



Committee Report

Planning Committee South - 23 January 2024

Application no DC/22/3748/FUL

Location

Land Off
Keightley Way
Tuddenham St Martin
Suffolk

Expiry date 20 February 2023
Application type Full Application
Applicant Bennett Homes and W & M Pipe

Parish Tuddenham St Martin
Proposal Residential Development for 25no. New Dwellings
Case Officer Rachel Smith
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1. Summary

- 1.1. The application seeks full planning permission for 25 dwellings on a site allocated within the Local Plan in Tuddenham St. Martin for approximately 25 dwellings.
- 1.2. The application is being presented to Planning Committee South for determination at the request of the Head of Planning and Coastal Management due to its significant public interest from members of the public, the Parish Council, a neighbouring Parish Council and Ward Member.
- 1.3. The recommendation is for authority to approve; the application complies with the allocation policy as well as other Development Plan policies and national and local guidance however requires completion of a S106 Agreement prior to its formal determination.

2. Site Description

- 2.1. The application site covers an area of 1.54Ha and is located on the edge of Tuddenham St. Martin. The site is within the defined Settlement Boundary and is allocated within the Local Plan (Policy SCLP12.66). Access to the site is towards the southern end of the eastern boundary, directly off Keightley Way, an existing residential cul-de-sac.
- 2.2. Residential properties adjoin the southern and much of the eastern site boundaries whereas a playground adjoins the north-eastern site boundary. To the north and west of the site is agricultural land.
- 2.3. The site is rectangular in shape and there is vegetation along the majority of the boundary.
- 2.4. As a village, Tuddenham St Martin has a population of approximately 323 people and it comprises of approximately 175 homes. The village has a public house (The Fountain), a village hall and a church. The village is served by a bus service connecting it to Ipswich and Woodbridge which passes through the village approximately every two hours each way during daytime hours.

3. Proposal

- 3.1. The application seeks permission for a residential development comprising 25 dwellings, eight of which would be affordable. Access to the site would be to the south-east of the site, linking up to the end of the existing highway known as Keightley Way. The access road would lead into the site and to the north with shared drives and private drives leading off this serving the wider site.
- 3.2. An area of open space would be situated close to the site entrance, just to the south of the centre of the site. Further open space is provided in the north-east part of the site where an attenuation basin as part of the Sustainable Urban Drainage System (SuDS) is situated. There is also a pedestrian and cycle link to the north-east of the site providing access to a neighbouring playground.
- 3.3. The northern, western and southern boundaries would have a landscape buffer to the neighbouring agricultural land and residential dwellings.

4. Consultees

Third Party Representations

- 4.1. A total of 76 letters from third parties have been received in response to this application. 75 of these object to the proposal and have come from 38 different addresses and cover different rounds of consultation. One letter made comments in relation to a boundary matter.
- 4.2. The overriding main objection relates to highways and access concerns:
 - Junctions nearby are already dangerous.
 - Impact of traffic on Conservation Area.
 - Concern over capacity of access route during construction and once completed.

- Existing on-street parking in Keightley Way causing an obstruction for construction traffic and access to existing dwellings.
- Existing highway routes are narrow with existing on-street parking.
- No footway on The Hill to provide pedestrian access into the village or to public transport links.
- Westerfield Land is single-width with passing places and already used as a rat-run.
- Impacts on National Cycle Route.
- Westerfield Lane is a designated 'quiet lane'.
- Access crosses footpath route.
- Increased impact on 'rat-run' route to Westerfield.

4.3. Other objections raised:

- Pressure on hospitals, schools, GPs, social care.
- Need for Biodiversity Net Gain.
- Landscape Impact.
- No justified or necessary need for additional growth given approx. 4000 dwellings planned nearby.
- Overlooking/loss of privacy to neighbouring gardens.
- Will add to traffic and air quality issues in the village.
- Would result in approx. 15% increase in population and therefore same increase in service requirements.
- Proposal doesn't take account of Sustainable Development Principles as set out in the NPPF (previously paras. 6-17).
- Impact on Donkey Lane - Anglian Water sewage works at capacity.
- Impact on Fynn Valley County Wildlife Site.
- Devalue property.
- Loss of habitats.
- Disturb peaceful area.

Consultation responses to first consultation in December 2022

Parish/Town Council

Consultee	Date consulted	Date reply received
Tuddenham St Martin Parish Council	7 December 2022	10 January 2023
<p>Summary of comments:</p> <p>It was not possible to submit the comments below, from Tuddenham St Martin Parish Council, via the Public Access system and so they are instead being submitted by email.</p> <p>Please reply by return to let the Parish Council know if there is any problem with this email format, which would result in these comments not being accepted for this consultation. Kind regards, Carol Frost (Clerk for Tuddenham St Martin Parish Council).</p> <p>Tuddenham St Martin Parish Council held a meeting on 28th December 2022 to consider this application (DC/22/3748/FUL - Residential Development for 25 new dwellings in Keightley Way) and these are the comments following that meeting.</p> <p>The Parish Council wish to record this complaint and require a statement and an apology from East</p>		

Suffolk Council Planning Dept. about why there was a delay in this application being put on the Public Access system. The application was submitted September 2022 but did not appear on the Public Access system until 07 December 2022, with a comments submission deadline of 30th December 2022, which is one of the most inconvenient dates in the year. There was a further delay in the receipt of the neighbour consultation letters, which has resulted in members of the public not being able to take part in the application consultation process and this is due to the initial chosen date for the comments deadline of 30th December 2022. Furthermore, several public comments submitted by villagers to the Public Access system from 23rd December to 28th December 2022 have not been viewable individually for the Parish Council to take into account at its meeting on the 28th December due to this consultation being delayed until over the Christmas period.

Tuddenham St Martin Parish Council object to this application. The 25 proposed new dwellings at this location, in a village with very few village amenities, poor public transport, without footways in places and only small footways in other places, and very small narrow roads would make living in the area very different and profoundly worse for some villagers. The Parish Council have been made aware that some residents have already considered selling up and moving away from the village due to the proposals.

The Parish Council objects in principle to this proposed development of 25 dwellings as being too large, out of character and scale for the village. It maintains its objection to the allocation of this site in the Local Plan. This development is contrary to SCLP5.2: Housing Development in Small Villages, where development should be 'a small group of dwellings of a scale appropriate to the size, location and character of the village'. Under Policy SCLP5.2, development of new housing is supposed to help support local services and there is already a lack of local services in the village. The Local Plan also states that 'The form and character of Small Villages varies across the Plan and the impact of these will be a key consideration in determining planning applications.' This proposed development will profoundly and irrevocably alter the entire village in Tuddenham and in particular, Keightley Way, The Hill and Westerfield Lane.

This development is contrary to Policy SCLP7.1: Sustainable Transport, where 'development proposals should be designed from the outset to incorporate measures that will encourage people to travel using non-car modes to access home, school, employment, services and facilities.' This application does not meet with criteria a), b), c), d), e), f), g) and h) of this Policy. There is no footway from this proposed development to safely access public transport. All schools, services and facilities are outside of the village and accessible by public or private transport. Pedestrian access to any of these services and facilities is only possible via dangerous highways without safe footways. There will be a significant impact, especially in the immediate highway area and this proposed development will increase travel by vehicular modes, increasing carbon emissions and volume of traffic on a recently adopted Quiet Lane (Westerfield Lane). The Quiet Lane status will be compromised with the likely traffic increase. The Highways recommended traffic survey, carried out as part of the Quiet Lane process, demonstrated a volume that was close to the maximum recommended within the Quiet Lane guidance. The road is already used by a significant volume of 'cut through traffic', in addition to that from within the village. Pedestrians will be intimidated from using it by the volume of traffic use. Westerfield Lane is also part of a National Cycle route, and steps to encourage cycling should be in place as laid out in SCLP7.1. The existing highway network for the village, including Main Road, The Street, Grundisburgh Road, Westerfield Lane, The Hill and Keightley Way are narrow in places, have steep gradients at certain points and suffer poor visibility. Residents of Keightley Way, which is the only proposed access to this development, already complain of difficulty in parking and passing this highway. There is also a question as to

whether Keightley Way is suitable for main access to this development. There are already parking issues throughout the village and the recorded volume of vehicles passing through the village has substantially increased since the Local Plan was drafted.

The proposed development ignores the existing acute off-street parking shortages in the village and especially those off Keightley Way, The Hill and The Paddocks. This leads it to being contrary in particular to Policy SCLP7.2: Parking Proposals and Standards. b). This states 'Proposals involving vehicle parking will be supported where they take opportunities to make efficient use of land and they include opportunities to reduce the recognised problem of anti-social parking or potential problems that may arise which impacts upon the quality of life or vitality of an area for residents and visitors'. If the development is to be agreed in principle by ESC, the Parish Council would like to see a reevaluation of the parking provision to accommodate a more realistic number of off-street and public parking spaces in the development. As the entrance to the proposed development is already overly congested with roadside and pavement parking on Keightley Way, the Parish Council would suggest an inclusion of unrestricted off-street parking amenities being provided just inside the new development entrance. This would enable existing residents to ease the current congestion whilst parking safely near to their properties.

If the development is to be agreed in principle by ESC, the Parish Council request that as a provision of the construction management plan, an alternative temporary work access is provided to the site via Poplar Farm due to the size of the development, it's rural location and proximity to residential dwellings in order to reduce the nuisance and significant impact the construction would have on residents particularly in Keightley Way.

If the development is to be agreed in principle by ESC, Tuddenham St Martin Parish Council formally requests that in consideration of this application, clauses are made which would enable residents with local connections to have first refusal to the affordable homes provided, assuming they meet the criteria.

The Parish Council have noted the Consultee comments which have so far been submitted on this application. These include the recommendation that a holding objection being maintained until clarification of the points raised have been received and approved by the Local Highways Authority on the grounds of sustainable transport and highway safety from Suffolk County Council Highways.

The Consultee comments also include comments from the Housing Strategy and Enabling Manager at ESC. This states that 'I would expect to see a mix of 1, 2 and 3 bed homes. 4 of the properties should be delivered as affordable rent, 2 homes as shared ownership and the remaining 2 as First Homes. This mix is based on housing need data as per the SHMAA evidence and local housing need from the Council's Housing Register.' It also states that 'Dwellings should meet the following size standards; 1 bed, 2 persons; 2 bed, 4 persons; 3 bed, 5 persons; and 4 bed, 6 persons, with a predominance of houses, especially for families.'

If the development is to be agreed in principle by ESC, the Parish Council would like to see that Chris King (Design Champion and Specialist Services Manager at ESC) is approached for guidance on this development to ensure that it enhances rather than detracts from the charm of our village.

The Parish Council are concerned that there are no details in the application of the maintenance proposed for the communal areas and boundary edges of the proposed development, including the Open Space at the south of the development and set out on the proposed Site Layout. Clarity is needed about the maintenance of these areas and whether there will be a covenant to prevent

additional future development on the proposed open space. Volunteers in the village already carry out a lot of maintenance of grassed areas in the village and there is no capacity for additional voluntary maintenance of green areas in the village.

Concern has been raised at a potential ancient lights issue (i.e., the right of a building or house owner to the light received from and through his windows) resulting from Plot 1 of the proposed development for existing Keightley Way residents that back onto the development and this specific plot.

Policy SCLP12.66 of the Local Plan states that 'Rushmere Hall Primary School is operating close to capacity and, considering this allocation along with forecasts, would be over capacity during the first five years of the plan period.' It also states that 'development of the site would need to come forward later in the plan period. Northgate High School is expected to exceed capacity, with new provision due to be made at Ipswich Garden Suburb.' The Parish Council are aware that both catchment schools (Primary and Secondary) for the village already exceed capacity and there is already frustration in the village that children fail to gain access to catchment or local schools due to the village being on the outskirts of the catchment areas. Development of this site before any additional school provision is provided will exacerbate the problem even further.

Furthermore, a statement was presented to the Parish Council meeting on 28th December 2022 on behalf of 35 signatories from the village as follows:

We wish to make the following objections to the proposed development on Keightley Way.

Attached to this statement is a list of signatures we wish to be taken into account when the parish council comments on proposed works. We believe this demonstrates the high level of opposition to this plan throughout the whole village, not just Keightley Way. We trust the parish council act as representatives and advocates of the local community's objections and concerns in discussing the proposals and the following objections and comments.

We believe this development to be at a great detriment to the local rural community, the residents and parish council work so hard to protect.

The proposed development will profoundly and irrevocably alter the entire village in Tuddenham and in particular Keightley Way, The Hill and Westerfield Lane.

25 proposed new houses in a village with very few village amenities, poor public transport, small footpaths and very small narrow roads would make living in the area very different and profoundly worse for some, in fact, many residents have already considered selling up due to the proposals.

The village is already used as a main through way for traffic into Ipswich, something the parish council go to great pains to control and any more traffic would cause serious traffic issues on already overloaded and narrow roads.

We understand that development is important and houses are much needed but this plan in its current form is unsuitable and overwhelmingly opposed by those already living here.

These are the specific views of all residents who wish to comment but were unable to attend this meeting.

1. Accessibility. The proposed route for main access is through Keightley Way. A road with

predominantly on-road parking, all residents who currently live in Keightley Way will attest to the difficulty of parking and passing currently. In fact the parish council have addressed this particular issue on more than one occasion posting "considerate parking" notes through all the houses on Keightley Way.

East Suffolk highways design recommendations state that Carriageways for access to between 25 and 50 houses must be at least 4.8m in width. Although Keightley Way is this exactly, 5.5m before the paddocks 4.8m after, the effect of how it is used will cause serious traffic problems due to how narrow it is. Residents comment that Keightley Way in every way possible is not suitable for main access to this development.

An extra 40+ cars on this road will turn Keightley Way into an impassable, busy and dangerous narrow road with no parking for existing residents and make already very difficult access for emergency vehicles, oil tankers, lorries etc almost impossible.

The Hill, adjacent to Keightley Way is practically a one-way road with no useable footpath and no way to widen the road, again discussed at parish council meetings. Any more traffic flow would make this road impassable for vehicles to enter Keightley Way and pose a serious risk to pedestrians, people with mobility issues, cyclists, other motorists, oil and grocery delivery lorries not to mention the large number of heavy vehicles that will be part of the construction of the development.

We deem the idea of access into the new development via Keightley dangerous, short-sighted and negligent in its planning and proposal. Residents in The Paddocks and High Street particularly have strongly objected to Keightley Way becoming a main through way due to deliveries of oil and building materials being almost impossible, causing some deliveries to be cancelled and causing damage to property due to the existing poor access into Keightley Way.

2. The disruption caused by building works will be sustained and substantial. A number of residents have expressed concern about working nights and the significant disruption that this would cause their sleep during the day. This must be taken into consideration.

3. Quiet Lane Westerfield Lane was designated a "Quiet Lane". This development will increase issues such as traffic flow, litter and bank damage considerably and destroy this beautiful local asset. It will no longer be in fact a Quiet Lane.

4. Existing objections. The previous objections to the initial proposal need to be fully taken into account during this phase of the consultation process. We would hope the parish council would assist and advocate for the local community in this matter. Residents have also said that they have made objections to the Parish Council and received no feedback or updates. Why has the Parish Council not gone further to keep the local residents fully apprised of where their historic objections have gone?

5. Devaluation of property All residents have expressed the utmost concern on the devaluation of their property on Keightley Way due to it becoming a main road into the new estate and thus a less desirable place to live. Residents have commented that they moved to Keightley Way to live on a quiet street, safe for their children to play and not a busy main road, this will again have a detrimental effect on the whole village and not just Keightley Way. How will the residents be compensated if this development goes ahead?

6. Look and sustainability of proposed new builds The plan that has been submitted shows several styles, none of which is in keeping with the local area and is considered an eyesore by many residents. It is felt that Newbuild style houses are not in keeping with the local aesthetic. Residents were not involved in any part of the design process again alienating the community from this plan. No discussion or description about how the development will be sustainable was on the plans issued. For obvious reasons development on rural areas is less sustainable than urban therefore shouldn't developers be held to as high account as possible for sustainability? The current proposal makes no mention of sustainability. Rural homes often appeal to young families and the elderly. There is also no discussion or description about accessibility in the existing plans or how the houses will be adapted for the life span of the residents.

7. The manner that planning was announced. Planning notices appeared only 14 days before the deadline for comment, a parish council meeting organised 2 days before this deadline. We do not consider this fair warning and not in keeping with community spirit and has already weakened trust in local land ownership, and the representation of the parish council. We recognise there were some attempts in Facebook and via notice boards but this was considered too little too late.

8. Parish Council representation. A number of residents have said that after expressing objections at historic Parish Council meetings they no longer received any email correspondence, all residents have discussed how no information reaches them in terms of Parish Council. Whilst it's accepted that some responsibility lies on the individual it is incumbent as representatives of the residents of the village for the Parish Council to make sure that residents know what will happen in their village.

9. Transport We are almost completely reliant on cars to leave Tuddenham, there is already very poor access to public transport and the use of The Hill as a main access point would make accessing public transport even more difficult. Especially for the elderly, disabled residents and families with young children.

10. Continual road- works on The Hill and Tuddenham High Street. As all residents of Tuddenham know the main road continually requires works which sometimes totally close off the village. How will Tuddenham cope with 35-40 extra vehicles daily? This will make an area of outstanding beauty and a protected Conservation Area one continual traffic jam affecting the whole village, not just Keightley Way.

11. Sewage The plan shows the sewage from the proposed development being pumped to the main outlet on Keightley Way, as this was designed for the current housing stock, is the existing infrastructure capable of taking on this significant increase in sewage and how will this affect the current residents?

As Tuddenham residents we hope that all our concerns, objections, worries and fears are taken into account and fairly represented by Parish Councillors in a transparent and objective way when the Parish Council makes any recommendation or comment on the proposals to the Local Authority. As residents we consider the Parish Council to be representatives of the local community advocating their wishes to the Local Authority and hope this continues.

Consultee	Date consulted	Date reply received
Westerfield Parish Council		20 January 2023

Summary of comments:

Westerfield Parish Council (PC) were not a consultee for the above planning application but the application was discussed at the PC meeting on 17 January.

Westerfield PC wish to formally object to planning application DC/22/3748/FUL, mostly re the following Traffic & Highways concerns:

Westerfield Lane and Moss Lane are pre-war design and construction when there was little or no residential housing. Both Westerfield Lane and Moss Lane are single track lanes not built for modern day traffic, with no footpaths, and no potential to add footpaths, and with little or no lighting. Moss Lane is also a quiet lane used by pedestrians, and a cycle route. To go towards Ipswich, traffic would pass through Westerfield Parish, having to negotiate the Moss Lane/Church Lane junction which has a history of accidents (not all reported to the police), and causing a further increase in traffic levels on Church Road / Lower Road. There would also be an increase in traffic idling at junctions (including the railway crossing) thereby reducing the air quality.

Statutory consultees

Consultee	Date consulted	Date reply received
SCC Flooding Authority	7 December 2022	22 December 2022

Summary of comments:

Holding objection.

Consultee	Date consulted	Date reply received
SCC Highways Department	7 December 2022	23 December 2022

Summary of comments:

Holding objection being maintained until clarification of points has been received and approved by the Local Highways Authority on the grounds of sustainable transport and highway safety.

Consultee	Date consulted	Date reply received
Anglian Water	21 April 2023	27 April 2023

Summary of comments:

Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

The foul drainage from this development is in the catchment of Tuddenham-Donkey La Water Recycling Centre that will have available capacity for these flows

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. The applicant has indicated on their application form that their method of surface water drainage is via SuDS. If the developer wishes Anglian Water to be the adopting body for all or part of the proposed SuDS scheme the Design and Construction Guidance must be followed.

Non statutory consultees

Consultee	Date consulted	Date reply received
Ward Councillor – Cllr Colin Hedgley	26 September 2023	6 September 2023

Summary of comments:

I have concerns regarding the change of positioning of the open green space and I am particularly concerned regarding the highways situation from the application site and the route to the village centre. Both, it seems to me require examination at full committee level via the referral panel.

Consultee	Date consulted	Date reply received
Network Rail Property (Eastern Region - Anglia)	7 December 2022	No response

Summary of comments:

No comments received.

Consultee	Date consulted	Date reply received
East Suffolk Housing Development Team	7 December 2022	7 December 2022

Summary of comments:

This site delivers a total of 25 dwellings and would be required to provide 8 affordable homes based on the 33% policy.

At least 50% of all dwellings should meet the building regulations M4(2) wheelchair accessible standards as per the Suffolk Coastal policy, both for market and affordable homes.

The developer is suggesting 8x2 bed homes, including bungalows and houses. I would expect to see a mix of 1, 2 and 3 bed homes. 4 of the properties should be delivered as affordable rent, 2 homes as shared ownership and the remaining 2 as First Homes.

Consultee	Date consulted	Date reply received
Police - General	7 December 2022	No response

Summary of comments:

No comments received.

Consultee	Date consulted	Date reply received
SCC Section 106 Officer	7 December 2022	16 December 2022
Summary of comments: No objection. Sets out infrastructure requirements for CIL and S106.		

Consultee	Date consulted	Date reply received
SUSTRANS	7 December 2022	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Suffolk Police Design Out Crime Officer	7 December 2022	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	7 December 2022	13 December 2022
Summary of comments: No objections. Planning conditions recommended regarding contamination, working hours and a Construction Management Statement.		

Consultee	Date consulted	Date reply received
East Suffolk Ecology	7 December 2022	21 December 2022
Summary of comments: Comments included in report.		

Consultee	Date consulted	Date reply received
East Suffolk Landscape Team	7 December 2022	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	7 December 2022	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Disability Forum	7 December 2022	12 December 2022
Summary of comments: All dwellings should be visitable and meet Part M4(1), and at least 50% of the dwellings should meet Part M4(2). It is disappointing to note that no bungalows are planned – at least 2 of these dwellings should be bungalows. Footpaths should be wide enough for wheelchair users. Surfaces should be firm, durable and level.		

Consultee	Date consulted	Date reply received
SCC County Archaeological Unit	6 March 2023	8 December 2022
Summary of comments: No objections but recommend standard archaeological investigation by condition.		

Consultee	Date consulted	Date reply received
SCC Fire And Rescue Service	6 March 2023	13 December 2022
Summary of comments: A condition is required for fire hydrants.		

Reconsultation consultee responses

Consultee	Date consulted	Date reply received
SCC Highways Department	6 September 2023	12 September 2023
Summary of comments: Holding objection until further information is received including: <ul style="list-style-type: none"> - Maintain the 3m width to the cycle/pedestrian to connect up to the existing footway. - What measures are proposed to prevent vehicles driving/parking on the cycle/pedestrian link? - Concerns with the parking arrangements for plots 1-3 where it would appear that there is an unofficial parking space behind the spaces. - Details of pedestrian crossing points needed . In line with SCLP policy 12.66 Appendix B, page 471, we request either £100,000 for pedestrian		

facilities from the site to local amenities, including local bus stops, or drawings showing proposed works for the same reasons that can be conditioned and undertaken through the section 278 process.

Consultee	Date consulted	Date reply received
SCC Flooding Authority	26 September 2023	18 October 2023

Summary of comments:

The LLFA recommends a holding objection at this time because the latest drawings and calculations are not in accordance with the prior submitted Addendum 2 and further comments raised by local watercourse owners.

Consultee	Date consulted	Date reply received
SCC Highways Department	N/A	21 November 2023

Summary of comments:

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

Consultee	Date consulted	Date reply received
SCC Flooding Authority	14 November 2023	20 December 2023

Summary of comments:

Recommend approval of this application subject to conditions.

Consultee	Date consulted	Date reply received
Disability Forum	6 March 2023	No response

Summary of comments:

No comments received.

Consultee	Date consulted	Date reply received
East Suffolk Ecology	6 March 2023	31 March 2023

Summary of comments:

Comments in report.

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	6 March 2023	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
SCC Fire And Rescue Service	6 March 2023	6 March 2023
Summary of comments: The original, published comments may remain in place for the amendments.		

Consultee	Date consulted	Date reply received
East Suffolk Housing Development Team	6 March 2023	7 March 2023
Summary of comments: I have looked at the documents online and can see that 8 affordables (6 affordable rent and 2 shared ownership) are planned on this site so I have no objections or comments.		

Consultee	Date consulted	Date reply received
Police - General	6 March 2023	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Network Rail Property (Eastern Region - Anglia)	6 March 2023	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
SCC Section 106 Officer	6 March 2023	7 March 2023
Summary of comments: I have considered the updated documents in relation to the re-consultation. I note the 3m cycleway provision as per the policy requirement and which is pleasing to see. My contribution requests as set out 16 December 2022 still stand.		

Consultee	Date consulted	Date reply received
SCC County Archaeological Unit	6 March 2023	8 March 2023
Summary of comments: Planning conditions recommended. Comments in report.		

Consultee	Date consulted	Date reply received
SCC Flooding Authority	6 March 2023	28 March 2023
Summary of comments: Holding objection.		

Consultee	Date consulted	Date reply received
SCC Highways Department	6 March 2023	8 June 2023
Summary of comments: Holding objection.		

Consultee	Date consulted	Date reply received
Suffolk Police Design Out Crime Officer	6 March 2023	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
SUSTRANS	6 March 2023	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	6 March 2023	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
East Suffolk Landscape Team	6 March 2023	27 March 2023
Summary of comments: Comments in report.		

Consultee	Date consulted	Date reply received
Tuddenham St Martin Parish Council	6 March 2023	24 March 2023

Summary of comments:

It was not possible to submit the comments below, from Tuddenham St Martin Parish Council, via the Public Access system and so they are instead being submitted by email. Please reply by return to let the Parish Council know if there is any problem with this email format, which would result in these comments not being accepted for this consultation on the amendments to the application. Kind regards, Carol Frost (Clerk for Tuddenham St Martin Parish Council).

Tuddenham St Martin Parish Council have noted the amendments to this application but continue to strongly object to this development, which is in a village with very few amenities, poor public transport, without footways in places and very small narrow roads which would make living in the area very different and profoundly worse for some residents, especially in the Keightley Way area.

The Parish Council maintain that this development is contrary to SCLP5.2: Housing Development in Small Villages.

The amendments from the applicant have not addressed the major concerns which were submitted by the Parish Council to the original application. The Parish Council reiterate those comments, maintain the concerns raised, and request that this application is referred to the Planning Committee for a decision if the Case Officer is minded to approve. The Parish Council also request that no decision is made about this application without a full site visit of the location and surrounding area and highways due to its unique characteristics which would not be correctly assessed if carried out remotely.

Three of the main issues that raise serious concern for the Parish Council are:

- the strong potential for increased traffic to undermine highway safety
- there is no safe site connectivity with the main area of the village, and the only access (The Hill) to the main area is unsuitable for pedestrians, especially those with mobility issues
- the impact of construction traffic and increased traffic due to the development that will be experienced by local residents

The Parish Council feel that the site should not be assessed in isolation, but the impact on the village as a whole should be looked into when this application is considered.

The Parish Council acknowledge that an extra parking space has been allocated to this development as a result of the amendments but still feel there is insufficient parking which will exacerbate parking issues already being experienced in the village. The Parish Council would still like to see a re-evaluation of the parking provision to accommodate a more realistic number of off-street and public parking spaces.

The Parish Council have noted the volume and content of the other Consultee comments to this application.

Comments for instance, from Suffolk County Council (SCC) Highways to the original application stated that 'In line with SCLP policy 12.66 Appendix B, page 471, we request either £100,000 for pedestrian facilities from the site to local amenities, including local bus stops, or drawings showing proposed works for the same reasons that can be conditioned and undertaken through the sections 278 process.' They also stated that a holding objection be maintained until the points they raised had been received and approved by the Local Highways Authority on the grounds of sustainable transport and highway safety. The Parish Council have already however, had several site visits with representatives from SCC Highways and have been advised by their then Assistant East Area Highways Manager, that it would not be possible to extend pedestrian facilities on The Hill (from the site to local amenities, including local bus stops), due to the location limitations. The Parish Council maintain that this development is contrary to Policy SCLP7.1: Sustainable Transport.

Three of the four access points to the village are 60mph until the built-up area within the village and there is already serious concern, especially at peak periods, of unsafe approaches to the village by speeding traffic which has been registered by the village Speedwatch Team. This will be exacerbated by the increased traffic connected to this new development (additional vehicles on the highway and construction traffic).

There is a question as to whether Keightley Way is suitable for main access to this development, especially as access is only via The Hill or Westerfield Lane, and as already stated, neither of these routes are suitable. If the development is to be agreed in principle by ESC, the Parish Council request that as a provision of the construction management plan:

- that construction traffic is prohibited from approach from The Hill/The Street as this highway is particularly unsuitable to additional construction traffic
- as already stated, an alternative temporary work access is provided to the site via Poplar Farm due to the size of the development, its rural location and proximity to residential dwellings in order to reduce the nuisance and significant impact the construction would have on residents particularly in Keightley Way.

The Parish Council have been made aware that several residents in the immediate vicinity of the site are shift workers and would be significantly impacted by the construction of this development, even if there is a standard construction plan put in place. A strict construction plan should be put in place to reduce the impact on local residents, such as no weekend construction and a time limit of construction during working hours.

Consultee	Date consulted	Date reply received
Westerfield Parish Council	6 March 2023	28 March 2023
Summary of comments: Westerfield PC note the additional details provided, but do not address the objections previously raised, mostly re the following Traffic & Highways concerns: Westerfield Lane and Moss Lane are pre-war design and construction when there was little or no residential housing. Both Westerfield Lane and Moss Lane are single track lanes not built for modern day traffic, with no footpaths, and no potential to add footpaths, and with little or no		

lighting. Moss Lane is also a quiet lane used by pedestrians, and a cycle route. To go towards Ipswich, traffic would pass through Westerfield Parish, having to negotiate the Moss Lane/Church Lane junction which has a history of accidents (not all reported to the police), and causing a further increase in traffic levels on Church Road / Lower Road. There would also be an increase in traffic idling at junctions (including the railway crossing) thereby reducing the air quality.

Consultee	Date consulted	Date reply received
Anglian Water	10 July 2023	12 July 2023
Summary of comments: Comments as per previous response.		

Consultee	Date consulted	Date reply received
Disability Forum	10 July 2023	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
East Suffolk Ecology	10 July 2023	No response
Summary of comments: No further comments received.		

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	10 July 2023	No response
Summary of comments: No further comments received.		

Consultee	Date consulted	Date reply received
SCC Fire And Rescue Service	10 July 2023	No response
Summary of comments: No further comments received.		

Consultee	Date consulted	Date reply received
East Suffolk Housing Development Team	10 July 2023	No response
Summary of comments: No further comments received.		

Consultee	Date consulted	Date reply received
Police - General	10 July 2023	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Network Rail Property (Eastern Region - Anglia)	10 July 2023	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
SCC Section 106 Officer	10 July 2023	21 July 2023
Summary of comments: Previous comments still apply.		

Consultee	Date consulted	Date reply received
SCC County Archaeological Unit	10 July 2023	11 July 2023
Summary of comments: My previous recommendation stands.		

Consultee	Date consulted	Date reply received
SCC Highways Department	10 July 2023	2 August 2023
Summary of comments: Holding objection.		

Consultee	Date consulted	Date reply received
Suffolk Police Design Out Crime Officer	10 July 2023	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
SUSTRANS	10 July 2023	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	10 July 2023	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
East Suffolk Landscape Team	10 July 2023	20 July 2023
Summary of comments: Comments in report.		

Consultee	Date consulted	Date reply received
Tuddenham St Martin Parish Council	10 July 2023	2 August 2023
<p>Summary of comments:</p> <p>Tuddenham St Martin Parish Council strongly object to this application and all our previous comments still stand. We are extremely disappointed that none of the points raised previously have been acknowledged or addressed in any way. This is particularly in relation to comments regarding parking as this is already a serious concern in the village, especially in Keightley Way. The comments by the Landscaping Team are looking at the site in isolation and not in the context of its situation within a rural village surrounded by fields and adjoining a playing field and play area.</p> <p>In previous comments to this application, the Parish Council highlighted that the proposed development ignores the existing acute off-street parking shortages in the village and especially those off Keightley Way, The Hill and The Paddocks. The unsuitability of highways access to the site and volume of the development remains a serious concern as referred to in our responses and as referred to by Westerfield Parish Council.</p>		

If the development is to be agreed in principle by East Suffolk Council, the Parish Council have suggested a re-evaluation of the parking provision to accommodate a more realistic number of off-street and public parking spaces in the development with the inclusion of unrestricted off-street parking amenities being provided just inside the new development entrance. This would enable existing residents to ease the current congestion whilst parking safely near to their properties. More overall parking provision was achieved on the first plan submitted by the applicant. An extra visitor parking space has now been provided by the latest amendments, but the overall parking provision has been reduced from 70 to 68 parking spaces.

The Parish Council would like to see specific details of how Suffolk County Council Highways will spend CIL money associated with this development, if it is permitted, to achieve the necessary pedestrian facilities from the site to local amenities, which would provide required connectivity for the village and include access to public transport.

Consultee	Date consulted	Date reply received
Tuddenham St Martin Parish Council		7 September 2023

Summary of comments:

I am emailing on behalf of Tuddenham St Martin Parish Council to request that the Public Open Space (POS) of this development is reviewed.

The Parish Council have noted that in the latest layout of the development, the POS has been repositioned to be centrally located in order to address recommendations from the East Suffolk Landscape Team.

If the development is to be agreed by East Suffolk Council, the Parish Council suggest that the layout initially proposed by the applicant, which featured an open space positioned southerly (to provide a frontage separation to create the feeling of a more well-spaced and open feeling development rather than that set out in the latest layout) would be more suitable for this site. Please see the attachment, which is the layout showing the Parish Council preferred option of location for the Public Open Space.

The Parish Council feel that the layout of this site, especially including the position of the POS, should not be looked at in isolation. The POS should provide a buffer area between Keightley Way and the allocated site. The layout should be looked at in the context of its situation with the existing neighbouring dwellings and within a rural village surrounded by fields, and adjoining a playing field and playground.

I am writing to you to draw your attention to the attached photo which has been highlighted to the Parish Council and was taken August 2023. This clearly shows that there is no secure access for emergency vehicles from this direction of the village and that The Hill, which is one of the only 2 routes into this site, is unsuitable for any additional traffic that will be associated with this development.

It is understood that fire engine got stuck on The Hill and could only move after a car had been removed from the location.

The Parish Council comments submitted 24th March 2023 requested that no decision is made

about the application without a full site visit of the location and surrounding area and highways due to its unique characteristics which would not be correctly assessed if carried out remotely.

The Parish Council also stated that three of the main issues that raise serious concern are:

- The strong potential for increased traffic to undermine highway safety
- There is no safe site connectivity with the main area of the village, and the only access to the main area (The Hill, which is shown in the attached photo), is unsuitable for pedestrians, especially those with mobility issues
- The impact of construction traffic and increased traffic due to the development that will be experienced by local residents

Consultee	Date consulted	Date reply received
Westerfield Parish Council	10 July 2023	18 July 2023

Summary of comments:

Westerfield Parish Council discussed the additional information e.g. site layout, details of the housing mix, floor plans & elevations etc. but couldn't see anything that addressed the concerns flagged by the PC to the original application considered in March. Therefore, Westerfield PC wish to formally object to planning application DC/22/3748/FUL, mostly re the following Traffic & Highways concerns:

Westerfield Lane and Moss Lane are pre-war design and construction when there was little or no residential housing. Both Westerfield Lane and Moss Lane are single track lanes not built for modern day traffic, with no footpaths, and no potential to add footpaths, and with little or no lighting. Moss Lane is also a quiet lane used by pedestrians, and a cycle route. To go towards Ipswich, traffic would pass through Westerfield Parish, having to negotiate the Moss Lane/Church Lane junction which has a history of accidents (not all reported to the police), and causing a further increase in traffic levels on Church Road / Lower Road. There would also be an increase in traffic idling at junctions (including the railway crossing) thereby reducing the air quality.

Consultee	Date consulted	Date reply received
SCC Flooding Authority	17 July 2023	7 August 2023

Summary of comments:

Holding objection.

Publicity

The application has been the subject of the following press advertisement:

Category	Published	Expiry	Publication
Major Application	1 December 2022	22 December 2022	East Anglian Daily Times

Site notices

General Site Notice

Reason for site notice: Major Application

Date posted: 12 December 2022

Expiry date: 5 January 2023

5. Planning policy

National Planning Policy Framework 2023

SCLP3.1 - Strategy for Growth (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP3.2 - Settlement Hierarchy (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP3.3 - Settlement Boundaries (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP5.2 - Housing Development in Small Villages (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP5.8 - Housing Mix (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP5.10 - Affordable Housing on Residential Developments (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP7.1 - Sustainable Transport (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP7.2 - Parking Proposals and Standards (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP9.2 - Sustainable Construction (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP9.5 - Flood Risk (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP9.6 - Sustainable Drainage Systems (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP10.1 - Biodiversity and Geodiversity (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP10.4 - Landscape Character (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP11.1 - Design Quality (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP11.2 - Residential Amenity (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP11.7 - Archaeology (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP12.66 - Land off Keightley Way, Tuddenham (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

Recreational Disturbance Avoidance and Mitigation Strategy Supplementary Planning Document (East Suffolk Council, Adopted May 2021)

Sustainable Construction Supplementary Planning Document (East Suffolk Council, Adopted April 2022)

Affordable Housing Supplementary Planning Document (East Suffolk Council, Adopted May 2022)

6. Planning Considerations

- 6.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise. The Council's Development Plan in the context of this application consists of the East Suffolk Council - Suffolk Coastal Local Plan (Local Plan), adopted September 2020. Other material considerations to the determination of the application include the Supplementary Planning Documents (SPDs) referred to above and the National Planning Policy Framework (2023).

Principle of Development

- 6.2. The application site is included within the defined Settlement Boundary for Tuddenham St Martin. Tuddenham is classified as a 'Small Village' within the Settlement Hierarchy (Policy SCLP3.2) of the Local Plan. The supporting text to Policy SCLP5.2 explains that Small Villages are identified due to their modest range of services, which will serve the needs of residents within the village. It goes on to say that Small Villages can also serve the needs of those living in other settlements or within the countryside nearby, and, as with Large Villages, development of new housing in Small Villages can help to support existing local services as well as contributing towards the mix of housing available in these villages. Therefore, as part of the settlement hierarchy, Small Villages are, in principle, acknowledged to be suitable places to accommodate new housing. In recognition of this, Table 3.4 sets out the type and scale of development appropriate for each level of the hierarchy. In respect of housing within Small Villages, it states "New housing allocations (Section 12)" or "Small groups of new housing and infill within Settlement Boundaries (Policy SCLP5.2)" would be appropriate.
- 6.3. 10% of the Suffolk Coastal Local Plan housing growth is proposed to be accommodated in Small villages (a total of 1,140 homes across all Small Villages) The site is therefore

included as a site allocation by Policy SCLP12.66 for approximately 25 dwellings (equating to less than 0.5% of the Suffolk Coastal Local Plan housing growth). The principle of development, in accordance with the development plan, the settlement hierarchy and the allocation policy, is therefore acceptable. The addition of 25 dwellings would result in a 14.28% increase of homes in the village. This village has not had any major housing growth since the 1960s and this is the only planned major growth for the village within the Local Plan which runs until 2036. This 25-dwelling addition to the village is therefore the only significant housing growth for the village in a 75 year period

6.4. SCLP12.66 is as follows:

"1.54ha of land off Keightley Way, Tuddenham, as shown on the Policies Map, is identified for the development of approximately 25 dwellings. Development will be expected to accord with the following criteria:

- a) Provision of semi detached and terraced properties in the southern part of the site;
- b) Provision of affordable housing on site;
- c) Retention of existing trees and hedgerows on the boundaries of the site;
- d) Provision of open space and a pedestrian and cycle link between Keightley Way and the playing fields to the east of the site; and
- e) A site-specific Flood Risk Assessment will be required, and any necessary mitigation provided."

6.5. The application proposes 25 dwellings which is entirely in accordance with the site allocation policy. With respect to part a) of the policy, along the southern boundary it is proposed to have two detached dwellings, a terrace of four dwellings and a pair of semi-detached dwellings. The proposed layout and house types have been amended over the course of the application following feedback from officers. The current layout is in accordance with part a) of the allocation policy.

6.6. The application proposes affordable housing on site. The Policy requirement is for one in three units to be provided in an affordable form. A total of eight dwellings would be provided on the site (Plots 5-6 and 18-23) and an additional contribution secured as part of a S106 Agreement would be required for the additional one-third of a unit, as set out in the SPD. Criterion b) of the allocation policy is therefore complied with.

6.7. The proposed site layout and landscaping scheme has also been amended during the course of the application, again following detailed feedback given by officers. This has resulted in retention of, and additional planting, along the site boundaries to comply with criterion c).

6.8. The proposed site layout includes an area of Public Open Space located just to the south of the centre of the site but also close to the site entrance and this would be surrounded by dwellings. A cycle and pedestrian access link is also proposed from the site entrance off Keightley Way to link up with the existing playground to the north east of the site. This therefore complies with part d) of the allocation policy.

6.9. The application site lies within Flood Zone 1, an area with a low risk of flooding, however the application is required to be accompanied by a Flood Risk Assessment (FRA) given the size of the site (over 1Ha) and as required by the policy. During the course of the application, additional information has been submitted to support the documents considered by Suffolk County Council as Lead Local Flood Authority in respect of dealing

with surface water. An acceptable scheme using SuDS is proposed with the attenuation basin in the northeastern corner of the site. The FRA considers the risk of flooding to the site from all sources and concludes that this risk is 'low'. The LLFA have suggested conditions to ensure the implementation of the agreed details and an additional plan to be agreed during construction. The proposal is therefore in compliance with part e) of the policy.

- 6.10. As detailed above, the proposal is in compliance with the wider spatial strategy set out in the Local Plan and the site-specific allocation policy which was consulted on and considered by an Inspector prior to adoption of the Local Plan. The principle of development of the site is therefore acceptable.

Design and Layout

- 6.11. Policy SCLP11.1 establishes a general requirement for all new development to reflect local distinctiveness and incorporate high-quality design principles with regards to appearance, scale, layout, and landscaping. Paragraph 135 of the NPPF details that planning policies and decisions should ensure that developments function well and add to the overall quality of the area. To achieve this, developments must be visually attractive as a result of good architecture, layout, and effective landscaping. Moreover, developments must establish a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming, and distinctive places to live, work, and visit.
- 6.12. Keightley Way is an existing residential cul-de-sac within Tuddenham. There are a variety of property types, designs and styles, however, it is dominated by semi-detached, two-storey houses constructed in red brick under concrete tiled roofs during the 1960s. There are also a number of properties that include the use of render. Notably, a more recent dwelling (approx. 2007) has been constructed at the end of Keightley Way, immediately adjacent to the southern side of the proposed site access. This property is a chalet style dwelling, again constructed in a light red brick with a tiled roof. While the existing area has its own character, the properties are not of a particularly notable design or appearance such that it would be essential for particular design features to be carried through into any new, adjacent development. Further to this, and noted within some of the consultation responses, not all of the properties in Keightley Way have their own drives and/or off-street parking which results in the need for on-street parking.
- 6.13. The proposed development includes a mix of two-storey dwellings, one-and-a-half storey chalets and single-storey bungalows and a mix of detached, semi-detached and terrace properties. The proposed material palette for the development includes a majority of brick with render to the front elevations of some plots, and also a limited amount of horizontal boarding. A mix of pantiles are proposed as roof coverings with a majority of terracotta and red shades with the addition of some grey. This proposed material mix would be consistent with the existing adjacent development and appropriate for its setting and context.
- 6.14. The design of the dwellings differs from the dominant character in Keightley Way, with a greater variation in style, size and design. This, however, would not result in an unacceptable approach to the development but result in a well-designed development that is reflective of its time without harming the setting of the existing area.

Highways

- 6.15. Policies SCLP7.1 and SCLP7.2 collectively seek to promote sustainable modes of transport; reduce conflict between highway users; and ensure that sufficient parking is provided having regard to adopted standards. The Council's adopted Cycling and Walking Strategy SPD has also been produced to encourage walking and cycling movements within the District through new developments and infrastructure provision. The above policy objectives are reflected within paragraphs 104, 108, 111, 114 and 116 of the NPPF. Paragraph 115 of the NPPF is explicit that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.16. The main concern raised by local residents as well as the Parish Councils is the suitability and safety of the local highway network giving access to the site. After originally raising a holding objection to the proposal, Suffolk County Council as Local Highways Authority most recently have been able to remove this and raise no objection to the development subject to recommended conditions. This comes following numerous rounds of consultation and revisions to the originally proposed scheme, including matters relating to the pedestrian/cycle link, parking provision, pedestrian crossing points, landscaping, parking provision and drainage. It is noted that the County Council also comments that, either a £100,000 contribution for pedestrian facilities from the site to local amenities, including local bus stops should be provided, or drawings showing proposed works for the same reasons that can be conditioned and undertaken through the section 278 process. There is no expectation within the Local Plan that a footway link into the village must be achieved. Therefore, additional information is being sought from the County Council to clarify exactly what infrastructure is sought to achieve improved pedestrian facilities. Committee will be further advised regarding this within the updates sheet.
- 6.17. Significant concerns have been raised locally regarding the highway network providing access to the site including concerns over the (narrow) width of carriageways, existing on-street parking, the lack of footways and dangerous junctions. The Highways Authority has not raised any objection to the application in terms of the impact on highway safety or the wider highway network. The Highways Authority were also consulted during the preparation of the Local Plan and raised no objections to the proposed site allocation at this time either. Given the site has been considered for this scale of development during the development of the Local Plan and access and highway matters were also considered by the Inspector prior to adoption of the Local Plan, without any specific concerns raised by the Highways Authority at this stage, a potential reason for refusal on highway safety grounds cannot be substantiated.

Parking

- 6.18. It is noted above that not all properties within Keightley Way have their own drives or off-road parking which leads to additional on-street parking which might not otherwise exist. The proposed development would comply with Suffolk County Council's parking standards, requiring one space for each one-bedroom dwelling, two spaces for each two or three bedroom dwelling and three spaces for each 4+ bedroom dwelling. Some plots have parking provision above these guidelines. In addition to this, nine un-allocated visitor spaces are proposed across the development. The level of parking spaces provided across

the development is therefore in compliance with guidelines and is unobjectionable. Most notably, it is unlikely to result in additional pressure on Keightley Way itself and has the potential to reduce existing on-street parking given the proposed un-allocated spaces, albeit it is recognised that these are not immediately adjacent to the demand and therefore this might not be a practical, or used, option.

Cycling and Walking Strategy

- 6.19. The Council adopted a Cycling and Walking Strategy in October 2022. This identifies key corridors and links to improve cycling and walking opportunities and also makes a number of recommendations in relation to site allocations. In respect of this site, this includes introducing a cycling and walking route from the site, through the playground and east along the field boundary to Bridleway 10, and to introduce a cycling and walking track from the site west, along the northern built edge of the village, to Footpath 8. The existing public right of way (PRoW) network is not in immediate proximity of the development site and there would therefore be practical difficulties in negotiating and securing such provision. These recommendations in the SPD are not requirements or policy but rather a 'wish list' of improvements. The site allocations policy identifies the need for the development to be linked to the existing adjacent playground and the proposed layout achieves this, which in itself is an improvement. While there is no provision for the extension of access routes proposed beyond the site boundaries, in addition to the links within the site, additional works to improve pedestrian links (or a financial contribution to enable such) is also required. Combined, the proposal is considered to support and improve pedestrian access links such that the proposal is compliant with SCLP7.1 and SCLP7.2.

Housing Mix

- 6.20. Policy SCLP5.8 of the Local Plan requires that proposals for new housing development delivers housing needed for different groups in the community including a mix of housing tenures, types and sizes. It also notes that there should be a focus on smaller dwellings (1 and 2 bedrooms). Further, to contribute towards meeting the needs for housing for older people, proposals for ten or more dwellings should demonstrate how the development will contribute to meeting the needs of older people and at least 50% of the dwellings will need to meet the requirements for accessible and adaptable dwellings under Part M4(2) of the Building Regulations.
- 6.21. The proposed development includes eight one-bedroom and two-bedroom properties, 11 three-bedroom properties and six four-bedroom properties. While this mix is dominated by three-bedroom dwellings, there is no specific requirement for certain proportions of property sizes within the policy, and the larger, four plus bedroom dwellings, are in the minority. In terms of meeting the needs of older people, the proposal includes three bungalows and two chalet bungalows, all of which provide accommodation at ground floor level. Overall, the mix is considered suitable to meet the needs of many groups within the community.
- 6.22. It is noted that some of the properties included as two-bedroom dwellings have a small room on the first floor labelled as 'study'. This room has a floor area of just over five square metres, and overall this property type is noticeably smaller than other three-bedroom properties within the development. The Local Plan has no specific space

standards in relation to dwelling sizes or room sizes, however, national space standard guidelines indicate a minimum bedroom for an adult should be 7.5 square metres. Other guidance indicates that this can be reduced to 4.64 square metres for a child under ten. Therefore there is the potential for this room to be occupied as a third bedroom, however, given its very modest size, the fact that there is a high demand for home office space, and that overall these properties are smaller than other three-bedroom units across the development, it is not considered that this significantly impacts on the overall housing mix.

- 6.23. Also, two of the larger properties with an attached double garage include floorspace above the garage labelled as 'annexe'. How this might be occupied as ancillary accommodation to the main dwelling, i.e. as a bedroom, office or games room for example, would be up to any future occupiers. The impact of this wouldn't impact on consideration of the housing mix policy or parking requirements.

Affordable Housing

- 6.24. The Council's Affordable Housing SPD states that "In the Suffolk Coastal Local Plan area, schemes will be expected to deliver 25% First Homes (which will fulfil the requirement to deliver 25% discounted home ownership), 50% affordable rent / social rent and 25% Shared Ownership. This will accord with the PPG requirement to deliver 25% First Homes and with the mix specified by Policy SCLP5.10."
- 6.25. The proposed affordable housing provision complies with the national and local policy requirement and the Council's Housing team has confirmed that they have no objection to the proposed affordable housing provision.
- 6.26. Given that the proposal is for 25 homes and the requirement for affordable dwellings is 'one-third', in accordance with paragraph 5.3 of the Affordable Housing SPD, a commuted sum will also be secured to provide one third of an affordable dwelling alongside the eight affordable dwellings on site.

Landscape Character

- 6.27. Policy SCLP10.4 requires developments to be informed by the Suffolk Coastal Landscape Character Assessment (2018), the Settlement Sensitivity Assessment, or any updated landscape evidence. In doing so, it expects development proposals to demonstrate that they will protect and enhance the special qualities and features of the area; the visual relationship and environment around settlements and their landscape settings; distinctive landscape elements; visually sensitive skylines, seascapes, river valleys and significant views towards key landscapes and cultural features; and the growing network of green infrastructure. These policy objectives are reflected within the NPPF, including the requirement to recognise the intrinsic character and beauty of the countryside.
- 6.28. The Settlement Sensitivity Assessment Volume 2: Suffolk Coastal Settlements identifies the landscape surrounding Tuddenham as 'highly sensitive to development due to its historic intact character, distinctive valley slopes and settlement form and high quality river valley setting', and suggests that the landscape setting should be conserved through appropriate management. The proposed development site is located to the north-western edge of the village adjacent to existing arable farmland and should therefore be considered a sensitive rural edge. Despite the site's elevation above the surrounding wider rural landscape, it is

relatively well screened by existing boundary vegetation, so any visual impact from the development would be limited. Having reviewed the location of surrounding PRoW, it is noted that public access in the surrounding land is limited to a bridleway to the east which runs along the route of the River Fynn.

- 6.29. Existing field boundary vegetation helps to screen views into the site and should be retained and enhanced with additional planting. It is important for landscape character to retain and enhance native hedgerow and emergent hedgerow tree planting here.

Landscaping

- 6.30. The Council's Landscape Officer has provided advice in respect of the site layout and landscaping proposals during the course of the application and a number of changes have been made to the scheme as a result. This has included moving the location of the open space. Originally this was proposed to be to the south of the site where it would not encourage good use of the space as it would have relatively poor natural surveillance. This layout also created a linear layout to the space, and in terms of built form the layout did not create a strong sense of arrival into the site. Revised proposals therefore include a more centrally located open space to better link the development into the existing street pattern, enabling development to surround a public green space with the dual benefit of excellent natural surveillance and a more pleasant outlook for a greater number of dwellings. If designed appropriately, this would still enable partial views towards existing countryside when viewing from Keightley Way as there would be visibility across the green space.
- 6.31. Retention of boundary trees is welcomed, as required by the site allocation policy. Originally the scheme was designed to include some boundary hedgerow removal to 'enhance outlook' from the front of properties proposed in this location. This however was not supported, nor was it compliant with the policy. This boundary provides a sense of continuity and rurality to the external character of the site, which is one of the reasons a policy point has specifically set out to protect it.
- 6.32. The detailed design of the landscape treatments could be secured by condition of any approval. This should include appropriate consideration to which areas would be adopted, which would fall under private ownership and which would be managed by a management company or equivalent, and the full details including maintenance schedules could be secured by the relevant standard condition of any approval.
- 6.33. The centrally located open space creates an attractive arrival space, is well overlooked and provides a good opportunity to boost tree planting at the site. Although there are some pockets of less useable green space towards the southwest corner of the site, this does provide scope for an enhanced, softer landscape buffer to the adjoining countryside and planting here will provide some visual amenity and biodiversity value.
- 6.34. The Illustrative landscaping plan shows additional tree planting along boundaries to bolster existing vegetation which will also enhance screening. Street trees are proposed within the open space which should provide the opportunity to design tree pits with adequate soil volumes for trees to thrive. Larger feature trees are proposed within the open space and to the edge of the SuDS basin which will help to boost ecosystems services provision.

- 6.35. The Arboricultural Impact Assessment indicates that parking spaces will be installed within the root protection area of a Category A tree (T10). A condition is therefore proposed to ensure that construction methods in this area will not be harmful to its health. Other parts of the development are outside of the root protection areas.

Ecology

- 6.36. Additional ecological information was submitted during the course of the application, in response to comments made by the Council's Ecologist. The submitted Preliminary Ecological Appraisal (PEA) (Anglian Ecology, November 2022) identified the need for further surveys for great crested newts (in the form of eDNA testing) to establish whether the proposal was likely to result in any impacts on this species and whether any specific avoidance or mitigation measures would be required. The additional ecological report has reviewed this requirement and undertaken an HSI assessment on the accessible pond and has reviewed the habitats surrounding the two other ponds which are present within 250m of the application site. Based on the results of this further assessment the ecological consultant has concluded that eDNA surveys for great crested newts are not required. The Council's Ecologist agrees with the revised consideration put forward by the ecological consultant and does not consider that further great crested newt surveys are required prior to the determination of this application.
- 6.37. A number of conditions are proposed in relation to ecology including requirements for the development to be undertaken in accordance with the PEA, for a lighting strategy for biodiversity is to be agreed, and to secure ecological enhancements, a landscape and ecological management plan and a construction environmental management plan.
- 6.38. The site also lies within the Suffolk Coast RAMS Zone of Influence (Zone B - within 13km of the Sandlings SPA; Deben Estuary SPA; Deben Estuary Ramsar Site; Stour and Orwell Estuaries SPA and Stour and Orwell Estuaries Ramsar Site) and therefore a financial contribution to the scheme or equivalent mitigation identified via a Habitats Regulations Assessment (HRA) is required in order to mitigate in-combination recreational disturbance impacts on habitats sites (European designated sites) arising from new residential development. A financial contribution (of 25 x £321.22) will be secured within the S106 Agreement.

Residential Amenity

- 6.39. Policy SCLP11.2 seeks to ensure that new development will provide for adequate living conditions for future occupiers and will not cause an unacceptable loss of amenity for existing or future occupiers of development in the vicinity. This objective is reflected in the NPPF.
- 6.40. The layout of the development as a whole provides a good level of amenity for future occupiers, with each property having its own private amenity space and a layout that provides for attractive outlooks. The proposed layout would not result in any direct overlooking between proposed dwellings.
- 6.41. While not the main or most common concern raised among objections, overlooking into existing neighbouring properties has been raised. With regards to the proposed dwellings

to the south, the majority of the southern boundary is bordered by two residential gardens. These gardens are in excess of 35 metres from the application site and therefore the back-to-back distances of the dwellings are well in excess of what is considered to be an acceptable level. The remainder of the southern boundary is shared with a property accessed off The Paddocks. This property has a much smaller garden and while the proposed development would be much closer to this property, it is angled away with an existing patio area screened by part of the neighbouring dwelling. Views from the rear of Plot 25 would be at a distance of approximately 15 metres to the edge of the development site. The whole southern boundary is proposed to be planted with a landscape buffer (alongside existing vegetation) which again would reduce any possible overlooking.

- 6.42. The Council's Environmental Protection Team has been consulted on the application and have raised no objection. Recognising the rural location of the site and the proximity of existing residential properties, they do however recommend conditions requiring the submission and approval of a Construction Management Plan and a condition restricting the hours of work during the construction phase.

Surface Water Drainage

- 6.43. Policy SCLP9.6 states that developments should use sustainable drainage systems to drain surface water, and that developments of 10 dwellings or more will be required to utilise sustainable drainage systems (SuDs), unless demonstrated to be inappropriate. Paragraph 175 of the NPPF reaffirms the above policy objectives and establishes that, when considering the SuDs used, regard should be given to the advice received from the LLFA.
- 6.44. The application site is located within Flood Zone 1 where the risk of flooding is low. A Drainage Strategy, prepared Rossi Long Consulting, has been submitted in support of the planning application. A number of changes have been made to the proposed surface water drainage scheme which has involved numerous discussions and consultations with Suffolk County Council as Lead Local Flood Authority. A position has now been reached in which the proposed scheme is acceptable, using a SuDS scheme. This outlines that the surface water from the development will be disposed of through infiltration by incorporating SuDs, including a basin, permeable paving and swales. In terms of foul water, it is proposed that the development would be connected to the existing foul water sewer network. Anglian Water has been consulted on the application. Their response identifies that the foul drainage from this development is in the catchment of Tuddenham-Donkey La Water Recycling Centre that will have available capacity for these flows. Anglian Water has raised no objections to the development. The proposed development would accord with Policy SCLP9.6, in addition to the relevant objectives contained within the NPPF.
- 6.45. Following the recent flooding event, concern was raised by a local resident concerned that excess water that isn't contained by the SuDs will be diverted to their ditch and that, as this ditch can struggle to cope with heavy rainfall now, the additional development would make that situation worse and cause flooding of neighbouring fields. In relation to this, the LLFA has advised that it is an individual landowner's responsibility to maintain watercourses within their boundary and this is a watercourse that ultimately flows to a river so the applicant has every right to use it. Based upon the SuDS led approach to drainage for the site, any discharge of surface water would be at a greenfield rate and therefore effects of surface water would be no greater than the existing situation. A Construction Surface Water Management Plan condition is proposed to ensure that any

surface water from the site during construction is suitably contained and this must be implemented at the appropriate early stage in development.

Sustainability

- 6.46. Policy SCLP9.2 requires all new developments of more than 10 dwellings to achieve higher energy efficiency standards which result in a 20% reduction in CO2 emissions below the Target CO2 Emission Rate (TER) set out in the Building Regulations, unless the applicant can demonstrate, to the satisfaction of the Council, that it is not viable or feasible to meet the standards. This has now been exceeded by the latest building regulations and therefore need not be secured as part of the planning application. Additionally, all new residential development should achieve the optional technical standards in terms of water efficiency of 110 litres per person, per day. Further guidance on this topic can be found within the adopted Sustainable Construction SPD.

Archaeology

- 6.47. Policy SCLP11.7 seeks to ensure that provision is made for the preservation of important archaeological remains. It explains that archaeological planning conditions or obligations will be imposed on consents as appropriate. SCC Archaeology have reviewed the application and identified that there is high potential for the discovery of below ground heritage assets of archaeological importance within the area. This means that any groundworks associated with the development have the potential to damage or destroy any archaeological remains which may be present within the site boundary.
- 6.48. Notwithstanding the above, SCC Archaeology have explicitly stated that 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 paragraph 205 of the NPPF, SCC Archaeology have recommended that any planning permission granted be subject to their suggested conditions.

7. Conclusion

- 7.1. The principle of the development is acceptable as the application proposes a scheme that is in accordance with the relevant site allocations policy. This is a modest and proportionate addition of housing, including eight affordable homes, to this Small Village and it represents the only major housing growth it will see in approximately 75 years. The proposed design and layout of the development is acceptable; it would result in a good quality design with sufficient open space to create an attractive environment for future residents while retaining and enhancing the landscape buffer around the boundaries.
- 7.2. While it is noted that there is significant local concern with regards to the local highway network providing access to the site, the Highways Authority did not raise an objection to the site either during the development of the Local Plan or in response to the current application. There would not be an unacceptable impact on highway safety, neither would the residual cumulative impacts on the road network be so severe as to warrant a reason for refusal on these bases.

- 7.3. The proposed development would secure benefits including affordable housing provision and improvements to pedestrian facilities. It would also secure necessary infrastructure contributions to RAMS, primary school places and school transport.

8. Recommendation

- 8.1. Authority to Approve subject to controlling conditions as drafted below and completion of a S106 Agreement to secure a contribution to RAMS, provision of Affordable Housing, a contribution to primary school places and primary and secondary school transport and potentially a contribution to improving pedestrian facilities, subject to further clarification from Suffolk County Council.

Conditions:

1. The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.

Reason: This condition is imposed in accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in all respects strictly in accordance with the following plans and documents:

Site location plan drawing no. 1000, Topographical Survey and Flood Risk Assessment / Drainage Strategy 211209 received 21 September 2022

Contaminated land reports received 7 October 2022 and 22 November 2022

Ecology Report, Heritage Statement and Flood Risk Assessment/Drainage Strategy received 22 November 2022

Flood Risk Assessment and Drainage Strategy Addendum EJK/S/211209 Rev.00 received 2 March 2023

Ecology report by James Blake received 10 March 2023

Drawing nos. 1500C, 2000B, 2001B, 2002C, 2003, 2005B, 2006B, 2007A, 2008C, 2009C, 2010A, 3000C, 4000D, 5000D, 5002D 5004E, 5005D and JBA 23/079/SK01 A all received 7 July 2023

Schedule of accommodation and Arboricultural Impact Assessment received 7 July 2023

Drawing nos. 1001N, 2004B and 5003 F received 6 September 2023

Foul & Surface Water Drainage Strategy 211209-C-001-P08 received 19 December 2023
Swales and Ditch and Headwall Section 211209-C-011-P01, Impermeable Area Plan 211209-C-002-P04 received 25 September 2023

Downstream Defender Select SIA, Smart Monitoring Info (Downstream Defender),
Downstream Defender Select Design Data E/0223 Downstream Defender Select Installation -

DDS-C-1000-AV Installation Rev.A, Downstream Defender Select 1000 Concrete Advanced Vortex XXXXPROJECT-1000CAV Rev.C, Surface Water Treatment Device Performance Declaration, Microdrainage calculations wider network and Microdrainage calculations PP all received 29 November 2023

for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

Reason: For the avoidance of doubt as to what has been considered and approved.

3. The materials and finishes shall be as indicated within the submitted application and thereafter retained as such, unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the satisfactory appearance of the development in the interests of visual amenity

4. 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.

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 Policy SCLP11.7 of Suffolk Coastal Local Plan (2020) and the National Planning Policy Framework (2023).

5. No building shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 4 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 Policy SCLP11.7 of Suffolk Coastal Local Plan (2020) and the National Planning Policy Framework (2023).

6. Prior to the commencement of development, a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in full prior to occupation of any dwelling hereby permitted.

Reason: To ensure there is suitable infrastructure in place to serve the development in the event of fire.

7. In the event that contamination which has not already been identified to the Local Planning Authority (LPA) is found or suspected on the site it must be reported in writing immediately to the Local Planning Authority. No further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety.

An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and conform with prevailing guidance (including BS10175:2011+A2:2017 and the Land Contamination Risk Management (LCRM)) and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

Where remediation is necessary a detailed remediation method statement (RMS) must be prepared, and is subject to the approval in writing of the Local Planning Authority. The RMS must include detailed methodologies for all works to be undertaken, site management procedures, proposed remediation objectives and remediation criteria. The approved RMS must be carried out in its entirety and the Local Planning Authority must be given two weeks written notification prior to the commencement of the remedial works.

Following completion of the approved remediation scheme a validation report that demonstrates the effectiveness of the remediation must be submitted to and approved in writing by the LPA.

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

8. Prior to the commencement of development, a Construction Management Plan shall be submitted to, and approved by the Local Planning Authority. This should contain information on how noise, dust, and light will be controlled so as to not cause nuisance to occupiers of neighbouring properties. The approved scheme shall be complied with at all times during the construction phase of the development.

Reason: In the interest of residential amenity.

9. Hours of working during construction shall be limited to:
Monday to Friday 07:30 until 18:00 hours
Saturdays 08:00 until 13:00 hours
Sundays & Bank Holidays – none

Reason: In the interest of residential amenity.

10. The strategy for the disposal of surface water 'Foul & Surface Water Drainage Strategy 211209-C-001-P08 (12-12-2023)' and the Flood Risk Assessment 'Flood Risk Assessment / Drainage Strategy 211209 (21-09-2022)' 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.

11. 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/>

12. 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.

13. Before the development is commenced, details of the estate roads and footpaths, (including layout, levels, gradients, surfacing, lighting, traffic calming and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety to ensure that roads/footways are constructed to an acceptable standard.

14. 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 bin storage and presentation/collection area shall be provided for each dwelling prior to its first occupation 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.

15. The use shall not commence until the areas within the site shown indicatively on drawing no. 0445 1001 N for the purposes of loading, unloading, manoeuvring and parking of vehicles have been provided and thereafter the areas 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.

16. Before the development is commenced details of the areas to be provided for the secure, covered and lit cycle storage including electric assisted cycles shall be submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be implemented for each dwelling prior to its first occupation and retained as such thereafter.

Reason: To promote sustainable travel by ensuring the provision at an appropriate time and long term maintenance of adequate on-site areas and infrastructure for the storage of cycles and charging of electrically assisted cycles in accordance with Suffolk Guidance for Parking (2019).

17. Development must be undertaken in accordance with the ecological avoidance, mitigation and enhancement measures identified within the Preliminary Ecological Appraisal (Anglian Ecology, November 2022) as submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To ensure that ecological receptors are adequately protected and enhanced as part of the development.

18. Prior to any works above ground level, a "lighting design strategy for biodiversity" shall be submitted to and approved in writing by the local planning authority. The strategy shall:
- a) identify those areas/features on site that are particularly sensitive for biodiversity likely to be impacted by lighting and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
 - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.
- All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the

strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To ensure that impacts on ecological receptors from external lighting are prevented.

19. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. 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 ensure that ecological receptors are adequately protected as part of the development.

20. Prior to any works above ground level an Ecological Enhancement Strategy, addressing how ecological enhancements will be achieved on site, will be submitted to and approved in writing by the local planning authority. Ecological enhancement measures will be delivered and retained in accordance with the approved Strategy.

Reason: To ensure that the development delivers ecological enhancements.

21. A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to first occupation of the development. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for management actions.
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - g) Details of the body or organisation responsible for implementation of the plan.
 - h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how

contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: To ensure that the long-term ecological value of the site is maintained and enhanced.

22. Prior to occupation, evidence of how the required water efficiency standard of 110 litres per person per day will be achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the finished dwellings comply with Policy SCLP9.2 of the East Suffolk Council - Suffolk Coastal Local Plan (2020) and to ensure Building Control Officers and Independent Building Inspectors are aware of the water efficiency standard for the dwellings.

23. The hereby approved development must include provision for 50% dwellings, including affordable dwellings, that meet the requirements of M4(2) for accessible and adaptable dwellings.

Drawings and/or documents shall list which units/plots meet the M4(2) and shall be submitted to and approved in writing by the local planning authority prior to development of each phase.

Reason To ensure the development complies with Planning Policy SCLP5.8, ensure awareness and enforcement of requirements by Building Control/Building Inspectors and enabling monitoring.

24. Within 3 months of commencement of development, precise details of a scheme of landscape works (which term shall include tree and shrub planting, grass, earthworks, driveway construction, parking areas patios, hard surfaces etc, and other operations as appropriate) at a scale not less than 1:200 shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure that there is a well laid out landscaping scheme in the interest of visual amenity.

25. The approved landscaping scheme shall be implemented not later than the first planting season following commencement of the development (or within such extended period as the local planning authority may allow) and shall thereafter be retained and maintained for a period of 5 years. Any plant material removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season and shall be retained and maintained.

Reason: To ensure the submission and implementation of a well-laid out scheme of landscaping in the interest of visual amenity.

26. No site clearance, preparatory work or development shall take place until the tree protection measures as outlined in the Arboricultural Impact Assessment have been carried out. These measures shall be retained during the course of construction.

Reason: To safeguard the contribution to the character of the locality provided by the trees and hedgerow.

27. No retained existing hedgerows or trees shall be felled, uprooted, destroyed, or wilfully damaged in any manner without the prior written approval of the local planning authority. If any retained hedgerows or trees are felled, uprooted, destroyed or wilfully damaged, or dies or becomes seriously diseased within five years of the completion of the development, it shall be replaced during the first available planting season with trees and/or hedgerows and shrubs of a size and species which have previously been agreed in writing with the local planning authority.

Reason: To safeguard the visual amenity provided by the trees and hedgerows

28. No development shall commence until a method statement and/or plans detailing any groundworks within the root protection area of T10 has been submitted to and approved in writing by the local planning authority. Thereafter the method of construction shall be adhered to and implemented in its entirety unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the roots of the trees are not damaged during construction.

29. Prior to occupation of any of the properties hereby approved, a management plan for maintenance of all communal areas to include (but not limited to) access drives, landscaped areas, pedestrian links and open space shall have been submitted to and approved in writing by the local planning authority. The maintenance plan should include, long term design objectives, management responsibilities and a scheme of maintenance for both the hard and soft landscaped areas for a period of 25 years. The schedule should include details of the arrangements for its implementation. The development shall be carried out in accordance with the approved management plan.

Reason: To ensure that the wider site is properly maintained in the interest of visual amenity.

Informatives:

1. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.
2. The applicant is advised that the proposed development may require the naming of new street(s) and numbering of properties/businesses within those streets and/or the numbering of new properties/businesses within an existing street. This is only required with the creation of a new dwelling or business premises. For details of the address charges please see our website www.eastsuffolk.gov.uk/planning/street-naming-and-numbering or email llpg@eastsuffolk.gov.uk

3. 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.
4. 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. More information is provided within their consultation response available on the Council's public access website.
5. 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.
6. It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense. The County Council must be contacted on Tel: 0345 606 6171.

For further information go to:

<https://www.suffolk.gov.uk/roads-and-transport/parking/apply-and-pay-for-a-dropped-kerb/> or:

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

County Council drawings DM01 - DM14 are available from:

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

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

7. Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

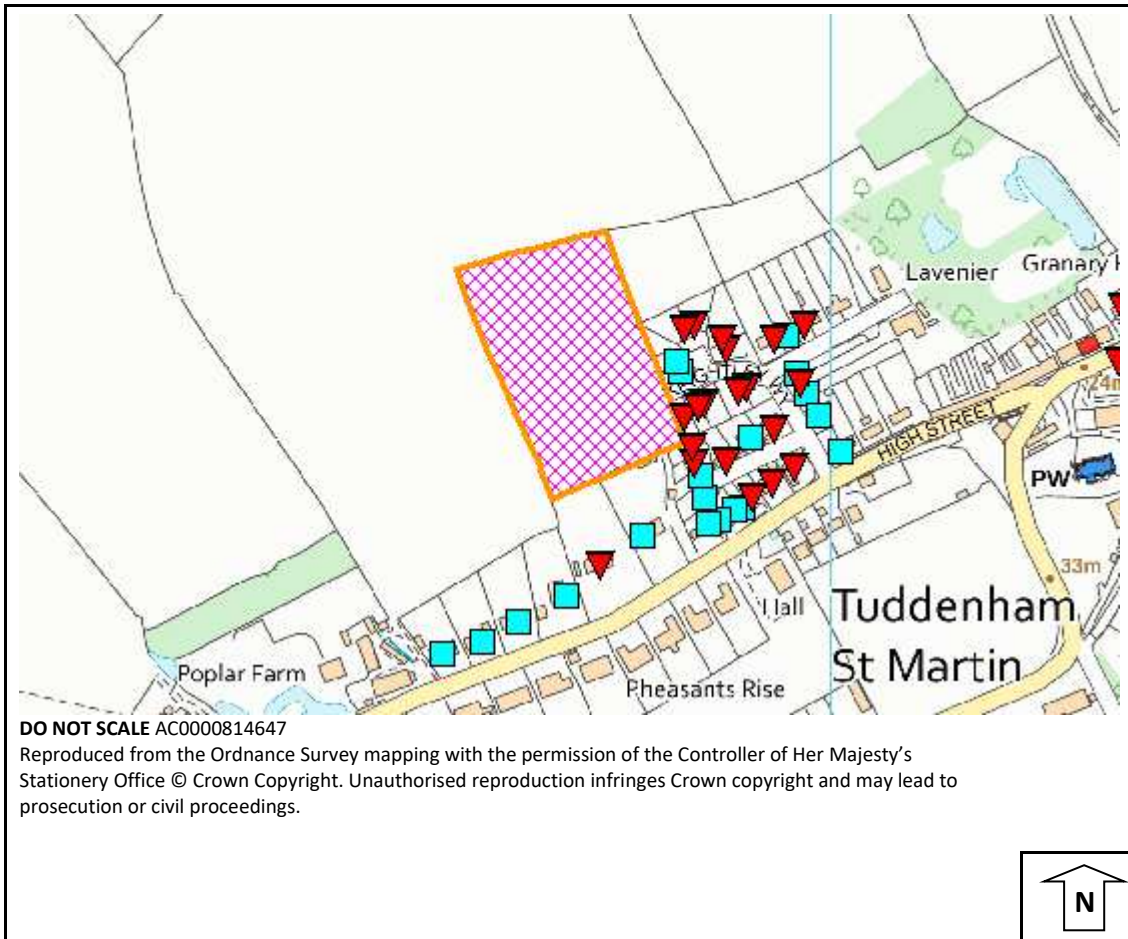
Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Background information

See application reference DC/22/3748/FUL on [Public Access](#)

Map



Key



Notified, no comments received



Objection



Representation



Support