

Consultee Comments for Planning Application DC/21/05596

Application Summary

Application Number: DC/21/05596

Address: Land At Pippes Ford A14 Slip Off To A140 Coddenham Suffolk IP6 8LJ

Proposal: Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site

Case Officer: Vincent Pearce

Consultee Details

Name: Mrs Sue Frankis

Address: 24 Church Crescent, Sproughton, Ipswich, Suffolk IP8 3BJ

Email: Not Available

On Behalf Of: Coddenham Parish Clerk

Comments

At a meeting of Coddenham Parish Council, held on 17 March 2022, the Council unanimously agreed to put forward a recommendation of OBJECTION to p.a. DC/21/05596, additional documents submitted, citing the reasons given in our original submission of OBJECTION.

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Name: Mrs Sue Frankis

Address: 24 Church Crescent, Sproughton, Ipswich, Suffolk IP8 3BJ

Email: Not Available

On Behalf Of: Coddenham Parish Clerk

Comments

Coddenham Parish Council has considered application DC/21/05596 and is unanimously unimpressed by the submission; the Council strongly recommend that it be REFUSED planning permission. This application does not contain any new details sufficient to overcome the Parish Council's previously strong objections of application DC/21/00487 or those raised in the Refusal Notice. It does instead appear to be complaining that the applicant wasn't given the opportunity to comment on responses received by MSDC during the consultation process of the previous application (they were of course available on the MSDC planning pages).

The Parish Council was relieved to receive notification that application DC/21/00487 was refused permission although we are surprised that the very obvious highway safety issues concerning the access were omitted.

Furthermore, the impact of a proposed screen fence of 'up to 2 metres in height' should be singled out for specific criticism as being totally unacceptable intrusion into the countryside and for what reason?

No doubt the sheep grazing element of the application will be deleted as such a use of land does not require specific planning permission as it is not 'development' as defined.

Coddenham Parish Council urges MSDC to REFUSE the application taking into account the above comments together with all of the written objections previously submitted.

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Case Officer: Jasmine Whyard

Consultee Details

Name: Mr Kevin Hunter

Address: Needham Market Community Centre, School Street, Needham Market Ipswich, Suffolk IP6 8BB

Email: Not Available

On Behalf Of: Needham Market Town Council

Comments

Needham Market Town Council further reiterates its grounds of strong objection as it made in response to the original application, as follows: The proposed development site is situated in a relatively tranquil area beside the River Gipping. The River Gipping Walk is an important recreational facility both for the local community and beyond. It is a key factor in attracting visitors to the town which is critical to supporting the local economy. In that and many other respects the proposed use of the site is fundamentally unsuited to its location and there are numerous other commercial sites readily available to accommodate the proposed business use. The relevant land allocations are identified in the local Planning Authorities Core Strategy Focussed Review and the emerging Joint Local Plan. The purpose of those documents is primarily to direct future housing and employment growth to appropriate locations. The proposed business use will generate considerable pollution totally alien to its location and which will cause significant intrusion and irreparable damage to local biodiversity and, more generally the environment, the future of which is finely balanced. The proposals are also contrary to the development of Needham Market as set out in Needham Market Neighbourhood Plan.

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Case Officer: Vincent Pearce

Consultee Details

Name: Mr Kevin Hunter

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Email: Not Available

On Behalf Of: Needham Market Town Council

Comments

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Consultee Details

Name: Mr Kevin Hunter

Address: Needham Market Community Centre, School Street, Needham Market Ipswich, Suffolk IP6 8BB

Email: Not Available

On Behalf Of: Needham Market Town Council

Comments

Needham Market Town Council finds the application has no more distinction nor merit than its predecessor DC/21/00487 and therefore reiterates its grounds of strong objection, as follows:

The proposed development site is situated in a relatively tranquil area beside the River Gipping. The River Gipping Walk is an important recreational facility both for the local community and beyond. It is a key factor in attracting visitors to the town which is critical to supporting the local economy. In that and many other respects the proposed use of the site is fundamentally unsuited to its location and there are numerous other commercial sites readily available to accommodate the proposed business use. The relevant land allocations are identified in the local Planning Authoritys Core Strategy Focussed Review and the emerging Joint Local Plan. The purpose of those documents is primarily to direct future housing and employment growth to appropriate locations.

The proposed business use will generate considerable pollution totally alien to its location and which will cause significant intrusion and irreparable damage to local biodiversity and, more generally the environment, the future of which is finely balanced.

The National Planning Policy Framework (in particular paragraphs 170, 175, 180 and 183) includes many provisions relating to acceptable use of land and conserving the environment which the proposed use is wholly contrary to.

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Case Officer: Vincent Pearce

Consultee Details

Name: Mr Kevin Hunter

Address: Needham Market Community Centre, School Street, Needham Market Ipswich, Suffolk IP6 8BB

Email: Not Available

On Behalf Of: Needham Market Town Council

Comments

The Town Council continues to strongly object to the proposed use of the land for the purposes set out in the planning application, which should be REFUSED.

The proposed development site is situated in a relatively tranquil area beside the River Gipping. The River Gipping Walk is an important recreational facility both for the local community and beyond. It is a key factor in attracting visitors to the town which is critical to supporting the local economy. In that and many other respects the proposed use of the site is fundamentally unsuited to its location and there are numerous other commercial sites readily available to accommodate the proposed business use. The relevant land allocations are identified in the local Planning Authoritys Core Strategy Focussed Review and the emerging Joint Local Plan. The purpose of those documents is primarily to direct future housing and employment growth to appropriate locations.

The proposed business use will generate considerable pollution totally alien to its location and which will cause significant intrusion and irreparable damage to local biodiversity and, more generally the environment, the future of which is finely balanced.

The National Planning Policy Framework (in particular paragraphs 170, 175, 180 and 183) includes many provisions relating to acceptable use of land and conserving the environment which the proposed use is wholly contrary to.

This latest planning application includes nothing that reasonably or reliably mitigates the principles of development nor the impacts on landscape, amenity and natural environmental settings, or the

impact of amenity noise, that justified the refusal of the previous planning application DC/21/00487. It should therefore be summarily refused for the same reasons.

Our Ref: 21_05439_P
Your Ref: DC/21/05596

02 November 2021

Dear Sir/Madam

RE: Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site at Land At PIPPS FORD A14 Slip Off To A140 Coddendam Suffolk IP6 8LJ

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

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

- I note that the applicant intends to implement a drainage strategy to manage surface water runoff based on a series of SuDS features, including the use of swales and an infiltration basin, as per the Flood Risk Assessment and Drainage Strategy (Ingent Consulting Engineers, 2021). We recommend that the proposed SuDS features are designed and maintained in line with the [Non-Statutory technical standards for sustainable drainage systems \(SuDS\)](#). I note that the drainage strategy intends to mimic the existing regime and may include an overflow discharge to the River Gipping. I recommend that the Environment Agency, as regulator of main rivers, is consulted prior to any discharge of surface water to the River Gipping.
- I note that the applicant has not indicated how treated foul water from their site will be disposed of, beyond the use of a package treatment plant. If the applicant wishes to discharge foul water to an ordinary watercourse this proposal will require land drainage consent in line with the Board's byelaws (specifically byelaw 3). However, if the applicant intends to discharge treated



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

Phil Camamile (Chief Executive)

Constituted by The East Suffolk Internal Drainage Board Order 2008
Statutory Instrument 2008 No 750



foul water to the main river (River Gipping), the Board is not the relevant regulator and the Environment Agency should be consulted.

- I am not aware of any riparian owned/maintained watercourses within or adjacent to the site boundary. However, this should be confirmed by the applicant. If the proposals do involve the alteration of a watercourse, consent would be required under the Land Drainage Act 1991 (and Byelaw 4).

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

Kind Regards,

Will

William Chandler
Sustainable Development Officer
Water Management Alliance

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

Our ref: AE/2021/126601/01-L01
Your ref: DC/21/05596
Date: 29 November 2021

Dear Sir/Madam

PLANNING APPLICATION. CHANGE OF USE OF PART OF LAND TO USE AS A CONSTRUCTION AND AGRICULTURAL TRAINING FACILITY INCLUDING NEW TRAINING CENTRE AND ASSOCIATED CAR PARK AND HARDSTAND, EQUIPMENT/MACHINERY STORE AND SCAFFOLD AREA. CHANGE OF USE OF REMAINDER OF LAND TO USE FOR THE GRAZING OF HORSES AND SHEEP INCLUDING NEW STABLES AND STORAGE SHED. ASSOCIATED FENCING AND LANDSCAPING AND ALTERATIONS TO EXISTING ACCESS TO SITE LAND AT PIPPS FORD A14 SLIP OFF TO A140 CODDENHAM SUFFOLK IP6 8LJ

Thank you for consulting us on the above application, we have reviewed the documents as submitted and can confirm that we have no objection to the proposed development. We have provided information below in relation to Flood Risk Activity Permits for the applicant below.

Flood Risk Activity Permit

The applicant may need an environmental permit for flood risk activities if they want to do work in, under, over or within 8 metres (m) from a fluvial main river and from any flood defence structure or culvert or 16m from a tidal main river and from any flood defence structure or culvert. The Gipping, is designated a 'main river'.

Application forms and further information can be found at:

<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>. Anyone carrying out these activities without a permit where one is required, is breaking the law.

We trust the above is useful.

Yours faithfully



**Miss Natalie Kermath
Planning Advisor**

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

End



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Martin Fellows (Regional Director)
Operations Directorate
East Region
National Highways
PlanningEE@highwaysengland.co.uk

To: Babergh and Mid Suffolk District Councils

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: DC/21/05596

National Highways Ref: 92915

Location: Land at Pippas Ford, A14 off Slip to A140, Coddendam, Suffolk, IP6 8LJ

Proposal: Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site

Referring to the consultation on a planning application dated 13 October 2021, referenced above, in the vicinity of the A14 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:


- ~~a) offer no objection (see reasons at Annex A);~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

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

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

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: 	Date: 25 February 2022
Name: Eric Cooper	Position: Spatial Planning Manager
National Highways Highways England Woodlands Manton Lane Bedford MK41 7LW	

Annex A National Highway's assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regards to DC/21/05596 and has been prepared by Eric Cooper.

This proposed development application site is located to the southwest of the A14 Junction 51 Beacon Hill Interchange. The existing site access is via a local road off the circulatory carriageway of the junction, adjacent to the A14 northbound exit slip road. National Highways is responsible for the A14 and its slip roads, whilst the junction is the responsibility of the local highway authority.

Further to our response of 10 December 2021, National Highways has held discussions on the impact of the proposals on the operation of the junction to ensure that it can operate safely with the development in place. These discussions have now concluded, and I am pleased that subject to the following condition, National Highways offers no objection.

- Prior to coming into beneficial use, the works as detailed on drawing Titled: Access Proposals, Drawing Number: 2003-444/001G Revision G shall have been completed to the satisfaction of the planning authority in consultation with National Highways and Suffolk County Council

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

It is requested that the following informative is added to any planning consent:

Third Party Works (Section 278 Agreements)

If as part of development proposals, there is a need to alter the trunk road network either to provide access on to it or to provide improvements to the road and its junctions, in order to mitigate the impact of the development, then the developer will need to enter in an arrangement with National Highways to procure and deliver these works.

This is undertaken by entering into a Section 278 Agreement of the Highways Act, 1980, as amended by section 23 of the New Roads and Street Works Act 1991, with Highways England.

The Agreement provides a financial mechanism for ensuring delivery of the mitigation works identified and determined as necessary for planning permission to be granted. This protects the Public owned Company against the risk of carrying out the works without adequate funds being in place.

Following granting of planning consent, the developer should contact the Highways England to discuss taking these matters forward. In the first instance they should contact: operationseastthirdpartyschemes@highwaysengland.co.uk

There are a number of key points that should be noted in the delivery of highway works:

- It will be necessary to underwrite the whole cost of the works required under the S278 Agreement. This will include:
 - The preparation of the cost estimate by our Service Provider

National Highways employs the Service Provider who provides day to day operational support to maintaining and operating the trunk road network. The Cost Estimate is the initial estimate of all the costs associated with implementing the scheme and provides the initial basis for entering into a S278

agreement. This can be split into two stages – Stage 1 design checking and Stage 2 supervision

- o Review of the design of proposed works agreed at the planning stage.

Sometimes there is a significant delay between agreeing highway measures at the planning stage, receiving planning consent and implementation. The check is to ensure the proposed works are still appropriate in light of any changing circumstances.

- o Site supervision.

The cost of supervising any highway works to be undertaken. This is to ensure works are implemented in accordance with current standards and in a safe and appropriate manner

- o Temporary Traffic Management (if required)

Temporary Traffic Management is a system of road traffic signs, placement of traffic cones required to ensure that road works can be carried out safely whilst still allowing traffic to proceed in a safe manner.

- o Scheme works

The costs of the works

- o Road safety audits (RSAs)

There are four different stages of Road Safety Audits depending on the stage of implementation of the works. The audits ensure that the highway design is safe to use. RSA Stage 1 is an initial safety audit check undertaken as part of the planning application process. RSA Stage 2 is normally carried out prior to works on site commencing and Stage 3 is normally carried out once the works are complete. RSA Stage 4A & B is a check of the operation of the scheme once the works have been completed and are open to traffic. Usually Stage 4A 18 months and Stage 4B 42months after works completed.

- o Highway England's administration fee

This sum covers all the administrative costs associated with processing and progressing the S278 works through to completion

- o Maintenance commuted lump sum payment (CLS) (if required)

This sum covers the maintenance to be undertaken by Highways England relating to elements of the proposed highway scheme and is calculated on the basis of a 60 years evaluation period in accordance with Her Majesty's Treasury guidelines.

- Land Compensation Act 1973, Part 1 Claims (if required)

There is the potential for claims by adjoining property and/or land owners affected by the highway works under the Land Compensation Act 1973. This applies to individual property owners who consider they may have a right to compensation where the value of an interest in land is depreciated by physical factors caused by the highway works, such as an increase in traffic noise due to re-alignment of the carriageway and the provision of artificial lighting or traffic signals.

- It should be noted that before any works can take place, the S278 Agreement will need to be signed and all the estimated costs, including administrative costs and Agents fees, will have to be paid prior to the commencement of the highways works. National Highways is not allowed under statute to bear any cost associated with the drawing up of the Agreement, or related design and construction costs.

It is likely that any work on National Highway's Network will have to be carried out at night, we will do all we can to coordinate roadworks to reduce impact both on road users and to reduce costs

Further Information regarding S278 Agreements

This is an initial guidance on the need for a S278 agreement. Further information on S278s can be found by contacting National Highways using the contact details above.

Date: 28 March 2022
Our ref: 386645
Your ref: DC/21/05596



Mid Suffolk District Council

BY EMAIL ONLY

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

T 0300 060 3900

Dear Sir/Madam,

Planning consultation: COU of part of land for construction & agricultural training facility, new training centre, car park & hardstand, equipment/machinery store & scaffold area. COU of remaining land for grazing horses & sheep, new stables & storage shed, fencing, landscaping & alterations to existing access

Location: Land at Pipp's Ford A14 Slip Off to A140 Coddensham Suffolk IP6 8LJ

Thank you for your consultation on the above dated 11 March 2022 which was received by Natural England on 11 March 2022

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

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

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

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

Sites of Special Scientific Interest

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

Sites of Special Scientific Interest Impact Risk Zones

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

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

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

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

Yours faithfully

Loz Burrige
Consultations Team

Annex A – Additional advice

Natural England offers the following additional advice:

Landscape

Paragraph 174 of the [National Planning Policy Framework](#) (NPPF) highlights the need to protect and enhance valued landscapes through the planning system. This application may present opportunities to protect and enhance locally valued landscapes, including any local landscape designations. You may want to consider whether any local landscape features or characteristics (such as ponds, woodland, or dry-stone walls) could be incorporated into the development to respond to and enhance local landscape character and distinctiveness, in line with any local landscape character assessments. Where the impacts of development are likely to be significant, a Landscape & Visual Impact Assessment should be provided with the proposal to inform decision making. We refer you to the [Landscape Institute](#) Guidelines for Landscape and Visual Impact Assessment for further guidance.

Best and most versatile agricultural land and soils

Local planning authorities are responsible for ensuring that they have sufficient detailed agricultural land classification (ALC) information to apply NPPF policies (Paragraphs 174 and 175). This is the case regardless of whether the proposed development is sufficiently large to consult Natural England. Further information is contained in [GOV.UK guidance](#). Agricultural Land Classification information is available on the [Magic](#) website on the [Data.Gov.uk](#) website. If you consider the proposal has significant implications for further loss of 'best and most versatile' agricultural land, we would be pleased to discuss the matter further.

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

Protected Species

Natural England has produced [standing advice](#)¹ to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a Site of Special Scientific Interest or in exceptional circumstances.

Local sites and priority habitats and species

You should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraphs 175 and 179 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geoconservation groups or recording societies.

Priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. List of priority habitats and species can be found [here](#)². Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found [here](#).

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

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

Ancient woodland, ancient and veteran trees

You should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 180 of the NPPF. Natural England maintains the Ancient Woodland [Inventory](#) which can help identify ancient woodland. Natural England and the Forestry Commission have produced [standing advice](#) for planning authorities in relation to ancient woodland and ancient and veteran trees. It should be taken into account by planning authorities when determining relevant planning applications. Natural England will only provide bespoke advice on ancient woodland, ancient and veteran trees where they form part of a Site of Special Scientific Interest or in exceptional circumstances.

Environmental gains

Development should provide net gains for biodiversity in line with the NPPF paragraphs 174(d), 179 and 180. Development also provides opportunities to secure wider environmental gains, as outlined in the NPPF (paragraphs 8, 73, 104, 120, 174, 175 and 180). We advise you to follow the mitigation hierarchy as set out in paragraph 180 of the NPPF and firstly consider what existing environmental features on and around the site can be retained or enhanced or what new features could be incorporated into the development proposal. Where onsite measures are not possible, you should consider off site measures. Opportunities for enhancement might include:

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

Natural England's [Biodiversity Metric 3.0](#) may be used to calculate biodiversity losses and gains for terrestrial and intertidal habitats and can be used to inform any development project. For small development sites the [Small Sites Metric](#) may be used. This is a simplified version of [Biodiversity Metric 3.0](#) and is designed for use where certain criteria are met. It is available as a beta test version.

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

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

Natural England's [Environmental Benefits from Nature tool](#) may be used to identify opportunities to enhance wider benefits from nature and to avoid and minimise any negative impacts. It is designed to work alongside [Biodiversity Metric 3.0](#) and is available as a beta test version.

Access and Recreation

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

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

Paragraphs 100 and 174 of the NPPF highlight the important of public rights of way and access. Development should consider potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development. Consideration should also be given to the potential impacts on the any nearby National Trails. The National Trails website www.nationaltrail.co.uk provides information including contact details for the National Trail Officer. Appropriate mitigation measures should be incorporated for any adverse impacts.

Biodiversity duty

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

Growth, Highways and Infrastructure
Bury Resource Centre
Hollow Road
Bury St Edmunds
Suffolk
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: Dr Hannah Cutler
Direct Line: 01284 741229
Email: Hannah.Cutler@suffolk.gov.uk
Web: <http://www.suffolk.gov.uk>

Our Ref: 2021_05596
Date: 14/10/21

For the Attention of Elizabeth Thomas

Dear Mr Isbell

Planning Application DC/21/05596 – Land Adjoining A14 Slip Off To A140, Coddendam Suffolk: Archaeology

This site lies in an area of archaeological potential recorded on the County Historic Environment Record. The Gipping Valley is dense with archaeological remains of all periods and this site is close to known cropmarks and finds, including Mesolithic finds and the important Coddendam-Baylam Roman Site. (CDD 003, 006, 060, BRK 104, 016). As a result, there is high potential for the discovery of below-ground heritage assets of archaeological importance within this area, and groundworks associated with the development have the potential to damage or destroy any archaeological remains which exist.

There are no grounds to consider refusal of permission in order to achieve preservation *in situ* of any important heritage assets. However, in accordance with the *National Planning Policy Framework* (Paragraph 205), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

In this case the following two conditions would be appropriate:

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

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

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment

- c. Provision to be made for analysis of the site investigation and recording
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e. Provision to be made for archive deposition of the analysis and records of the site investigation
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

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

REASON:

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

INFORMATIVE:

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

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

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

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

Yours sincerely,

Hannah Cutler

Archaeological Officer
Conservation Team

Your Ref: DC/21/05596
Our Ref: SCC/CON/0737/22
Date: 7 March 2022
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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

Email: planning@babberghmidsuffolk.gov.uk

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

For the attention of: Vincent Pearce - MSDC

Dear Vincent

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/05596

PROPOSAL: Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site

LOCATION: Land At PIPPS FORD, A14 Slip Off To A140, CODDENHAM, SUFFOLK IP6 8LJ

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

It is noted that following the previously requested Road Safety Audit and subsequent access design revisions, National Highways have now accepted the proposal and recommended a planning condition related to the access and associated highway works. SCC as local Highway Authority also accept and require the inclusion of that condition along with those listed below:

Recommended conditions in addition to the National Highways access condition:

Condition: Before the access is first used visibility splays shall be provided as shown on Drawing No. 002A and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.

Reason: To ensure drivers of vehicles entering the highway have sufficient visibility to manoeuvre safely including giving way to approaching users of the highway without them having to take avoiding action and to ensure drivers of vehicles on the public highway have sufficient warning of a vehicle emerging in order to take avoiding action, if necessary.

Condition: The use shall not commence until the area(s) within the site shown on drawing no. 1820/20/01 Rev N for the purposes of loading, unloading, manoeuvring and parking of vehicles has / have been provided and thereafter the area(s) shall be retained, maintained and used for no other purposes.

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

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

Reason: In accordance with the current Suffolk Guidance for Parking.

Condition: Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway including any system to dispose of the water. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

Reason: To prevent hazards caused by flowing water or ice on the highway.

Condition: Before the development is commenced details of the areas to be provided for the storage and presentation for collection/emptying of refuse and recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that space is provided for refuse and recycling bins to be stored and presented for emptying and left by operatives after emptying clear of the highway and access to avoid causing obstruction and dangers for the public using the highway.

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

The Construction Management Plan shall include the following matters:

- a) parking and turning for vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) piling techniques (if applicable)
- d) storage of plant and materials
- e) provision and use of wheel washing facilities
- f) programme of site and all associated works such as utilities including details of traffic management necessary to undertake these works
- g) site working and delivery times
- h) a communications plan to inform local residents of the program of works
- i) provision of boundary hoarding and lighting
- j) details of proposed means of dust suppression
- k) details of measures to prevent mud from vehicles leaving the site during construction
- l) haul routes for construction traffic on the highway network and
- m) monitoring and review mechanisms.
- n) Details of deliveries times to the site during construction phase.

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

Notes:

Note: 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.

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. For further information please visit:

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/>"

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

Your Ref: DC/21/05596
Our Ref: SCC/CON/4728/21
Date: 2 November 2021
Highways Enquiries to: Highways.DevelopmentControl@suffolk.gov.uk



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

Email: planning@babberghmidsuffolk.gov.uk

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

For the attention of: Elizabeth Thomas - MSDC

Dear Elizabeth

TOWN AND COUNTRY PLANNING ACT 1990 CONSULTATION RETURN: DC/21/05596

PROPOSAL: Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site

LOCATION: Land At Pipp's Ford, A14 Slip Off To A140, Coddensham, Suffolk IP6 8LJ

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

Holding objection until the following comment has been addressed:

Whilst the proposal is potentially acceptable to the Highway Authority, the amendment to the existing highway access point to accommodate increased traffic flows is located on a very highly trafficked roundabout with a significant number of recorded injury accidents. The access point is very close to the existing A14 off slip and would be subject to intensive increased use (as training courses start and finish) at certain times. Subsequently, a stage 1 Road Safety Audit should be carried on the proposed amendment to the access point (taking into account the increased use), the first 8 metres of which, is within the existing highway boundary.

Other comments:

It is unclear as to exactly where the speed survey was carried out - the location of the loops should be shared to enable an assessment of the visibility to be made, which at 4.5m set back, would be a departure from standards.

It is also unclear exactly how many attendees and staff will be on-site in total during maximum occupancy, to enable a robust assessment of the parking provision to be made. The parking for staff (5 spaces) appears very low, given that 3-5 admin staff and up to 10 instructors will be employed.

Yours sincerely,

Ben Chester
Senior Transport Planning Engineer
Growth, Highways and Infrastructure

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

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

Your Ref:
Our Ref: FS/F216244
Enquiries to: Water Officer
Direct Line: 01473 260588
E-mail: Fire.BusinessSupport@suffolk.gov.uk
Web Address: <http://www.suffolk.gov.uk>

Date: 14/10/2021

Dear Sirs

LAND AT PIPPS FORD, A14 SLIP OFF TO A140, CODDENHAM, IP6 8LJ
Planning Application No: DC/21/05596
A CONDITION IS REQUIRED FOR FIRE HYDRANTS
(see our required conditions)

I refer to the above application.

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

Access and Fire Fighting Facilities

Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations Approved Document B, (Fire Safety), 2019 Edition, Volume 1 - Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of buildings other than dwelling houses. These requirements may be satisfied with other equivalent standards relating to access for fire fighting, in which case those standards should be quoted in correspondence.

Suffolk Fire and Rescue Service also requires a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Approved Document B, 2019 Edition.

Water Supplies

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

/continued

OFFICIAL

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

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

Sprinklers Advised

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

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

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

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Enc: Hydrant requirement letter

Copy: benelvinplanning@gmail.com

Enc: Sprinkler information

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

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

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

Date: 14 October 2021

Planning Ref: DC/21/05596

Dear Sirs

**RE: PROVISION OF WATER FOR FIRE FIGHTING
ADDRESS:
DESCRIPTION:
HYDRANTS REQUIRED**

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

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

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

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

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

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

Continued/

OFFICIAL

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

Yours faithfully

Water Officer

Suffolk Fire and Rescue Service

Created: September 2015

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



Dear Sir/Madam

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

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

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

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

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

Dispelling the Myths of Automatic Fire Sprinklers

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

Promoting the Benefits of Automatic Fire Sprinklers

- They detect a fire in its incipient stage – this will potentially save lives in your premises.
- Sprinklers will control if not extinguish a fire reducing building damage.
- Automatic sprinklers protect the environment; reducing water damage and airborne pollution from smoke and toxic fumes.
- They potentially allow design freedoms in building plans, such as increased compartment size and travel distances.
- They may reduce insurance premiums.
- Automatic fire sprinklers enhance Firefighter safety.

OFFICIAL

- Domestic sprinkler heads are recessed into ceilings and pipe work concealed so you won't even know they're there.
- They support business continuity – insurers report 80% of businesses experiencing a fire will not recover.
- Properly installed and maintained automatic fire sprinklers can provide the safest of environments for you, your family or your employees.
- A desirable safety feature, they may enhance the value of your property and provide an additional sales feature.

The Next Step

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

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

Suffolk Fire and Rescue Service

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

Residential Sprinkler Association

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

British Automatic Fire Sprinkler Association

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

Fire Protection Association

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

Business Sprinkler Alliance

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

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

Yours faithfully

Chief Fire Officer

Suffolk Fire and Rescue Service

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

Sent: 02 Mar 2022 01:53:44

To:

Cc:

Subject: FW: 2022-03-01 JS reply Land At PIPPS Ford, A14 Slip Off To A140, Coddenham, IP6 8LJ Ref DC/21/05596

Attachments:

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

Sent: 01 March 2022 15:29

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

Cc: Vincent Pearce <Vincent.Pearce@baberghmidsuffolk.gov.uk>

Subject: 2022-03-01 JS reply Land At PIPPS Ford, A14 Slip Off To A140, Coddenham, IP6 8LJ Ref DC/21/05596

Dear Vincent Pearce,

Subject: Land At PIPPS Ford, A14 Slip Off To A140, Coddenham, IP6 8LJ - Ref DC/21/05596

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/21/05596.

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

- Flood Risk Assessment and Drainage Strategy Ref 2003-444 Rev A (Nov 2021)
- Designers Open SuDS Risk Assessment Ref 2004-444 Rev A
- Proposed Site Layout Plan ref 1820/20/01 N
- Drainage Strategy Ref 2003-444-003 Rev B

We propose the following condition in relation to surface water drainage for this application.

1. The strategy for the disposal of surface water and the Flood Risk Assessment (FRA) (dated Nov 2021, ref: 2003-444 Rev A) shall be implemented as approved in writing by the local planning authority (LPA). The strategy shall thereafter be managed and maintained in accordance with the approved strategy.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained

2. Within 28 days of practical completion of the last dwelling or unit, surface water drainage verification report shall be submitted to the Local Planning Authority, detailing and verifying that the surface water drainage system has been inspected and has been built and functions in accordance with the approved designs and drawings. The report shall include details of all SuDS components and piped networks in an agreed form, for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure that the surface water drainage system has been built in accordance with the approved drawings and is fit to be put into operation and to ensure that the Sustainable Drainage System has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as required under s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-risk-asset-register/>

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

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

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater

<https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/guidance-on-development-and-flood-risk/construction-surface-water-management-plan/>

Informatives

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

Kind Regards

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

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

Sent: 03 Feb 2022 11:05:41

To:

Cc:

Subject: FW: 2022-02-03 JS Reply Land at PIPPS Ford, A14 Slip Off To A140, Coddendam IP6 8LJ Ref DC/21/05596

Attachments:

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

Sent: 03 February 2022 07:38

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

Cc: Elizabeth Thomas <Elizabeth.Thomas@baberghmidsuffolk.gov.uk>

Subject: 2022-02-03 JS Reply Land at PIPPS Ford, A14 Slip Off To A140, Coddendam IP6 8LJ Ref DC/21/05596

Dear Elizabeth Thomas,

Subject: Land at PIPPS Ford, A14 Slip Off To A140, Coddendam IP6 8LJ Ref DC/21/05596

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/21/05596.

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

- Flood Risk Assessment and Drainage Strategy Ref 2003-444 Rev A (Nov 2021)
- Designers Open SuDS Risk Assessment Ref 2004-444
- Proposed Site Layout Plan ref 1820/20/01 N

A holding objection is necessary because some of the points from the LLFA's previous consultation reply have not been addressed fully.

The holding objection is a temporary position to allow reasonable time for the applicant and the LLFA to discuss what additional information is required 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 to overcome our current objection:-

1. Update the proposed site layout plan to include the SuDS basin (*note this document is with in the FRA as well as a standalone document Ref 1820/20/01 L*)
2. Resubmit the landscaping plans so that they include the SuDs features and included a five (5) year establishment plan.

Kind Regards

Jason Skilton

Flood & Water Engineer

Suffolk County Council

Growth, Highway & Infrastructure

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

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

From: planningblue@baberghmidsuffolk.gov.uk <planningblue@baberghmidsuffolk.gov.uk>

Sent: 02 February 2022 09:49

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

Subject: MSDC Planning Re-consultation Request - DC/21/05596 - FUL

Please find attached planning re-consultation request letter relating to planning application - DC/21/05596 - Land At PIPPS Ford, A14 Slip Off To A140, Coddendam, Suffolk IP6 8LJ

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

Sent: 18 Oct 2021 12:11:19

To:

Cc:

Subject: 2021-10-18 JS Reply Land At PIPPS Ford, A14 Slip Off To A140, Coddenham IP6 8LJ Ref DC/21/05596

Attachments:

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

Sent: 18 October 2021 08:32

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

Cc: Elizabeth Thomas <Elizabeth.Thomas@baberghmidsuffolk.gov.uk>

Subject: 2021-10-18 JS Reply Land At PIPPS Ford, A14 Slip Off To A140, Coddenham IP6 8LJ Ref DC/21/05596

Dear Elizabeth Thomas,

Subject: Land at PIPPS Ford, A14 Slip Off To A140, Coddenham IP6 8LJ Ref DC/21/05596

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/21/05596.

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

- Flood Risk Assessment and Drainage Strategy Ref 2003-444

A holding objection is necessary because there is some errors/discrepancies between the submitted documents

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. Update the FRA as the location plan is different to the submitted location plan.
2. Update the FRA drainage strategy drawings so that they reflect the proposed development layout
3. Resubmit the landscaping plans so that they include the SuDs features and included a five (5) year establishment plan.
4. Submit a designer's risk assessment for all open SuDs features

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****

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

From: planningblue@baberghmidsuffolk.gov.uk <planningblue@baberghmidsuffolk.gov.uk>

Sent: 13 October 2021 11:59

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

Subject: MSDC Planning Consultation Request - DC/21/05596

Please find attached planning consultation request letter relating to planning application - DC/21/05596 - Land At PIPPS Ford, A14 Slip Off To A140, Coddenham, Suffolk IP6 8LJ

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.

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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.

Your Ref: DC/21/05596
Our Ref: SCC/CON/1313/22
Date: 13 April 2022
Enquiries to: william.manning@suffolk.gov.uk



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

For the attention of: Jasmine Whyard

Dear Jasmine Whyard

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

PROPOSAL: Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed.

Associated fencing and landscaping and alterations to existing access to site

LOCATION: Land At Pippes Ford, A14 Slip Off To A140, Coddham, Suffolk IP6 8LJ

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

Thank you for consulting us on this application, which is located in a mineral's consultation area. As the proposal is of a size lower than the safeguarding thresholds of 5Ha set out in policy MP10 of the Suffolk Minerals and Waste local plan. We, therefore, have no comments to make on this application.

If you have any questions about my comments, please do not hesitate to get in touch.

Yours sincerely,

Billy Manning
Career Grade Planning Officer
Planning Section
Growth, Highways & Infrastructure

From: David Falk <david.falk@suffolk.gov.uk>

Sent: 27 April 2022 10:41

Subject: RE: MSDC Planning Re-consultation Request - DC/21/05596 - FUL *- Land At Pipp's Ford, A14 Slip Off To A140, Coddanham

PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE - REVISED

REF: DC/21/05596

Thank you for your consultation concerning the above application.

Following further discussions we can remove our holding objection to this application on the following basis:

- **Coddanham Public Footpath 27 is maintained on its legal definitive alignment.**
- **Coddanham Public Footpath 27 has a minimum width of 1.5m.**
- **No structures are installed without proper permissions being granted.**
- **Any hedgerow is planted on the paddock side of fencing.**
- **As per bullet 7. below, any hedgerow is planted a minimum of 2.0m from the edge of the PROW and any fencing a minimum of 0.5m from the edge of the PROW.**

The following points must also all be taken into account:

1. **PROW MUST remain open, unobstructed, and safe for the public to use at all times, including throughout any construction period.** If it is necessary to temporarily close or divert a PROW, the appropriate process must be followed (please see points 4 and 5 below).
2. 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.

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

4. **The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW.** It DOES NOT give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:
- **To apply for permission to carry out work on a PROW**, or seek a temporary closure – <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/> or telephone 0345 606 6071. PLEASE NOTE, that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.
 - **To apply for permission for structures** such as gates to be constructed on a PROW – contact the relevant Area Rights of Way Team - contact the relevant Area Rights of Way Team <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.
5. **To apply for permission for a PROW to be stopped up or diverted** within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> PLEASE NOTE, that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.
6. Under Section 167 of the Highways Act 1980 any **structural retaining wall** within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.
7. Any **hedges adjacent to PROW** must be planted a minimum of 2.0 metres from the edge of the path in order to allow for annual growth. The landowner is responsible for the maintenance of the hedge and hedges must not 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 metre 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.
8. **There may be a further requirement to enhance the PROW network relating to this development. If this is the case, a separate response will contain any further information.**

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/.

Thank you for taking the time to consider this response.

Public Rights of Way Team
Growth, Highways and Infrastructure
Suffolk County Council

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

Sent: 11 Apr 2022 11:53:02

To:

Cc:

Subject: FW: MSDC Planning Re-consultation Request - DC/21/05596 - FUL *- Land At Pipp's Ford, A14 Slip Off To A140, Coddendam

Attachments: ufm33_Standard_Re-consultation_Letter.pdf

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

Sent: 08 April 2022 16:24

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

Cc: GHI PROW Planning <PROWplanning@suffolk.gov.uk>; Annette Robinson <Annette.Robinson@suffolk.gov.uk>; Debbie Adams <Debbie.Adams@suffolk.gov.uk>; Sharon Berry (MSDC) <Sharon.Berry@babberghmidsuffolk.gov.uk>; Jasmine Whyard <Jasmine.Whyard@babberghmidsuffolk.gov.uk>

Subject: RE: MSDC Planning Re-consultation Request - DC/21/05596 - FUL *- Land At Pipp's Ford, A14 Slip Off To A140, Coddendam

PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE

REF: DC/21/05596 – FUL: Reason(s) for re-consultation: Please see document submitted 11.03.22

Thank you for your consultation concerning the above application.

As previously highlighted, the proposed site does a public right of way (PROW): Coddendam Public Footpath 27. The Definitive Map for Coddendam can be seen at: <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-rights-of-way/Coddendam.pdf>.

We object to this proposal on the following grounds:

- **Our previous response dated 25 February 2022 included the following:**
 - **The public right of way should be separated from the Equestrian Area with open style post and rail fencing. Please note, fencing must be a minimum of 0.5m from the edge of the public right of way, effectively making a path width of a minimum of 2.5m.**
- **In addition, our previous response dated 15th October 2021 included the following:**
 - **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 and 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: contact prow.east@suffolk.gov.uk.**
- **Of the documents submitted 11.03.22 is 'Drawing Details: Proposed Site Plan – Number: 1820/20/01'. This does not appear to reflect the above requests.**
- **Four gates are depicted along Coddendam Public Footpath 27 which we do not authorise.**
- **As above, Coddendam Public Footpath 27 should be fenced off entirely from the Equestrian Area.**
- **The hedges depicted alongside Coddendam Public Footpath 27 by the 'Grass training area' should be field side of a fence beside the PROW. In addition, hedges must be a minimum of 2m from the edge of the PROW effectively making a corridor of a minimum 5.5m width.**

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/.

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

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

From: planningblue@baberghmidsuffolk.gov.uk <planningblue@baberghmidsuffolk.gov.uk>

Sent: 11 March 2022 15:11

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

Subject: MSDC Planning Re-consultation Request - DC/21/05596 - FUL *- Land At Pippes Ford, A14 Slip Off To A140, Coddham

Please find attached planning re-consultation request letter relating to planning application - DC/21/05596 - Land At Pippes Ford, A14 Slip Off To A140, Coddham, Suffolk IP6 8LJ

Kind Regards

Planning Support Team

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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 Blue <planningblue@babberghmidsuffolk.gov.uk>

Sent: 25 Feb 2022 02:50:56

To:

Cc:

Subject: FW: MSDC Planning Re-consultation Request - DC/21/05596 - FUL *Land At PIPPS Ford, A14 Slip Off To A140, Coddenham

Attachments: ufm33_Standard_Re-consultation_Letter.pdf

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

Sent: 25 February 2022 12:58

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

Cc: GHI PROW Planning <PROWplanning@suffolk.gov.uk>; Debbie Adams <Debbie.Adams@suffolk.gov.uk>; Sharon Berry (MSDC) <Sharon.Berry@babberghmidsuffolk.gov.uk>; Steve Kerr <Steve.Kerr@suffolk.gov.uk>; Ben Chester <Ben.Chester@suffolk.gov.uk>

Subject: RE: MSDC Planning Re-consultation Request - DC/21/05596 - FUL *Land At PIPPS Ford, A14 Slip Off To A140, Coddenham

PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE

REF: DC/21/05596

Thank you for your consultation concerning the above application.

The per our previous response of 15 October 2021, the proposed site does contain a public right of way (PROW): Coddenham Public Footpath 27. The Definitive Map for Coddenham can be seen at: <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-rights-of-way/Coddenham.pdf>

We accept this proposal subject to the following:

- **A detailed plot of public rights of way should be requested by the Applicant to ensure Coddenham Public Footpath 27 is accurately plotted on all relevant plans. Please contact DefinitiveMaps@suffolk.gov.uk for more information. Note, there is a fee for this service.**
- **The public right of way should be separated from the Equestrian Area with open style post and rail fencing. Please note, fencing must be a minimum of 0.5m from the edge of the public right of way, effectively making a path width of a minimum of 2.5m.**

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

1. **PROW MUST remain open, unobstructed, and safe for the public to use at all times, including throughout any construction period.** If it is necessary to temporarily close or divert a PROW, the appropriate process must be followed (please see points 4 and 5 below).
2. 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.

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

4. **The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW.** It DOES NOT give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:
 - **To apply for permission to carry out work on a PROW**, or seek a temporary closure – <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/> or telephone 0345 606 6071. PLEASE NOTE, that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.
 - **To apply for permission for structures** such as gates to be constructed on a PROW – contact the relevant Area Rights of Way Team - contact the relevant Area Rights of Way Team <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.
5. **To apply for permission for a PROW to be stopped up or diverted** within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> PLEASE NOTE, that nothing may be done to stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.
6. Under Section 167 of the Highways Act 1980 any **structural retaining wall** within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.
7. Any **hedges adjacent to PROW** must be planted a minimum of 2.0 metres from the edge of the path in order to allow for annual growth. The landowner is responsible for the maintenance of the hedge and hedges must not 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 metre 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.
8. **There may be a further requirement to enhance the PROW network relating to this development. If this is the case, a separate response will contain any further information.**

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/.

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

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

From: planningblue@baberghmidsuffolk.gov.uk <planningblue@baberghmidsuffolk.gov.uk>

Sent: 02 February 2022 09:50

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

Subject: MSDC Planning Re-consultation Request - DC/21/05596 - FUL *Land At Pippes Ford, A14 Slip Off To A140, Coddendam

Please find attached planning re-consultation request letter relating to planning application - DC/21/05596 - Land At Pippes Ford, A14 Slip Off To A140, Coddendam, Suffolk IP6 8LJ

Kind Regards

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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 Blue <planningblue@babberghmidsuffolk.gov.uk>

Sent: 15 Oct 2021 03:35:45

To:

Cc:

Subject: FW: MSDC Planning Consultation Request - DC/21/05596 *Land at Pippas Ford, A14 Slip off to A140 Coddenham

Attachments: ufm30_Standard_Consultation.pdf

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

Sent: 15 October 2021 15:08

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

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

Subject: RE: MSDC Planning Consultation Request - DC/21/05596 *Land at Pippas Ford, A14 Slip off to A140 Coddenham

PUBLIC RIGHTS OF WAY AND ACCESS RESPONSE

REF: DC/21/05596

Thank you for your consultation concerning the above application.

The proposed site does contain a public right of way (PROW): Coddenham Public Footpath 27, as identified in the Applicant's plans. The Definitive Map for Coddenham can be seen at: <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-rights-of-way/Coddenham.pdf>. A more detailed plot of public rights of way can be provided. Please contact DefinitiveMaps@suffolk.gov.uk for more information. Note, there is a fee for this service.

We accept this proposal but ask that the following is taken into account with specific attention to the following (see bullet 3 below):

- **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 and 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: contact pro.w.east@suffolk.gov.uk.**
- **The Applicant may want to discuss the option of diverting Coddenham Public Footpath 27 around the site by contacting DefinitiveMaps@suffolk.gov.uk.**

1. PROW are divided into the following classifications:

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

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

2. 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 - 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.
7. **There may be a requirement to enhance the PROW network relating to this development. If this is the case, a separate response will contain any further information.**

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/.

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

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

From: planningblue@baberghmidsuffolk.gov.uk <planningblue@baberghmidsuffolk.gov.uk>

Sent: 13 October 2021 11:59

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

Subject: MSDC Planning Consultation Request - DC/21/05596 *Land at Pippes Ford, A14 Slip off to A140 Coddendam

Please find attached planning consultation request letter relating to planning application - DC/21/05596 - Land At Pippes Ford, A14 Slip Off To A140, Coddendam, Suffolk IP6 8LJ

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.

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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 Blue <planningblue@baberghmidsuffolk.gov.uk>

Sent: 11 Mar 2022 03:37:40

To:

Cc:

Subject: FW: MSDC Planning Re-consultation Request - DC/21/05596 - FUL

Attachments:

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

Sent: 11 March 2022 15:37

To: Vincent Pearce <Vincent.Pearce@baberghmidsuffolk.gov.uk>

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

Subject: RE: MSDC Planning Re-consultation Request - DC/21/05596 - FUL

Dear Vincent,

Thank you for notifying me about the re-consultation. On reviewing the documents submitted, I have no comment to make.

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/>

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

From: planningblue@baberghmidsuffolk.gov.uk <planningblue@baberghmidsuffolk.gov.uk>

Sent: 11 March 2022 15:10

To: Chris Ward

Subject: MSDC Planning Re-consultation Request - DC/21/05596 - FUL

Please find attached planning re-consultation request letter relating to planning application - DC/21/05596 - Land At Pippis Ford, A14 Slip Off To A140, Coddendam, Suffolk IP6 8LJ

Kind Regards

Planning Support Team

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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 Pink <PlanningPink@baberghmidsuffolk.gov.uk>

Sent: 05 Oct 2022 11:33:01

To:

Cc:

Subject: FW: DC/21/05596 Land at Pipp's Ford

Attachments:

From: David Pizzey <David.Pizzey@baberghmidsuffolk.gov.uk>

Sent: 05 October 2022 10:53

To: Jasmine Whyard <Jasmine.Whyard@baberghmidsuffolk.gov.uk>

Subject: DC/21/05596 Land at Pipp's Ford

Hi Jasmine

I have no objection to this application subject to it being undertaken in accordance with the protection measures outlined in the accompanying arboricultural report, an appropriate condition should be used for this purpose. Although a small number of trees are proposed for removal, they are of limited public amenity value and/or poor condition and are not of sufficient arboricultural or landscape importance to warrant being a constraint.

Please let me know if you require any further input.

Kind regards

David Pizzey

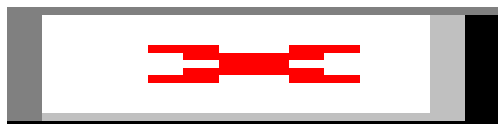
Arboricultural Officer

Tel: 01449 724555

david.pizzey@baberghmidsuffolk.gov.uk

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

Babergh and Mid Suffolk District Councils – Working Together



From: Jasmine Whyard <Jasmine.Whyard@baberghmidsuffolk.gov.uk>

Sent: 05 October 2022 09:42

To: David Pizzey <David.Pizzey@baberghmidsuffolk.gov.uk>

Subject: DC/21/05596 Land at Pipp's Ford

Hi David,

We sent a consultation request to you for the above application which is due back on the 7th October. Is there any chance you would be able to get a response to me by tomorrow instead as I need to take the application to committee, and I have some tight timescales for getting it sorted? Thank you in advance!

Kind regards,

Jasmine Whyard, BA (Hons), MSc

Senior Planning Officer- Development Management

Babergh and Mid Suffolk District Councils- Working Together

Email: jasmine.whyard@baberghmidsuffolk.gov.uk

Tel: 01449724846 / 07547980983

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

Sent: 01 Apr 2022 10:16:19

To:

Cc:

Subject: FW: MSDC Planning Re-consultation Request - DC/21/05596 - FUL

Attachments:

From: BMSDC Economic Development <BMSDCEconomicDevelopment@baberghmidsuffolk.gov.uk>

Sent: 31 March 2022 19:00

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

Cc: Jasmine Whyard <Jasmine.Whyard@baberghmidsuffolk.gov.uk>; Michelle Gordon <Michelle.Gordon@baberghmidsuffolk.gov.uk>

Subject: RE: MSDC Planning Re-consultation Request - DC/21/05596 - FUL

Good Afternoon,

Thank you for this consultation.

Economic development support this application.

This application focuses on the development and provision of a new construction skills training facility, rather than provision of significant new employment, whilst commercial this use may not be best suited to an allocated employment site due to the outdoor nature of much of the training and delivery.

The construction industry is expected to experience and to support significant growth locally and nationally, with over £35bn of infrastructure projects anticipated for Norfolk and Suffolk over the next 15 years, this is growth is detailed in the Technical Skills legacy published by Suffolk Growth¹. There were skills shortages already identified within the construction industry prior to additional pressures experienced following EU exit and recent pandemic, this application could be supportive in addressing these needs. I note that the applicant has included supporting statements that go some way to illustrating this.

The site itself is well connected to the highway network and within an easy distance of excellent public transport connections, enabling easy access of attendees. It's slight removal from the nearby settlement is helpful in reducing potential conflict with residential amenity.

¹ <https://www.suffolkgrowth.co.uk/technical-skills-legacy>

Kind Regards

Clare
Sector and Skills – Economic Development and Regeneration team
Babergh and Mid Suffolk District Councils – Working Together
t: 01449 724880
m: 07860827637
e: clare.free@baberghmidsuffolk.gov.uk

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

From: planningblue@baberghmidsuffolk.gov.uk <planningblue@baberghmidsuffolk.gov.uk>

Sent: 25 February 2022 11:32

To: BMSDC Economic Development <BMSDCEconomicDevelopment@baberghmidsuffolk.gov.uk>

Subject: MSDC Planning Re-consultation Request - DC/21/05596 - FUL

Please find attached planning re-consultation request letter relating to planning application - DC/21/05596 - Land At Pipp's Ford, A14 Slip Off To A140, Coddham, Suffolk IP6 8LJ

Kind Regards

Planning Support Team

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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 Pink <PlanningPink@babermidsuffolk.gov.uk>

Sent: 21 Mar 2022 09:33:18

To:

Cc:

Subject: FW: DC/21/05596 - Air Quality

Attachments:

From: Jennifer Lockington <Jennifer.Lockington@babermidsuffolk.gov.uk>

Sent: 20 March 2022 22:04

To: Vincent Pearce <Vincent.Pearce@babermidsuffolk.gov.uk>; BMSDC Planning Area Team Blue <planningblue@babermidsuffolk.gov.uk>

Cc: BMSDC Planning Mailbox <planning@babermidsuffolk.gov.uk>

Subject: DC/21/05596 - Air Quality

Dear Vincent

YOUR REF: 21/05596

OUR REF: 304812

SUBJECT: Land At PIPPS Ford, A14 Slip Off To A140, Coddendam, Suffolk IP6 8LJ
Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site

Please find below my comments regarding air quality matters only.

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

The additional documents have no impact on air quality. Therefore, I have no objections with regard to air quality.

Regards

Jennifer Lockington (Mrs)

Senior Environmental Management Officer

Babergh & Mid Suffolk District Councils - Working Together

tel: 01449 724706

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

Please note - I work Tuesdays and Wednesdays

From: Jennifer Lockington

Sent: 02 March 2022 22:10

To: Vincent Pearce <Vincent.Pearce@babermidsuffolk.gov.uk>; BMSDC Planning Area Team Blue <planningblue@babermidsuffolk.gov.uk>

Cc: BMSDC Planning Mailbox <planning@babermidsuffolk.gov.uk>

Subject: DC/21/05596 - Air Quality

Dear Vincent

YOUR REF: 21/05596

OUR REF: 304082

SUBJECT: Land At PIPPS Ford, A14 Slip Off To A140, Coddendam, Suffolk IP6 8LJ

Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site

Please find below my comments regarding air quality matters only.

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

The additional documents have no impact on air quality. Therefore, I have no objections with regard to air quality.

Regards

Jennifer Lockington (Mrs)

Senior Environmental Management Officer

Babergh & Mid Suffolk District Councils - Working Together

tel: 01449 724706

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

Please note - I work Tuesdays and Wednesdays

From: Jennifer Lockington

Sent: 09 February 2022 14:24

To: Elizabeth Thomas <Elizabeth.Thomas@babermidsuffolk.gov.uk>; BMSDC Planning Area Team Blue <planningblue@babermidsuffolk.gov.uk>

Cc: BMSDC Planning Mailbox <planning@babermidsuffolk.gov.uk>

Subject: DC/21/05596 - Air Quality

Dear Elizabeth

YOUR REF: 21/05596

OUR REF: 303106

SUBJECT: Land At Pipp's Ford, A14 Slip Off To A140, Coddham, Suffolk IP6 8LJ

Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site

Please find below my comments regarding air quality matters only.

Thank you for your reconsultation on the above application. The additional documents do not affect my response.

I have no objections with regard to air quality.

Regards

Jennifer Lockington (Mrs)

Senior Environmental Management Officer

Babergh & Mid Suffolk District Councils - Working Together

tel: 01449 724706

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

Please note - I work Tuesdays and Wednesdays

From: Jennifer Lockington

Sent: 02 November 2021 15:22

To: Elizabeth Thomas <Elizabeth.Thomas@baberghmidsuffolk.gov.uk>; BMSDC Planning Area Team Blue

<planningblue@baberghmidsuffolk.gov.uk>

Cc: BMSDC Planning Mailbox <planning@baberghmidsuffolk.gov.uk>

Subject: DC/21/05596 - Air Quality

Dear Elizabeth

YOUR REF: 21/05596

OUR REF: 299400

SUBJECT: Land At Pippes Ford, A14 Slip Off To A140, Coddendam, Suffolk IP6 8LJ
Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site

Please find below my comments regarding air quality matters only.

Thank you for your consultation on the above application.

I have no objections with regard to air quality.

Regards

Jennifer Lockington (Mrs)

Senior Environmental Management Officer

Babergh & Mid Suffolk District Councils - Working Together

tel: 01449 724706

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

Please note - I work Tuesdays and Wednesdays

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

Sent: 02 Nov 2021 02:58:15

To:

Cc:

Subject: FW: DC/21/05596 re consultation

Attachments:

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

Sent: 02 November 2021 14:54

To: Elizabeth Thomas <Elizabeth.Thomas@baberghmidsuffolk.gov.uk>; BMSDC Planning Area Team Blue <planningblue@baberghmidsuffolk.gov.uk>; BMSDC Planning Mailbox <planning@baberghmidsuffolk.gov.uk>

Subject: DC/21/05596 re consultation

Environmental Health -
Noise/Odour/Light/Smoke

APPLICATION FOR PLANNING PERMISSION - DC/21/05596

Proposal: Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site

Location: Land At Pippys Ford, A14 Slip Off To A140, Coddendam, Suffolk IP6 8LJ

Thank you for reconsulting Environmental Protection on this application. I have reviewed the Noise and Vibration Impact Assessment, TECHNICAL REPORT, Ref:

35928-R2 dated: December 2020 and the subsequent addendum Ref:35928 dated: June 2021. Sound Solutions have considered all of the comments submitted by my colleague in relation to the plant, background noise levels. The background noise levels have been reviewed to take in to consideration Saturday noise levels due to the proposed hours of operation for the site.

Also considered are the mitigation from a bund and barrier around the site in relation to the topography of the site and surrounding noise sensitive premises. Noise from the types of plant proposed on site along with ATV's etc. likely to be used on site and the levels of operation have been reviewed.

I am satisfied that the addendum addresses the matters raised.

I have no objections to this proposal. However I would recommend that these are added as conditions to any permission granted based on the recommendations within the original noise report and the addendum submitted.

The consultants would like the scheme to be reconsidered following the addendum and its findings and are looking for support of the scheme based on the following methods of limiting the noise from the proposed activities on site Please control this by the following condition

- Prior to the use hereby permitted coming into beneficial use, a site management plan for on site activities shall be submitted and approved in writing by the LPA. The site management plan shall include methods to ensure the following are met:

- Maximum allowable power level sum for any plant in use \leq 112 dB LWA.

- No more than six items of any plant in use at any one time.

- All plant to be throttled down to reflect training use and/or use low power modes.

- All plant to be shut down and not left idling when not in use.

- Exclusive use of white noise reversing alarms on all plant.
- Exclusive use of electric ATV and UTV vehicles.
- Correct placement, form and maintenance of a south west barrier of the developed site.

I would also ask that a further condition is added requiring independent testing prior to the site coming into beneficial use is added to demonstrate that the levels predicted are not exceeded.

- Prior to the use hereby permitted coming into beneficial use, A competent person shall ensure that the rating level of noise emitted from the site plant, equipment, machinery at the nearest noise sensitive premises identified in Sound Solutions TECHNICAL REPORT, Ref: 35928-R2 dated: December 2020, shall not exceed the predicted levels described within the subsequent addendum Ref:35928 dated: June 2021.

The assessment shall be made in accordance with the current version of British Standard 4142. The noise levels shall be determined at all boundaries near to noise-sensitive premises. Confirmation of the findings of the assessment shall be provided in writing to the local planning authority. Where further controls or mitigation are required to meet the predicted levels, a scheme of mitigation shall be submitted and demonstrated as sufficient and agreed in writing by the LPA prior to the use hereby permitted coming into beneficial use. All subsequent conditions shall comply with this standard.

- **Restriction of Location of Noisy Activities**

The construction and agricultural training facility activities hereby approved shall not be carried out anywhere on the site except within the buildings/area/indicated on the approved plans in order to comply with the initial noise condition.

Andy

Andy Rutson-Edwards, MCIEH AMIOA
Senior Environmental Protection Officer
Babergh and Mid Suffolk District Council - Working Together
Tel: 01449 724727
Email andy.rutson-edwards@baberghmidsuffolk.gov.uk
www.babergh.gov.uk www.midsuffolk.gov.uk

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

Sent: 22 Oct 2021 02:29:58

To:

Cc:

Subject: FW: (299397) DC/21/05596. Land Contamination.

Attachments:

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

Sent: 22 October 2021 13:51

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

Cc: Vincent Pearce <Vincent.Pearce@baberghmidsuffolk.gov.uk>

Subject: (299397) DC/21/05596. Land Contamination.

EP Reference : 299397

DC/21/05596. Land Contamination.

Land at PIPPS FORD, A14 Slip Off To A140, CODDENHAM, IPSWICH, SUFFOLK.

Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand,

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

Kind regards

Nathan

Nathan Pittam BSc. (Hons.) PhD

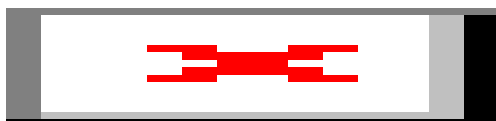
Senior Environmental Management Officer

Babergh and Mid Suffolk District Councils – Working Together

Email: Nathan.pittam@baberghmidsuffolk.gov.uk

Work: 01449 724715

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



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

Sent: 24 Feb 2022 10:50:56

To:

Cc:

Subject: FW: DC/21/05596

Attachments:

From: Simon Davison <Simon.Davison@babberghmidsuffolk.gov.uk>

Sent: 23 February 2022 16:58

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

Subject: DC/21/05596

Dear Vincent,

APPLICATION FOR PLANNING PERMISSION - DC/21/05596

Proposal: Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site.

Location: Land At Pipp's Ford, A14 Slip Off To A140, Coddham, Suffolk IP6 8LJ.

Reason(s) for re-consultation: Please see documents submitted 02.2.22

Many thanks for your request to comment on the application.

Upon review of the application the following condition must be met: No development shall commence above slab level until a scheme for the provision and implementation of water, energy and resource efficiency measures for the lifetime of the development shall be submitted to and approved, in writing, by the Local Planning Authority.

The scheme must include as a minimum to achieve:-

- Agreement of provisions to ensure the development is zero carbon ready
- An electric car charging point
- Agreement of heating for the office/conditioned areas
- Agreement of scheme for waste reduction
- Agreement of provisions to ensure no more than 105 litres per person per day is used

The scheme shall include a clear timetable for the implementation of the measures in relation to the first occupancy of the development. The scheme shall be constructed and the measures provided and made available for use in accordance with such timetable as may be agreed and thereafter maintained.

REASON: To enhance the sustainability of the development through better use of water, energy and resources reduce harm to the environment and result in wider public benefit in accordance with the NPPF.

Kind regards

Simon Davison PIEMA
Senior Environmental Management Officer
Babergh and Mid Suffolk District Councils - Working Together

Mobile: 07874 634932

t: 01449 724728

email: simon.davison@babberghmidsuffolk.gov.uk

w: www.babergh.gov.uk www.midsuffolk.gov.uk

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

Sent: 01 Nov 2021 12:37:44

To:

Cc:

Subject: FW: DC/21/05596

Attachments:

From: Simon Davison <Simon.Davison@baberghmidsuffolk.gov.uk>

Sent: 01 November 2021 09:38

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

Subject: DC/21/05596

Dear Elizabeth,

APPLICATION FOR PLANNING PERMISSION - DC/21/05596

Proposal: Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site.

Location: Land At Pippys Ford, A14 Slip Off To A140, Coddendam, Suffolk IP6 8LJ.

Many thanks for your request to comment on the application.

Upon review of the application the following condition must be met: No development shall commence above slab level until a scheme for the provision and implementation of water, energy and resource efficiency measures for the lifetime of the development shall be submitted to and approved, in writing, by the Local Planning Authority.

The scheme such include as a minimum to achieve:-

- Agreement of provisions to ensure no more than 105 litres per person per day is used
- Agreement of provisions to ensure the development is zero carbon ready
- Agreement of heating of each dwelling/building
- Agreement of scheme for waste reduction

It is recognised that the applicant wishes to install solar PV and battery storage to take the load off the diesel generator and this is to be encouraged. The Applicant suggests that they will meet the minimum requirements for insulation and will only exceed these if the budget allow. I would encourage the Applicant to work with the proposed insulation guidelines from the Future Homes Standard Consultation which would ensure a high-degree of insulation and minimise the on-going heating costs for the building, especially as the building will be electrically heated.

The scheme shall include a clear timetable for the implementation of the measures in relation to the first occupancy of the development. The scheme shall be constructed and the measures provided and made available for use in accordance with such timetable as may be agreed and thereafter maintained.

REASON: To enhance the sustainability of the development through better use of water, energy and resources reduce harm to the environment and result in wider public benefit in accordance with the NPPF.

Kind regards

Simon Davison PIEMA
Senior Environmental Management Officer
Babergh and Mid Suffolk District Councils - Working Together

Mobile: 07874 634932

t: 01449 724728

email: simon.davison@baberghmidsuffolk.gov.uk

w: www.babergh.gov.uk www.midsuffolk.gov.uk



Consultation Response Pro forma

1	Application Number	DC/21/05596 Adj. A14 slip road to A140	
2	Date of Response	23.11.21	
3	Responding Officer	Name:	Paul Harrison
		Job Title:	Heritage and Design Officer
		Responding on behalf of	Heritage
4	Summary and Recommendation (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.	<ol style="list-style-type: none"> 1. I consider that the proposal would cause <ul style="list-style-type: none"> • less than substantial harm to a designated heritage asset because it would erode the rural character of the wider setting of a listed farmhouse. • the level of harm is rated very low. 2. The proposal would also cause a low level of harm to the significance of unlisted farm buildings at Pippes Ford. 3. I recommend that these harms be weighed with any other harms and benefits in line with policy and the statutory duty relating to the setting of listed buildings. 	
5	Discussion 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>The proposal is an amended version of the scheme refused under reference DC/21/00487. The principal revision is that the layout is adjusted so that one of the parking areas is moved to the eastern boundary. In terms of potential heritage impacts, my view is that the revision does not materially change the scheme's impact on heritage assets. The following comment is essentially repeated from the earlier application.</p> <p>The site lies adjacent to the slip road from the A14 westbound to the A140 roundabout, and slopes down generally to the west. Close to the south west corner of the site is a group of farm buildings converted to residential use. To their south west stands Pippes Ford, a listed farmhouse associated with the farm buildings. The farmhouse is somewhat secluded among trees, but more open towards to the farm buildings. As an open area of undeveloped land, the site makes a significant contribution to the setting of the historic farm buildings, and to the setting of the listed farmhouse itself. As buildings that historically had an intimate functional relationship with farmland around them, the open land contributes to appreciating their historic significance.</p> <p>To the north west of the site stands Pippins, listed at Grade II. Given the distance from the site, the closer position of the roundabout, and the line of tree growth to</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.

		<p>the south, the site makes little contribution to the setting of this listed building.</p> <p>The proposal has two elements – a building and associated development providing training, and provisions for grazing for horses, with ancillary structures. The training building is towards the north east corner of the site, some 190m from the farm buildings, with grazing in the southern half. The building itself would be a rather functional structure with broad footprint and shallow roof pitch reaching 4.5m at the ridge. Similarly the scaffold tower and storage container would appear incongruous in the setting of historic buildings.</p> <p>Of more immediate concern would be panel fencing proposed at the boundary shared with the historic farm buildings, and close-boarded gates on the south boundary near the stable, which would adversely impact on the rural setting. There would also be panel fencing to the north east boundary, and close-boarded fence and gate to the entrance.</p> <p>In my view the proposal would have a low impact on the setting of Pippins, not resulting in harm to its significance. Impact on the setting of Pips Ford would also be low, resulting in harm at a very low level to the significance of the listed building. Impact on the setting of the farm buildings would be a little higher, with harm to their significance as undesignated assets at a low level.</p> <p>If the proposal receives a positive recommendation, it seems likely that my concerns on boundary treatments could be addressed through a landscaping scheme.</p>
6	<p>Amendments, Clarification or Additional Information Required (if holding objection)</p> <p>If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate</p>	
7	<p>Recommended conditions</p>	

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22 March 2022

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

By email only

Thank you for requesting advice on this 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/21/05596
Location: Land At Pipp's Ford A14 Slip Off To A140 Coddham Suffolk IP6 8LJ
Proposal: Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed.

Dear Vincent,

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

No objection subject to securing ecological mitigation and enhancement measures

Summary

We have re-assessed the Preliminary Ecological Appraisal (Greenlight Environmental Consultancy Ltd, January 2021), relating to the likely impacts of development on designated sites, Protected and Priority Species & Habitats.

Furthermore, we have reviewed the additional information submitted with this application, including the Soft Landscaping Plans – Rev Po3 (wynne-williams associates Ltd, December 2021), the Landscape Management Plan (wynne-williams associates Ltd, December 2021).

In addition, we have reviewed the proposed site plan – Rev Q and the Existing And Proposed Site Sections A-A – Rev E (Medusa Design Ltd), submitted on the 11th March 2022.

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



This provides certainty for the LPA of the likely impacts on designated sites, Protected and Priority Species & Habitats and, with appropriate mitigation measures secured, the development can be made acceptable.

The mitigation measures identified in Preliminary Ecological Appraisal (Greenlight Environmental Consultancy Ltd, January 2021) should be secured and implemented in full. Therefore, a Construction Environmental Management Plan must be secured prior to commencement to avoid impacts upon the River Gipping and avoid impacts on Protected and Priority Species.

We also still recommend that a Wildlife Friendly Lighting Strategy is implemented for this application. Therefore, technical specification should be submitted prior to occupation, which demonstrates measures to avoid lighting impacts to foraging / commuting bats, which are likely present within the local area. This should summarise the following measures will be implemented:

- Light levels should be as low as possible as required to fulfil the lighting need.
- Warm White lights should be used at <3000k. This is necessary as lighting which emit an ultraviolet component or that have a blue spectral content have a high attraction effect on insects. This may lead in a reduction in prey availability for some light sensitive bat species.
- The provision of motion sensors or timers to avoid the amount of 'lit-time' of the proposed lighting.
- Lights should be designed to prevent horizontal spill e.g. cowls, hoods, reflector skirts or shields.

In addition, we support the proposed planting schedule and specification, as well as proposed aftercare measures for the soft landscaping features outlined within the submitted Landscape Management Plan. We are also pleased to see the measures proposed for the meadow mixtures.

However, we still recommend that bespoke ecological measures should be secured for this application, in line with the Preliminary Ecological Appraisal (Greenlight Environmental Consultancy Ltd, January 2021). This should be undertaken to secure net gains for biodiversity, as outlined under Paragraph 175d of the National Planning Policy Framework 2021. The finalised details for these measures should be secured as condition of any consent.

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

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

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

Recommended conditions

- 1. PRIOR TO COMMENCEMENT: CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN FOR BIODIVERSITY**



“A construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority, in line with the Preliminary Ecological Appraisal (Greenlight Environmental Consultancy Ltd, January 2021).

The CEMP (Biodiversity) shall include the following.

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

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

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species), as updated by the Environmental Act 2021.

2. PRIOR TO ANY WORKS ABOVE 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 prior to occupation 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), as updated by the Environmental Act 2021.



3. PRIOR TO BENEFICIARY USE: WILDLIFE SENSITIVE LIGHTING DESIGN SCHEME

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

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

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Please contact us with any queries.

Yours sincerely,

Hamish Jackson ACIEEM BSc (Hons)
Ecological Consultant
placeservicesecology@essex.gov.uk

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

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



08 March 2022

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

By email only

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Dear Elizabeth,

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

No objection subject to securing ecological mitigation and enhancement measures

Summary

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

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

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Recommended conditions

1. PRIOR TO COMMENCEMENT: CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN FOR BIODIVERSITY

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- e) details of initial aftercare and long-term maintenance (where relevant).*

The works shall be implemented in accordance with the approved details prior to occupation 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), as updated by the Environmental Act 2021.

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Please contact us with any queries.

Yours sincerely,

Hamish Jackson ACIEEM BSc (Hons)
Ecological Consultant
placeservicesecology@essex.gov.uk

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

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



12 November 2021

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

By email only

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Location: Land At Pipp's Ford A14 Slip Off To A140 Coddensham Suffolk IP6 8LJ
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Dear Elizabeth,

Thank you for consulting Place Services on the above application.

No objection subject to securing ecological mitigation and enhancement measures

Summary

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

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The mitigation measures identified in Preliminary Ecological Appraisal (Greenlight Environmental Consultancy Ltd, January 2021) should be secured and implemented in full. Therefore, a Construction Environmental Management Plan must be secured prior to commencement to avoid impacts upon the River Gipping and avoid impacts on Protected and Priority Species.



We also recommend that a Wildlife Friendly Lighting Strategy is implemented for this application. Therefore, technical specification should be submitted prior to occupation, which demonstrates measures to avoid lighting impacts to foraging / commuting bats, which are likely present within the local area. This should summarise the following measures will be implemented:

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- The provision of motion sensors or timers to avoid the amount of 'lit-time' of the proposed lighting.
- Lights should be designed to prevent horizontal spill e.g. cowls, hoods, reflector skirts or shields.

In addition, we support the proposed reasonable biodiversity enhancements, which have been recommended to secure net gains for biodiversity, as outlined under Paragraph 174d & 175d of the National Planning Policy Framework 2021. The finalised details for these measures should be secured as condition of any consent.

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

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

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

Recommended conditions

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- f) *Responsible persons and lines of communication.*
- g) *The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.*
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- b) *detailed designs to achieve stated objectives;*
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Yours sincerely,

Hamish Jackson ACIEEM BSc (Hons)
Ecological Consultant
placeservicesecology@essex.gov.uk

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

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



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

11/10/2022

For the attention of: Jasmine Whyard

Ref: DC/21/05596 Land At Pipp's Ford, A14 Slip Off To A140, Coddham, Suffolk IP6 8LJ

Thank you for re-consulting us on the above-referenced planning application for the change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site.

This letter should be read alongside our original consultation response letter dated 05/05/2022 and subsequent reconsultation response letters dated 07/07/2022 and 02/08/2022. We have reviewed the following submitted document(s):

- 'Land at Pipp's Ford Landscape and Visual Appraisal' (Dated: June 2022)
- Proposed Site Plan (Dwg No. 1820/20/01 Rev. U)
- Landscape Sections (Dwg No. 2017-WWA-00-XX-DR-L-0400 Rev P01)
- Soft Landscaping Plan 1 (Dwg No. 2017-WWA-00-XX-DR-L-300 Rev. P03)
- Soft Landscaping Plan 2 (Dwg No. 2017-WWA-00-XX-DR-L-301 Rev. P05)
- Soft Landscaping Plan 3 (Dwg No. 2017-WWA-00-XX-DR-L-302 Rev. P04)
- Soft Landscaping Plan 4 (Dwg No. 2017-WWA-00-XX-DR-L-303 Rev. P01)
- Pipp's Parks Outline Specification, Management & Maintenance Plan (Dated: September 2022) (Document Ref. 2017-WWA-XX-XX-L-0600 Rev. P05)
- Arboricultural Impact Assessment & Method Statement (Document Ref. CA22/013 Rev. 1)

Site Context

The application site comprises a broadly rectangular-shaped parcel to the south-west of the A14 and south / south-east of the River Gipping. The site also lies to north-east of Grade II Listed Pipp's Ford (formerly Pip's Farm) and the associated buildings (i.e., The Old Barn, Lower Barn, Oak Barn and The Stables). Despite the presence of the A14, the surrounding area is predominantly rural, with the site adjoining a network of agricultural land, woodland and woodland shaws, located approximately 2 km south-east of the town of Needham Market.

The northern / north-western boundaries of the site are defined by the River Gipping and intervening vegetation and trees. The eastern boundary of the site is defined by an macadam surfaced road and intervening conifer vegetation. The road can be accessed to the north from Beacon Hill Interchange. The southern boundary of the site is formed by an gravelled track road and intervening trees and scrub vegetation. A stable building exists to the south-east corner of the site. The south-western corner is formed by vegetation and fencing associated with the curtilage The Old Barn. The western boundary lies contiguous with an arable field separated by an existing timber post and rail fence. A Public Right

of Way (PRoW) footpath (Ref. E-197 027/0) extends through the site in a broadly north-west to south-east direction and connects to footpath (Ref. E-197 028/0) to the south.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities & Local Government (MHCLG) and last updated in July 2021. The NPPF includes for the conservation and enhancement of the natural environment by protecting and enhancing “*valued landscapes*” and sites of biodiversity or geological value / soils. Recognise the intrinsic character and beauty of the countryside, and the wider benefits of natural capital and other ecosystem services including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

Local Planning Policy

Needham Market is listed within Policy CS1: ‘Settlement Hierarchy’ of the Core Strategy DPD (2008) as a Key Service Centre, though the site itself falls outside of the settlement boundary and therefore within the ‘countryside’ as defined in the adopted Mid Suffolk Local Plan (MSLP) (1998). Therefore, the proposals are subject to Policy CS2: ‘Development in the Countryside and Countryside villages’ of the Core Strategy DPD which restricts development to defined categories, one of which is for agriculture and forestry.

The MSLP Proposals Maps also identify the site as a Special Landscape Area and the proposals must therefore have regard to Policy CL2 ‘Development within Special Landscape Areas’ of the MSLP which states that within Special Landscape Areas, development should be sensitively designed, with high standards of layout, materials and landscape, and particular care taken to safeguard landscape quality.

The proposals should comply with Policy CS5: ‘Mid Suffolk’s Environment’ of the Core Strategy DPD which states that “*the Council will protect and conserve landscape qualities taking into account the natural environment...*” and also sets out to protect the district’s “*most important components and to encourage development that is consistent with conserving its overall character*”. The proposed development should also be compliant with Policy GP1 ‘Design and Layout of Development’ of the MSLP which requires that proposals should maintain or enhance the character and appearance of their surroundings

Review of the submitted documents

General

The application has been supported by a Landscape and Visual Appraisal (LVA) undertaken by Wynne-Williams Associates. It appears that the LVA has not been updated to reflect the latest amendments however, as previously noted the LVA has been generally carried out in accordance with the principles set out within the ‘Guidelines for Landscape and Visual Impact Assessment’ Third Edition (GLVIA3) prepared by the Landscape Institute (LI) and Institute of Environmental Management and Assessment (IEMA). It is noted that LI Technical Guidance Note (TGN) ‘Assessing the Value of Landscapes Outside National Designations’ 02-21 also appears to have been referenced within the LVA (Para 5) which is welcomed. The inclusion of this guidance is appreciated as it builds on the details within GLVIA3 and introduces additional factors that should be considered as part of assessments and demonstrates the importance of the different factors used to determine landscape value.

The viewpoint photography looks generally to be in line with the LI’s Technical Guidance Note (TGN) 06/19: ‘Visual Representation of Development Proposals’. We note that Type 1 (Annotated Viewpoint Photographs) have been used however which is welcomed. As acknowledged in the LVA (Para 2), the site visit and photography used to inform the assessment were undertaken on the 26th May 2022 (late-Spring) during fuller leaf cover. Therefore, it is noted that visibility of the Site would be greater in the Winter (where deciduous trees have little leaf cover) than illustrated in some of the photography presented in LVA. Though winter views would have been appreciated for all fieldwork and photography, the judgements appear to have been reviewed on the basis that this constraint is considered which is welcomed.

The assessment includes a desktop study, a review of the landscape and visual baseline, an appraisal of landscape and visual effects and suggested mitigation proposals. The Site's characteristics are suitably described and the range of views that are available are appropriately summarized.

Review of landscape character

The LVA (Section 4) has identified the landscape baseline of the site as including the National Character Area (NCA) 86: South Suffolk and North Essex Clayland as defined by Natural England and the Suffolk Landscape Character Assessment (SLCA) which identifies the site as being located within Landscape Character Area (LCA) 15: Rolling Estate Farmlands. The Site and its surroundings are considered in several different landscape character assessments, which from our records, have all been referenced in the baseline review. That said, only the character of the site and its immediate surroundings has been assessed as a landscape receptor, whereas we would expect other landscape receptors, such as the landscape character areas included in the baseline review to also be included

Nevertheless, we do agree that though the site and the surrounding landscape is designated at the local level and in isolation, the site's landscape condition is considered 'ordinary' due to intrusive elements including infrastructure which means that the area has the ability to accommodate change (LVA Paras 5.1 & 6.1). We also agree that the overall importance of effect on the site as a landscape receptor would not be deemed significant and unlikely to be a determining issue.

Review of visual impact

Visual effects are a result of the sensitivity of visual receptors (people who will experience changes to existing views) to the proposed development and the magnitude of those changes. The appraisal has identified visual receptors within the Study Area that are likely to have visibility of the Proposed Development. These include [but are not limited to]: public footpath(s) 121_26, 121_27, 121_28, 121_31, 121_33, 121_34, 121_43, 121_102, 121_105, the Gipping Valley River Path, National Cycle Network Route 51, the A14 slip roads, and representative views from the Grade II Listed Pipp's Ford and Grade I Listed Park and Gardens at Shrubland Hall.

On review, it has been judged that on completion of the development after 15 years, there would be some adverse visual effects but only in the immediate proximity of the site. For example, the appraisal has judged that the importance of effects after 15 years on the Gipping Valley River Path would be 'moderate adverse' given the change in character to an outlook that's suburban. Generally speaking, we agree with the methodology and support the majority of the visual effects judged. Where our judgements may differ, these are not deemed substantial and would not alter the overall stance on the proposed development.

Further Actions

Notwithstanding the matters raised above, if minded for approval, we would advise the following landscape matters and recommendations should be taken into consideration as part of the design development:

- We would also recommend that Urban Design Advice be sought with regards to the layout, form, scale, design, appearance, materials and detailing of the proposed training centre, telehandler tower, stables, containers and temporary buildings to ensure that the design of buildings responds to the character of the area and its sustainable aspirations are being achieved.
- An amended 'Outline Specification, Management & Maintenance Plan' has been provided which is appreciated. Generally, the report is considered too generalised, for example we would expect aims and objectives to be provided for the respective landscape features or components requiring different forms of maintenance. Where detailed appropriately, the Outline Specification, Management and Maintenance Plan should aim to encourage constructive conservation and where possible should aim to improve local habitats.

- A larger proportion of the northern, north-western and eastern boundaries of the site should be retained as woodland shaw / belt. We would also expect the planting of native tree species and the creation of an 'eco-tone' of native scrub / thicket and wildflower planting as a green buffer to form a stronger edge. Trees and woodlands are key components of green infrastructure and can help create resilient, sustainable places to live in. Management and creation of woodlands should be given further consideration as part of the development of the site.
- Trees and vegetation will be essential to help provide cooler spaces across the development through shading. The leaves and branches of trees and plants can help reduce the amount of solar radiation that penetrates through tree canopies, although the amount of sunlight transmitted varies depending on species. As such, careful consideration of tree species' projected height and canopy spread, tree and plant requirements, the types of leaves, berries and flowers it produces, and its siting will all be important factors in determining the design of cool spaces. We would advise that preference is given to native planting, though there may be situations where non-native species may provide similar climate benefits. We would recommend that trees are planted at regular intervals and / or with regular spacing to provide valuable form shading.
- One of the key characteristics noted within the LCA includes 'organic patterns of fields'. We would expect that hedgerows are naturalised to create more organic lines. This can be accomplished by providing scalloped edge and the provision of native thicket / scrub and wildflower planting. We would also expect a greater provision of tree lined boundaries, to further soften the built form of development in views and to provide additional biodiversity and green infrastructure enhancements.
- We would expect that the design development to be carried out in accordance with [inter alia] Secured by Design Commercial (2015).
- We would expect to see naturalistic enhancement of the Public Right of Way (Ref. E-197 027/0) that runs through the site. Careful consideration should be given to its location and setting to ensure that the development does not prejudice the PRoW and ensuring that it remains open, unobstructed and safe for the public to use at all times, including throughout the construction phases of development.
- No hard landscape plans have been provided. Please provide details of all external paved or otherwise hard surfaced / landscaped areas, including existing and finished levels shown as contours with cross-sections, plans and sections, build-up information, materials and construction measures to ensure the protection of retained trees, hedgerows, and vegetation.
- The proposed parking areas should be designed to provide safe and secure parking and access, whilst also providing suitable soft and hard landscaping to ensure the space is of high quality. It is advised that porous asphalt solutions should be explored where feasible. Details of demarcation of parking bays and / or pedestrian pathways has also not been provided and it is advised that passive and sensitive solutions for traffic management should be explored. Please provide hard landscaping details, including levels, details of demarcation and any typical build-up information where relevant.
- The proposed materials palette for structures / buildings, boundary treatments and surfaces of hard and soft landscaping should ensure that due regard is given to colour, texture and finish to mitigate any potential visual impact they may have on the surrounding landscape and is sympathetic to the surrounding settlement and read in context with their particular environment of the site.
- Details of root barrier systems have not been provided. It is advised that details of root barrier systems should be submitted for trees in proximity to hard surfaces / landscaped areas. Please provide further details of the proposed root barrier membranes for the trees along the road frontage to allow for successful establishment.
- It is noted that the SuDS basin to the north of the site would have little value other than visual

amenity. The aesthetic appeal of the SuDS features plays an important role in ensuring multifunctionality. Careful consideration should be given to the ground contouring, planting and inlet and outlet design to maximise the amenity value. A standard approach of precast concrete and galvanised handrail for inlets / outlets should be avoided. To improve biodiversity the attenuation area should be combined with a range of vegetation types such as wildflowers and other nectar rich plants, grasses of various heights, drought tolerant species as well as marginal aquatics and wet grassland. Trees and shrubs should be used on slopes and basin perimeters where appropriate.

- Forest Research (Forestry Commission) have been published research to help improve our understanding of how trees will respond to the many environmental factors associated with climate change. We would advise that the knowledge and outcomes of this research are embedded into the scheme to ensure that the scheme considers climate change adaptation from the onset. Further information regarding the regional changes in England in tree species suitability can be found online here: <https://www.forestresearch.gov.uk/research/climate-change-impacts/climate-change-impacts-and-adaptation-in-englands-woodlands/regional-changes-in-england-in-tree-species-suitability-resulting-from-climate-change/east-england/>
- A predominance of one species or variety should be avoided in order to minimise the risk of widespread biotic threats to the urban forest and to increase species diversity. Preference should be given to native trees and shrubs, but in certain urban and residential situations, better results might be achieved by the use of naturalised trees and shrubs, which are not necessarily native but are the correct tree for site conditions and would add landscape and arboricultural value.
- Where amenity grassland (low biodiversity value) is to be proposed, this should be replaced where possible by features with high biodiversity value (e.g., amenity grassland with bulbs / naturalised grassland and flowering lawns).

In the event that approval of this application is forthcoming then the following conditions should also be considered:

1. IMPLEMENTATION: SOFT LANDSCAPING.

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

2. PRIOR TO COMMENCEMENT OF DEVELOPMENT: HARD LANDSCAPING SCHEME.

No development (including demolition, earthworks, or vegetation clearance) shall take place until details of a hard landscaping scheme, phased in relation to any phasing of the development for the site have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels and contours showing earthworks and mounding; surfacing materials; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulations areas; hard surfacing materials; minor artefacts and structures (for example street furniture, refuse and/or other storage units, signs, lighting and similar features); proposed and existing functional services above and below ground (for example drainage, power, communications cables and pipelines, indicating lines, manholes, supports and other technical features); retained historic landscape features and proposals for restoration where relevant. The scheme shall be implemented prior to the occupation of any part of the development (or within such extended period as may first be agreed in writing with the Local Planning Authority).

3. IMPLEMENTATION: LANDSCAPE MANAGEMENT PLAN

The 'Pipps Parks Outline Specification, Management & Maintenance Plan' (Dated: September 2022) (Document Ref. 2017-WWA-XX-XX-L-0600 Rev. P05) including its long-term objectives,

management responsibilities and maintenance schedules and timetables shall be carried out in accordance with the approved details and timetable. The Outline Specification, Management & Maintenance Plan shall be maintained, adhered to, and updated every five years in writing with the Local Planning Authority (unless the Local Planning Authority gives written consent for any variation).

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

Kind regards,

Lewis Reynolds BA (Hons) PGCert MA
Senior Landscape Consultant

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

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



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

07/07/2022

For the attention of: Jasmine Whyard

Ref: DC/21/05596 Land At Pipp's Ford, A14 Slip Off To A140, Coddham, Suffolk IP6 8LJ

Thank you for re-consulting us on the above-referenced planning application for the change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site.

This letter should be read alongside our original consultation response letter dated 05/05/2022. We have reviewed the following submitted document(s):

- 'Land at Pipp's Ford Landscape and Visual Appraisal' (Dated: June 2022)

Site Context

The application site comprises a broadly rectangular-shaped parcel to the south-west of the A14 and south / south-east of the River Gipping. The site also lies to north-east of Grade II Listed Pipp's Ford (formerly Pip's Farm) and the associated buildings (i.e., The Old Barn, Lower Barn, Oak Barn and The Stables). Despite the presence of the A14, the surrounding area is predominantly rural, with the site adjoining a network of agricultural land, woodland and woodland shaws, located approximately 2 km south-east of the town of Needham Market.

The northern / north-western boundaries of the site are defined by the River Gipping and intervening vegetation and trees. The eastern boundary of the site is defined by an macadam surfaced road and intervening conifer vegetation. The road can be accessed to the north from Beacon Hill Interchange. The southern boundary of the site is formed by an gravelled track road and intervening trees and scrub vegetation. A stable building exists to the south-east corner of the site. The south-western corner is formed by vegetation and fencing associated with the curtilage The Old Barn. The western boundary lies contiguous with an arable field separated by an existing timber post and rail fence. A Public Right of Way (PRoW) footpath (Ref. E-197 027/0) extends through the site in a broadly north-west to south-east direction and connects to footpath (Ref. E-197 028/0) to the south.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities & Local Government (MHCLG) and last updated in July 2021. The NPPF includes for the conservation and enhancement of the natural environment by protecting and enhancing "valued landscapes" and sites of biodiversity or geological value / soils. Recognise the intrinsic character and beauty of the countryside, and the wider benefits of natural capital and other ecosystem services



including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

Local Planning Policy

Needham Market is listed within Policy CS1: 'Settlement Hierarchy' of the Core Strategy DPD (2008) as a Key Service Centre, though the site itself falls outside of the settlement boundary and therefore within the 'countryside' as defined in the adopted Mid Suffolk Local Plan (MSLP) (1998). Therefore, the proposals are subject to Policy CS2: 'Development in the Countryside and Countryside villages' of the Core Strategy DPD which restricts development to defined categories, one of which is for agriculture and forestry.

The MSLP Proposals Maps also identify the site as a Special Landscape Area and the proposals must therefore have regard to Policy CL2 'Development within Special Landscape Areas' of the MSLP which states that within Special Landscape Areas, development should be sensitively designed, with high standards of layout, materials and landscape, and particular care taken to safeguard landscape quality.

The proposals should comply with Policy CS5: 'Mid Suffolk's Environment' of the Core Strategy DPD which states that *"the Council will protect and conserve landscape qualities taking into account the natural environment..."* and also sets out to protect the district's *"most important components and to encourage development that is consistent with conserving its overall character"*. The proposed development should also be compliant with Policy GP1 'Design and Layout of Development' of the MSLP which requires that proposals should maintain or enhance the character and appearance of their surroundings

Review of the submitted documents

General

The application has been supported by a Landscape and Visual Appraisal (LVA) undertaken by Wynne-Williams Associates. Generally, the LVA has been carried out in accordance with the principles set out within the 'Guidelines for Landscape and Visual Impact Assessment' Third Edition (GLVIA3) prepared by the Landscape Institute (LI) and Institute of Environmental Management and Assessment (IEMA). It is noted that LI Technical Guidance Note (TGN) 'Assessing the Value of Landscapes Outside National Designations' 02-21 also appears to have been referenced within the LVA (Para 5) which is welcomed. The inclusion of this guidance is appreciated as it builds on the details within GLVIA3 and introduces additional factors that should be considered as part of assessments and demonstrates the importance of the different factors used to determine landscape value.

The viewpoint photography looks generally to be in line with the LI's Technical Guidance Note (TGN) 06/19: 'Visual Representation of Development Proposals'. We note that Type 1 (Annotated Viewpoint Photographs) have been used however which is welcomed. As acknowledged in the LVA (Para 2), the site visit and photography used to inform the assessment were undertaken on the 26th May 2022 (late-Spring) during fuller leaf cover. Therefore, it is noted that visibility of the Site would be greater in the Winter (where deciduous trees have little leaf cover) than illustrated in some of the photography presented in LVA. Though winter views would have been appreciated for all fieldwork and photography, the judgements appear to have been reviewed on the basis that this constraint is considered which is welcomed.

The assessment includes a desktop study, a review of the landscape and visual baseline, an appraisal of landscape and visual effects and suggested mitigation proposals. The Site's characteristics are suitably described and the range of views that are available are appropriately summarized.

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The LVA (Section 4) has identified the landscape baseline of the site as including the National Character Area (NCA) 86: South Suffolk and North Essex Clayland as defined by Natural England and the Suffolk Landscape Character Assessment (SLCA) which identifies the site as being located within Landscape Character Area (LCA) 15: Rolling Estate Farmlands. The Site and its surroundings are

considered in several different landscape character assessments, which from our records, have all been referenced in the baseline review. That said, only the character of the site and its immediate surroundings has been assessed as a landscape receptor, whereas we would expect other landscape receptors, such as the landscape character areas included in the baseline review to also be included

Nevertheless, we do agree that though the site and the surrounding landscape is designated at the local level and in isolation, the site's landscape condition is considered 'ordinary' due to intrusive elements including infrastructure which means that the area has the ability to accommodate change (LVA Paras 5.1 & 6.1). We also agree that the overall importance of effect on the site as a landscape receptor would not be deemed significant and unlikely to be a determining issue.

Review of visual impact

Visual effects are a result of the sensitivity of visual receptors (people who will experience changes to existing views) to the proposed development and the magnitude of those changes. The appraisal has identified visual receptors within the Study Area that are likely to have visibility of the Proposed Development. These include [but are not limited to]: public footpath(s) 121_26, 121_27, 121_28, 121_31, 121_33, 121_34, 121_43, 121_102, 121_105, the Gipping Valley River Path, National Cycle Network Route 51, the A14 slip roads, and representative views from the Grade II Listed Pipp's Ford and Grade I Listed Park and Gardens at Shrubland Hall.

On review, it has been judged that on completion of the development after 15 years, there would be some adverse visual effects but only in the immediate proximity of the site. For example, the appraisal has judged that the importance of effects after 15 years on the Gipping Valley River Path would be moderate adverse given the change in character to an outlook that's suburban. Generally speaking, we agree with the methodology and support the majority of the visual effects judged. Where judgements may differ, these are not deemed significant and would not alter the overall stance on the proposed development.

Further Actions

Notwithstanding the matters raised above, if minded for approval, we would advise the following landscape matters and recommendations should be taken into consideration as part of the design development

A revised 'Proposed Site Plan' (Dwg No. 1820/20/01 Rev. R) has been submitted within the LVA for review. The plan provides an illustrative arrangement of the development. In our judgement the site has a number of landscape and visual constraints, these include but are not limited to:

- We would also recommend that Urban Design Advice be sought with regards to the layout, form, scale, design, appearance, materials and detailing of the proposed training centre, telehandler tower, stables, containers and temporary buildings to ensure that the design of buildings responds to the character of the area and its sustainable aspirations are being achieved.
- An Arboricultural Survey and Report has not been provided but would have been appreciated in order to give us a greater understanding of the impact on existing trees and hedgerows affected by the proposal. If an arboricultural assessment is to be undertaken, it should be in accordance with BS 5837:2012 Trees in relation to design demolition and construction recommendations and should provide details on trees and shrubs quality, those to be retained and / or removed, the impact on them and any constraints.
- Whilst it is noted that an 'Outline Specification, Management & Maintenance Plan' has been provided. The report is too generalised, for example the proposed bunding will require specific protocols for management to ensure successful plant establishment. Furthermore details of its build-up has not been provided and therefore it is unclear whether this soil will be sourced externally or from within the site itself. Management of grassland for the paddocks will require a different approach to that of the SuDS basin which has also not been included within the report. We would therefore require the submission of a Landscape Management Plan which

includes details of all long term design objectives, management responsibilities, maintenance schedules and periods for all soft landscaping.

- A larger proportion of the northern, north-western and eastern boundaries of the site should be retained as woodland shaw / belt. We would also expect the planting of native tree species and the creation of an 'eco-tone' of native scrub / thicket and wildflower planting as a green buffer to form a stronger edge. Trees and woodlands are key components of green infrastructure and can help create resilient, sustainable places to live in. Management and creation of woodlands should be given further consideration as part of the development of the site.
- One of the key characteristics noted within the LCA includes 'organic patterns of fields'. We would expect that hedgerows are naturalised to create more organic lines. This can be accomplished by providing scalloped edge and the provision of native thicket / scrub and wildflower planting. We would also expect a greater provision of tree lined boundaries, to further soften the built form of development in views and to provide additional biodiversity and green infrastructure enhancements.
- We would expect to see naturalistic enhancement of the Public Right of Way (Ref. E-197 027/0) that runs through the site. Careful consideration should be given to its location and setting to ensure that the development does not prejudice the PRoW and ensuring that it remains open, unobstructed and safe for the public to use at all times, including throughout the construction phases of development.
- No planting specification has been included on the Proposed Site Plan. It is advised that there is insufficient information provided and therefore is not acceptable. The specification should be in line with British Standards and include details of planting works such as preparation, implementation, materials (i.e., soils and mulch), any protection measures that will be put in place (i.e., rabbit / vole guards) and any management regimes (including watering schedules) to support establishment.
- The proposed parking areas should be designed to provide safe and secure parking and access, whilst also providing suitable soft and hard landscaping to ensure the space is of high quality. It is advised that porous asphalt solutions should be explored where feasible. Details of demarcation of parking bays and / or pedestrian pathways has also not been provided and it is advised that passive and sensitive solutions for traffic management should be explored. Please provide hard landscaping details, including levels, details of demarcation and any typical build-up information where relevant.
- Details of root barrier systems have not been provided. It is advised that details of root barrier systems should be submitted for trees in proximity to hard surfaces / landscaped areas. Please provide further details of the proposed root barrier membranes for the trees along the road frontage to allow for successful establishment.
- It is noted that the SuDS basin to the north of the site would have little value other than visual amenity. The aesthetic appeal of the SuDS features plays an important role in ensuring multifunctionality. Careful consideration should be given to the ground contouring, planting and inlet and outlet design to maximise the amenity value. A standard approach of precast concrete and galvanised handrail for inlets/outlets should be avoided. To improve biodiversity the attenuation area should be combined with a range of vegetation types such as wildflowers and other nectar rich plants, grasses of various heights, drought tolerant species as well as marginal aquatics and wet grassland. Trees and shrubs should be used on slopes and basin perimeters where appropriate.
- A predominance of one species or variety should be avoided in order to minimise the risk of widespread biotic threats to the urban forest and to increase species diversity. Preference should be given to native trees and shrubs, but in certain urban and residential situations, better results might be achieved by the use of naturalised trees and shrubs, which are not necessarily native but are the correct tree for site conditions and would add landscape and arboricultural value.

- Where amenity grassland (low biodiversity value) is to be proposed, this should be replaced where possible by features with high biodiversity value (e.g., amenity grassland with bulbs / naturalised grassland and flowering lawns).

In the event that approval of this application is forthcoming then the following conditions should also be considered:

1. PRIOR TO COMMENCEMENT OF DEVELOPMENT: SOFT LANDSCAPING SCHEME.

No development (including demolition, earthworks, or vegetation clearance) shall take place until a scheme of soft landscaping for the site drawn to a scale of not less than 1:200 has been submitted to and approved in writing by the Local Planning Authority. The soft landscaping details shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant sizes and proposed numbers/ densities. The approved scheme of soft landscaping works shall be implemented not later than the first planting season following commencement of the development (or within such extended period as may first be agreed in writing with the Local Planning Authority). Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

2. PRIOR TO COMMENCEMENT OF DEVELOPMENT: HARD LANDSCAPING SCHEME.

No development (including demolition, earthworks, or vegetation clearance) shall take place until details of a hard landscaping scheme, phased in relation to any phasing of the development for the site have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels and contours showing earthworks and mounding; surfacing materials; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulations areas; hard surfacing materials; minor artefacts and structures (for example furniture, play equipment, refuse and/or other storage units, signs, lighting and similar features); proposed and existing functional services above and below ground (for example drainage, power, communications cables and pipelines, indicating lines, manholes, supports and other technical features); retained historic landscape features and proposals for restoration where relevant. The scheme shall be implemented prior to the occupation of any part of the development (or within such extended period as may first be agreed in writing with the Local Planning Authority).

3. PRIOR TO COMMENCEMENT OF DEVELOPMENT: LANDSCAPE MANAGEMENT PLAN

No development above ground level shall take place until a Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules and periods for all soft landscape areas together with a timetable for the implementation of the landscape management plan, has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out in accordance with the approved details and timetable.

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

Kind regards,

Lewis Reynolds BA (Hons) PGCert PGDip
Senior Landscape Consultant

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

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



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

05/05/2022

For the attention of: Jasmine Whyard

Ref: DC/21/05596 Land At Pipp's Ford, A14 Slip Off To A140, Coddham, Suffolk IP6 8LJ

Thank you for consulting us on the Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site.

This letter sets out our consultation response on the landscape impact of the application and how the proposal relates and responds to the landscape setting and context of the site.

From a landscape perspective, we have reviewed the following documents:

- 'Proposed Site Plan' (Dwg No. 1820/20/01 Rev Q);
- 'Existing and Proposed Site Sections A-A' (Dwg No. 1820/20/02 Rev E);
- 'Proposed Floors Plans & Elevations' (Dwg No. 1820/20/03 Rev E);
- 'Existing Site Plan and Location Plan' (Dwg No. 1820/20/04 Rev B);
- 'Existing and Proposed Site Sections B-B & Proposed Stable and Storage Floor Plans (Dwg No. 1820/20/05 Rev E);
- 'Soft Landscaping Plan 1' (Dwg No. 2017-WWA-00-XX-DR-L-300 Rev P02);
- 'Soft Landscaping Plan 2' (Dwg No. 2017-WWA-00-XX-DR-L-301 Rev P03);
- 'Soft Landscaping Plan 3' (Dwg No. 2017-WWA-00-XX-DR-L-302 Rev P03);
- 'Landscape Sections' (Dwg No. 2017-WWA-00-XX-DR-L-0400 Rev P01); and
- 'Pipp's Park Outline Specification, Management & Maintenance Plan' (Dated: December 2021)

Site Context

The application site comprises a broadly rectangular-shaped parcel to the south-west of the A14 and south / south-east of the River Gipping. The site also lies to north-east of Grade II Listed Pipp's Ford (formerly Pip's Farm) and the associated buildings (i.e., The Old Barn, Lower Barn, Oak Barn and The Stables). Despite the presence of the A14, the surrounding area is predominantly rural, with the site adjoining a network of agricultural land, woodland and woodland shaws, located approximately 2 km south-east of the town of Needham Market.

The northern / north-western boundaries of the site are defined by the River Gipping and intervening vegetation and trees. The eastern boundary of the site is defined by an macadam surfaced road and intervening conifer vegetation. The road can be accessed to the north from Beacon Hill Interchange. The southern boundary of the site is formed by an gravelled track road and intervening trees and scrub vegetation. A stable building exists to the south-east corner of the site. The south-western corner is

formed by vegetation and fencing associated with the curtilage The Old Barn. The western boundary lies contiguous with an arable field separated by an existing timber post and rail fence. A Public Right of Way (PRoW) footpath (Ref. E-197 027/0) extends through the site in a broadly north-west to south-east direction and connects to footpath (Ref. E-197 028/0) to the south.

Local Planning Policy

Needham Market is listed within Policy CS1: 'Settlement Hierarchy' of the Core Strategy DPD (2008) as a Key Service Centre, though the site itself falls outside of the settlement boundary and therefore within the 'countryside' as defined in the adopted Mid Suffolk Local Plan (MSLP) (1998). Therefore, the proposals are subject to Policy CS2: 'Development in the Countryside and Countryside villages' of the Core Strategy DPD which restricts development to defined categories, one of which is for agriculture and forestry.

The MSLP Proposals Maps also identify the site as a Special Landscape Area and the proposals must therefore have regard to Policy CL2 'Development within Special Landscape Areas' of the MSLP which states that within Special Landscape Areas, development should be sensitively designed, with high standards of layout, materials and landscape, and particular care taken to safeguard landscape quality.

The proposals should comply with Policy CS5: 'Mid Suffolk's Environment' of the Core Strategy DPD which states that *"the Council will protect and conserve landscape qualities taking into account the natural environment..."* and also sets out to protect the district's *"most important components and to encourage development that is consistent with conserving its overall character"*. The proposed development should also be compliant with Policy GP1 'Design and Layout of Development' of the MSLP which requires that proposals should maintain or enhance the character and appearance of their surroundings

Review of the submitted documents

We do have reservations regarding the proposal and the likely impacts it would have on the local landscape. The importance of understanding the landscape character of all landscapes in England is recognised in the NPPF. Landscape character assessment is the process which can identify these intrinsic values and unique characteristics of the diverse landscapes in the UK. Natural England have produced a framework of 159 countrywide landscape profiles for England, resulting in the 'National Character Areas' (NCAs). Countryside Character Volume 6: East of England identifies the site as lying within NCA 86: South Suffolk and North Essex Clayland.

The key characteristics of the South Suffolk and North Essex Clayland include [but are not limited to]: an undulating chalky boulder clay plateau dissected by numerous river valleys, giving a gentle sloping topography in the lower, wider valleys and steeper slopes in the narrower upper parts; fragments of chalk soils with a calcareous character, which also influences the character of the semi-natural vegetation cover; watercourses wind slowly across flood plains, supporting wet, fen-type habitats and grazing marshes; lowland wood pasture and ancient woodlands and a rich diversity of flowering plants; large, often ancient hedgerows which link woods and copses, forming wooded skylines; the agricultural landscape is predominantly arable with a wooded appearance, with some pasture on the valley floors; field patterns are irregular despite rationalisation, with much ancient countryside surviving; dispersed settlement pattern of scattered farmsteads and small settlements around 'tyes' (commons) or strip greens; winding, narrow and sometimes sunken lanes are bounded by deep ditches, wide verges and strong hedgerows; and a strong network of public rights of way which provide access to the area's archetypal lowland English countryside.

The relevant Landscape Character Assessment (LCA) for the site includes the 'Suffolk Landscape Character Assessment' (SLCA) which identifies the application site as being located within the LCA 15: Rolling Estate Farmlands. The character area as described in the SLCA largely reflects the characteristics of the application site, which includes gently sloping valley sides and plateau fringes, generally deep loamy soils, organic pattern of fields modified by later realignment, important foci for early settlement, coverts and plantations with some ancient woodlands, landscape parks with a core woodland pasture.

The SLCA notes the landscape sensitivity and change of the sloping valley side landscape type found across Suffolk, which exhibits some local variation dependent on the characteristics of the adjoining landscape types. However, the unifying theme is a readily apparent landed estate character. Development management for the Rolling Estate Farmlands recognises that the visual impact of new vertical elements is increased by the landform. New buildings are likely to have a significant impact on both the character and visual amenity of the valley floor and valley side landscape types. The setting of specific features and elements within the landscape, such as small-scale enclosure patterns can also be significantly damaged.

The SLCA also notes that the proliferation of post and rail fencing and subdivision of land into small paddocks can have a significant negative landscape impact. Mitigation strategies in terms of design, layout and stocking rates should be employed where possible. The management guidelines for the Rolling Estate Farmlands which are considered of relevance also include: reinforcement of the historic pattern of sinuous field boundaries; recognise localised areas of late enclosure hedges when restoring and planting hedgerows; maintaining and increasing the stock of hedgerows; maintaining the area of woodland cover; and maintaining and restoring historic parklands and their features.

The site also lies within close proximity to LCA 26: Valley Meadowlands and therefore is considered of relevance owing to the potential indirect effects. The character of the Valley Meadowlands is described as a flat landscape of alluvium or peat on valley floors, grassland divided by a network of wet ditches, occasional carr woodland and plantations of poplar, occasional small reedbeds, unsettled, cattle grazed fields and a number of fields converted to arable production. The landscape sensitivity and change of the Valley Meadowlands is described as flat valley floor landscapes that are still largely dominated by grazing land, punctuated by small carr woodlands and willow plantations. There is an occasional scattering of farmsteads and other notable features, landscapes are mostly narrow and enclosed by the valley sides, but they can be profoundly affected by changes to the management of land and the construction buildings on the valley sides.

The development management for this area emphasises that the construction of new buildings on the valley sides, or changes of land use, can easily have an adverse affect on the setting of this landscape. If these changes are to be permitted, the highest standards of design and effective mitigation strategies should be applied to minimise the detrimental impact on both the visual amenity and landscape character of the valley floor. Construction of buildings that project above the skyline should be avoided, while repositioning the proposal or adding a planting scheme behind the building can be partially successful. The SLCA notes [among others] that development and land use change and the introduction of horse grazing are key forces for change with the Valley Meadowlands.

The planning application has not been supported by a Landscape and Visual Appraisal (LVA), though we have made the professional judgement, that given the exaggerated visual impact of the height of new buildings (i.e., timber training building, stables, storage shed) and structures (telehandler training tower, shipping container, temporary cabins) within the context of the gently sloping valley sides of the River Gipping and its plateau fringes, as well as the sub-division of the site to agricultural training facility and horiculture would disrupt the organic pattern of the fields and pasture, the introduction of new car parking areas, access road, roller and scaffold areas, crushed concrete hardstand / surfacing, which also results in an increase of activity of HGVs, equipment and machinery, and other vehicles (i.e., visitors, deliveries / goods, employees, etc) within the area, and the culmination of artefacts associated with the proposed changes of use (e.g., generators, PV panels, bollards, fencing, lighting, man-made bunding, artificial SuDS basin, signage, manure storage, waste and general clutter, etc) all of which would develop over time, would have an adverse and eroding impact on the landscape character, qualities and visual resources of the area.

Overall, given our concerns regarding adverse impacts on landscape character and the site's rural countryside location as well as insufficient supporting information, we are of the judgement that the application does not comply with Policies CS1, CS2 and CS5 of the Core Strategy DPD and Policies CL2 and GP1 of the MSLP, and therefore at conflict with the NPPF. As such, we cannot be supportive of the application.

However, if minded for approval, we would advise the below recommendations are taken into consideration.

A 'Proposed Site Plan' (Dwg No. 1820/20/01 Rev Q) has been submitted for review. The plan provides an illustrative arrangement of the development. In our judgement the site has a number of landscape and visual constraints which should be addressed as part of the design development, these include but are not limited to:

- Given our concerns that the proposal will have an adverse impact on the landscape character, we would expect a Landscape and Visual Appraisal (LVA) that follows the principles set out in the third edition of 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA3) to be submitted. Preferably all fieldwork should be carried out during the winter months to assess impact on worst case scenario. All visual representation in any submitted LVA should also be in line with 'The Visual Representation of Development Proposals Technical Guidance Note' (TGN) 06/19 (Landscape Institute, September 2019) to ensure the assessment of visual impact is accurate and in turn an appropriate judgement of the assessed impacts can be made.
- Whilst a 'Supporting Statement' has been provided, we would also expect a Design and Access Statement (DAS) to be provided which follows the guidelines set out by Ministry of Housing, Communities & Local Government (MHCLG) 'National Design Guide' and is informed by, and addresses, the 'ten characteristics of well-designed places', as such the design rationale has not adequately been explained or defined within the submitted application. We would also recommend that Urban Design Advice be sought with regards to the layout, form, scale, design, appearance, materials and detailing of the proposed training centre, telehandler tower, stables, containers and temporary buildings to ensure that the design of buildings responds to the character of the area and its sustainable aspirations are being achieved.
- An Arboricultural Survey and Report has not been provided but would have been appreciated in order to give us a greater understanding of the impact on existing trees and hedgerows affected by the proposal. If an arboricultural assessment is to be undertaken, it should be in accordance with BS 5837:2012 Trees in relation to design demolition and construction recommendations and should provide details on trees and shrubs quality, those to be retained and / or removed, the impact on them and any constraints.
- Whilst it is noted that an 'Outline Specification, Management & Maintenance Plan' has been provided. The report is too generalised, for example the proposed bunding will require specific protocols for management to ensure successful plant establishment. Furthermore details of its build-up has not been provided and therefore it is unclear whether this soil will be sourced externally or from within the site itself. Management of grassland for the paddocks will require a different approach to that of the SuDS basin which has also not been included within the report. We would therefore require the submission of a Landscape Management Plan which includes details of all long term design objectives, management responsibilities, maintenance schedules and periods for all soft landscaping.
- A larger proportion of the northern, north-western and eastern boundaries of the site should be retained as woodland shaw / belt. We would also expect the planting of native tree species and the creation of an 'eco-tone' of native scrub / thicket and wildflower planting as a green buffer to form a stronger edge. Trees and woodlands are key components of green infrastructure and can help create resilient, sustainable places to live in. Management and creation of woodlands should be given further consideration as part of the development of the site.
- One of the key characteristics noted within the LCA includes 'organic patterns of fields'. We would expect that hedgerows are naturalised to create more organic lines. This can be accomplished by providing scalloped edging and the provision of native thicket / scrub planting. We would also expect a greater provision of tree lined boundaries, to further soften the built form of development in views and to provide additional biodiversity and green infrastructure enhancements.

- We would expect to see naturalistic enhancement of the Public Right of Way (Ref. E-197 027/0) through the site. Careful consideration should be given to its location and setting to ensure that the development will be screened from the footpath.
- No planting specification has been included on the Proposed Site Plan. It is advised that there is insufficient information provided and therefore is not acceptable. The specification should be in line with British Standards and include details of planting works such as preparation, implementation, materials (i.e., soils and mulch), any protection measures that will be put in place (i.e., rabbit / vole guards) and any management regimes (including watering schedules) to support establishment.
- The proposed parking areas should be designed to provide safe and secure parking and access, whilst also providing suitable soft and hard landscaping to ensure the space is of high quality. It is advised that porous asphalt solutions should be explored where feasible. Details of demarcation of parking bays and / or pedestrian pathways has also not been provided and it is advised that passive and sensitive solutions for traffic management should be explored. Please provide hard landscaping details, including levels, details of demarcation and any typical build-up information where relevant.
- Details of root barrier systems have not been provided. It is advised that details of root barrier systems should be submitted for trees in proximity to hard surfaces / landscaped areas. Please provide further details of the proposed root barrier membranes for the trees along the road frontage to allow for successful establishment.
- It is noted that the SuDS basin to the north of the site would have little value other than visual amenity. The aesthetic appeal of the SuDS features plays an important role in ensuring multifunctionality. Careful consideration should be given to the ground contouring, planting and inlet and outlet design to maximise the amenity value. A standard approach of precast concrete and galvanised handrail for inlets/outlets should be avoided. To improve biodiversity the attenuation area should be combined with a range of vegetation types such as wildflowers and other nectar rich plants, grasses of various heights, drought tolerant species as well as marginal aquatics and wet grassland. Trees and shrubs should be used on slopes and basin perimeters where appropriate.
- A predominance of one species or variety should be avoided in order to minimise the risk of widespread biotic threats to the urban forest and to increase species diversity. Preference should be given to native trees and shrubs, but in certain urban and residential situations, better results might be achieved by the use of naturalised trees and shrubs, which are not necessarily native but are the correct tree for site conditions and would add landscape and arboricultural value.
- Where amenity grassland (low biodiversity value) is to be proposed, this should be replaced where possible by features with high biodiversity value (e.g., amenity grassland with bulbs / naturalised grassland and flowering lawns).

In the event that approval of this application is forthcoming then the following conditions should also be considered:

1. PRIOR TO COMMENCEMENT OF DEVELOPMENT: SITE DEVELOPMENT SCHEME.

No development shall take place until a scheme, hereafter referred to as the Site Development Scheme, shall have been submitted to and approved in writing by the local planning authority. The Site Development Scheme shall include a timetable for its implementation and details of:

- a. The means of foul and surface water drainage of the site;
- b. The facilities for, and location of, the storage and collection of refuse and recycling;
- c. External lighting on the boundary of, and within the site;
- d. Detailed boundary treatment plan that clearly shows the position of new fencing / hedging in relation to existing and proposed planting;
- e. Measures for the protection of trees and hedges on the application site that are to be

- retained.
- f. The internal layout of the site (notwithstanding the 'Proposed Site Plan'), including details of the Public Right of Way, hardstanding / hard surfacing; access roads; parking areas; amenity grass; gates, fencing and other boundary treatments; vehicle turning space of sufficient size to accommodate waste / recycling vehicles, agricultural vehicles and that of emergency / fire services;
 - g. Details of tree, hedge and shrub planting, including details of species, plant sizes, proposed numbers, and densities.

The approved Site Development Scheme shall be carried out and completed in accordance with the approved timetable. Upon implementation of the approved Site Development Scheme, that scheme shall thereafter be retained.

2. PRIOR TO COMMENCEMENT OF DEVELOPMENT: SOFT LANDSCAPING SCHEME.

No development (including demolition, earthworks, or vegetation clearance) shall take place until a scheme of soft landscaping for the site drawn to a scale of not less than 1:200 has been submitted to and approved in writing by the Local Planning Authority. The soft landscaping details shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant sizes and proposed numbers/ densities. The approved scheme of soft landscaping works shall be implemented not later than the first planting season following commencement of the development (or within such extended period as may first be agreed in writing with the Local Planning Authority). Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

3. PRIOR TO COMMENCEMENT OF DEVELOPMENT: HARD LANDSCAPING SCHEME.

No development (including demolition, earthworks, or vegetation clearance) shall take place until details of a hard landscaping scheme, phased in relation to any phasing of the development for the site have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels and contours showing earthworks and mounding; surfacing materials; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulations areas; hard surfacing materials; minor artefacts and structures (for example furniture, play equipment, refuse and/or other storage units, signs, lighting and similar features); proposed and existing functional services above and below ground (for example drainage, power, communications cables and pipelines, indicating lines, manholes, supports and other technical features); retained historic landscape features and proposals for restoration where relevant. The scheme shall be implemented prior to the occupation of any part of the development (or within such extended period as may first be agreed in writing with the Local Planning Authority).

4. PRIOR TO COMMENCEMENT OF DEVELOPMENT: LANDSCAPE MANAGEMENT PLAN

No development above ground level shall take place until a Landscape Management Plan, including long term design objectives, management responsibilities and maintenance schedules and periods for all soft landscape areas together with a timetable for the implementation of the landscape management plan, has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out in accordance with the approved details and timetable.

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

Kind regards,

Lewis Reynolds BA (Hons) PGCert PGDip
Senior Landscape Consultant

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

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

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

Sent: 30 Mar 2022 02:44:29

To:

Cc:

Subject: FW: DC/21/05596 - Consultation Response

Attachments:

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

Sent: 30 March 2022 14:27

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

Subject: RE: DC/21/05596 - Consultation Response

Good afternoon

As the site does not involve any public open space, we do not have any comments to make.

Regards

Nick Elliott

Public Realm Officer

Babergh and Mid Suffolk District Councils – Working Together


(M) 07860 829546

(T) 01473 296340

www.babergh.gov.uk

www.midsuffolk.gov.uk

Consultation Response Pro forma

1	Application Number	DC/21/05596	
2	Date of Response	23/02/2022	
3	Responding Officer	Name:	Hannah Bridges
		Job Title:	Waste Management Officer
		Responding on behalf of...	Waste Services
4	Recommendation (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.	No objection subject to conditions	
5	Discussion 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>Ensure that the training facility is suitable for a 32 tonne Refuse Collection Vehicle (RCV) to manoeuvre around the site with ease.</p> <p>Attached is the latest waste guidance for new developments.</p>  <p>SWP Waste Guidance v.21.docx</p> <p>The road surface and construction must be suitable for a RCV to drive on. Waste collections would need to be made from the site and not at the end of the private road as this joins a major around about.</p> <p>Waste and recycling arising from the training facility will need to be collected as trade waste.</p>	
6	Amendments, Clarification or Additional Information Required (if holding objection) If concerns are raised, can they be overcome with changes? Please ensure any requests are proportionate		

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.

7	Recommended conditions	Meet the conditions in the discussion.
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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.

10 November 2021

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

Dear Mr Pearce,

DC/21/05596 Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site. Land At Pippes Ford A14 Slip Off To A140 Coddenham Suffolk IP6 8LJ

I am writing on behalf of the Suffolk Preservation Society (SPS) regarding the proposals at Pippes Ford having been contacted by concerned residents regarding the impacts of the scheme. SPS understands that an identical scheme (DC/21/00487) was refused earlier this year and that this application is to allow additional material to be considered.

We note that the previous reasons for refusal included the lack of justification for the principle of development and information on flooding, as well as the impact of the development on the landscape and the natural environment and residential amenity. We are also aware of serious concerns regarding traffic safety and PROW access. SPS would like to raise our concerns regarding the impact of the proposals on this special landscape.

Impact on the Gipping Valley landscape

The site is located within remote and detached countryside with the River Gipping to the south/west. On visiting the site, it is notable that although the A14/ A140 intersection is close by, the serene, remote character of the area remains intact and it is arguably highly sensitive to further degradation. SPS therefore has serious concerns regarding the intrusion of the proposed major development into this tranquil area.

The topography of the site, which falls from east to west, will render the proposed industrial use of the site highly visible within the Gipping Valley landscape. The proposed use of fencing to screen some of the views into the site will have limited effect due to the slope of the site and will itself introduce an alien, highly inappropriate feature into this attractive area. The 30m X 20m training centre and associated parking is at the highest point of the site and the quantum of equipment to

be introduced on the site, including scaffold towers, large construction and farming vehicles as well as cranes, will entirely change the appearance of the site, to the detriment of the wider area.

SPS also has concerns regarding these impact on Pipp's Ford, a grade II listed C16th farmhouse located to the south/east of the site including associated farm buildings, some of which are identified as non-designated heritage assets, directly adjacent to the boundary. Although close to a major highway, the setting of Pipp's Ford retains a strong sense of remoteness and seclusion. The applicant identifies that the setting of Pipp's Ford will be impacted by the proposals at a low level but relies entirely on the visual impact of the scheme in this assessment. SPS is concerned that an overreliance on simple intervisibility does not take into account the impact of introducing a distinctly industrial land use into the original rural setting of the heritage assets. Although partially screened, the buildings, equipment and additional noise, lighting and heavy vehicular movements will impact on how the heritage assets are experienced and requires further assessment.

In conclusion, whilst SPS is wholly supportive of economic development schemes which create varied local jobs, it remains that these proposals are inappropriate on this sensitive site. The decision notice for the previous application highlighted that the visual amenity of the River Gipping is of significance to public benefit. It goes on to conclude that *the application has failed to demonstrate how the proposal sensitively integrates with the character of this rural area and the prevailing landscape characteristics. Due to the sloped terrain this major proposal would be prominent and dominant especially with all the associated paraphernalia operation and use.* SPS does not consider that the applicant has now provided any amendments or justification to change this conclusion.

We therefore see no reason for the local authority to amend its decision based on the landscape harm that the development would bring to the wider area and urge that the scheme is again refused. We trust that you will find these comments helpful in the consideration of this application.

Yours sincerely,



Bethany Philbedge
BSc (Hons) MSc MRTPI
Planning Officer

Cc: Needham Market Town Council
Coddensham Parish Council
Babergh Mid Suffolk Heritage team
Ward Councillor

Comments for Planning Application DC/21/05596

Application Summary

Application Number: DC/21/05596

Address: Land At PIPPS Ford A14 Slip Off To A140 Coddendam Suffolk IP6 8LJ

Proposal: Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site

Case Officer: Vincent Pearce

Customer Details

Name: Mr Robert Boardman (Stowmarket Ramblers)

Address: 8 Gardeners Walk, Elmswell, Bury St Edmunds, Suffolk IP30 9ET

Comment Details

Commenter Type: Amenity Group

Stance: Customer objects to the Planning Application

Comment Reasons:

- Development too high
- Landscape Impact
- Overlooking

Comment: Further to Stowmarket Ramblers comments on 3rd November 2021 we would like to express our very real concerns that this application would have on the enjoyment of walking the Gipping Valley Path in this area. This path is one of Suffolk's premier routes and should be protected against intrusive developments. The plans shows a 9 metre high tower which will be easily seen from the Gipping Valley Path which is just the other side of the adjacent river.

Although the new plans display Coddendam Footpath No.27, it is shown crossing a training area, which it is not clear if machinery will have to negotiate across this path. The path also crosses an equestrian area which could bring walkers into contact with horses either loose or being schooled.

Comments for Planning Application DC/21/05596

Application Summary

Application Number: DC/21/05596

Address: Land At Pippes Ford A14 Slip Off To A140 Coddham Suffolk IP6 8LJ

Proposal: Planning Application. Change of use of part of land to use as a construction and agricultural training facility including new training centre and associated car park and hardstand, equipment/machinery store and scaffold area. Change of use of remainder of land to use for the grazing of horses and sheep including new stables and storage shed. Associated fencing and landscaping and alterations to existing access to site

Case Officer: Vincent Pearce

Customer Details

Name: Mr Robert Boardman (Stowmarket Ramblers)

Address: 8 Gardeners Walk, Elmswell, Bury St Edmunds, Suffolk IP30 9ET

Comment Details

Commenter Type: Amenity Group

Stance: Customer objects to the Planning Application

Comment Reasons:

- Application is lacking information

Comment: The Footpath Committee of Stowmarket Ramblers have viewed this application and can find no reference to Public Footpath No. 27 and to how this path is accommodated within these proposals.

If the route of this path is to be altered it must be via a Definitive Map Modification Order (DMMO) and put in place before any construction starts. A permissive path will not be acceptable.

MEMBER REFERRAL TO COMMITTEE

(Completed form to be sent to Case Officer and Chief Planning Officer – Sustainable Communities)

Planning application reference	21/05596 (previously 21/00487)
Parish	Coddenham
Member making request	John Whitehead & Tim Passmore
Please describe the significant policy, consistency or material considerations which make a decision on the application of more than local significance	Views along the River Gipping footpath are valued beyond the parish. Public right of way across the application site has been disregarded It is in a Special Landscape Area Concern expressed by adjacent parish (Needham Mkt)
Please detail the clear and substantial planning reasons for requesting a referral	Inappropriate and unsustainable commercial development in an open rural area. Poorly designed characterless development in an SLA Personal privacy issues – 12m high Plus noise aspects
Please detail the wider District and public interest in the application	Special Landscape Area Visible from River Gipping riverbank footpath Public right of way over the land
If the application is not in your Ward please describe the very significant impacts upon your Ward which might arise from the development	N/A
Please confirm what steps you have taken to discuss a referral to committee with the case officer	Various e-mails exchanged and then telephone conversation over Teams to discuss concerns This form submitted by e-mail on 8th November 2021 – day 27 after validation to meet deadline.