

Committee Report

Item No: 7a

Reference: DC/20/05894

Case Officer: Vincent Pearce

Ward: Thurston.

Ward Member/s: Cllr Austin Davies & Harry Richardson

RECOMMENDATION – APPROVE RESERVED MATTERS WITH CONDITIONS

Description of Development

Submission of details (Reserved Matters) pursuant to Outline Planning Permission DC/19/03486. Layout, Scale, Appearance and Landscaping for the construction of up to 210 dwellings, public open space, play area, sustainable drainage features and associated infrastructure including foul sewerage pumping station.

JR Background

In *R(Thurston Parish Council) v Mid Suffolk DC* [2022] EWCA Civ 1417, the Court of Appeal upheld as lawful the Council's decision to grant planning permission for up to 210 dwellings at land south-east of Beyton Road (DC/19/03486).

Where outline planning permission was granted, the decision to be taken by Members now relates to the reserved matters for the development approved; it is not possible to revisit the principle of development which is now settled.

Location

Land south-west of Beyton Road, Thurston, Suffolk

Expiry Date: 31/08/2021 [extension of time agreed]

Application Type: RES - Reserved Matters

Development Type: Major Large Scale - Dwellings

Applicant: Bloor Homes & Sir George Agnew

Agent: n/a

Parish: Thurston

Site Area: 7.96ha [red line]

Density of Development:

Gross Density (Total Site): no of dwellings ÷ red line area = 26.4 dwellings per hectare

CLASSIFICATION: Official

Net Density: no of dwellings ÷ net developable area (Red Line Site but excluding strategic open space and SuDs) [6.1226ha] = 34.3 dwellings per hectare
Minus central green circus = 35.7dph

Net Density with distance to the middle of the road on frontage with proposed housing [excluding New Road frontage] road width = 6.8677ha = 30.6 dph

Note: The percentage of site dedicated as undeveloped [open space/habitat/SuDS] = 23.4% [1.84ha] of the total area. [policy requirement = 10% open space] The extent of the developable area was set by the Council in the outline planning permission.

Details of Previous Committee / Resolutions and any member site visit:

A report in respect of this RM submission recommending approval with conditions was tabled to be discussed at the meeting of 1 September 2021 [Committee B] but was withdrawn from the agenda at the request of the applicant with the Chair and Chief Planning Officers approval to allow matters identified by officers to be conditioned to be provided as part of the RM details before Members considered the submission. The return of the submission to Committee was then delayed until now by the need to await the outcome of the then ongoing Judicial Review.

Has a Committee Call In request been received from a Council Member (Appendix 1): No
This is an automatic committee item.

Has the application been subject to Pre-Application Advice: Yes (Planning Performance Agreement PPA)



figure 1:
**Location
Plan**



figure 3: Latest layout Plan 2023

PART ONE – REASON FOR REFERENCE TO COMMITTEE

The application is referred to committee for the following reason:

It is a “Major” application for a residential development of more than 15 dwellings and is therefore outside of the formal Scheme of Delegation to The Chief Planning Officer.

PART TWO – POLICIES AND CONSULTATION SUMMARY

Summary of Policies

NPPF - National Planning Policy Framework 2021

Adopted Thurston Neighbourhood Plan: [October 2019]

Policy 1 Thurston Spatial Strategy
Policy 2 Meeting Thurston’s Housing Needs
Policy 4 Retaining and Enhancing Thurston Character Through Residential Design
Policy 5 Community Facilities
Policy 6 Key Movement Routes
Policy 8 Parking Provision
Policy 9 Landscaping and Environmental Features
Policy 11 Provision for Wildlife in New Development
Policy 12 Minimising Light Pollution.

Core Strategy 2008:

CS05 - Mid Suffolk's Environment
CS09 - Density and Mix

Core Strategy Focused Review

FC1 - Presumption In Favour Of Sustainable Development
FC1.1 - Mid Suffolk Approach To Delivering Sustainable Development

Local Plan 1998:

GP01 - Design and layout of development
H04- Proportion of Affordable Housing
H02 - Housing development in towns
H03 - Housing development in villages
H13 - Design and layout of housing development
H14 - A range of house types to meet different accommodation needs
H15 - Development to reflect local characteristics
H16 - Protecting existing residential amenity
H17 - Keeping residential development away from pollution
T09 - Parking Standards
T10 - Highway Considerations in Development
CL08 - Protecting wildlife habitats

Draft Joint Local Plan

Part One [policies] currently attracts limited weight
There is now no Part Two [allocations]

Other relevant considerations include

**Adopted Parking Standards [refreshed 2019]
National Design Guide 2019
Building for a Healthy Life 2020
NPPF 2021.**

Consultations and Representations

Following extensive re-consultation in 2023 in respect of this application to afford parties a chance to review their position following the outcome of the JR process and an opportunity to consider the amendments secured during the JR period and after the proposal was last on an agenda back in 2021. Consultation and Representations from third parties have been received. These are summarised below.

A: Summary of Consultations

[Click here to view Consultee Comments online](#)

Parish Council

Thurston Parish Council

Thurston Parish Council re-consultation comments are expected imminently.

The author of this report spoke [phone] to Vicky Waples, the Clerk to Thurston Parish Council on 3 March 2023 [10.30hrs] and was kindly advised that the Parish Council discussed the latest details with Bloor at its Council meeting of 1 March 2023. Vicky reported that the Parish Council welcomed the further amendments and it is expected that the Parish Council will not be objecting subject to certain matters [that will be specified] being conditioned.

The Clerk confirmed that formal comments to that effect are expected to arrive shortly but it is likely to be after this Committee report has been completed such are the deadline involved.

The author of this Committee has checked with Vicky [email: 3 March 2023 @ 11.08hrs] that the wording above accurately describes the discussion and that it is acceptable to include it in this report as an advanced notice of the Parish Council's summarised position. Vicky agreed that it does [email dated 3 March 2023 @ 11.10hrs].

Depending upon the date of receipt of those comments, an update will be provided via tabled papers before the Committee meeting or with a verbal summary at the Committee meeting on 15 March 2023.

National Consultee (Appendix 4)

Network Rail [4 August 2021] [no further comments received]

“After reviewing the associated information, I would like to inform you that Network Rail have no objections to the proposal.”

Natural England [23 February 2023]

Simply refers to its standing advice

Historic England [13 February 2023]

“We do not wish to offer any comments”

Highways England 12 August 2021] [no further comments received]

“Offer no objection”

County Council Responses (Appendix 5)

Suffolk County Council – Highways [28 February 2023]

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

It is noted that the majority of our comments dated 17/08/21 (ref: SCC/CON/3546/21) have been addressed by the revised layout. However, the comment regarding cycle provision towards Fishwick Corner has not been addressed as the route narrows to a footpath along the western boundary of the site. It is recommended that this route is upgraded to accommodate cycles to encourage sustainable travel within the development and on the existing highway network.

Furthermore, as the proposed cycle route stops without a desirable alternative, it may result in improper use of the footpath.”

Officer comment

In an email dated 3 March 2023 Bloor confirmed it will extend the 3m cycleway/footpath as requested by SCC Highways and Thurston Parish Council.

A drawing reference EA128-PD-800 was attached to that email showing an added section of cycleway. [see plan below: yellow section is an additional 3m link and the purple sections are the 3m cycleway/footpath already proposed. The added section will now provide a continuous 3m cycleway/footpath link from Fishwick Corner to Beyton Road.



figure 3: Route of proposed 3m cycleway/footpath [purple and yellow]

Suffolk County Council: Flood and Water [30 July 2021] [no further comments received]

“The following submitted documents have been reviewed and we recommend approval of this application.

- *Flood Risk Assessment & Drainage Strategy Ref 1707-020 Rev E*
- *Planning layout Ref 19-2012-PL-02 Rev A*
- *Planning layout- 19-2012-PL-01*
- *Landscape and Ecology Management Plan dated Sept 2020*
- *Engineering Layout sheets 1 to 8 Ref PA590-EN 002C, 003B, 004C, 005B, 006C, 007C, 008C, & 009B”*

Suffolk County Council: Archaeology [10 January 2020] [no further comments received]

This is a large site 7.8ha that has not been subject to archaeological investigation, in an area of archaeological potential recorded on the County Historic Environment Record, in close proximity to a Roman Road (RGH 017) and in a general landscape of later prehistoric activity. 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 199), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.



figure 4: **Aerial 2021 showing trial trenching marks [archaeological investigation]**

Development Contributions [12 August 2021] [no further comments received]

There is a planning obligation dated 22 December 2020 attached to the outline permission under reference DC/19/03486. I have no comments to make but various colleagues will deal with relevant service matters such as highways, floods planning, fire service, and archaeology.

Fire & Rescue [19 January 2021] [no further comments received]

Noted that submission of relevant details had been secured under condition 27 attached to the outline planning permission and would therefore subsequently be dealt with via an appropriate discharge of condition submission.

Internal Consultee Responses

Place Services – Landscape [12 August 2021] [no further comments received]

Having reviewed the updated Site Landscaping, Hard surfaces and Boundary Treatment plans and further to our letter dated 18/10/2021 we welcome the amendments made. Two matters still require further consideration.

1) We believe the use of hoggin as a surface material for the path which runs through the centre of the site and runs between private plots and the highway is inappropriate. The surface layer is easily transferred under foot or wheel, especially when wet. We would therefore advise a resin bound aggregate or similar is used as an alternative.

2) Shrub planting has now been provided to the edge of the infiltration basin, which has a side slope ratio of 1:4, therefore we would advise that the knee rail is removed.

Officer comment:

These remaining residual matters can be resolved by condition

Strategic Housing [13 August 2021] [no further comments received]

“Based on 210 dwellings, this development triggers an affordable housing contribution under current local policy of 35% of total dwellings = 73 affordable dwellings.

The associated s106 on the outline application details the affordable housing mix and the plan that accompanies this application shows 73 units although provides no detail of type, bedroom numbers etc

The mix was agreed with the applicant and should therefore concord with the affordable housing scheme in the s106.

The layout is acceptable.

With reference to the open market housing the mix provided shows a large number of 3 and 4 bedroom homes – 115 units in total compared with a much smaller number of 2 bedroom homes – 22 units

There is growing evidence that housebuilders need to address the demand from older people who are looking to downsize or right size and want to remain in their local communities.

There is a strong need for homes more suited to the over 55 age bracket within the district and supply of single storey dwellings or 1.5 storeys has been very limited over the last 10 years in the locality.

The Thurston Neighbourhood Plan Policy 2 states that - all housing proposals of five or more units must reflect the need across all tenures for smaller units specifically designed to address the need of older people (for downsizing) and younger people (first time buyers).

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

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

For the above reasons, we recommend a decrease in 3 and 4 bedroom homes and an increase in 2 bedroom homes and the inclusion of some bungalows would be welcomed. This would provide a broad range of homes to meet a wide ranging housing need.

Requirements for affordable homes:

- *Properties must be built to the Housing Standards Technical guidance March 2015.*
 - *S106 affordable dwellings should be delivered grant free.*
 - *The council is granted 100% nomination rights to all the affordable units on first lets and minimum of 100% of relets in perpetuity.*
 - *The affordable units to be constructed 'tenure blind'*
 - *All flats must be in separate blocks and capable of freehold transfer to an RP.*
- The flatted blocks must provide bicycle storage and bin store areas.*
- *Adequate parking provision is made for the affordable housing units and cycle storage/sheds."*

Heritage [19 January 2021] [no further comments received]

At Outline Stage, the Heritage Team identified a low to medium level of less than substantial harm to Crossways Cottages, which was identified as a non-designated heritage asset, due to erosion of its rural setting. Given that Outline Approval has been given, I raise no further concerns at this stage. The development leaves a reasonable undeveloped buffer around Crossways Cottages, particularly adjacent to the road to the west, from where Crossways Cottages is most publicly visible. The proposed pumping station may be the most notable intrusion into this particular part of Crossway Cottages' setting, but as this appears to be a fairly low level structure, I consider that its impact would be minimal. Otherwise, the heights, designs and materials of those dwellings closest to Crossways Cottages would also be reasonable and roughly what would have been expected. Consequently, I consider that the level of harm would be at the lower end of that previously identified. Furthermore, I do not consider that further amendments or information at this stage, or conditions, could discernibly lower the harm further, and thus are not considered to be warranted.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application, as per para.197 of the NPPF, as well as the policies in the Local Plan.

[update 12 August 2021 - no further comment to make]

Ecology [16 August 2021] [no further comments received]

We have reassessed the Preliminary Ecological Appraisal (Southern Ecological Solutions Ltd, July 2018) and the Phase 2 Ecology Survey (Southern Ecological Solutions Ltd, Southern Ecological Solutions Ltd 2019), provided by the applicant at outline stage, relating to the likely impacts of development on designated sites, Protected & Priority species/habitats.

In addition, we have reviewed the Site Landscaping Plans and a Landscape and Ecological Management Plan undertaken by Bloor Homes Ltd (September 2020).

It is highlighted that we are generally satisfied with the submitted plant specifications and soft landscaping measures. However, we do recommend that a minor alteration to the proposed native hedgerow mix should be incorporated for the proposed site. As a result, Place Services Ecology have corresponded within our Landscape Team and agree that the Native Species Hedgerow should be amended to the following mix and percentages:

- 60% Hawthorn (*Crataegus monogyna*)
- 20% Field maple (*Acer campestre*)
- 10% Hazel (*Corylus Avellana*)
- 5% Hornbeam (*Prunus avium*)
- 5% Dogwood (*Cornus sanguinea*)

This hedgerow mix will be suitable for the local variation of species and will provide nesting opportunities for nesting and foraging bird species. However, we also note that an alternative native hedgerow mix has been proposed for the mediation landscaping and highway layout. Therefore, it is highlighted that we approve of this mixture, but recommend the remove of *Malus sylvestris* from the mixture if the hedge is to be low-lying.

In terms of the Landscape and Ecological Management Plan, it is indicated that we approve of the proposed management and aftercare measures for the soft landscape measures. However, we note that the Landscape and Ecological Management Plan contains no details on the proposed reasonable biodiversity enhancement measures, as outlined within the Phase 2 Ecology Survey (Southern Ecological Solutions Ltd, Southern Ecological Solutions Ltd 2019). Therefore, to ensure compliance with conditions 24 and 32 of the outline consent, it is recommended that following further details on reasonable biodiversity enhancements should be finalised for this application prior to determination:

- 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).

This should demonstrate the heights and orientations of the proposed bird or bat boxes and should also include the indicative locations of where the hedgehog highways (13x13cm holes at the base of fencing) will be installed and delivered throughout the site.

Public Realm [24 February 2023]

“Having looked at the latest documents together with previous plans and previous Public Realm comments, Public Realm Officers have no comment to make aside from their observation that following their comment on 12th August 2021 regarding the invasive nature of Typha angustifolia they note that this has now been removed from the planting schedule.”

Land Contamination [10 August 2021] [no further comment received]

No objection.

Environmental Health – Noise/Odour/Light/Smoke [4 August 2021]

The working hours proposed within in the document are outside of those that are acceptable to MSDC. Please ask the applicant to amend these to

Mon-Fri 0800-1800,

Sat 0900-1300.

No work on Sundays or bank/public holidays.

Officer comment

This can be controlled by condition within the Construction Method Statement

Environmental Health – Sustainability 12 January 2021 [no further comment received]

“I have viewed the applicant’s documents, in particular the energy strategy, The indication that a fabric first response is important as to be welcomed. There is no detail on the provision of electric vehicle charging. I have no objection and if the planning department decided to set conditions on the application.”

Officer comment

Members are advised that since this comment was received the package pf green measures being proposed by Bloor has been expanded significantly, as will be explained in the main body of this report under the heading ‘Sustainability’. 100% ev capability is now offered along with significant improvements to alternative energy/heating sources.

Waste Services [2 February 2023]

No objection subject to conditions.

Other

West Suffolk Council [19 January 2021]

“West Suffolk Council has no comments to make.”

Anglian Water [24 February 2023]

“ Foul Water: We have reviewed the applicant’s submitted drainage strategy 1707_020_ST003h and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage.”

B: Representations

At the time of writing this report the latest re-consultation has prompted four responses [objections] from 2 addresses. [these can be viewed online in the usual way]

These do not raise any new material planning objection to those identified below

At the time of the previous report at least 20 letters/emails/online comments had been received. It is the officer opinion that this represents 20 objections.

Grounds of objection are summarised below:

Contrary to Thurston Neighbourhood Plan

Lack of infrastructure – schools, GPs, paths etc

Increased traffic

Extent of affordable housing already being delivered in Thurston

Existing electrical supply issues in Beyton Road area will be made worse

Poor lighting

Development will cause light pollution

Excessive development

Traffic

Highway safety

Drainage

Loss of open space

Loss of outlook

Boundary issues

Wildlife impacts

Landscape character

Out of character

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

PLANNING HISTORY

REF: DC/19/03486	Outline Planning Application (some matters reserved - access to be considered) - Erection of up to 210 dwellings, means of access, open space and associated infrastructure, including junction improvements (with all	DECISION: GRANTED 23.12.2020
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proposed development located within Mid Suffolk District, with the exception of proposed improvements to Fishwick Corner being within West Suffolk).

Court of Appeal determined the permission was lawful and that it stands following Judicial Review prompted by a legal challenge in the High Court by Thurston Parish Council.

REF: DC/19/05180

Other Districts Development –Planning Application (means of access to be considered) – (i) proposed improvement to Fishwick Corner in West Suffolk Council and (ii) 210no. dwellings means of access, open space and associated infrastructure, including junction improvements with all proposed development located within Mid Suffolk District Council.

DECISION:

GRANTED by WSDC

29.01.2020

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PART THREE – ASSESSMENT OF APPLICATION

1.0 The Site and Surroundings

- 1.1. The site comprises relatively flat agricultural land situated to the south-west of Beyton Road, on the southern fringe of Thurston. The site is currently accessed via Beyton Road which serves dwellings on its northern side.
- 1.2. There are areas of woodland located directly to the north/north-west and south of the site, both of which are outside the site boundary.
- 1.3. The site is located within Flood Zone 1. [fluvial]
- 1.4. There are few constraints on the site as it does not lie within a Conservation Area or Special Landscape Area and there are no listed buildings within the site area.
- 1.5. The site is not considered to be particularly sensitive in landscape terms and is a relatively contained site in visual terms.
- 1.6. The application site comprises 7.96 hectares.

2.0 The Proposal

- 2.1. The application seeks approval of Reserved Matters comprising:

layout,
appearance,
scale and
landscaping

...associated with outline permission DC/19/03486 issued in December 2020.

- 2.2 It should be noted that since this application appeared on the agenda in 1 September 2021 [but not discussed as it was withdrawn from the agenda prior to the meeting] the following important amendments have been made in response to comments made at the time, including a number from Thurston Parish Council:
 - Black boarding has been removed from elevations

- Number of two storey + attic accommodation units have been reduced from 10 to 6.
- A 3m wide cycleway/footpath has been included linking the Site's Beyton Road frontage to Fishwick Corner along the west side of the development
- Sustainability package has been significantly enhanced
- 100% ev charging now included
- Invasive Bullrushes removed from planting scheme at request of Public Ream
- Reduction to dormer proportions
- Some House type changes

2.3 At the time of outline permission being granted access was approved. A package of highway works/improvements was also agreed. Access is therefore not considered further in this report, save for noting that the submitted reserved matters detail is consistent with it. A signed s106 agreement associated with DC/19/03486 was executed in December 2020 binding the developer to requirements including affordable housing provision, open space management, car club commitment, electric vehicle charging (one point within the site and financial contribution), Thurston Station Platform Design Study contribution, Farmland Bird Mitigation Strategy and financial contributions towards highway improvement works, primary school and travel plan evaluation.

2.4. As is required by condition 4 of the outline consent, the proposed development subject of the reserved matters application generally accords with the details in the illustrative masterplan 19-2012-SL101J, Design and Access Statement (Boyer June 2019) and Design Statement (Boyer November 2019) submitted in support of the outline application.

2.5. Key aspects of the site layout/design are as follows: (bracketed letters refer to the respective features shown on the masterplan provided below)

- 210 dwellings, including 73 affordable dwellings pepper potted across the development;
- Higher density development within the core of the layout with reduced densities on the periphery. Overall density at the low end of the scale for modern estate development.
- Predominantly two storey scale, on the development's eastern and southern edges; a mix of bungalows [no.7] and two-storey houses [no.10] along Beyton Road frontage; a mix of single [no.3], two and two+attic [no.2] units on the western/north-western edge and two storey dwellings within the heart of the scheme.
- Green linear corridors (A) linking multi-functional green spaces (10), including a central open space (B).
- Peripheral green buffer including retained trees and hedging (C);
- Swale feature within the peripheral green buffer (D);
- Dwellings fronting green spaces;
- Infiltration basin to the southwestern edge of the site (E);
- Play area to the southwestern corner of the site (F);
- Two vehicle access points: Beyton Road (primary) (G); Mount Road (H) (secondary) as per those approved at outline stage;
- Street hierarchy comprising primary spine road (I) and secondary and tertiary streets;

- Four character areas, comprising 'Thurston Grove', 'Crossways Green', 'Mill View' and 'Crossways Internal';
- Hard surfacing comprises a mix of tarmac, block paving (Brindle and Burnt Oak) and rolled hoggin;
- Peripheral pedestrian and cycle path (J), footpaths along both sides of majority of internal streets.
- Foul water pumping station is proposed to the southwestern corner of the site (K).




- | | | |
|----------------------------|-------------------------------------|---|
| A green corridor | G main vehicular access |  'village green' frontage |
| B central green | H secondary vehicular access |  'central crescent' frontage |
| C green buffer | I spine road | |
| D swales | J 3m cycleway | |
| E attenuation basin | K pumping station | |
| F play-area | | |

figure 5: The location of elements described in paragraph 2.5 above

3.0 The Principle of Development

- 3.1. The principle of a development comprising up to 21 dwellings and associated access, has been established by grant of outline planning permission DC/19/03486. The key test is whether the proposed layout, scale, appearance and landscaping respond appropriately to the character and amenity of the area, having regard to relevant guiding development plan policies, including the adopted Thurston Neighbourhood Development Plan (TNP). A key further consideration is the performance of the application against the National Design Guide (NDG).
- 3.2 It should be noted that condition 4 as attached to the outline planning permission prescribed the form of any expected Reserved Matters layout on the basis that the illustrative layout presented to Committee at the time of determination was considered to achieve a high-quality urban design and therefore it should underpin future full details.
- 3.3 This approach, whereby the quality of a layout is established at outline stage by reference to the need to adhere to the principles in an acceptable illustrative layout drawing, is entirely consistent with the spirit of the NPPF 2021 at paragraph 135 which states:

“Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).”

4.0 Scale, Layout, Appearance, mix and parking

- 4.1. The development comprises 210 dwellings.
- 4.2 It therefore specifically complies with condition 7 of that permission which states:

“ The development hereby permitted shall not exceed 210 dwellings”
- 4.3. The predominant two storey scale of development is acceptable, consistent with many of the houses closest to the site on the northern side of Beyton Road. The height transition between the existing body of the village, north of Beyton Road, and the subject development is appropriate, noting the inclusion of bungalows along much of the application site's Beyton Road frontage. This moderated height transition is a deliberate design response, intended to provide a graduated change that will ensure new development is seen as a sympathetic foil to that on the other side of the road.
- 4.4. Some expressions of concern had been expressed at the inclusion of 2 storey + attic units [3 storeys of residential accommodation with the topmost level provided within the roof] When the application was last considered back in September 2020 it was proposed to include 10 such dwellings. In the intervening period officers have worked with the applicant to reduce that number to six. (a 40% reduction). These now occupy positions mid-way

along rows of two storey houses where the mass is easily absorbed into the composition by creating a central focal point.



figure 6: **Typical composition containing semi-detached pair of two storey + attic units**

- 4.5 Entry points into the development are emphasised with a carefully considered composition of building forms designed to create a sense of arrival.



figure 7: **Typical composition at entry point**



figure 8: **The central crescent with green corridor running through the centre**

- 4.6. As noted above, the layout generally accords with that considered and approved at the outline consent stage, compliant with condition 4 of the outline consent. The street hierarchy is clear, there is a mix of open spaces and a complementary variety of building types and sizes. The layout/design have continued to evolve during the lifetime of the application, including further changes in early 2023. This collaborative process is one promoted and encouraged at paragraph 132 of the NPPF. Design quality is clearly central

to the place making endeavours of the developer and they are to be commended in this regard.

- 4.7. The proposed internal street hierarchy and layout is supported by the Highways Authority. The Authority notes issues with some visibility splays at internal junctions and these can be resolved by planning condition. Likewise, minor design changes are required in order to comply with design standards, as well as the Department for Transport Local Transport Note 1/20 (LTN1/20) in respect to the provision of shared footways, and these too can be addressed by planning conditions. The level of provision and layout of the on-site vehicle and cycle parking, for dwellings and visitors, is generally compliant with the Suffolk Parking Standards 2019, responding positively to TNP Policy 8 Parking Provision.
- 4.8. The developer has considered very carefully the overall aesthetic, with particular attention being paid to ensuring attractive places and buildings are delivered. The design approach sees the adoption of four distinct character areas. The character areas, as explained in the Design and Access Statement, use distinctive patterns of building setbacks, frontages, architectural treatments, materials, and inter-relationship between public and private spaces to help the dwellings sit within their surroundings and create legibility across the site to assist in way finding.
- 4.9. The Design and Access Statement and update go into some detail describing the typical development patterns of each character area, which are informed by a local character appraisal. This 'character area' approach creates a positive, coherent identity, one that offers visual interest and a quality townscape. Although each area varies in architectural treatment, the Design and Access Statement demonstrates that they all draw upon the architectural precedents prevalent in the village, contributing to the features which positively define Thurston's character, a key design requirement of TNP Policy 4A. The Parish Council considers the development to be more akin to an urban town centre development. Officers disagree.
- 4.10. TNP Policy 4B sets out residential design criteria that new development is encouraged to achieve. The development proposal responds well to the stated criteria, noting:
- The layout incorporates short winding streets/closes, offering an appropriate level of development 'intimacy';
 - The development does not result in the loss of any historic buildings nor harms any designated or non-designated heritage assets;
 - The site is not overdeveloped, there is an absence of indicators suggesting development 'cramming';
 - Refuse storage is largely out of sight;
 - Active travel modes are central to the development, with an extensive walking and cycling network integral to the development layout; and
 - A soft feel to the external site periphery is achieved through the peripheral green buffer.
- 4.11. Boundary treatments visible in the public domain have the potential to make or break townscape quality. The external perimeter of the site features a low, 0.45m timber knee

rail fence. There is very limited fencing to the frontages of the internal streets, largely confined to only red brick walls used in locations where boundary demarcation is necessary, like return frontages. Critically, 1.8m high timber fencing is limited to the demarcation of private common boundaries, and therefore not visible from the internal streets. The proposed boundary treatments complement, rather than detract from, the local character.

- 4.12 Overall there is a pleasing mix of forms and designs that incorporate interesting architectural details and will provide a good quality streetscene.
- 4.13 Materials chosen include those from the Traditional Suffolk Palette [clay plain tiles , soft red clay stock bricks and high quality artificial slates]. This is welcomed.
- 4.14 Many of the house types whist not slavishly pastiche will contain sufficient references and underlying form to create a character, particularly when composed together in continuous frontage to ensure they sit sympathetically on the edge of the development adjacent to the countryside.



figures 9: **Continuous built-form and central entry point: ‘Village Green’ character area**

- 4.15 Nearer to Beyton Road the character of the development becomes more urban/suburban as you would expect at what is a new interface between existing and new developments.

In and of themselves the recent developments on the north side of Beyton Road do not



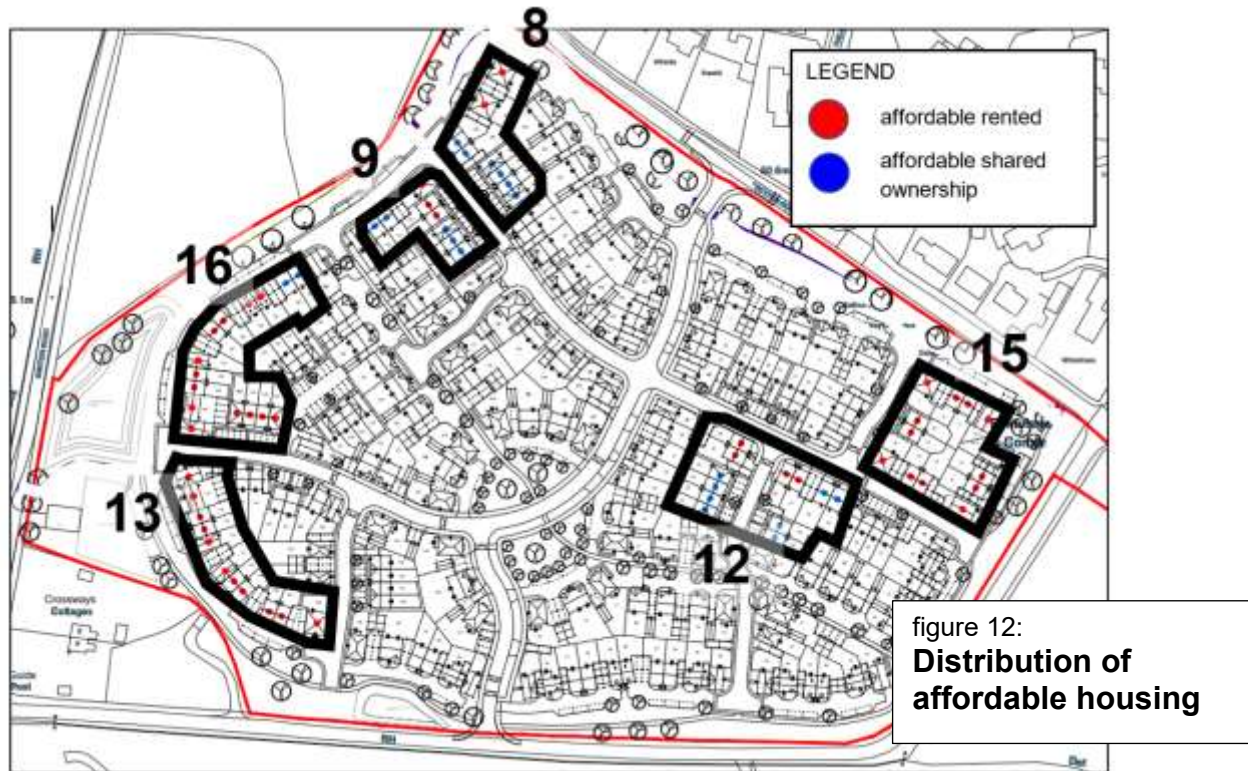
figure 10: **Part of the proposed Beyton Road frontage area**

4.16 As Members of the Committee have become accustomed care has been taken to ensure that corner turning units within the layout present interesting fully elevated facades to both road fronts in order to create good quality townscape and provide additional opportunity for passive surveillance. [particularly where dwellings adjoin open space or purpose design pedestrian friendly route].



figures 11: **Examples of corner turning unit within the development**

- 4.17 The proposed distribution of affordable housing across the site is acceptable to the Council's Strategic Housing team and is pepper-potted in six distinct clusters that are generally below 15 dwellings with one at 15 and another at 16)
- 4.18 The appearance of the affordable units is tenure blind in appearance and in many cases occupies the most attractive parts of the site.
- 4.19 The plan below shows the location of the 73 affordable units being delivered by this development, the majority of which are located in the most well-connected parts of the site overlooking either established woodland or the new village green where play facilities are to be provided. They are also highly connected



- 4.20 All units will be NDSS [Nationally Described Space Standards] compliant and 44 will meet Part M 4(2).
- 4.21 The proposed mix and size of units is described in the table that follows. But in summary the mix is as follows:

OPEN MARKET

- 46 x 2 bed
- 53 x 3 bed
- 38 x 4 bed

AFFORDABLE RENTED

- 12 x 1 bed
- 34 x 2 bed

5 x 3 bed

AFFORDABLE SHARED OWNERSHIP

12 x 2 bed

10 x 3 bed

TOTAL

12 x 1 bed } 49.5%
 92 x 2 bed }
 68 x 3 bed } 32.4%
 38 x 4 bed } 18%

Code	Name	House Type	Variant	Storey	No. Beds	Compliance	sqft	sqm	No.	Total sqft
Private										
DEK	Dekker	2 bed house	semi / ter	2	2	NDSS	766	71.2	16	12256
BAC	Bacton	2 bed house	semi	2	2	NDSS	919	85.4	22	20218
GOD	Godden	2 bed house	semi	2	2	NDSS	924	85.9	8	7392
									46	
TAN	Tanner	3 bed house	semi / ter	2	3	NDSS	939	87.3	7	6573
LAW	Lawrence	3 bed house	det / semi	2	3	NDSS	940	87.4	15	14100
HUX	Huxley	3 bed house	det	2	3	NDSS	963	89.5	4	3852
FOR	Forbes	3 bed house	semi	2.5	3	NDSS	1050	97.6	4	4200
BOO	Booker	3 bed bungalow	det	1	3	NDSS	1110	103.2	5	5550
HUR	Hurston	3 bed house		2	3	NDSS	1241	115.3	10	12410
WIN	Winterson	3 bed house		2	3	NDSS	1311	121.8	8	10488
									53	
BUT	Butler	4 bed house	corner	2	4	NDSS	1310	121.7	22	28820
GWY	Gwynn	4 bed house		2	4	NDSS	1410	131.0	3	4230
HAW	Hawkins	4 bed house		2	4	NDSS	1498	139.2	5	7490
PLO	Plomer	4 bed house		2	4	NDSS	1553	144.3	8	12424
									38	
TOTAL PRIVATE									137	150003
Affordable										
Rent										
SYM	Symons GF	1 bed flat	GF	2	1	NDSS	546	50.7	5	2730
SYM	Symons FF	1 bed flat	FF	2	1	NDSS	658	61.2	5	3290
BRIDGE	Bridge	1 bed bridge unit	FF	2	1	NDSS	681	63.3	2	1362
TESS	Tessmond	2 bed bungalow	bungalow	1	2	NDSS	760	70.6	6	4560
SAN	Sansom	2 Bed house		2	2	NDSS	850	79.0	28	23800
SUT	Sutherland	3 Bed house		2	3	NDSS	1001	93.0	3	3003
LAN	Landor	3 Bed house		2.5	3	NDSS	1225	113.8	2	2450
Total Rent									51	
Shared										
SAV	Savage	2 Bed house		2	2	NDSS	850	79.0	12	10200
SAS	Sassoon	3 Bed house		2	3	NDSS	1001	93.0	10	10010
Total Shared									22	
TOTAL AFFORDABLE									73	61405
TOTAL									210	211408

figure 13: Proposed size and mix of dwellings

4.22 This mix is consistent with ATNP2019 Policy 2B Meeting Thurston/s Housing Needs which states:

“B. Within the context of Thurston’s needs, all housing proposals of five or more units must reflect the need across all tenures for smaller units specifically designed to address the need of older people (for downsizing) and younger people (first-time buyers).”

- 4.23 At 49.5% smaller units make up the majority of units and therefore will support down-sizers and first-time buyers and the bungalows within the development will be especially attractive to older occupiers and/or those wishing to have no stairs to negotiate.
- 4.24 Medium size units [3 bed] make up the next largest category but these are well below the overall proportion of smaller units.
- 4.25 Bloor Homes is to be credited for deciding to include a low proportion of larger units within this development [4 bed] to reflect the need identified in the Neighbourhood Plan.
- 4.26 Members will be pleased to note that the majority of the affordable dwellings are located in the most well-connected parts of the site and overlook either established woodland or the new village green where play facilities are to be provided.
- 4.27 Members will be pleased to note the inclusion of 11 bungalows within this development.



figure 14: **Storey heights**

- 4.28. Paragraph 134 of the NPPF states that development which is not well designed should be refused, particularly where it fails to reflect government guidance on design, including the National Design Guide January 2021 (NDG) – refer footnote 52. In other words, development should conform with the NDG.
- 4.29. The assessment outlined in this report demonstrates that the proposal responds positively to the ten characteristics contained in the NDG, which ‘all contribute towards the cross-cutting themes for good design set out in the NPPF’. In short, the development: (NDG characteristics bolded)
- Relates well to the site and responds positively to the wider **context**;
 - Does not compromise the valued historic setting of the village;
 - Results in a well-designed, high quality and attractive place;
 - Through the adoption of distinct character areas, creates appropriate local character and **identity**;
 - Offers an appropriate level of **built form** ‘compactness’ and building intimacy;
 - Provides a well-connected network of transport routes, for vehicles, cyclists and pedestrians, providing ease of **movement** through the development;
 - Promotes active travel;
 - Is underpinned by an extensive network of green corridors and open spaces
 - Features community infrastructure enhancing social connections and recreational values;
 - Offers biodiversity enhancements, enhancing **nature**;
 - Incorporates well-located, high quality and attractive shared amenity areas;
 - Provides safe **public spaces** that promote social connection;
 - Comprises a mix of market and affordable dwellings, of varying type and size, providing mixed and integrated **uses**;
 - Features sustainable, healthy **homes and buildings**;
 - Adopt construction materials that are **resources** efficient;
 - Feature buildings that are designed to last – **lifespan**.
- 4.30. Great care has been given to ensuring that parking provision meets the Council’s standards, which it does. Triplex parking has largely removed over the time the application has been in abeyance and there is adequate visitor parking.
- 4.32. The plan that follows shows the latest parking plan.

- Key:**
- Garages allocated as a parking space - 38 No.
 - Garages not allocated as a parking space - 28 No.
 - Allocated parking - 422 No.
 - Carports (included within allocated parking)
 - Visitor parking - 53 No.
 - Car club parking - 2 No.
 - Cycle storage - 3 m² for 2 bicycles
 - Cycle shed - 3 m² for 2 bicycles
 - Communal electric vehicle charging point
 - Electric vehicle charging point
 - Broxap wardale cycle shelter - 4 cycles (2.14m x 2m)



figure 14: **Parking plan**

5.0 Landscaping

- 5.1. Policy 1C(c) of the TNP requires new housing proposals to be delivered with 'high quality natural landscaping' in order to retain the rural character and physical structure of Thurston.
- 5.2. The main place making design principle that is adopted in the development is that of green design. A network of green corridors set within generous green edges provide for a particularly verdant character response. As noted in the Design and Access Statement, landscape is at the development's heart. This design philosophy demands a high quality natural landscaping response, in accordance with TNP Policy 1C.
- 5.3. Paragraph 131 of the NPPF[2021] states that planning decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments and that existing trees are retained wherever possible. The proposal responds favourably to all of these requirements. As noted above the development is based on a landscape structure comprising green linear corridors, complemented by a peripheral green buffer. Tree planting is evident throughout the development, with existing trees retained wherever possible on the site's fringe and new trees proposed in all green spaces and along most internal streets. The outcome is a landscape response that is sympathetic and complementary to local landscape character.
- 5.4. TNP Policy 9 states that development which abuts open countryside must not create a hard edge. The policy states that retention and planting of trees, hedges and vegetation is encouraged to soften the impact of the development. The proposed peripheral green buffer achieves exactly this requirement, a soft permeable landscape edge that transitions respectfully to the open countryside beyond. This is achieved through hedgerow and tree retention, the introduction of extensive tree plantings and generous open space corridors unencumbered by built form. The proposal very purposefully avoids a hard edge character outcome, in support of TNP Policy 9.
- 5.5. The streetscape response ('Thurston Grove' character area) to Beyton Road is a particularly important design element given its direct interface with the village body, and one that has been well considered. The generous linear green area directly fronting Beyton Road forms a verdant entrance/space to the development, in addition to complementing the landscaped green that fronts part of the northern side of Beyton Road (The Acorns). The informal arrangement of dwellings, their considerable setback from the road and absence of front boundary treatments combine to provide a sense of openness and park-like ambience along Beyton Road, avoiding the hard-edge character that would be inappropriate at this interface. The greening of the Beyton Road frontage enhances local landscape character and will enhance the setting of the southern village fringe.
- 5.6. The Landscape Consultant has reviewed the suite of amended hard/soft landscaping plans as well as the Landscape Management Plan, and is satisfied with the overall landscape character response and proposed management methodology for the implementation and long-term maintenance of the planting. The consultant recommends minor amendments to the submitted plans, for example revised hedgerow species mix, and these can all be satisfactorily addressed by planning conditions.

- 5.7. A range of contrasting block paving is used as surfacing to the road and private parking areas to prevent the development from being dominated by black tarmac, with parking 05894 areas also clearly defined from internal streets. The variation in hard landscaping is welcomed.
- 5.8. The Ecology Consultant has reviewed the landscaping details and considers that they will provide biodiversity enhancements via the provision and maintenance of native hedgerows/trees, bird and/or bat boxes and hedgehog highways (13x13cm holes at the base of fencing). The Public Realm Officer supports the location of the children's play area and the associated outdoor gym equipment, as well as the inclusion of natural wildflower meadows and swales. The play area and outdoor gym, local community facilities, comply with the criteria set out at TNP Policy 5B Community Facilities.
- 5.9. Three examples of the sensitive approach taken to contextual play and landscaping as described above are provided below.

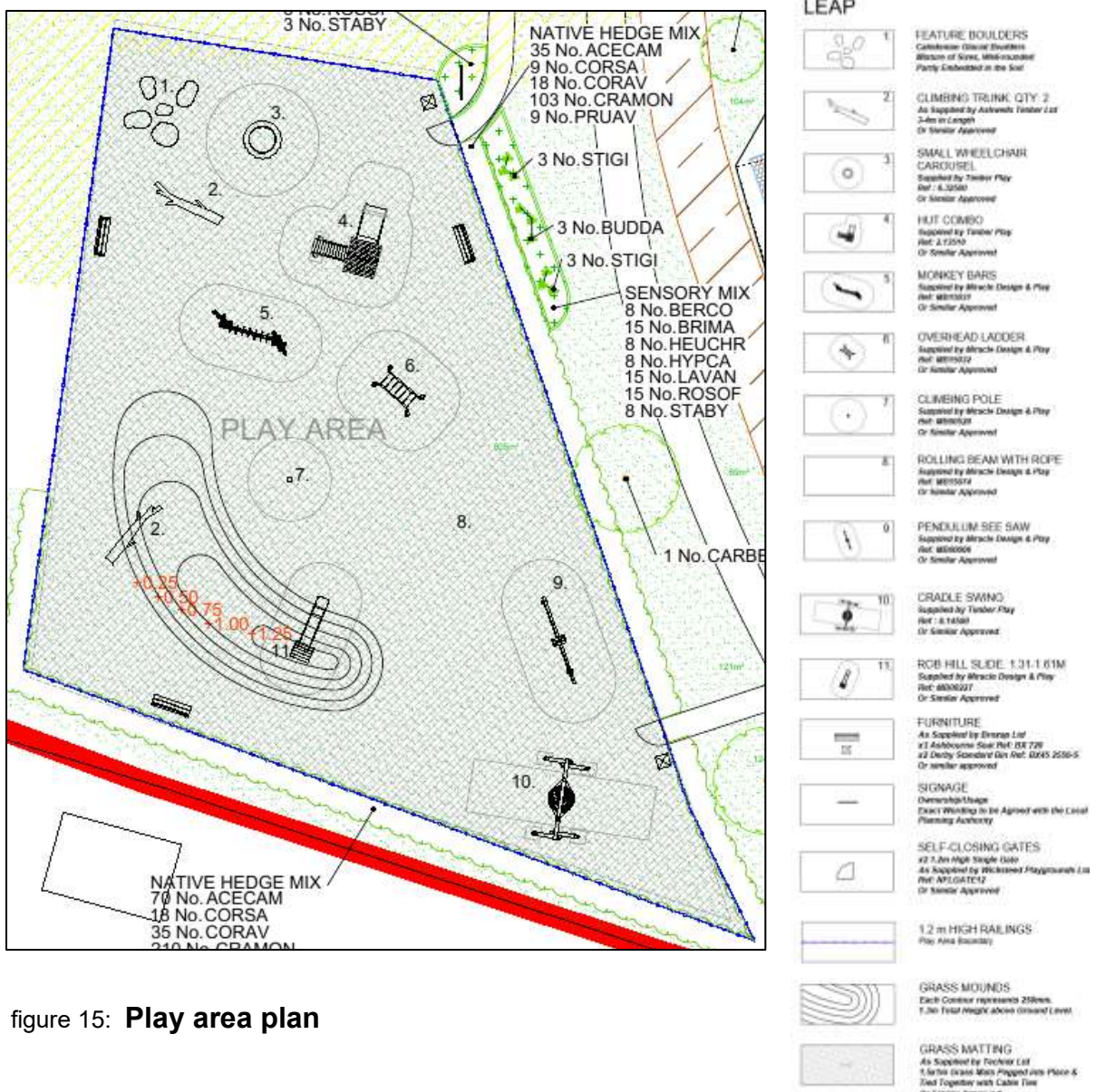


figure 15: **Play area plan**

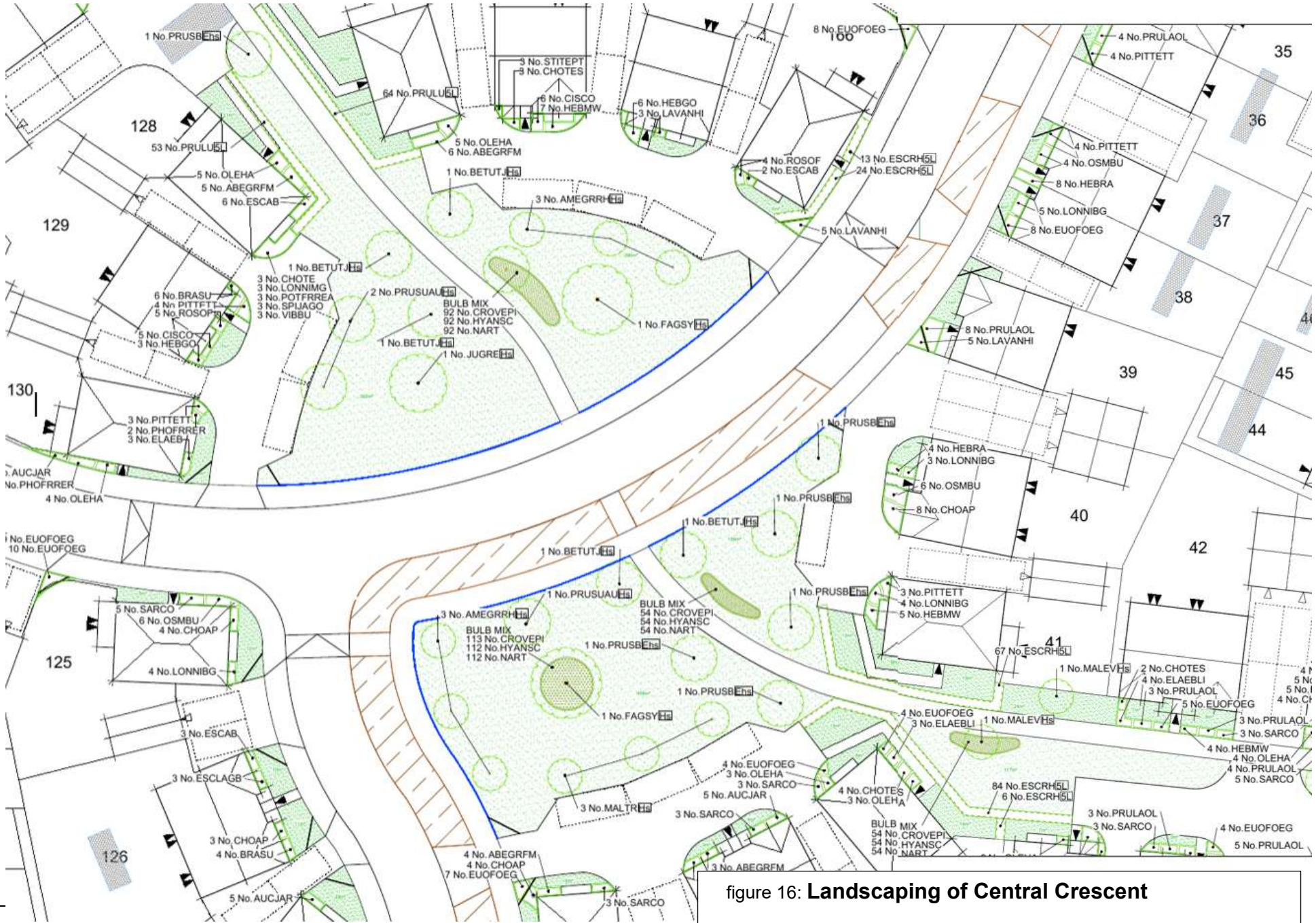


figure 16: Landscaping of Central Crescent

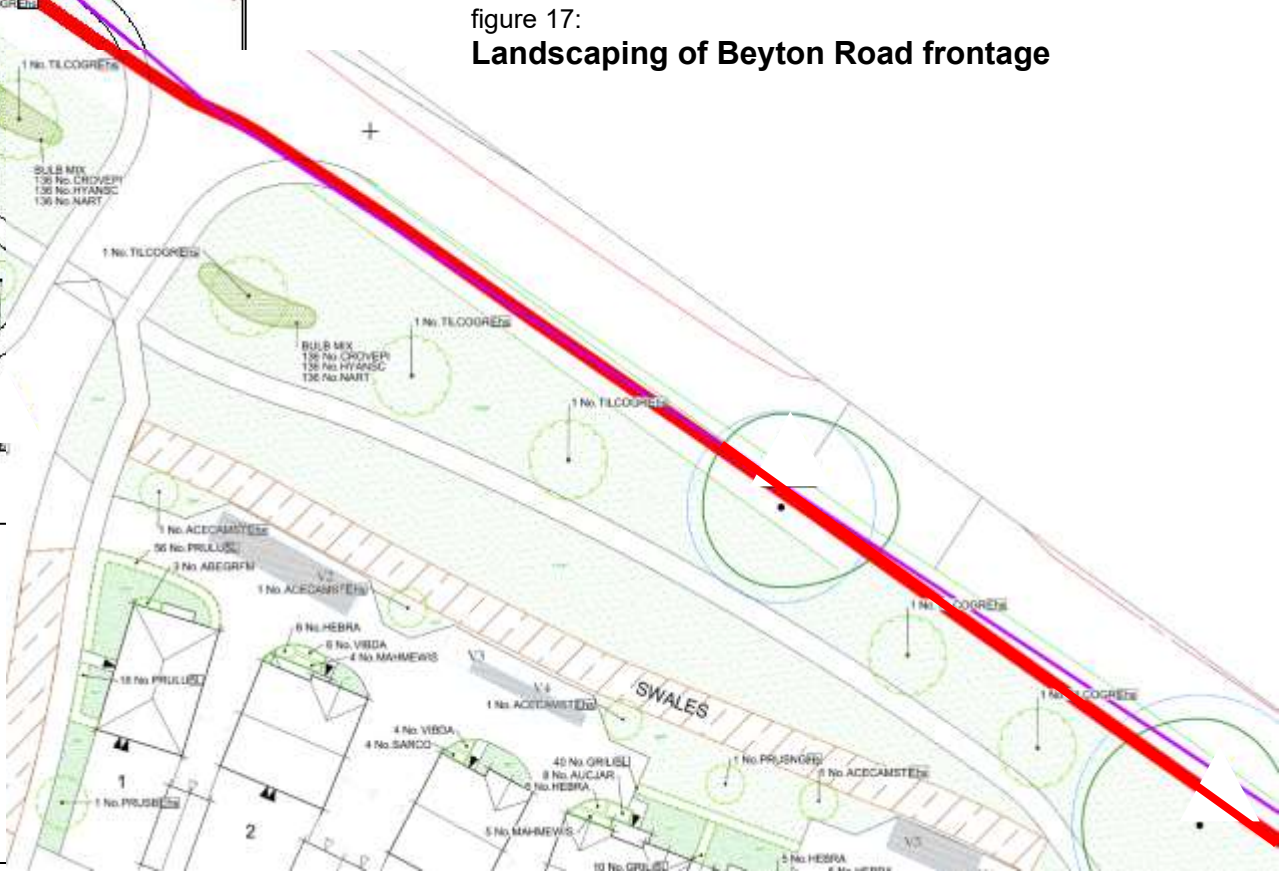
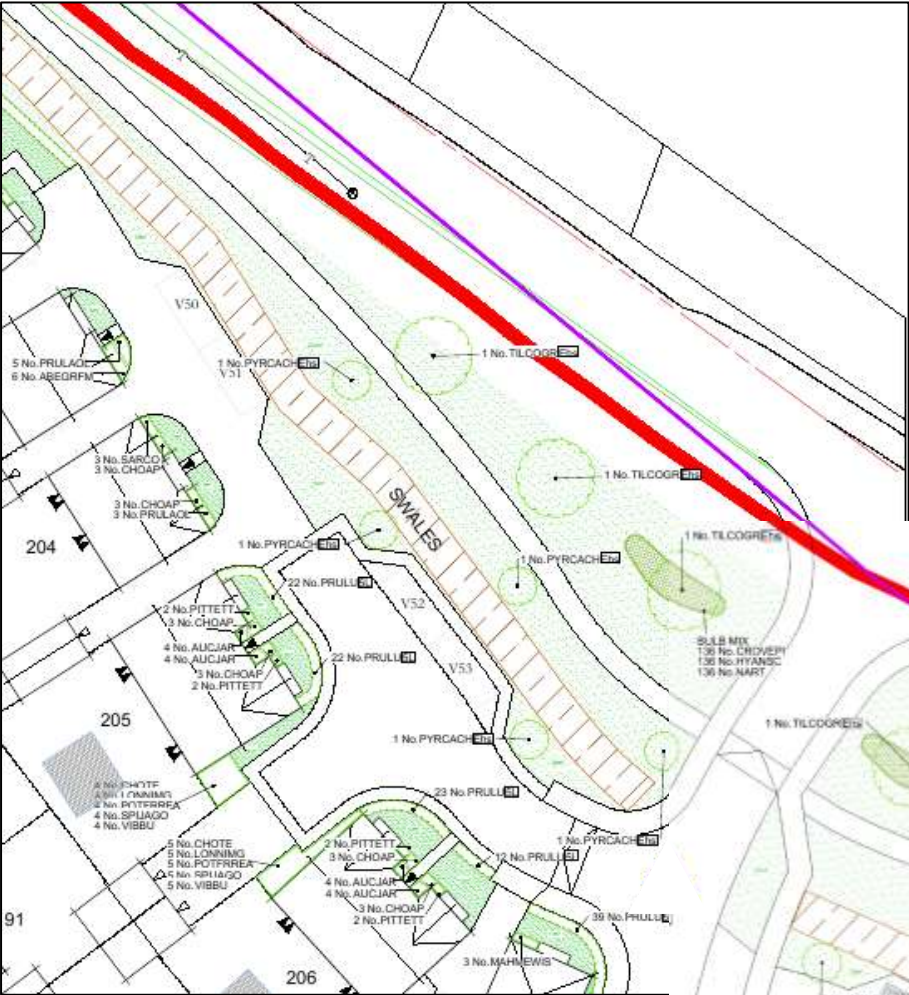


figure 17:
Landscaping of Beyton Road frontage

5.10. Extensive tree and hedge planting will be undertaken and in order to provide instant impact 149 extra heavy/heavy standards will be planted around the site. A management plan is also included to ensure that these trees are properly nurtured and tended to ensure that they can establish themselves well to their new environment. The list includes field maple, hornbeam, lime, alder, oak, birch, willow, beech, rowan and more.

PROPOSED TREES -Extra Heavy Standard

Number	Abbreviation	Species	Girth	Height	Pot Size	Specification
12 -	ACECAMST	Acer campestre 'Streetwise'	14-16cm	400-450cm	45-85L	Extra Heavy Standard: 5 brks: C: Clear Stem min. 200cm
17 -	PRUSB	Prunus 'Sunset Boulevard'	16-18cm	400-450cm	80-100L	Extra Heavy Standard: C: Clear Stem min. 200cm
9 -	PRUPAAL	Prunus padus 'Albertii'	14-16cm	400-450cm	45-85L	Extra Heavy Standard: 5 brks: C: Clear Stem 175-200cm
5 -	PYRCACH	Pyrus calleryana 'Chanticleer'	14-16cm	400-450cm	45-85L	Extra Heavy Standard: 5 brks: C: Clear Stem 175-200cm
8 -	TILCOGR	Tilia cordata 'Greenspire'	14-16cm	400-450cm	45-85L	Extra Heavy Standard: 5 brks: C: Clear Stem 175-200cm

Total :51 -

PROPOSED TREES - Heavy Standard

Number	Abbreviation	Species	Girth	Height	Pot Size	Specification
7 -	ACECAM	Acer campestre	12-14cm	350-425cm		Heavy Standard: 5 brks: 3x: B: Clear Stem min. 200cm
2 -	ALNGL	Alnus glutinosa	12-14cm	350-425cm		Heavy Standard: 5 brks: 3x: B: Clear Stem min. 200cm
6 -	AMEGRRH	Amelanchier x grandiflora 'Robin Hill'	12-14cm	350-425cm	45-85L	Heavy Standard: 5 brks: C: Clear Stem 175-200cm
1 -	BETPU	Betula pubescens	12-14cm	350-425cm		Heavy Standard: 5 brks: 3x: RB: Clear Stem 175-200cm
5 -	BETUTJ	Betula utilis jacquemontii	12-14cm	350-425cm	45-85L	Heavy Standard: 5 brks: C: Clear Stem 175-200cm
13 -	CARBET	Carpinus betulus	12-14cm	350-425cm		Heavy Standard: 5 brks: 3x: B: Clear Stem 175-200cm
2 -	FAGSY	Fagus sylvatica	12-14cm	350-425cm		Heavy Standard: 5 brks: 3x: RB: Clear Stem 175-200cm
1 -	JUGRE	Juglans regia	12-14cm	350-425cm	50 x 35cm	Heavy Standard: 5 brks: 3x: RB: Clear Stem 175-200cm
7 -	MALEV	Malus 'Evereste'	12-14cm	350-425cm	45-85L	Heavy Standard: 5 brks: C: Clear Stem 175-200cm
5 -	MABASP	Malus baccata 'Street Parade'	12-14cm	350-425cm	45-85L	Heavy Standard: 5 brks: C: Clear Stem 175-200cm
3 -	MALTR	Malus trilobata	12-14cm	350-425cm	45-85L	Heavy Standard: 5 brks: C: Clear Stem 175-200cm
2 -	MORNI	Morus nigra	12-14cm	350-425cm	45-85L	Heavy Standard: 5 brks: C: Clear Stem 150-175cm
24 -	PRUSNG	Prunus 'Snow Goose'	12-14cm	350-425cm	45-85L	Heavy Standard: 5 brks: C: Clear Stem 175-200cm
3 -	PRUSUAU	Prunus x subhirtella 'Autumnalis'	12-14cm	350-425cm	45-85L	Heavy Standard: 5 brks: C: Clear Stem 175-200cm
1 -	QUERO	Quercus robur	12-14cm	350-425cm		Heavy Standard: 5 brks: 3x: RB: Clear Stem 175-200cm
3 -	SALCAP	Salix caprea	12-14cm	350-425cm		Heavy Standard: 5 brks: 3x: RB: Clear Stem 175-200cm
4 -	SORARLU	Sorbus aria 'Lutescens'	12-14cm	350-425cm	45-85L	Heavy Standard: 5 brks: C: Clear Stem 175-200cm
9 -	SORAUFA	Sorbus aucuparia 'Fastigiata'	12-14cm	350-425cm	45-85L	Heavy Standard: 5 brks: C: Clear Stem 175-200cm

Total :98 -

CONIFERS

Number	Abbreviation	Species	Height	Pot Size	Specification
4 -	PINSY	Pinus sylvestris	150-175cm	3x:	Leader with Laterals: RB

Total :4 -

SHRUBS - Specimen

Number	Abbreviation	Species	Height	Diameter	Pot Size	Specification
3 -	BUDDA	Buddleja davidii	40-60cm		3L	Branched: 4 brks: C
6 -	STIGI	Stipa gigantea			5-7.5L	Full Pot: C

Total :9 -

ORNAMENTAL HEDGE

Number	Abbreviation	Species	Height	Diameter	Pot Size	Density	Specification
266 -	ESCRH	Escallonia 'Red Hedger'	60-80cm		5L	3/m	Bushy: 5 brks: C
50 -	GRILI	Griselinia littoralis	60-80cm		5-7.5L	3/m	Bushy: 5 brks: C
441 -	ILEAQJT	Ilex aquifolium 'J.C. van Tol'	40-60cm		5-7.5L	3/m	Leader with Laterals: C
98 -	PHOFRRER	Photinia x fraseri 'Red Robin'	40-60cm		5-7.5L	3/m	Branched: 6 brks: C
373 -	PRULU	Prunus lusitanica	40-60cm		5L	3/m	Bushy: 5 brks: C

Total :1228 -

figure 18: Extract from latest planting schedule

6.0 Foul drainage arrangements

6.1. Members will have noted that Anglian Water in its formal consultation response of 24 February 2023 has stated that:

“ Foul Water

We have reviewed the applicant’s submitted drainage strategy 1707_020_ST003h and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage”

6.2. It is intended to pump foul water from a pumping station in the southeast corner of the site into AW’s public foul drainage system.

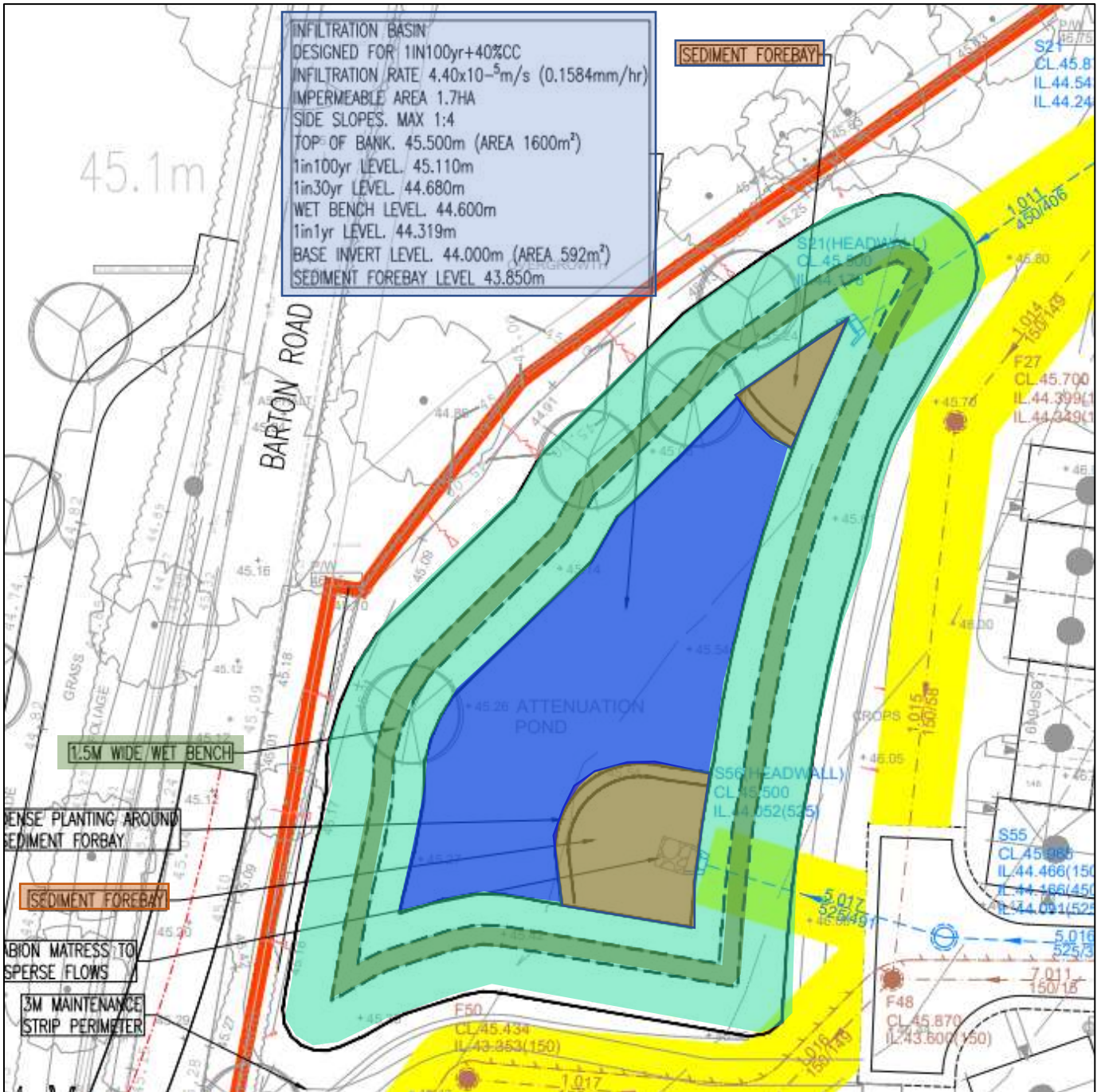
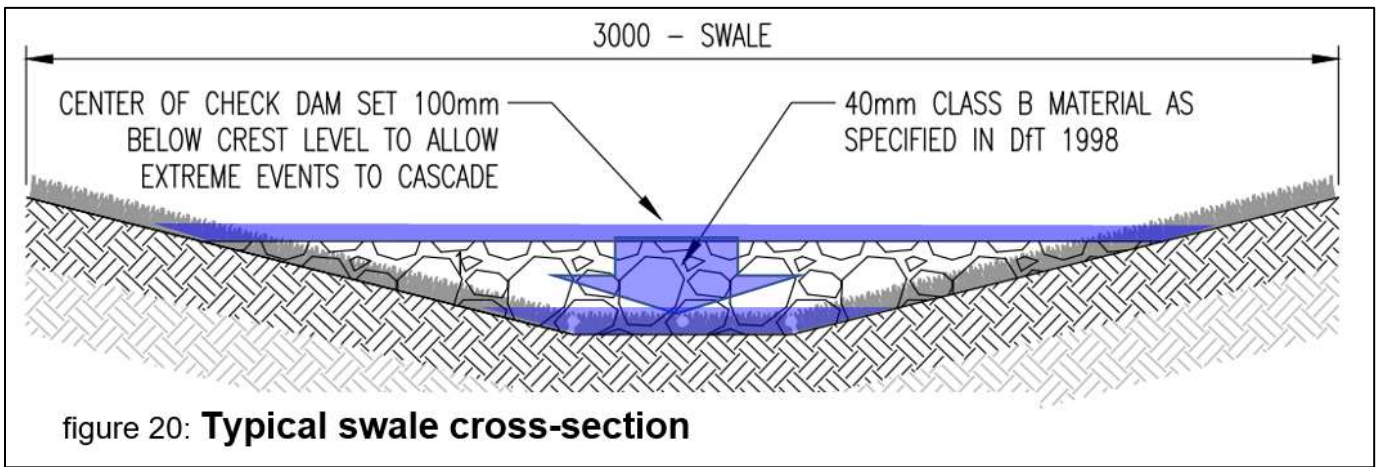
7.0 Surface water

7.1 Members will have noted that the LLFA has raised no objection.

7.2 An important component of the comprehensive approach taken to delivering a SuDS solution on this site is the inclusion of swales that feature as attractive integral landscape/streetscape features within the design whilst providing effective functional drainage capability and water conservation. They will also serve to encourage biodiversity.



figure 19: **Location of attenuation basin and swales**



CLASSIFICATION: Official

8.0 Sustainability

8.1. Since the Reserved Matters details were last considered Bloor has now agreed in writing a delivery of an expanded package of 'green' measures. In summary this includes:

An overall reduction of 56.93% in energy requirements across the site and an overall CO2 reduction of 24.87% over Approved Document Part L 2021 (an approx./estimate until ASHP designs are finalised). This will be achieved with the following measures:

- 50% of Plots will be provided with Solar Photovoltaic Collectors (PV Panels) – 105 Plots
- 50% of Plots will be provided with Air Source Heat Pumps (ASHP) – 105 Plots
- 50% of Plots will be provided with Waste Water Heat Recovery (WWHR) – 105 Plots
- 53% of Plots will be provided with Flue Gas Heat Recovery (FGHRS) – 111 Plots
- 100% of Plots will be constructed with a Fabric First approach. – 210 Plots

8.2. The plan below shows the proposed pv and air source heat pump distribution on a plot by plot basis.



figure 22: **PV and air source heat pump distribution**

8.3. In addition it will have been noted from previous sections of this report that Bloor has also committed to:

- 100% ev charging across the site
- Inclusion of swales as an integral part of the estate layout
- Measures to improve active travel and wellbeing

8.4. It is acknowledged that Bloor is demonstrating that it is taking a 'green' lead amongst national housebuilders undertaking development in Mid Suffolk. This is a welcomed reaction to helping tackle the climate emergency.

9.0 Other Matters

9.1 Residential Amenity

9.1.1 Outlook from, daylight and sunlight levels to and the privacy of neighbouring residential properties are safeguarded through the respectful siting of the proposed dwellings. The same applies within the development itself with dwellings sited in a manner that will ensure that amenity is safeguarded. The high degree of passive surveillance afforded to all green space areas is a particularly pleasing aspect of the scheme, as shared amenity spaces must offer conditions for users to feel safe and secure in order for them to be successful. Environmental Health has recommended suitable construction working hours and these can be conditioned accordingly. The development does not give rise to any amenity-related concerns such that they warrant the withholding of an approval of the reserved matters as currently presented.

9.1.2 New properties on the site's Beyton Road frontage are set back behind a landscaped Greensward. This provides a generous separation between new and existing dwellings on the opposite side of the road such as to avoid a material adverse impact on outlook from the existing dwellings (which are themselves in many cases also set back from the road).

9.1.3 Whilst existing dwellings may lose a private view to what is currently a field the outline planning permission established the acceptability of residential development on that field.

9.1.4 Members will of course be familiar with the established tenet of the planning system that it cannot protect private views, such as those presently enjoyed by residents on the north side of Beyton Road.

9.1.5 Unacceptable overlooking and/or overshadowing of existing dwellings in Beyton Road such as to warrant a refusal on amenity grounds will not arise due to acceptable degree of separation.



figure 23: **The separation between proposed dwellings and existing dwellings in Beyton Road**

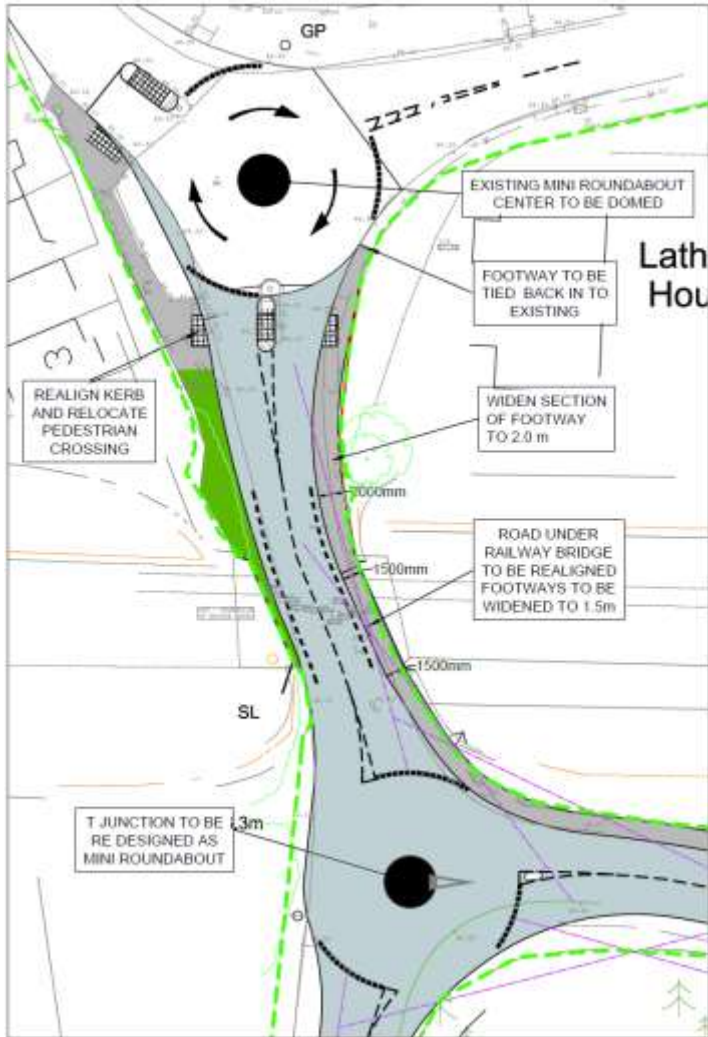
- 9.1.6 Similarly there is a generous separation between existing dwellings at the end of New Road and proposed dwellings in the south-west corner of the development site. This will ensure there is no unacceptable impact on the residential amenity enjoyed by occupiers of those properties from the new dwellings.
- 9.1.7 It is considered that the siting of the proposed LEAP in the south west corner of the development site, along with the pumping station will not adversely impact the amenity of residents in crossways cottages again because of the degree of separation that will exist. A modest adjustment to the location of the LEAP and additional planting is also suggested between the play area/pumping station and existing dwellings to the south which are themselves set centrally in large plots to provide even greater protection. This planting must however not provide a place of concealment.



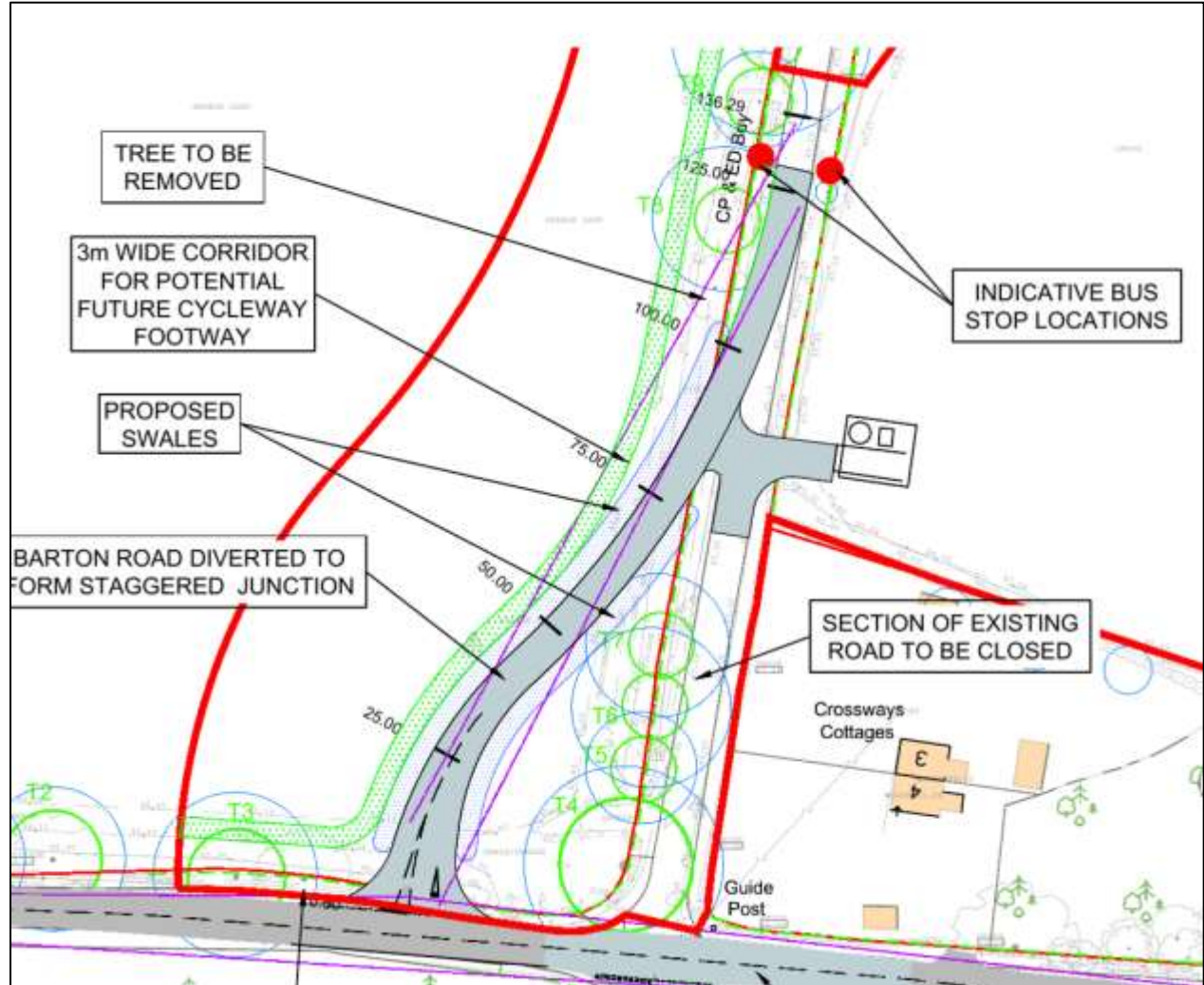
figure 24: **Suggested modest adjustment of LEAP and additional planting [proposed condition]**

9. 2 Connectivity

- 9.2.1 With the extensive off-site highway improvements secured at outline stage and the inclusion of a 3m wide cycleway/footpath across the site occupiers of this development will enjoy high levels on non-car-based connectivity.
- 9.2.2 The diagrams that follow shortly highlight these.
- 9.2.3 Easy access to Thurston is achieved from the site and could become even easier if platform improvements are secured. (currently Council has identified fundi for Network Rail to undertake an options feasibility study.
- 9.2.4 Walking and cycling to Thurston Community College and the new Thurston CoE Primary School is possible from the site.
- 9.2.5 Planned new bus stops within the Fishwick Corner improvements will also aid travel by public transport. [noting the height restriction under the railway bridge.

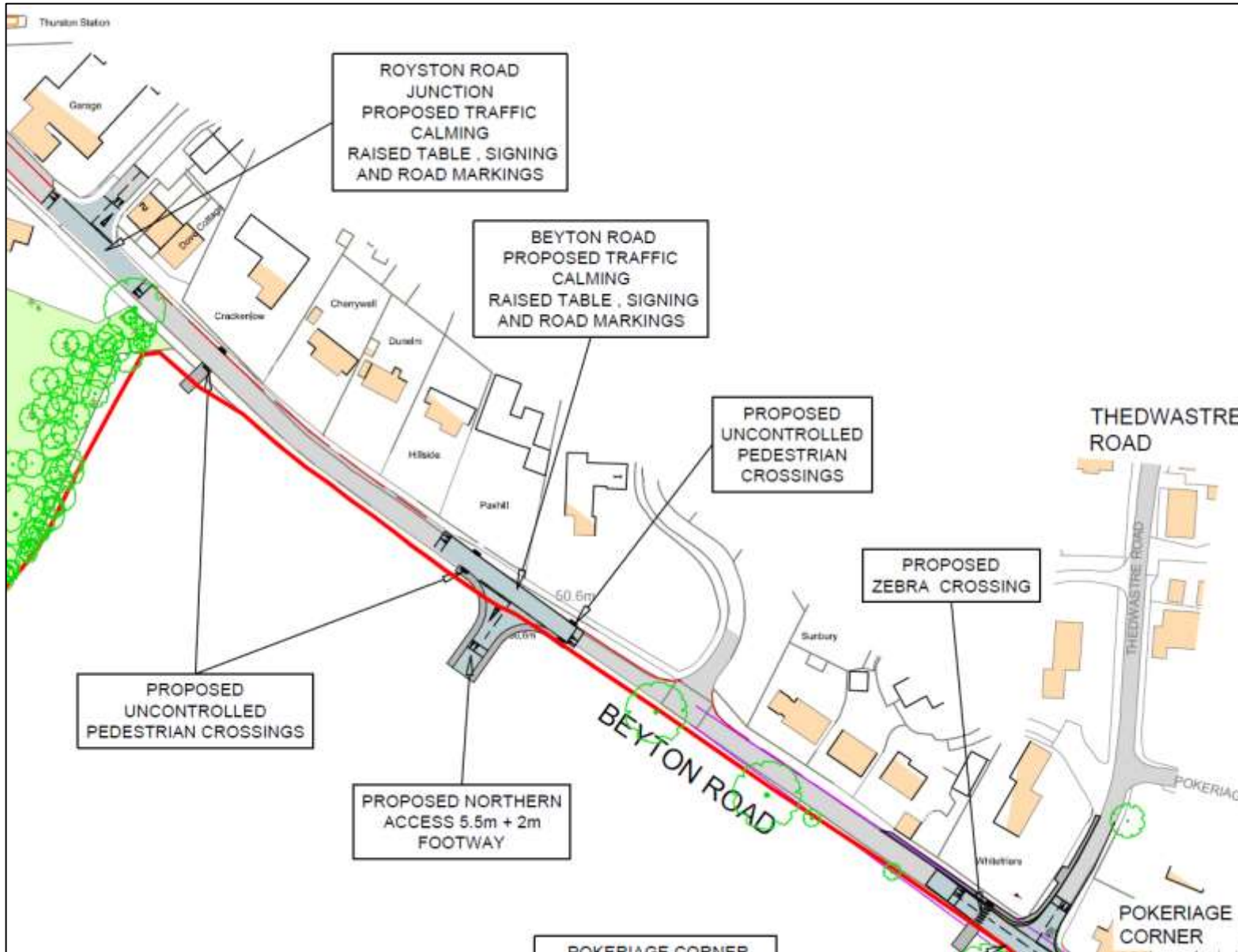


North of, under and south of the railway bridge



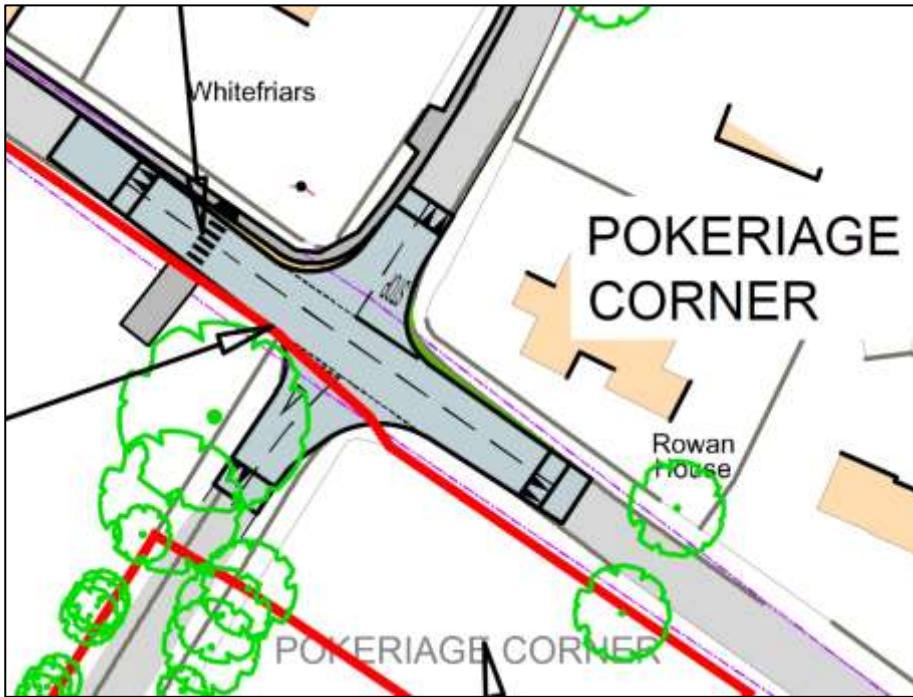
Fishwick Corner

figures 25A : **Outline permission off-site highway improvement package**



Beyton Road

figure 25B : Outline permission off-site highway improvement package



figures 25C : **Outline permission off-site highway improvement package**

Thedwastre Bridge

Pokeriage Corner





figure 26 : **Connections**

9.3 Associated S106 Agreement

9.3.1 The Section 106 associated with the outline planning permission provides for:

- The need for a highway works phasing plan and a comprehensive package of highway improvements that include

Widening of footpath under Thurston Railway Bridge

New junction at Fishwick Corner

Improvements to Pokeriage Corner junction

New roundabout on New Road/Beyton Road junction [West Suffolk District Council]

Cycleway connection from Fishwick Corner back to Bury St Edmunds [West Suffolk District Council]

New Crossings on Beyton Road

Improvements to footpath on Thedwastre bridge

- On-site delivery of 35% affordable housing as required¹⁵ by the Council's Housing Strategy Service
- £30,000 financial contribution towards a Thurston Station platform improvement feasibility and design study
- Delivery of no less than two car club vehicles within the village
- Provision of a public electric charging point within the village
- Provision of urban gym trail facilities within the development and an equipped local play area. [with appropriate maintenance arrangements]
- Provision and maintenance of open space
- Travel plan monitoring fee

- Payment of the Education contributions
- New primary school land cost : £67,288
- New primary school build cost: £1,019,772
- New early years build cost: £372,609

Total £1,459,669 [or such other sum as shall have been agreed with SCC]

9.4 Heritage

9.4.1 In respect to potential heritage impacts, there are listed buildings close enough to the site for their setting to be harmed.

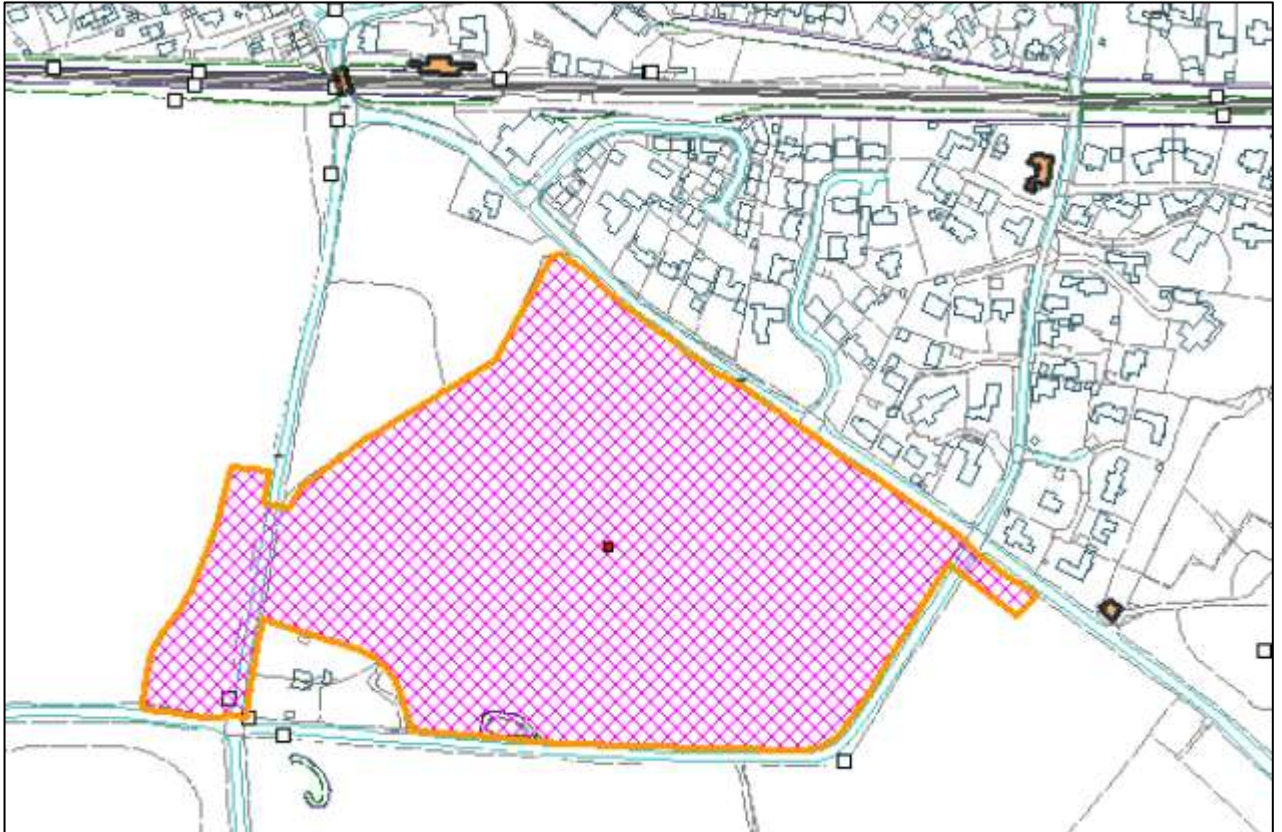


figure 27 : **Listed Building [orange Grade II]**

9.4.2 The nearest non-designated heritage assets are Crossways Cottages. The impact on these assets has been considered by the Heritage Officer who deems the harm to be at a low level. Officers concur. It is important to note that this level of harm is outweighed by the public benefits of the proposed development [the conclusion reached at outline stage in respect of heritage impacts, where considerable importance and great weight was afforded to the harm identified, consistent with statutory duties, local planning policy, and the NPPF]. The Reserved Matters details to not alter that balance.

9.5 Conditions attached to relevant outline planning permission

9.5.1 Matters subject to current undetermined Discharge of Condition submissions under separate references:

DC/19/03486 - Condition 14 (Construction Management)

DC/19/03486- Condition 23 (Electric Car Charging)

DC/19/03486- Condition 10 (Details of Highway Improvements and Mitigation)

DC/19/03486- Condition 11 (Estate Roads and Footpaths), Condition 12 (Loading/Unloading, Manoeuvring, Parking and Cycle Storage) and Condition 13 (Refuse/Recycling Bins)

DC/19/03486 - Condition 27 (Fire Hydrants)

DC/19/03486- Condition 8 (Surface Water Drainage)

DC/19/03486- Condition 21 (Materials)

- 9.5.2 These matters will be decided outside of the present Reserved Matters arena and whilst some of the detail may appear on the submitted drawings were Members to approved the Reserved Matters details that relate to any pf the above would be excluded from the RM permission pending determination under the Discharge of Condition submissions.

9.6 . Bloor’s commitment to ongoing liaison with Thurston Parish Council

- 9.6.1 Bloor has committed to ongoing regular liaison with Thurston Parish Council during the lifetime of this build and the details can be secured by conditions. Bloor has a good track record of delivering on their promise in this regard within Mid Suffolk.

PART FOUR – CONCLUSION

10.0 Planning Balance and Conclusion

- 10.1. Outline consent has been granted for 210 dwellings, establishing the in-principle acceptability of advancing a housing scheme at the site. Access was approved as part of the outline permission and therefore is not material to the subject assessment but noting that the reserved matters submission is in conformity with that detail. The level of affordable housing was secured by planning obligation at the outline stage and the proposed plans are consistent with that requirement.
- 10.2. The character response is one informed by a local character appraisal, as well as a comprehensive constraints and opportunities analysis. Site context analysis of the type undertaken is welcomed, as is a design that responds to a site’s constraints and opportunities. The scale and layout of development follows that approved at the outline

stage. The form and design detailing of the dwellings are appropriate, consistent with those found across the district. The mix of single and double storey dwellings follows the neighbouring development typology and is therefore not out of place in character terms. The development will create an acceptable townscape quality. There is no heritage character harm greater than that already anticipated and assessed in granting permission.

- 10.3. The development will not compromise the amenity of residents occupying the northern side of Beyton Road. The development will offer appropriate internal amenity for its future occupants, as well as abundant opportunity for social connection and interaction.
- 10.4. The landscaping theme, dominated by an integrated green infrastructure response, is supported by the landscape consultant. Removal of existing trees is minimised. The landscaping scheme gives effect to the ecology assessments that supported the outline consent, ensuring the development will deliver positive biodiversity outcomes in addition to ensuring a positive landscape character response is provided.
- 10.5. On-site car parking and cycle provision is standard compliant
- 10.6. The development includes higher than required by Adopted Policy sustainable features including energy generation, heat generation, SuDS and habitat creation.
- 10.7 The applicant has delivered in the latest submitted Reserved Matters the high quality design and sense of place anticipated when the Council approved the outline planning permission.
- 10.8 If approved the Council will expect this quality to be maintained during the build process and for there to be no watering down of this quality via Non-material amendments and/or S73 applications.
- 10.9. The details submitted in support of the reserved matters application conform with the requirements of all relevant TNP policies, giving positive effect to the objectives of the TNP. The details also respond positively to the National Design Guide, providing an attractive, safe and well-designed place for its future residents.
- 10.10. The development will add positively to the Thurston community and the reserved matters are accordingly recommended for approval. The reserved matters detail demonstrates that the development to be provided is consistent with the requirements of the outline planning permission. The submission accords with the development plan as a whole and policies of the NPPF.

RECOMMENDATION follows.....

RECOMMENDATION

(1) That the reserved matters of scale, layout, appearance and landscaping are approved subject to the following conditions:-

- Approved Plans (Plans submitted that form this application)
- Further details as to the external appearance and enclosure to pumping station
- Construction Management Plan + include Parish Liaison commitment & working times as recommended by EHO
- Parish Liaison Plan
- External Materials full details
- Archaeology
- 100% Electric vehicle charging
- Delivery of air source heat pump and pv commitments
- Minor adjustment to LEAP position and additional planting to its south
- Delivery trigger for the start and finish of construction of the 3m wide cycleway/footpath to be agreed
- Drawing attention to the associated S106, its triggers in respect of off-site highway improvements
- As required by Committee
- As deemed reasonable by the Chief Planning Officer when issuing the decision
- Notice to be displayed within play area site during construction of dwellings stating that the site will become a play area. That sign to remain in situ until play area is open for use

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

- Pro active working statement