 'parcel 13a' (as identified on the approved plans) and a management plan for the ongoing protection of this area.

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.

15. ACTION REQUIRED PRIOR TO THE FIRST OCCUPATION OF DEVELOPMENT -  
ARCHAEOLOGICAL WORKS (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 Condition no. 17 above 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.

16. ACTION REQUIRED PRIOR TO COMMENCEMENT OF ANY DEVELOPMENT: WASTE  
MANAGEMENT

No development shall commence on any phase until a waste minimisation and recycling strategy (to include a Site Waste Management Plan) relating to the construction and

occupation stages of the development has been submitted to and approved in writing by the Local Planning Authority.

The development shall be constructed and occupied in accordance with the approved strategy.

Reason - In the interests of minimising and managing waste arising from the development as supported by the National Planning Policy Framework (2012).

17. ACTION REQUIRED PRIOR TO COMMENCEMENT OF ANY DEVELOPMENT: FOUL SEWERAGE DETAILS

No development shall commence on any phase until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

Reason - To prevent environmental and amenity problems arising from flooding.

18. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE - SURFACE WATER DRAINAGE DETAILS

No development shall commence on any phase until details of a scheme for the disposal of surface water has been submitted to and, agreed in writing by, the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Such details shall include:

- a) Design calculations, construction and landscaping details.
- b) Proposed levels
- c) Proposals for water quality control
- d) Means of protecting SuDS, swales basins and soakaways and permeable paving from sediments and compaction.
- e) Erosion protection measures
- f) Plans showing exceedance routes and areas where flooding will occur at a 100 year Return period including climate change.
- g) A programme for its implementation, and
- h) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.
- i) Arrangements to enable any Surface water drainage within in private properties to be accessed and maintained including information and advice on responsibilities to be supplied to future owners.

Reason - To safeguard the ground water environment and minimise the risk of flooding over the lifetime of the development; to ensure clear arrangements are in place for ongoing operation and maintenance.

19. ACTION REQUIRED PRIOR TO COMMENCEMENT: TREE PROTECTION

Any trees shrubs or hedgerows within, or at the boundary of, the development area or relevant phase, 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. 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.

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 - For the avoidance of damage to trees and hedgerows within the site and in the interests of visual amenity and the character and appearance of the area.

20. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: LANDSCAPE MANAGEMENT

Prior to the commencement of development on any phase, a Landscape Management Plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved, in writing, by the Local Planning Authority. The Landscape Management Plan shall be carried out as approved.

The schedule of landscape maintenance shall run for a period of not less than 10 years.

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

21. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: FIRE HYDRANTS

No development shall commence on any phase until details (including the number, locations, timetable for installation and specifications) of the provision of fire hydrants throughout the development have been submitted to, and approved in writing by the Local Planning Authority. The approved hydrants shall be installed in accordance with the approved timetable.

Reason - In the interests of safeguarding residential amenity by providing suitable fire-fighting infrastructure.

22. ACTION REQUIRED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT: CONSTRUCTION MANAGEMENT TO BE AGREED

Prior to the commencement of development on any phase details of the construction methodology shall be submitted to and approved in writing by the Local Planning Authority and shall incorporate the following information:-

- a) Details of the hours of work/construction of the development within which such operations shall take place and the hours within which delivery/collection of materials for the said construction shall take place at the site.
- b) Details of the storage of construction materials on site, including details of their siting and maximum storage height.

- c) Details of how construction and worker traffic and parking shall be managed.
- d) Details of any protection measures for footpaths surrounding the site.
- e) Details of any means of access to the site during construction.
- f) Details of the scheduled timing/phasing of development for the overall construction period.
- g) Details of any wheel washing to be undertaken, management and location it is intended to take place.
- h) Details of the siting of any on site compounds and portaloos.
- i) Details of the method of any demolition to take place, including the recycling and disposal of said materials resulting from demolition.

The construction shall at all times be undertaken in accordance with the agreed methodology 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 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 PRIOR TO COMMENCEMENT OF DEVELOPMENT - PRE COMMENCEMENT CONDITION: LAND CONTAMINATION (1)

No development shall take place on any phase until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- a) A preliminary risk assessment which has identified: all previous uses potential contaminants associated with those uses a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.
- b) A site investigation scheme, based on (1) above to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- c) The results of the site investigation and detailed risk assessment referred to in (2) above and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) above are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors. This condition is required to be agreed prior to the commencement of any development to ensure health and safety is secured early for both development and its construction including the health

of all workers during all phases of construction. If agreement was sought at any later stage there is an unacceptable risk to health and safety.

24. ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT - PRE COMMENCEMENT CONDITION: LAND CONTAMINATION (2)

No occupation of each phase of development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems.

25. ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT - PRE COMMENCEMENT CONDITION: LAND CONTAMINATION (3)

No development shall take place on any phase until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems.

26. ACTION REQUIRED PRIOR TO COMMENCEMENT OF DEVELOPMENT - PRE COMMENCEMENT CONDITION: CONTAMINATION (4)

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 ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors.

27. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: HIGHWAYS (1)

With the exception of the development phase/parcel at the north-eastern area of the site (as identified on the approved drawings being served by the Langton Grove vehicular access only), no part of the development shall be commenced until details of the proposed new roundabout access from Castleton Way (in accordance with Drawing P681/011A Rev 07) has been submitted to and approved in writing by the Local Planning Authority. The approved access shall be laid out and constructed in its entirety prior to any part of the development being occupied. Thereafter the access shall be retained in its approved form.

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

28. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: HIGHWAYS (2)

With the exception of the development phase/parcel at the north-eastern area of the site (as identified on the approved drawings being served by the Langton Grove vehicular access only), no part of the development shall be commenced until details of the proposed new Zebra crossing and School Drop Off Parking Area (in accordance with Drawing P681/011A Rev 07) has been submitted to and approved in writing by the Local Planning Authority. The approved crossing and parking area shall be laid out and constructed in its entirety prior to first occupation of any property on the site. Thereafter the parking area and crossing shall be retained in its approved form.

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

29. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: HIGHWAYS (3)

No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least base course level or above in accordance with the approved details except with the written agreement of the Local Planning Authority.

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

30. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: HIGHWAYS (4)

The new estate road junction with Castleton Way, inclusive of cleared land within the sight splays to this junction, must be formed prior to any other works commencing or delivery of any other materials.

Reason - To ensure a safe access to the site is provided before other works and to facilitate off street parking for site workers in the interests of highway safety.

31. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: HIGHWAYS (5)

Before the development hereby permitted is commenced details of the travel arrangements to and from the site for employees and customers in the form of a 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 the development is first occupied and thereafter adhered to.

Reason - In the interests of sustainable development, as supported by the principles and policies contained within the NPPF.

32. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: HIGHWAYS (6)

All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence. No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan. The site operator shall 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 - To reduce and / or remove as far as is reasonably possible the effects of HGV traffic in sensitive areas.

33. ACTION REQUIRED IN ACCORDANCE WITH A SPECIFIC TIMETABLE: HIGHWAYS (7)

The approved Langton Grove access (Drawing P682 SK 014 Rev 2) shall be laid out and constructed in its entirety prior to any dwelling within the development phase/parcel at the north-eastern area of the site (as identified on the approved drawings being served by the Langton Grove vehicular access only) being occupied. Thereafter the access shall be retained in its approved form.

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

**NOTES:**

1. When determining planning applications the Town and Country Planning (Development Management Procedure) (England) Order 2015 requires Local Planning Authorities to explain how in dealing with the application they have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application. In this case the Local Planning Authority worked with the agent/applicant to address issues including heritage, highways, flood risk and safeguarding from accidents. Following minor amendments/amplifications, additional information received and subsequent re-consultation exercises, the Local Planning Authority was able to reach a decision having had regard for all material planning considerations and relevant statutory duties and responsibilities.

2. 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.

3. The submitted scheme of archaeological investigation should be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.
4. 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.
5. 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.
6. 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 at Phoenix House, 3 Goddard Road, Ipswich IP1 5NP. Telephone 01473 341414. A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

7. 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.
8. 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.

This relates to document reference: 3563/15

**Signed: Philip Isbell**

**Dated: 27th March 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.