



Committee Report

Planning Committee South – 19 April 2022

Application no DC/20/5279/OUT

Location

Land adjacent to Reeve Lodge
High Road
Trimley St Martin
Suffolk

Expiry date 29 March 2021 – EOT agreed

Application type Outline Application

Applicant Pigeon Capital Management 2 Ltd and A. Talman, R.E. Stennet.

Parish Trimley St Martin

Proposal Outline planning application with some matters reserved (access to be considered) for a phased scheme for the erection of up to 139 new homes (including provision of up to 46 affordable homes), land for a two-form entry primary school with pre-school, open space, SUDS, meadow and informal path on land south of Gun Lane, and all associated infrastructure provision.

Case Officer Rachel Lambert
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1 Summary

Proposal

- 1.1 The subject site is allocated within the East Suffolk Council – Suffolk Coastal District Plan as a sustainable location for the development of approximately 150 dwellings, a primary school and open space (Policy SCLP12.65).
- 1.2 This application seeks outline planning permission will all matters reserved expect access, for a phased scheme for: the erection of up to 139 new homes, including provision of up to 46 affordable homes; land for a two-form entry primary school with pre-school; open space; sustainable urban drainage; meadow and informal path on land south of Gun Lane; and all associated infrastructure provision.

Reason for committee

- 1.3 In accordance with the scheme of delegation, the Head of Planning & Coastal Management has requested that the application is deferred to Members, due to the scale of development and wider public interest.

Recommendation

- 1.4 Authority to approve subject to agreement of conditions and the completion of a s106 legal agreement.

2 Site

- 2.1 The site is located to the south west of Trimley St Martin, with a portion of land to the south that falls within Trimley St Mary. Both settlements are identified as a 'large villages' under Policy SCLP3.2, due to their wide range of facilities including shops, a primary school and a community hall. The site is located close to the A14 and Felixstowe, providing access to a wider range of services, facilities and employment opportunities.
- 2.2 The site is arable farmland and is bordered on the west to open countryside with the railway line beyond, and to the east by High Road and existing properties. A railway line (running from Felixstowe to Ipswich) lies to the west, with a recent scheme of 66 new homes to the north, which includes a mixture of terraced, semi-detached and detached properties and also includes some 2.5-storey buildings.
- 2.3 The main site area lies north of Gun Lane and measures approximately 7 hectares, with a parcel of land to the south of Gun Lane that measures approximately 1.5 hectares. These two parcels are intersected by a restricted byway known as Gun Lane (RB3), which runs roughly east to west from High Road. A second Public Right of Way, Footpath 4, crosses the northern corner of the site. A further parcel of 1.2 hectares is located to the south-west of the allocation site, which lies within the applicant's control but is not included within the application.
- 2.4 The site is located within Flood Zone 1. It is not located within any Air Quality Management Area; is not covered by any statutory environmental designations; and contains no Tree Preservation Orders (TPO) or other landscape designations.
- 2.5 The nearest listed properties are located on High Road, approximately 45 metres to the east of the site. The nearest statutory site is the Orwell Estuary, which is located 1.4km west and comprises the following statutory designations: Stour and Orwell Estuaries Ramsar site, designated mainly for wetland birds and also saltmarsh vegetation and species; Stour and Orwell Estuaries Special Protection Area (SPA), and Orwell Estuary Site of Special Scientific Interest (SSSI). The nearest non-statutory designated site is Morston Hall Wood County Wildlife Site, located 0.94km to the west.

Planning history

- 2.6 Relevant planning history for the site includes the following:

DC/20/5239/EIA - EIA screening opinion for outline planning permission (all matters reserved except access) for the erection of up to 139 new homes (including provision of up to 46 affordable homes), land for a two-form entry primary school with pre-school, open

space, SUDS and all associated infrastructure provision.

Having regard to the above considerations, it was concluded that the proposed development is not considered to result in likely significant effects on the environment over and above that that can be controlled and managed through the planning application process and therefore an Environmental Statement is not required.

3 Proposal

3.1 This application seeks outline planning permission with some matters reserved (access to be considered) for a phased scheme for:

- the erection of up to 139 new homes (including provision of up to 46 affordable homes);
- land for a two-form entry primary school with pre-school;
- open space;
- sustainable urban drainage;
- meadow and informal path on land south of Gun Lane;
- vehicular access from the roundabout that forms the junction between High Road and Howlett Way; and
- associated infrastructure provision.

3.2 It is proposed that the development is accessed from the roundabout that forms the junction between High Road and Howlett Way, via the creation of a new fifth arm. A central spine road will provide access to the wider site, with an additional series of minor access roads and private driveways.

3.3 Whilst the proposal seeks permission for 'up to 139 homes' the precise quantity and layout of the residential aspect of the scheme will be determined at the reserved matters stage. The layout provides is illustrative and provides an indication as to how each parameter fits within the site area, allowing for areas of open green space, together with new planting and land for a two-form entry primary school with pre-school.

Residential

3.4 The submitted design and access statement notes the residential aspect will be predominantly two-storey dwellings, limited to no more than three storeys, and will comprise a mix of housing types (apartments, detached and semi-detached homes), forming predominantly one, two and three-bedroom properties. It also provides for 'up to 46' affordable homes, and five percent custom/self-build properties, with at least fifty percent of all dwellings meeting part M4(2) of the Building Regulations. Additionally, the proposal includes two, part M4(3) wheelchair accessible, three-bedroom bungalows.

School

3.5 An area comprising 2.2 hectares located to the western extent of the site, forms the school aspect. It is strategically positioned off the main spine road and away from the roundabout access to traffic impacts on High Road or Howlett Way, with two accesses to the school site are provided.

3.6 The local catchment primary school is Trimley St Martin Primary School – as noted within the submission, the strategy for primary school provision is to retain a single primary

school for the village by relocating the existing school and delivering a new larger school. A new early years setting is to be delivered alongside the new primary school on this site.

Access and connectivity

- 3.7 A three-metre shared foot and cycleway is provided along the spine road, providing a link between High Road and the school site entrances. Further cycle and pedestrian links will link onto Gun Lane through the residential core of the site, as well Footpath 4, which intersect the northern extent east-west and connect High Road with the neighbouring residential development.
- 3.8 It is proposed that the right of way is to be maintained as a green corridor, which will transect through the residential aspect west of the spine road, continuing westward through a new area of open space, which forms part of proposed attenuation basin (measuring approximately 0.8 hectares).

Landscape features

- 3.9 The aforementioned open space will provide two infiltration/SUDS basins either side of the footpath, the basins will be designed with 1:4 side-slopes (max.) and will provide usable amenity space and an area for new planting/biodiversity enhancement. In addition to the attenuation basin, a swale feature will also be provided along one side of the spine road. These features, together with permeable paving will form the proposed drainage strategy.
- 3.10 As described, pockets of open space and new planting will be provided at the site frontage/adjacent to High Road, with planting along the boundaries of the school site and all other edges of the wider site. The area south of Gun Lane, is included within the application and is proposed as an area of open amenity space. Additional planting will be provided along either side of Gun Lane, creating a green corridor along the southern edge of the residential scheme.
- 3.11 Application documents submitted with the application include the following:

Plans for determination

- Site Location Plan;
- Existing Site Levels Plan;
- Parameters Plan.

Plans for indicative purposes only

- Illustrative Site Layout Plan;
- Illustrative Affordable Housing Plan;
- Illustrative Parking Plan;
- Illustrative Self-build / Custom-build Plan;
- Illustrative Landscape Masterplan.

Statements and reports

- Statement of Community Involvement - Pigeon;
- Heath Impact Assessment – Pigeon;
- Sustainability Statement – Pigeon;
- Landscape and Visual Assessment – Liz Lake Associates;
- Transport Statement - TPA;

- Framework Travel Plan - TPA;
- Flood Risk Assessment and Drainage Strategy - TPA;
- Utilities Report – TPA;
- Heritage Statement (incorporating Archaeological Desk Based Assessment – RPS);
- Geophysical Survey Report – Sumo Survey;
- Phase 1 Geo-environmental Statement - Geosphere;
- Air Quality Assessment – Redmore Environmental;
- Ecological Assessment – Hopkins Ecology;
- Habitats Regulations Assessment – Hopkins Ecology;
- Noise Impact Assessment – Professional Consult; and
- Arboricultural Impact Assessment – Corsican Associates.

4 Consultees

4.1 A total of 16 third-party objections were received (including those from Kirton Trimley Community Action Group), which raised the following matters:

- principle of development
- housing mix / lack of bungalows
- impact on highway network/safety
- provision of parking within the wider area
- loss of agricultural land
- impact in existing infrastructure (e.g., sewer system, village hall etc.)
- environmental impacts (pollution)
- increase flood risk
- impact on existing services (e.g., healthcare)
- loss of residential amenity
- access to school reliant on car for those living in Kirton
- school site size not sufficient for required facilities
- reliance on gas for energy means
- cumulative effects on village and wider environment
- concern of “creeping normality”
- air quality impacts/concerns re. proximity to railway line

4.2 Due to the frequency of consultation throughout processing the application, all comments received are collated within one table – with the respective consultation start dates listed. Where the consultee comments do not alter in response to the most recent revisions the latest ‘date reply received’ date is noted.

Consultee	Date consulted	Date reply received
Cllr Richard Kerry	5 January 2021 13 August 2021	27 January 2021
<p>Summary of comments: Objection raised – “Trimley St Martin PC have made some very valid points in their comprehensive submission which I support. I fully understand the need for new homes and the sound reasoning for it. We as a Council are promoting and using heat pumps in our new builds there is no excuse for not using the latest technology available we must insist that new technology is used. This project must reflect local need for homes which will enter the affordable rental market. Planners should in the first instance should object to this application the questions asked by the PC can and should be</p>		

addressed, SCC Highways need to come to the table instead of paying the usual lip service to developments in this village all existing and future sites in the local plan must be factored in with regard to highways and projected vehicle movements.”

Consultee	Date consulted	Date reply received
Anglian Water	6 January 2021 13 August 2021	18 August 2021
Summary of comments: No objection – see informatives.		

Consultee	Date consulted	Date reply received
Disability Forum	5 January 2021 13 August 2021 16 September 2021	31 August 2021
Summary of comments: “The Suffolk Coastal Disability Forum is pleased to note from the Design & Access Statement that 50% of the dwellings will meet the 'accessible and adaptable' standard Part M4(2) of the Building Regulations and that 2 bungalows will meet the wheelchair standard Part M4(3). All dwellings should be visitable and meet Part M4(1) of the Building Regulations. Care should be taken to ensure that the whole site is inclusive of all people. Every effort should be made to ensure all footpaths are wide enough for wheelchair users, with a minimum width of 1500mm, and that any dropped kerbs are absolutely level with the road for ease of access. Surfaces should be firm, durable and level. No loose gravel, cobbles or uneven setts should be used.”		

Consultee	Date consulted	Date reply received
East Suffolk Ecology	5 January 2021 13 August 2021	2 February 2021 6 September 2021
Summary of comments: Internal consultee – comments included within reporting.		

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	5 January 2021 13 August 2021	27 January 2021
Summary of comments: Internal consultee – comments included within reporting.		

Consultee	Date consulted	Date reply received
SCC Andy Osman Emergency Planning	5 January 2021 13 August 2021	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
SCC Fire and Rescue Service	8 January 2021 13 August 2021	8 January 2021 13 August 2021
Summary of comments: Fire hydrants required – condition(s) and informative(s) apply.		

Consultee	Date consulted	Date reply received
Highways Agency	11 May 2021 13 August 2021	11 May 2021 2 September 2021
Summary of comments: “Offer no objection (see reasons at Annex A) ...We have now reviewed the Transport Assessment and that has confirmed that the impact of this proposed development will not be severe on the Strategic Road Network.”		

Consultee	Date consulted	Date reply received
East Suffolk Housing Development Team	5 January 2021 13 August 2021	5 January 2021
Summary of comments: Internal consultee – comments included within reporting.		

Consultee	Date consulted	Date reply received
Kirton Parish Council	12 February 2021 13 August 2021	12 February 2021 7 September 2021
Summary of comments: “Kirton & Falkenham Parish Council has no comments on this application.”		

Consultee	Date consulted	Date reply received
Ipswich & East Suffolk CCG & West Suffolk CCG	5 January 2021 13 August 2021	22 January 2021 3 September 2021
Summary of comments: No objection subject to financial contribution via CIL.		

Consultee	Date consulted	Date reply received
Police - Design Out Crime Officer	13 August 2021	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
Network Rail Property (Eastern Region - Anglia)	5 January 2021 13 August 2021	2 February 2021 1 September 2021

Summary of comments:

“Network Rail is pleased to approve the above-mentioned application as the risk to the railway and/or infrastructure is minimal. However, our only concern is there is a level crossing within 200m of the boundary but no indication of its current or proposed use for the development. In general, given the recent spate of trespass incidents on the railway and the proximity of the development to the railway line, the question of measures to prevent trespass should be raised – particularly as a new school is proposed. Besides physical means such as fencing, it would be reassuring to know what educational measures are undertaken in schools/colleges in the area. We recommend that the developer considers these points for future planning.”

Consultee	Date consulted	Date reply received
SCC Section 106 Officer	5 January 2021 13 August 2021	22 January 2021 5 October 2021

Summary of comments:

Summary of infrastructure requirements included within reporting.

Consultee	Date consulted	Date reply received
SCC County Archaeological Unit	5 January 2021 6 May 2021 13 August 2021	13 January 2021 6 May 2021 17 August 2021

Summary of comments:

No objection subject to conditions – comments included within reporting.

Consultee	Date consulted	Date reply received
SCC Flooding Authority	5 January 2021 13 August 2021 4 November 2021	27 January 2021 26 August 2021 29 November 2021

Summary of comments:

No objection subject to conditions.

Consultee	Date consulted	Date reply received
SCC Highways Department	5 January 2021 13 August 2021	25 January 2021 8 December 2021

Summary of comments:

No objection subject to conditions and s106 obligations.

Consultee	Date consulted	Date reply received
SCC Rights of Way	5 January 2021 13 August 2021	8 January 2021 3 September 2021
Summary of comments: Comments included within reporting.		

Consultee	Date consulted	Date reply received
Suffolk Police Designing Out Crime Officer	5 January 2021 13 August 2021	1 February 2021 No response
Summary of comments: Serious concerns raised – comments included within reporting.		

Consultee	Date consulted	Date reply received
SUSTRANS	5 January 2021 13 August 2021 15 September 2021	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	5 January 2021 20 May 2021 13 August 2021	26 January 2021 20 May 2021 No response
Summary of comments: No objections subject to conditions.		

Consultee	Date consulted	Date reply received
Trimley St Martin Parish Council	5 January 2021 13 August 2021	26 April 2021 8 September 2021
Summary of comments: Objection		
<p><u>14 December 2021</u></p> <p>“At their meeting on 7 December, Trimley St Martin Parish Council resolved to submit this additional comment on the application as a result of an issue which has caused some concern in the community. The applicant's revisions to the outline application include a reference to the availability of the children's playground located at the end of Goslings Way. The relevant paragraph in the summary of changes reads as follows: "The creation of a green corridor through the Site which links the new meadow area with the originally proposed public open space to the north of the school site. Along this green corridor, a pocket park including a Local Area of Play for children and the route connects the scheme to the adjoining play area within the neighbouring scheme to the north west of the school site. This will provide a pleasant, landscaped route through the scheme with trees and planting which will encourage local wildlife into the scheme." The</p>		

Goslings Way play area it is not managed by the Parish Council. Like all the open space on the scheme it is maintained by a management company and the cost of this is met by Goslings Way and Nigel Way residents. It is important to recognise that the proposals for the site adjacent to Reeve Lodge indicate that an additional burden would be placed on this play area and in these circumstances it would be appropriate for the developer to contribute to the maintenance costs to avoid an increased burden being placed on the Goslings Way/Nigel Way residents.”

8 September 2021

“Trimley St Martin Parish Council discussed this application at their meeting on 7th September. The PC welcomes the inclusion of the additional land in the application, but would like to see part of that additional space allocated for use as an open, mown recreational space which could sit alongside the wildflower meadow and help meet the needs of older children and teenagers. It will be essential that the use of the land for ecological and recreational needs is protected by inclusion in the s106 agreement. Other concerns identified in the Parish Council response of 27 January 2021 are reiterated.”

26 April 2022

“As you may be aware, concern about the impact of development on traffic flow and air quality in Trimley St Martin runs high; as a result Trimley St Martin Parish Council resolved to seek a third party review of the transport assessment for the proposed development of the site adjacent to Reeve Lodge. The third party review has now been completed by Vemco Consulting and was accepted by the Parish Council Planning Committee at their meeting on 22 April. A copy of the review is attached for your attention. You will see from the report that the consultants identified some errors in the execution of the assessment, but the primary concerns relate to the design proposals for the 5th arm of the Howlett Way/High Rd roundabout, the need to remodel future year scenarios to reflect the necessary changes, and the need to review and revise the accident analysis. Full details are provided in the summary and actions section of the review which starts on page 22.”

Consultee	Date consulted	Date reply received
Trimley St Mary Parish Council	26 January 2021	27 January 2021
	13 August 2021	6 September 2021

Summary of comments:
Objection

23 February 2022

“There will be a significant impact on the residents of Trimley St Mary as a result of this proposed development, primarily in relation to transport. The Parish Council take the view that the traffic flow calculations and predictions have been under-assessed and the numerous anomalies in the Transport Assessment fundamentally undermines it. For example:

- The roundabout is referred to as both 4 arm and 5 arm however traffic flow modelling has been based on 5 arm – there was virtually no traffic from the rail compound during the survey, in reality the roundabout is 4 arm and should be modelled as such. The existing agricultural access is also ignored.
- No account is taken of traffic that may be generated from the proposed Howlett Way and other ongoing developments and the proposed changes to the roundabout contradict the

proposals from that application. There needs to be modelling and a proposed mitigation based on all developments combined. The High Rd is an extremely busy road and entering it from one of the many side roads is now challenging during busy periods. Further development will only exacerbate this issue. Studies have presented analysis that assures planners that some 90% of local traffic will use the A14 to travel to Felixstowe, this is completely unfounded. Whilst it is possible to accept that the A14 does carry a significantly higher volume of traffic than the High Rd, local traffic tends to choose the High Rd for numerous reasons. A recent roadside origin survey showed that, on average, 76% of traffic exited towards Felixstowe via the High Rd. The vast majority of local traffic will continue to use the High Rd and the cumulative volume of increased traffic from the new developments will result in a constant stream of traffic. There are already bottlenecks that regularly causes traffic incidents. There is no provision for cyclists to safely traverse the busy junction that will be created by the site. All Trimley St Mary (indeed all Felixstowe) road cycling traffic must pass through this roundabout. This is a significant volume of cyclists. Data shows that, during the Spring/Summer months, there were in excess of 4,500 cycling trips per month, in Winter there were 1,840. The cycleway along the whole length of the High Rd is in need of repair and repainting and cannot be used safely. More detail is needed to describe how the safety of these cyclists will be provided for. Observation of parking outside Trimley St Martin School makes clear the demand for vehicular access during drop-off/pick-up times, demand generated by the new school could impact traffic passing through the roundabout. There is no turning facility provided and Table 5.3 shows an excess of 54 vehicles at the school at 9am. Parents will both park and turn in the narrow residential roads causing local obstruction and hampering emergency access. While the document attempts to present a scenario where more children walk to school due to its location nearer to the centre of the population, the school also serves Kirton and many pupils who now walk will revert to driving. A more detailed study of the current and predicted origin of pupils at the school must be included to form a proper assessment of the traffic flow and impact of the school.

- SEWERAGE: The system is almost at capacity with Anglian Water imposing time constraints on recent and planned developments for pumping out of storage tanks into the main system, there has been no response to the planning application to date from Anglian Water and the parish council has concerns over the capability of AW to deal with demand.
- SPORTING PROVISION: Recreational facilities at the proposed school should be of sufficient size and standard to be made available to the local community outside of school hours and help fulfil the lack of facilities within Trimley St Martin.
- LAND EAST OF GUN LANE: It is important that this area of land be protected from development and to help address the need to avoid coalescence between Trimley St Mary and Trimley St Martin. The Parish Council proposes that the land be given to Trimley St Mary Parish Council for recreational purposes along with a sum of money via a S106 agreement to both extend the allotments and provide recreational space. Landscaping and provision of car parking will provide both an attractive access to the AONB and walks to the south and enhance the eastern border of the proposed development."

22 February 2022

"There will be a significant impact on the residents of Trimley St Mary as a result of this proposed development, primarily in relation to transport. The Parish Council take the view that the traffic flow calculations and predictions have been under-assessed and the numerous anomalies in the

Transport Assessment fundamentally undermines it.

For example:

The roundabout is referred to as both 4 arm and 5 arm however traffic flow modelling has been based on 5 arm – there was virtually no traffic from the rail compound during the survey, in reality the roundabout is 4 arm and should be modelled as such. The existing agricultural access is also ignored.

No account is taken of traffic that may be generated from the proposed Howlett Way and other ongoing developments and the proposed changes to the roundabout contradict the proposals from that application. There needs to be modelling and a proposed mitigation based on all developments combined. The High Rd is an extremely busy road and entering it from one of the many side roads is now challenging during busy periods. Further development will only exacerbate this issue. Studies have presented analysis that assures planners that some 90% of local traffic will use the A14 to travel to Felixstowe, this is completely unfounded. Whilst it is possible to accept that the A14 does carry a significantly higher volume of traffic than the High Rd, local traffic tends to choose the High Rd for numerous reasons. A recent roadside origin survey showed that, on average, 76% of traffic exited towards Felixstowe via the High Rd. The vast majority of local traffic will continue to use the High Rd and the cumulative volume of increased traffic from the new developments will result in a constant stream of traffic. There are already bottlenecks that regularly causes traffic incidents. There is no provision for cyclists to safely traverse the busy junction that will be created by the site. All Trimley St Mary (indeed all Felixstowe) road cycling traffic must pass through this roundabout. This is a significant volume of cyclists. Data shows that, during the Spring/Summer months, there were in excess of 4,500 cycling trips per month, in Winter there were 1,840. The cycleway along the whole length of the High Rd is in need of repair and repainting and cannot be used safely. More detail is needed to describe how the safety of these cyclists will be provided for. Observation of parking outside Trimley St Martin School makes clear the demand for vehicular access during drop-off/pick-up times, demand generated by the new school could impact traffic passing through the roundabout. There is no turning facility provided and Table 5.3 shows an excess of 54 vehicles at the school at 9am. Parents will both park and turn in the narrow residential roads causing local obstruction and hampering emergency access. While the document attempts to present a scenario where more children walk to school due to its location nearer to the centre of the population, the school also serves Kirton and many pupils who now walk will revert to driving. A more detailed study of the current and predicted origin of pupils at the school must be included to form a proper assessment of the traffic flow and impact of the school.

SEWERAGE: The system is almost at capacity with Anglian Water imposing time constraints on recent and planned developments for pumping out of storage tanks into the main system, there has been no response to the planning application to date from Anglian Water and the parish council has concerns over the capability of AW to deal with demand.

SPORTING PROVISION: Recreational facilities at the proposed school should be of sufficient size and standard to be made available to the local community outside of school hours and help fulfil the lack of facilities within Trimley St Martin.

LAND EAST OF GUN LANE: It is important that this area of land be protected from development and to help address the need to avoid coalescence between Trimley St Mary and Trimley St Martin. The Parish Council proposes that the land be given to Trimley St Mary Parish Council for

recreational purposes along with a sum of money via a S106 agreement to both extend the allotments and provide recreational space. Landscaping and provision of car parking will provide both an attractive access to the AONB and walks to the south and enhance the eastern border of the proposed development.”

Consultee	Date consulted	Date reply received
NHS England Midlands and East	5 January 2021 13 August 2021	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
East Suffolk Economic Services - N. Rickard 50+ Dwellings	6 January 2021 13 August 2021	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
East Suffolk Drainage Board	29 January 2021 13 August 2021 16 September 2021	29 January 2021 No response
Summary of comments: No objection.		

Consultee	Date consulted	Date reply received
East Suffolk CIL	13 August 2021	13 September 2021

Summary of comments:
 “This application seeks Outline planning application with some matters reserved (access to be considered) for a phased scheme for the erection of up to 139 new homes (including provision of up to 46 affordable homes), land for a two-form entry primary school with pre-school, open space, SUDS, meadow and informal path on land south of Gun Lane, and all associated infrastructure provision and if approved, will be liable for CIL for the whole of the permitted residential, currently chargeable at the Low Zone rate, on approval of the final reserved matters associated with the development or phase. Rates can be found at <http://www.eastsuffolk.gov.uk/planning/developer-contributions/communityinfrastructure-levy/> The GIA of any existing buildings that have been in lawful use for a continuous period of 6 months in the 3 years preceding the day planning permission first permits development may be deductible where they are to be re-used, demolished or where the use is a use that can lawfully continue without a further planning permission. If the intention is to phase this application, to result in the phasing of the CIL liability phasing must be expressly permitted in the description and by phasing plan to enable the CIL liabilities to be separated. If not phased, the CIL liability will be payable for the whole development following commencement. The CIL liability would be calculated following approval of reserved matters The owner must ensure CIL Form 2: Assumption of Liability and CIL Form 6:

Commencement Notice are submitted and acknowledged at least one day prior to commencement in order to benefit from the Council's instalment policy and avoid potential surcharges. If the owner intends to apply for relief or exemption, it must be granted prior to commencement of the development. Affordable housing relief may be granted for any on site affordable housing where the criteria in the CIL Regulations is met. Forms can be found at www.planningportal.co.uk/cil."

Consultee	Date consulted	Date reply received
East Suffolk Landscape Team	13 August 2021	No response
Summary of comments: Internal consultee – comments included within reporting.		

Consultee	Date consulted	Date reply received
East Suffolk Planning Policy	13 August 2021	16 September 2021
Summary of comments: Internal consultee – comments included within reporting.		

Consultee	Date consulted	Date reply received
East Suffolk Design and Conservation	13 August 2021	No response
Summary of comments: No response required.		

Consultee	Date consulted	Date reply received
Natural England	13 August 2021 15 September 2021	3 September 2021 6 October 2021
Summary of comments: No objection subject to appropriate mitigation being secured.		

Consultee	Date consulted	Date reply received
Essex And Suffolk Water PLC	16 September 2021	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
SCC Cycling Officer	16 September 2021	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
Suffolk Preservation Society	16 September 2021	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
SCC Coasts and Heaths Project	16 September 2021	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
The Ramblers Association	16 September 2021	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
Waste Management Services - East Suffolk Norse	16 September 2021	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
Felixstowe Society	16 September 2021	No response
Summary of comments: No response.		

5 Publicity

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

Category	Published	Expiry	Publication
Major Application	19 August 2021	10 September 2021	East Anglian Daily Times

Category	Published	Expiry	Publication
Major Application	14 January 2021	4 February 2021	East Anglian Daily Times

6 Site notices

General Site Notice	Reason for site notice: Major Application In the Vicinity of Public Right of Way Date posted: 13 August 2021 Expiry date: 6 September 2021
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General Site Notice	Reason for site notice: Major Application In the Vicinity of Public Right of Way Date posted: 8 January 2021 Expiry date: 29 January 2021
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7 Planning policy

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Suffolk Coastal Local Plan (covering the former Suffolk Coastal Area) was adopted on 23 September 2020.
- 7.2 The National Planning Policy Framework (NPPF) represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant, this includes the presumption in favour of development. If decision takers choose not to follow the NPPF, where it is a material consideration, clear and convincing reasons for doing so are needed.
- 7.3 Paragraph 47 of the NPPF states “Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.”
- 7.4 Paragraph 10 of the NPPF reinforces that the heart of the Framework is based on a presumption in favour of sustainable development, with Paragraph 11 further confirming that Plans and decisions should apply a presumption in favour of sustainable development and for decision making this means approving development proposals that accord with an up-to-date development plan without delay; or
- 7.5 Development plan policies are material to an application for planning permission the decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. The development plan comprises the East Suffolk

Council – Suffolk Coastal Local Plan (“local plan”) and any adopted neighbourhood plans. The relevant policies of the development plan are listed in the section below and will be considered in the assessment to follow:

- 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)
- SCLP8.2 - Open Space (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)
- SCLP9.7 - Holistic Water Management (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)
- SCLP10.3 - Environmental Quality (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)
- SCLP11.3 - Historic Environment (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

- SCLP11.7 - Archaeology (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP12.65 - Land adjacent to Reeve Lodge, High Road, Trimley St Martin (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

7.6 The following Supplementary Planning Guidance (SPG) relating to the former Suffolk Coastal area, is also identified as relevant to the determination of this application:

- SPG 2 – Affordable Housing (July 2004)
- SPG 15 – Outdoor Playing Space (April 2001)

8 Planning considerations

Principle of development

8.1 The site identified within the local plan as an allocated site for the accommodation of new residential development and for primary school/early years provision (Policy 12.65). The principle of development on the site is therefore established.

8.2 Policy SCLP12.65 (Land adjacent to Reeve Lodge, High Road, Trimley St Martin) reads as follows:

8.59ha of land adjacent to Reeve Lodge, High Road, Trimley St Martin is identified for the development of approximately 150 dwellings, a primary school and open space.

Development will be expected to accord with the following criteria:

- A mix of housing should be provided on the site including housing for older people and the provision of self-build plots;*
- Provision of affordable housing on site;*
- Provision of 2.2ha of land for a primary school and early years provision;*
- Provision of open space for people of all ages;*
- Provision of appropriate landscaping and boundary treatments to provide a 'soft' western edge to the development and to minimise impacts on the AONB, provision of open space and landscaping so as to prevent the coalescence of the Trimley Villages;*
- Provision of a Landscape and Visual Impact Assessment to inform the landscape strategy for the site;*
- An ecological survey will be required, and any necessary mitigation provided;*
- A site-specific Flood Risk Assessment will be required, and any necessary mitigation provided;*
- Evidence is required to demonstrate there is adequate provision for treatment at the Water Recycling Centre or that this can be provided;*
- Provision of pedestrian/cycle links through the site, including connectivity into the surrounding countryside;*
- Proportionate archaeological assessment will be required;*
- Confirmation of adequate capacity in the foul sewerage network or action to upgrade to create the required capacity; and*
- Any planning application should be supported by evidence which assesses the quality and quantity of sand and gravel resources on site in order to determine whether on-site resources should be used on-site during development.*

8.3 Each of the policy requirements and other associated material planning considerations are addressed in turn throughout the report.

Housing provision

Criterion a: A mix of housing should be provided on the site including housing for older people and the provision of self-build plots, and provision of affordable housing on site.

8.4 As guided by Policy SCLP5.8 (Housing Mix), new residential developments should provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics and location, reflecting where feasible the identified need, particularly focusing on smaller dwellings (one and two bedrooms). An alternative dwelling mix will only be permitted where it is demonstrated that more current evidence of need should apply or where the required mix would fundamentally compromise the viability of the development, taking into account other requirements of the development.

8.5 This application seeks outline permission for ‘up to’ 139 new homes at 26.8 dwellings per hectare (dpa). Whilst the quantity of dwellings is less than the ‘approximately 150 dwellings’ suggested in the allocation policy, the density is higher compared the proposed 23.5 dpa density (taking into account the 2.2 hectares for school provision). This is broadly in accordance with the policy objectives and is considered acceptable subject to compliance with all other respective policies.

Indicative housing mix (including affordable housing)

8.6 Of the 139 homes proposed, 93 are market homes and 46 are affordable homes. The market housing provision prioritises two and three-bedroom dwellings, whilst the affordable housing the distribution is more evenly split, with two-bedroom dwellings comprising a larger proportion. As noted by the applicant, at least fifty percent of all the new homes will be to part M4(2) of the Building Regulations, in accordance with Policy SCLP5.8 (Housing Mix). The proposed scheme also provides five percent of the new homes to be custom/self-build properties, in accordance with Policy SCLP5.9 (Self Build and Custom Build Housing).

8.7 With regard to meeting the needs for housing for older people, the proposal includes ground floor apartments and two-part M4(3) wheelchair accessible three-bedroom bungalows to help meet the need for this particular type of accommodation.

8.8 A condition of consent will apply to ensure a reserved matters application includes the required provision, or in exceptional circumstances, demonstrate that provision is either unfeasible or unviable and that the development incorporates alternative measures to enhance accessibility and adaptability where possible.

Table 1: Proposed housing mix for 139 dwelling development in relation to district-wide policies

Number of bedrooms	Percentage of district wide need (Policy SCLP5.8)	Percentage proposed within application
1-bedroom apartment	12%	12.2% (17 units)
2-bedroom house	29%	33.8% (47 units)
3-bedroom house / dormer bungalow	25%	46.8% (65 units)

4-bedroom house	33%	7.2% (10 units)
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Affordable housing

- 8.9 As guided by Policy SCLP5.10 (Affordable Housing on Residential Developments), proposals of this scale (10+ dwellings) will be expected to make provision for 1 in 3 units to be affordable dwellings, and to be made available to meet an identified local need, including needs for affordable housing for older people. Of these affordable dwellings, 50% should be for affordable rent / social rent, 25% should be for shared ownership and 25% should be for discounted home ownership.

Table 2: Proposed affordable housing provisions

Affordable housing provision – 33.1% (46 units)		
Number of bedrooms	Percentage of district wide need (Policy SCLP5.8)	Percentage proposed within application
1-bedroom apartment	12%	28.3% (13 units)
2-bedroom house	29%	39.1% (18 units)
3-bedroom house	25%	28.3% (13 units)
3-bedroom dormer bungalow	33%	4.4% (2 units)

- 8.10 When it comes to design the scheme at reserved matters stage, all homes must be in small clusters, indistinguishable and well-integrated within the scheme with on plot parking and minimum garden sizes, and a mix of flats, houses, maisonettes and bungalows across all affordable housing tenures will be sought to meet the housing needs of local people in the district.
- 8.11 It is noted that there are two three-bedroom dormer bungalows proposed, these should be delivered for affordable rent tenure with wet rooms; and all affordable dwellings should meet the following size standards: one-bedroom, two persons; two-bedroom, four persons; three-bedroom, five persons; and four-bedroom, six persons.

Self-build and custom-build housing

- 8.12 As guided by Policy SCLP5.9, proposals for self-build or custom-build plots will be supported where in compliance with all other relevant policies of the local plan. This can be achieved through the delivery of allocated sites, such as this, or via various 'windfall' developments.
- 8.13 Self-build projects are defined as those where someone directly organises the design and construction of their own home, where as custom-build, homes are where a person works with a developer as an individual or a group to help provide their own home (the developer may help to find a plot, manage the construction and arrange the finance for the new home). The latter is more of a hands-off approach, but the home is tailored to match the individual's requirements.
- 8.14 The Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) does not distinguish between self-build and custom housebuilding and provides that both are where an individual, an association of individuals, or persons working with or for individuals or associations of individuals, build or complete houses to be occupied as homes by those individuals. In considering whether a home is a self-build or

custom build home, relevant authorities must be satisfied that the initial owner of the home will have primary input into its final design and layout. Off-plan housing, homes purchased at the plan stage prior to construction and without input into the design and layout from the buyer, are not considered to meet the definition of self-build and custom housing.

- 8.15 A key element of self and custom build schemes is the flexibility to design and build homes to individual requirements however it is important that an element of coherence in the design and appearance of the overall site is maintained. A Design Code is required a reserved matters stage, which address matters such as building heights, massing, position on plot, plot coverage, materials palette, landscaping, parking, and waste management, establishes the design principles for the scheme to which each plot should adhere and provides greater certainty for self and custom builders that their individual designs will be granted permission.
- 8.16 Overall, the indicative schedule of housing mix is considered in accordance with 'criterion a' of the allocation policy, as well as Policies SCLP5.8 and SCLP5.9. Final details of the unit types and sizes is reserved for future determination - any reserved matters application will need to comply with the relevant policy on housing mix. Affordable housing and self-build/custom-build housing provisions will be delivered in line with the s106 agreement, which will state triggers for how and when the homes will be delivered.

Primary school and early years provision

Criterion c: Provision of 2.2ha of land for a primary school and early years provision.

- 8.17 The previous Felixstowe Peninsula Area Action Plan had identified the need for a new primary school (including an early years setting) in the area due to forecast shortfalls in capacity over the timeframe of the respective plan. East Suffolk Council has been exploring possibilities with the County Council and this site offers a central location relative to the existing and proposed residential allocations with the villages of Trimley St Martin and Trimley St Mary and performs best in terms of accessibility by walking. This site provides an opportunity to accommodate a new primary school, and 2.2 hectares of land will need to be provided as part of the provision of a new primary school, which would have scope to accommodate two-form entry in the future. Policy suggests that the school should be located in the western part of the site forming part of a focal point for the community, with community use of school facilities investigated, and new early years setting located alongside the school.
- 8.18 The illustrative layout shows the proposed scheme meeting these specific policy requirements and is considered acceptable in respect of an outline planning permission. Further design detail and consultation will be required from Suffolk County Council as the likely future applicant at reserved matters stage to ensure the delivery of a high-quality scheme, which takes into account matters raised by third-party responses regarding access and its supplementary use for community purposes. Schools and other community buildings need to be the focal point of a community and be exemplar in their design. East Suffolk Council expects high quality design of our new schools recognising that many education projects are subject to extensive value engineering to meet very tight budgets set by the Department for Education. Good design for learning environments need to be a considerable extra cost but it does require careful thought and influence by those who will use new schools. East Suffolk expects new school designs to be subject to a review by the

Suffolk Design Review Panel at pre-application stage to ensure extra attention is given to quality design outcomes.

Open space

Criterion d: Provision of open space for people of all ages.

- 8.19 Policy SCLP8.2 (Open Space) of the local plan, supports the provision of open space and recreational facilities and their continued management across the plan area. This is mainly to encourage active lifestyles and to increase participation informal and informal recreation for all sectors of the community, and also to support biodiversity, promote effective water management and to enhance the public realm. The residential development will therefore be expected to contribute to the provision of open space and recreational facilities in order to benefit community health, well-being and green infrastructure.
- 8.20 The policy preamble states that national standards recommended by Fields in Trust promotes a requirement for 2.4 hectares of open space (play areas and playing fields) per 1,000 people, which enables residents of all ages to participate in sport and play. This calculation is used as a standard and is applied when considering applications for new open space and recreational facilities, apart from when local evidence and provision demonstrates the need for an alternative approach. This reflects the standard set out in the Suffolk Coastal SPG15: Outdoor Playing Space (2001), which also expects housing developments to provide a minimum standard of 2.4 hectares per 1000 population.
- 8.21 For the purposes of calculating the public open space requirement for a given scheme, Paragraph 3.3 of SPG 15 sets out the following formula for reasonable occupancy rates within the district, based on the number of bedrooms per dwelling:
- One-bedroom dwellings: 1.5 persons
 - Two-bedroom dwellings: 2.0 persons
 - Three-bedroom dwellings: 2.5 persons
 - Four-bedroom dwellings: 3.0 persons
- 8.22 Applying this formula to the scheme equates to a requirement of 0.75ha of open space, based on an assumed occupancy of 312 persons ($312/1000 \times 2.4 \text{ hectares} = 7,488 \text{ m}^2$), which the proposal far exceeds with the incorporation of 1.2 hectares of open space to the south of Gun Lane, with further open space located in the north west extent of the site, adjacent to the existing Trimley St Martin Play Area and the settlement edge at Goslings Way.
- 8.23 The public open space will be provided as a multi-functional greenspace providing space for informal recreation, with links to the wider countryside via public footpath FP4, as well as biodiversity enhancements. The location of the public open space adjacent to the existing play area at Goslings Way, will also ensure that residents have access to formal play opportunities, with the Goslings Way play area is located adjacent to the site – directly accessible via public footpath FP4.

Landscaping

Criterion e: Provision of appropriate landscaping and boundary treatments to provide a 'soft' western edge to the development and to minimise impacts on the AONB, provision of open space and landscaping so as to prevent the coalescence of the Trimley Villages; and

Criterion f: Provision of a Landscape and Visual Impact Assessment to inform the landscape strategy for the site.

- 8.24 The submitted Landscape and Visual Impact Assessment concludes that the conversion of an agricultural field to residential development will inevitably lead to moderate to slight adverse effects on the landscape as a resource in its own right, and on landscape character. However, the presence of existing built-up settlement edge, the retention of existing hedgerows and field boundary trees, and appropriate new tree planting moderates this inevitable conclusion.
- 8.25 Provision of open green space (existing field) to the south of Gun Lane contributes to the separation of the two Trimley villages, as does new planting alongside Gun Lane. Land adjacent to the site is reserved for school provision is also bounded by new native species buffer planting. A landscape masterplan has been included and it has been informed by the Suffolk Coastal landscape character assessment and Settlement Fringe Sensitivity Study and in this respect it is anticipated to be especially effective in moderating effects and contributing to local landscape character.
- 8.26 The submitted material has been reviewed by the East Suffolk Council arboriculture and landscape manager, who has advised that the submitted landscape masterplan is acceptable. Also included is a comprehensive tree survey and arboricultural impact assessment, which shows that the indicated development layout can be achieved without any meaningful impact on existing trees and hedges which can be retained and can continue to contribute to local landscape character.
- 8.27 A number of conditions are to be appended to a consent, including: a fully detailed landscape scheme covering both hard and soft landscape works be submitted and approved prior to commencement of construction, a comprehensive landscape management plan be submitted covering the early years of planting established together with longer term recommendations for ongoing management, a tree protection plan and arboricultural method statement be submitted and approved before commencement on site.

Ecology

Criterion g: An ecological survey will be required, and any necessary mitigation provided.

- 8.28 An Ecological Assessment has been undertaken by Hopkins Ecology, with a preliminary appraisal undertaken in 2018 to identify constraints and opportunities to inform site design, with a further survey undertaken in August 2020.
- 8.29 It notes that the site comprises an arable field with partial boundary hedgerows and verges of improved grass sward, with a standard tree in one hedgerow; the tree is located on the site boundaries and within an area proposed as green space in the scheme design. Whilst the hedgerows qualify as Hedgerow Habitat of Principal Importance, it is advised that they are generally poor-quality examples. Protected species potentially or likely to be present

are roosting bats in a single tree with moderate roost potential and nesting birds.

- 8.30 The submitted material and additional amendments have been reviewed by the East Suffolk Council senior ecologist, with no objection raised subject to mitigation measures and appropriate conditions. This includes submission of an Ecological Enhancement Strategy, addressing how ecological enhancements will be achieved on site. Expectations of this would include integral swift nest bricks incorporated to a total number equivalent to the number of dwellings and appropriately positioned across the site. The incorporation of swift nest bricks is an established way to enhance biodiversity within a development and provide net gain. There are records of Hedgehog, a UK and Suffolk Priority Species, in the surrounding area. To maintain connectivity for this species, we recommend maintaining hedgehog permeable boundaries (with gaps of 13x13cm at ground level) as part of this development to maintain connectivity for the species.
- 8.31 The open space south of Gun Lane includes the provision of an informal walking route connecting the Gun Lane public right of way and the development. This amendment to the scheme is welcomed and addresses previous comments on delivering adequate mitigation measures to ensure the development does not result in an adverse effect on integrity (AEOI) of any European designated sites through in-combination increases in recreational disturbance.
- 8.32 The development will provide:
- Approximately two hectares of high quality public open space;
 - Onsite walking routes (including through and around the areas of public open space) with connections to public rights of way creating circular walking routes of various lengths away from European designated sites;
 - Provision of signage/leaflets to promote recreational routes away from the European designated sites;
 - Onsite dog waste bins; and
 - A financial contribution of £16,942.71 (139 dwellings x £121.89) to the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS).
- 8.33 Having considered the proposed avoidance and mitigation measures above, East Suffolk Council conclude that with mitigation the project will not have an adverse effect on the Integrity of the European sites included within the Suffolk Coast RAMS. Having made an appropriate assessment of the implications of the project for the site(s) in view of those sites' conservation objectives and having consulted Natural England and fully considered any representation received, the authority may now agree to the development under regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended).
- 8.34 The below mitigation measures shall be secured by conditions, as proposed below:
- A biodiversity enhancement strategy, detailing how the enhancements made within the Ecological Assessment (Hopkins Ecology, December 2020) are to be incorporated within the development, including their locations.
 - A landscape and ecological management plan detailing how the habitats and open spaces onsite are to be appropriately managed for biodiversity.

- A biodiversity lighting strategy in accordance with current guidelines.

Flood risk

Criterion h: A site-specific Flood Risk Assessment will be required, and any necessary mitigation provided.

- 8.35 Due to the scale of the site, a Flood Risk Assessment and Drainage Strategy report has been prepared by Transport Planning Associates ('TPA') in support of the scheme.
- 8.36 The site is identified as being in Flood Zone 1, where there is less than 0.1% annual probability of river or sea flooding. As described within the report, the assessed flood risk from surface water is considered very low, although there are some areas highlighted as being at medium risk. This means that each year these medium risk areas have a chance of flooding of between 1% and 3.3%. However, the flood risk assessment identifies that this risk can be suitably mitigated by using the proposed sustainable features to accommodate the volume from these areas by increasing the storage capacity of the proposed drainage system.
- 8.37 Suffolk County council as the lead local flood authority have reviewed the following submitted documents and recommend approval of this application subject to conditions:
- Transport Planning Associates, Flood Risk Assessment and Drainage Strategy*, 1808-54/FRA/01 E, 17/12/2020 - **Note: The Drainage Strategy aspect of this document has been superseded by the below Technical Note and Plan 2.*
 - Transport Planning Associates, Technical Note – Surface Water Drainage Strategy, 1808-54/TN/03 E, October 2021
 - Transport Planning Associates, Preliminary Drainage Strategy Layout, 1808-54/SK100/Q, 18/11/2021.

Infrastructure

Criterion i: Evidence is required to demonstrate there is adequate provision for treatment at the Water Recycling Centre or that this can be provided; and

Criterion l: Confirmation of adequate capacity in the foul sewerage network or action to upgrade to create the required capacity.

- 8.38 There are no surface water public sewers around the site – however, Anglian Water asset plans show that there is 225mm foul sewer running along High Road. The site falls within the catchment of Felixstowe Water Recycling Centre and the foul water drainage strategy for the proposal involves a new connection to the existing foul sewer, which Anglian Water has confirmed has adequate capacity to treat the anticipated flows from the development.
- 8.39 Anglian Water's response notes the following:

Assets

"Anglian Water has assets close to or crossing this site or there are assets subject to an

adoption agreement. Therefore, the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence."

Wastewater treatment

"The foul drainage from this development is in the catchment of Felixstowe Water Recycling Centre that will have available capacity for these flows."

Used water network

"This response has been based on the following submitted documents: Flood Risk Assessment. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection."

Access and connectivity

Criterion j: Provision of pedestrian/cycle links through the site, including connectivity into the surrounding countryside.

- 8.40 Suffolk County Council as the highways authority has reviewed the proposal and associated documentation and recommend approval subject to conditions and financial provisions secured via a s106 legal agreement. The proposals have been considered alongside and been influenced by the draft East Suffolk Cycling and Walking Study. Particularly taking into account opportunities to connect through the site as part of a wider Ipswich to Felixstowe cycle corridor promoted in that draft strategy.

Transport Assessment Wider Network Impact

- 8.41 It has been previously established via internal discussions that the Garrison Way junction cannot be improved capacity wise. Therefore, in order to mitigate this impact, the highways authority intend to request a S106 contribution towards sustainable travel highway improvements from both this development and the neighbouring Howlett Way proposal, proportionate to the scale of development proposed.
- 8.42 A cycle scheme has been worked up and costed and proportionately divided against allocated site numbers to mitigate the findings in the Transport Assessment and to encourage sustainable transport modes and lessen the impact upon this junction. The scheme costs as per December 2021 are £124,300. This site proposes 139 dwellings, and the neighbouring site proposes 340 total is 479. Therefore: $\text{£}124,300 / 479 = \text{£}259.50$. $\text{£}259.50 \times 139 = \text{£}36,071$ for this site to potentially mitigate its impact on Garrison Lane et al.
- 8.43 The traffic generation methodology is acceptable as set out in technical note 04.

Internal layout indicative site layout

- 8.44 Although an outline application, the following comments should be noted in advance of the reserved matters proposal to prevent future objection to the proposal:

- **School:** Accesses into the school will need to fully formed junction type accesses with footway/ cycle route access into the school; it is noted that visitor parking is proposed near to the junction which will obscure the visibility, and this arrangement will not be accepted in reserved matters. Comment from SCC Education team regarding the development roads being used as a loop road requires consideration as this may result in a nuisance for residents and potentially a safety issue - similarly with school run parking. Amendments to the layout and parking restrictions on the development roads may be required.
- **Trees:** Noted from the landscape plan that trees are shown close to adoptable roads and potentially within visibility splays. Amendments are likely to be required. For example: Service/maintenance strips should be provided where no adoptable footways/cycle ways are present. There should be suitable to carry modern services. And be free from planting. Without suitable service strip provision SCC will not adopt as highway.
- **Parking:** The parking should accord to the current Suffolk Parking Guidance. Including well dispersed visitor parking and cycle parking. There should be no triple tandem parking on adoptable roads and no half spaces in front of tandem parking to prevent over hanging the carriageway or parking on the footways. The highways authority reserve the right to provide further comments on the proposed layout at approval of reserved matters stage.
- **External layout access roundabout layout:** The proposed access arrangements and crossing proposals shown in appendix C. of technical note 04, plan PL101 Rev A are broadly acceptable. These will be subject to a recommended planning condition with delivery via S278 agreement below prior to first occupation.
- **Pedestrian and cycle access:** The drawing within appendix E is acceptable, however all pedestrian links should be upgraded where possible to cycle links to meet NPPF and LTN 1/20 and this will be required in section 38 and 278 stages.

8.45 Detail at reserved matters stage will ensure that the scheme accords with all relevant aspects of the Suffolk Guidance for Parking - Technical Guidance (2019) and Policy SCLP7.2 (Parking Proposals and Standards) or subsequent documents replacing those.

Rights of way

8.46 As the site affects two public rights of way, Footpath 4 and Restricted Byway 3. Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

8.47 The rights of way team at Suffolk County Council were formally consulted. Their comments are noted below:

- This development will create high levels of use of RB3 towards the new rail crossing
- The new rail crossing has been designed to be accessible by all including on foot, on cycle, and by horse riders.

- RB3 forms a section of a proposed new off-road cycling route linking NCR51 and Felixstowe which is being looked at by a partnership of East Suffolk Council, Suffolk County Council and local councils.
- This new off-road route would provide a safe alternative to cycling along Trimley High Street which in sections lacks adequate cycling facilities.
- This route will provide off-road and direct access to the countryside for health and wellbeing benefits. It is likely to be a very popular dog walking route.
- This route will provide an off-road commuting route into Felixstowe, and especially towards Felixstowe Docks.
- Further consultation is required in respect of proposed planting along and around FP4 and RB3 to ensure that both rights of way remain unobstructed.

8.48 Due to points raised, SCC Rights of Way propose that improvements to RB3/Gun Lane are to be delivered as a s106 obligation (**£59,0000**) or as a Section 278 agreement under the Highways Act 1980. This is pending negotiation with the applicant.

Archaeology

Criterion k: Proportionate archaeological assessment will be required.

8.49 This large site was identified as having has very high archaeological potential in view of its topographic location and position on light soils, which were favoured for early occupation. An aerial photographic report was undertaken prior to work at the former Mushroom Farm, to the north/west of the site, but which included the proposed development area. This identified cropmark evidence indicative of multiperiod archaeological activity in the western half of the proposed development site, recorded in the County Historic Environment Record as TYN 122 and TYN 125. The subsequent work at the Mushroom Farm did identify fairly dense (for the period) Bronze Age and Iron Age pits and ditches (TYN 126 and 132).

8.50 Whilst a geophysical survey undertaken at this site failed to corroborate the aerial photography data, a trial trenched archaeological evaluation has now been undertaken at the site and defined numerous archaeological features, of likely prehistoric date, in almost every trench. This survey showed the aerial photography evidence to be fairly accurate in terms of defining the main areas of archaeological activity, although a large number of additional features were also recorded that were not visible as cropmarks (either due to their size or to masking factors). As such, extensive additional archaeological remains are likely to survive across much of the site and the proposed development will cause significant ground disturbance that will damage or destroy known below ground heritage assets.

8.51 Whilst there are no grounds to consider refusal of permission in order to achieve preservation in situ of any important heritage assets, in accordance with the National Planning Policy Framework (Paragraph 199), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

Sustainable construction

Criterion m: Any planning application should be supported by evidence which assesses the quality and quantity of sand and gravel resources on site in order to determine whether on-site resources should be used on-site during development.

- 8.52 The site is located within a Minerals Consultation Area as defined by Suffolk County Council as the Minerals Planning Authority. Therefore, any planning application should be supported by evidence which assesses the quality and quantity of sand and gravel resources on site in order to help judge whether on-site resources should be used on-site during development, as directed by the policy, this may help reduce the amount of material transported on and off-site during development.
- 8.53 A preliminary site investigation has indicated that the site underlain by sand and gravel deposits, which may potentially be suitable for use on-site. Further testing will therefore be required prior to any commencement of development to confirm whether these deposits are viable to extract and whether they can be used on-site as part of the proposed scheme. This minerals analysis will be secured through a suitably worded planning condition requiring the submission of a material management plan prior to commencement.
- 8.54 In line with policy requirements, the proposed scheme should achieve higher energy efficiency standards that result in a 20% reduction in CO2 emissions below the Target CO2 Emission Rate (TER) set out in the Building Regulations. Exceptions should only apply where they are expressed in the Building Regulations or where applicants can demonstrate, to the satisfaction of the Council, that it is not viable or feasible to meet the standards. Optional technical standard in terms of water efficiency of 110 litres/person/day should also be achieved.
- 8.55 Detail is to be submitted by way of a sustainability statement to address the requirements outlined under Policy SCLP9.2 (Sustainable Construction), which is to be secured by a pre-commencement condition.

Environmental quality

- 8.56 The ESC environmental protection team have formally reviewed the supporting documents/assessments and raise no objection subject to conditions. Comments raised are noted within the respective matters – listed below.

Land contamination

- 8.57 Upon review of the submitted Phase 1 Contaminated Land Assessment, a full suite of respective conditions, including the provision of a Phase 2 assessment prior to/concurrent with the submission of reserved matters is proposed to adequately mitigate any potential adverse effects.

Noise

- 8.58 The submitted Noise Impact Assessment identifies and assess surrounding noise generating activities that may have the potential to affect the proposed scheme. The assessment determines pre-development baseline noise conditions at the site and the main sources of environmental noise are the Felixstowe to Ipswich Railway line and road traffic noise.

- 8.59 The assessment had to make a number of assumptions due to the unusual transport patterns as a result of the Covid 19 pandemic – however, the conclusions of the report are that suitable noise conditions can be achieved across the site with good acoustic design and noise mitigation.
- 8.60 Prior to the reserved matters stage, it will be necessary for the noise report to be updated and, importantly, for the noise climate to be considered during the site design and layout. Good acoustic design will be essential to this development which sits between a rail line and a busy road, and some mitigation in the form of barriers, glazing and acoustic ventilation are likely to be required to both some of the dwellings and the school. The potential for impact of noise from the school will need to be considered, and again, good acoustic site design will be important.

Air quality

- 8.61 The Redmore Environmental Assessment (number 3965 Rev. 2, dated 16 December 2020) concludes that the impact on local air quality is not significant, however the following comments are made:
- **AQ biomass boiler:** If a biomass boiler is proposed for the school then a biomass boiler information request form should be submitted to the local planning authority for approval of the boiler and proposed stack height. 2
 - **Control of dust during construction:** The recommendations within the air quality assessment should be incorporated into a Construction Management Plan.
 - **Sustainable travel:** A significant number of developments are proposed in the Felixstowe and Trimley area, while each individually may not impact significantly on local air quality, when combined there is the potential for impact.

The EPUK document Land-Use Planning & Development Control: Planning For Air Quality (January 2017(v1.2) recommends major developments (in terms of planning - i.e. greater than 10 dwellings or greater than 1000m² of commercial floorspace) are subject to measures to help reduce the impact on local air quality.

All major developments should be targeted as there very few developments which will show a ORRB direct impact on local air quality, but all developments will have a cumulative effect. The NPPF also states that 'local parking standards for residential and non-residential development, policies should take into account... e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.' Paragraph 110 of the NPPF states that 'applications for development should... be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

It is therefore recommended that electric vehicle charge points are required across the development to include domestic charging points, visitor charging points and school parking charge points.

A travel plan for the site should be developed and submitted to ensure that other sustainable and active travel methods are encouraged. Reason To promote and

facilitate the uptake of electric vehicles on the site in order to minimise emissions and enhance local air quality in line with the National Planning Policy Framework (NPPF).

Construction phases(s)

- 8.62 A Construction Management Plan should 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 recommendations in the air quality assessment for dust control should be incorporated into the document.

Design quality

- 8.63 This outline application seeks to establish whether the scale and nature of a proposed development would be acceptable to the local planning authority before a fully detailed proposal is put forward, allowing fewer details about the proposal to be submitted. Once outline permission has been granted, approval of the details ("reserved matters") is required before any development or associated work can start.
- 8.64 In this instance, only the means of access, which covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site, is being considered within the outline application. Therefore, the following details will be agreed at later stage under a reserved matters application:
- **Appearance:** Aspects of a building or place which affect the way it looks, including the exterior of the development.
 - **Landscaping:** The improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen.
 - **Layout:** Includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development.
 - **Scale:** Includes information on the size of the development, including the height, width and length of each proposed building.

Designing out crime

- 8.65 Suffolk Constabulary have viewed the available plans, and whilst it is noted that this is an outline planning application and more in-depth details will follow, they raise an extensive list of comments with the proposed design with regards to Section 17 of the Crime and Disorder Act. These need to be fully addressed within a reserved matters submission to ensure the scheme is appropriately designed.

Primary school and pre-school

- 8.66 Further assessments will be needed at reserved matters stage to check on site suitability, which in turn informs the appropriate site layout. With regard to the community use, Suffolk County Council have advised that it is unlikely that there will be any community use of the school facilities due to the nature of the buildings and play areas which are smaller in scale; primary school facilities do not lend themselves to use by the community like high school facilities would. This should continue to be explored further as the school design develops as it is not uncommon for primary schools to share facilities with the community and benefit from that.

- 8.67 Further design detail and consultation will be required from Suffolk County Council as the likely future applicant at reserved matters stage to ensure the delivery of a high-quality scheme, which takes into account matters raised by third-party responses regarding access and its supplementary use for community purposes. Schools and other community buildings need to be the focal point of a community and be exemplar in their design. East Suffolk Council expects high quality design of our new schools recognising that many education projects are subject to extensive value engineering to meet very tight budgets set by the Department for Education. Good design for learning environments need to be a considerable extra cost but it does require careful thought and influence by those who will use new schools. East Suffolk expects new school designs to be subject to a review by the Suffolk Design Review Panel at pre-application stage to ensure extra attention is given to quality design outcomes.
- 8.68 The new school site must be rectangular in shape, free of contamination, compaction, cleared of any previous land use and no spoil introduced after surveys have been conducted by SCC before transfer. The cost of all archaeological surveys and remedial work will be met by the owner, and due to the early need for the school site, the applicant will be required to provide the following services to an agreed location(s) with SCC on the school site: water plus drainage/outlet to the local sewer system; electric; gas; ICT connections; access by pedestrians and motor vehicles; considerations for noise pollution; and discharge the school surface water into the SUDS system abutting the school site to the north serving the residential development.
- 8.69 Suffolk County Council have reviewed the Landscape Plan, Parking Plan and the Design and Access Statement and make the following comments:
- Within the Landscape Plan trees and hedges (mixed native hedgerows) are proposed within the schools site boundary. It is suggested that these are removed or noted as for illustrative purposes only. The final positions and types of vegetation will be dependent on the final proposal (RM application) that SCC design for the school site.
 - Within the Parking plan a number of spaces are shown along the north/south spine road. Although a reserved matter, if these are not designated then they will likely get used at school pick up/drop off times and as school overflow parking during the day if needed – suggest max waiting time of 20 mins for school drop off and pick up times as we have elsewhere with new schools.
 - There is potential for parents to use the loop around the new development rather than trying to turn around at the southern end of the loop road, which will need consideration from the highways officer.
 - The Design & Access Statement states the school will provide on-site drop-off areas with two accesses providing the potential for a separate in/out arrangement. However, the school will not necessarily use the in/out to facilitate on site drop off but gives the school the option to use the car park flexibly if needed.
 - The Design & Access Statement notes the schools window openings would need to be restricted due to noise from the High Road. Depending on the orientation it is likely to be recommended that an acoustic-grade trickle ventilator is installed into the window

frame for certain room uses where there is either full or partial line of sight to the High Road. However, the orientation of the building would likely be mainly east/west facing with the hall/kitchen towards the northern end which would minimise this risk. SCC would also undertake an acoustic survey once the designs are completed which would be able to mitigate further this issue.

- 8.70 The County Council will require proportionate developer contributions for build costs for the new school from this proposed development, which will need to be secured by way of a planning obligation as it falls outside the district council's CIL funding approach set out in the Infrastructure Funding Statement. Land for the school provision is to be secured via a s106 agreement and include transfer and purchase price of £100,000 / acre. Trigger to call upon the school land will need to work with SCC starting on site for September 2023 – however, should the main access road and transfer of school site not be completed by September 2023, to enable school construction, proportionate sum of s106 contributions to temporary classrooms will need to be called upon, which is to be written into the s106 agreement.

Infrastructure

- 8.71 Infrastructure requirements needed to support and service the proposed development must be considered in the proposed development, with the expectation that the scheme contributes towards infrastructure provision to meet the needs generated. Off-site infrastructure will generally be funded by the Community Infrastructure Levy, and on-site infrastructure will generally be secured and funded through Section 106 planning obligations. Further work is due to take place this year to review a 10 year trajectory of housing delivery and population growth for Felixstowe and the Trimleys and to map the essential infrastructure delivery points. This includes appraising the timing of plans needing to be developed and delivered for education and health infrastructure across the wider area and factoring in the CIL contributions needed to deliver those.

Fire safety

- 8.72 Suffolk County Council strongly recommends the installation of automatic fire sprinklers and the Suffolk Fire and Rescue Service requests that early consideration is given during the design stage of the development for both access for fire vehicles and the provisions of water for firefighting. Fire hydrant requirement will be covered by an appropriate planning condition, which will allow SCC to make final consultations at the reserved matters stage.

Healthcare

- 8.73 The CCG have advised that the nearest GP surgeries do not have sufficient capacity for the additional growth resulting from this development and cumulative development growth in the area. Therefore, a developer contribution via CIL would be sought to mitigate the impact, as this development is not of a size and nature that would attract a specific s106 planning obligation. A proportion of the required funding for the provision of increased capacity by way of extension, refurbishment, digital solution or reconfiguration at The Grove Medical Centre and/or Haven Health, servicing the residents of this development, would be sought from the CIL contributions.
- 8.74 Should the level of growth in this area prove this to be unviable, the relocation of services would be considered, and funds would contribute towards the cost of new premises, thereby increasing the capacity and service provisions for the local community. In line with the Government's presumption for the planning system to deliver sustainable

development and specific advice within the National Planning Policy Framework and the CIL Regulations, which provide for development contributions to be secured to mitigate a development's impact, a financial contribution is sought.

- 8.75 Assuming the above is considered in conjunction with the current application process, NHS England would not wish to raise an objection to the proposed development and Ipswich and East Suffolk CCG is satisfied that the basis of a request for CIL contributions is consistent with the Infrastructure List produced by East Suffolk Council.

CIL contributions

- 8.76 The table below would form the basis of a future bid to the District Council for CIL funds if planning permission is granted and implemented. This will be reviewed on receipt of a reserved matters application consultation.

Service requirement	Contribution per dwelling	Capital contribution
Education – Secondary	£3,762.95	£523,050.00
Education – Sixth Form	£855.22	£118,875.00
Libraries	£216.00	£30,024.00
Waste	£56.00	£7,784.00
Total	£4,890.17	£679,733.00

9 Conclusion

- 9.1 The subject site is allocated within the East Suffolk Council – Suffolk Coastal District Plan as a sustainable location for the development of approximately 150 dwellings, a primary school and open space (Policy SCLP12.65).
- 9.2 Paragraph 2 of the NPPF (2021) states that “Planning Law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise”. That section of the law is contained in S38(6) of the Planning and Compulsory Purchase Act 2004.
- 9.3 The starting point is therefore the adopted Development Plan (Suffolk Coastal Local Plan). The application site is allocated under Policy SCLP12.65 whereby the level and type of development proposed meets the criteria noted within that policy.
- 9.4 Only means of access is being considered in detail within this outline application, which covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site. Details relating to appearance, landscaping, layout and scale will be agreed at a later stage under a "reserved matters" application - along with further aesthetic detail and sustainability requirements. While there are elements of the proposal that require further detail through reserved matters applications, the fundamental components relating to the outline application, including access and the approximate quantum of housing, do not make the detail or the principle of development objectionable.
- 9.5 Having regard to the additional information provided within the accompanying technical

reports and plans, it is considered that there are no concerns of such a significant magnitude that should result in the principle of the proposal being unacceptable. Matters relating to highways, flooding, ecology, landscape and environmental protection are to be sufficiently mitigated, methods of which are to be secured by way of condition and through the detailed design reserved matters stage. Whilst any impacts upon facilities and public services can be mitigated through Community Infrastructure Levy finance.

9.6 Overall, the proposed development will not result in any adverse impacts in relation to landscape and biodiversity, heritage, design and amenity, highways, or flood risk, which would demonstrably outweigh the benefits of the scheme. Subject to the agreement of planning conditions; and the completion of a S106 legal agreement, the development is considered sustainable and in compliance with the local plan and national planning policy.

10 Recommendation

10.1 Authority to approve subject to agreement of conditions and the completion of a s106 legal agreement.

Section 106 – draft heads of terms

10.2 The proposed Heads of Terms (pending agreement) are as follows:

- Provision of affordable housing at up to 33% of overall provision across a defined tenure mix to be agreed with the Council in accordance with Policy SCLP5.10
- Arrangements for the transition of the land identified for education use to Suffolk County Council for the purpose of the construction of a new primary school and associated pre-school, as well as respective financial contributions.
- Arrangements for management and maintenance of the public open space to be transferred to a management company.
- Financial contribution to mitigate in-combination effects on European designated sites in accordance with the Suffolk Recreational Avoidance and Mitigation Strategy.
- Financial contribution for a Travel Plan.
- Financial contribution to upgrade the nearest bus stops.
- Financial contribution to add into the service provision in the area would also help to make the site more viable by enabling increased links to Woodbridge/Martlesham as well as Ipswich & Felixstowe.
- Financial contribution for offsite mitigation: resurfacing Gun Lane (RB3) and in relation to Garrison Lane junction.

Draft conditions

1. Application for approval of reserved matters shall be made not later than the expiration of three years beginning with the date of this permission.

The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: This condition is imposed in accordance with Section 92 of the Town and Country Planning Act 1990.

2. This permission is an outline planning permission issued in accordance with the Town and Country Planning (General Development Procedure Order (2010)) and before work on the development is begun, approval of the details of the following, herein called the "reserved matters", shall be obtained from the local planning authority:

- The quantity, type and layout of buildings within the proposed development;
- The precise height, width and length of individual buildings;
- The appearance of buildings (including proposed materials);
- Access details within the site for vehicles, cycles and pedestrians; and
- Landscape and open space proposals.

Reason: As provided for in the Town and Country Planning (General Development Procedure Order (2010)) no such details having been given in the application.

3. Prior to the first application for approval of reserved matters and informed by the submitted indicative masterplan and its parameters, a Design Brief for the site be submitted and approved in writing. This shall include a set of Design Principles including:

- a. the principles for determining the design, form, heights and general arrangement of external architectural features of buildings;
- b. the principles of the hierarchy for roads, pedestrian and cycle routes and public spaces and arrangements for car parking;
- c. the principles for the design of the public realm and green infrastructure;

The Design Brief shall include a two-dimensional layout drawing that shows:

- a. the broad arrangement of development blocks including indications of active frontages;
- b. density ranges;
- c. maximum building heights;
- d. character areas;
- e. the location and general extent of public open space, including Play Areas;
- f. existing landscape features to be retained; and
- g. proposed structural planting.

Submissions for the approval of the reserved matters shall accord with the approved Design Brief.

Reason: To secure a high-quality design and layout of the development.

4. Prior to the submission of the first reserved matters application, a Self-Build Design Code shall be submitted to and approved in writing by the local planning authority. The Design Code shall explain its purpose, structure and status, and set out the mandatory and discretionary elements where it will apply, including who should use it and how to use it. It shall include a set of design principles as part of the wider design strategy:

Urban design principles

- views, vistas and focal points
- street and driveway surfaces
- public realm
- layout (including active frontages)

Building design and self-build/custom choice detail

- form of buildings
- plot design and layout
- building heights
- elevational principals
- materials and colours
- architectural features and key details
- sustainability

Parking and servicing

- quantum and arrangement of car parking
- location of bins and utilities
- cycle parking requirements

Landscaping

- surface materials
- location and extent of green infrastructure
- street furniture and lighting
- biodiversity
- structural planting

All subsequent reserved matter applications shall accord with the details of the approved design code and be accompanied by a statement that demonstrates compliance with the code.

Reason: To ensure high quality design and coordinated development in accordance with Policy SCLP11.1 (Design Quality) and to facilitate continuity through cumulative phases of development in accordance with Policy SCLP5.9 (Self Build and Custom Build Housing) of the East Suffolk Council – Suffolk Coastal Local Plan (2020).

5. Concurrent with the first reserved matters application, a phasing plan shall be submitted to and approved by the local planning authority. Thereafter the development shall be undertaken in accordance with the approved plan.

Reason: To ensure that the works are completed in an appropriate order.

6. Prior to the commencement of development, a scheme for the provision of fire hydrants shall be submitted to and approved by the local planning authority. The approved scheme shall be implemented in its entirety prior to the occupation of the building. It shall thereafter be retained and maintained in its improved form.

Reason: In the interests of the safety of the future occupants of the hereby approved development.

7. Prior to the commencement of development, the implementation of a programme of archaeological work shall be 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 (2019).

8. 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 7 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 (2019).

9. No other part of the development hereby permitted shall be occupied until the new access has been laid out and completed in all respects in broad accordance with drawing PL101 Rev A. Thereafter it shall be retained in its approved form.

Reason: To ensure the access is laid out and completed to an acceptable design in the interests of the safety of persons using the access and users of the highway.

10. No part of the development shall be commenced until details of the proposed off-site highway improvements indicatively shown on drawing PL101 Rev A have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed under section 278 in its entirety prior to occupation.

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

11. Prior to commencement of development (including any demolition, ground works, site clearance or other operational works), a construction management plan shall be submitted to and approved in writing by the local planning authority. It shall include but is not limited to the following matters:

- parking and turning for vehicles of site personnel, operatives and visitors;
- provision of public car parking during construction;
- loading and unloading of plant and materials;
- piling techniques (if applicable);
- storage of plant and materials;
- provision and use of wheel washing facilities;
- programme of site and all associated works such as utilities including details of traffic management necessary to undertake these works;
- site working and delivery times;
- a communications plan to inform local residents of the program of works;
- provision of boundary hoarding and lighting;
- details of proposed means of dust suppression;
- details of measures to prevent mud from vehicles leaving the site during construction;
- haul routes for construction traffic on the highway network;
- monitoring and review mechanisms;
- details of delivery times to the site during construction phase;
- details of the measures to protect footpaths/cycleways from motorised vehicles accessing them; and
- control of dust during construction (as per recommendations within the Air Quality Assessment)

Thereafter, the approved construction management plan shall be adhered to throughout the construction of the development.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway, to ensure minimal adverse impact on the public highway during the construction phase, and to reduce the potential impacts of noise pollution and additional vehicular movements in this area during the construction phase of the development.

12. All noisy construction activities (i.e., those audible beyond the site boundary) should be restricted to the following hours to minimise the potential for nuisance:

- Monday - Friday: 07h30 – 18h00;
- Saturday: 08h00 – 13h00; and

- Sundays/Bank Holidays: No noisy working.

These restrictions also apply to deliveries/collections from site.

Reason: In the interests of amenity and the protection of the local environment.

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. No development shall be commenced until an estate road phasing and completion plan has been submitted to and approved in writing by the local planning authority. The estate road phasing and completion plan shall set out the development phases and the standards of construction that the estate roads serving each phase of the development will be completed to and maintained at. Development shall only take place in accordance with the approved estate road phasing and completion plan.

Reason: In the interests of highway safety, to ensure that the estate roads serving the development are completed and thereafter maintained during the construction phase to an acceptable standard.

15. Prior to the occupation of any dwelling details of the travel arrangements to and from the site for residents of the dwellings, in the form of a Travel Plan shall be submitted for the approval in writing by the local planning authority in consultation with the highway authority.

The Travel Plan should be based on the submitted Framework Travel Plan (dated December 2020), comments in the Suffolk County Council Highways response (dated 22nd January 2021) and current national Travel Plan guidance, and also contain the following:

- Baseline travel data based upon the information provided in the submitted Transport Assessment, with suitable measures, objectives and targets to reduce the vehicular trips made by residents across the whole development, with suitable remedial measures identified to be implemented if these objectives and targets are not met.
- Appointment of a Travel Plan Coordinator to implement the Travel Plan in full and clearly identify their contact details in the Travel Plan.
- A suitable approach to monitoring the vehicular trips generated by residents in accordance with the Suffolk Travel Plan Guidance.
- A suitable approach to monitoring the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan, or as agreed with the local planning authority in consultation with the highway authority, to be submitted to and approved in writing by the local planning authority for a minimum of five years using the same methodology as the baseline monitoring.
- A suitable marketing strategy to ensure that all residents on the site are engaged in the Travel Plan process.
- An indicative Travel Plan budget that demonstrates that the Travel Plan will be suitably funded.

- A copy of a resident's travel pack that includes a multi-modal voucher to incentivise residents to use sustainable travel in the local area.

No dwelling within the site shall be occupied until the Travel Plan has been agreed. The approved measures within the Travel Plan shall be implemented in accordance with an agreed timetable (included within the plan) and shall thereafter be adhered to in accordance with the approved plan.

Reason: In the interest of sustainable development as set out in the National Planning Policy Framework and relevant local planning authority policies.

16. Concurrent with the first reserved matters application, details of the infrastructure to be provided for electric vehicle charging points shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: In the interests of sustainable travel provision and compliance with local plan sustainable transport policies.

17. Concurrent with the first reserved matters application(s) a surface water drainage scheme shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be in accordance with the approved Flood Risk Assessment and include:
- a. Dimensioned plans and drawings of the surface water drainage scheme;
 - b. Further infiltration testing on the site in accordance with BRE 365 and the use of infiltration as the means of drainage if the infiltration rates and groundwater levels show it to be possible;
 - c. If the use of infiltration is not possible then modelling shall be submitted to demonstrate that the surface water runoff will be restricted to Q_{bar} or 2l/s/ha for all events up to the critical 1 in 100 year rainfall events including climate change as specified in the FRA;
 - d. Modelling of the surface water drainage scheme to show that the attenuation/infiltration features will contain the 1 in 100 year rainfall event including climate change;
 - e. Modelling of the surface water conveyance network in the 1 in 30 year rainfall event to show no above ground flooding, and modelling of the volumes of any above ground flooding from the pipe network in a 1 in 100 year rainfall event including climate change, along with topographic plans showing where the water will flow and be stored to ensure no flooding of buildings or offsite flows;
 - f. Topographical plans depicting all exceedance flow paths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system;
 - g. Details of the maintenance and management of the surface water drainage scheme shall be submitted to and approved in writing by the local planning authority.
 - h. 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 local planning authority.

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
- The scheme shall be fully implemented as approved.

Reasons: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development. To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater. To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

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

18. Within 28 days of practical completion of the last dwelling or unit, a Sustainable Drainage System (SuDS) verification report shall be submitted to the local planning authority, detailing that the SuDS have been inspected, have been built and function in accordance with the approved designs and drawings. The report shall include details of all SuDS components and piped networks have been submitted, in an approved form, to and approved in writing by the local planning authority 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 within the county of Suffolk

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

19. Prior to commencement of the hereby approved development, a detailed sustainability and energy statement shall be submitted to and approved in writing by the local planning authority. The statement shall detail how the dwellings hereby permitted achieve current sustainability standards with regard to water, materials, energy, ecology and adaptation to climate change. Development shall be undertaken in accordance with the approved statement, unless otherwise approved in writing by the local planning authority.

Reason: To ensure a sustainable standard of design interest of addressing climate change to secure sustainable development in accordance with Policy SCLP9.2 of the East Suffolk Council – Suffolk Coastal Local Plan (2020).

20. Prior to first occupation of the hereby approved development, details of all measures that have been completed as stated in the sustainability and energy statement (approved under Condition 19), shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the finished development implements the approved sustainable measures to comply with Policy SCLP9.2 of the East Suffolk Council – Suffolk Coastal Local Plan (2020).

21. Prior to first occupation of the hereby approved development, evidence of energy performance and water efficiency standards shall be submitted to, and approved in writing by, the local planning authority.

The dwelling(s) within the hereby approved development should achieve the optional technical standard in terms of water efficiency of 110 litres/person/day, as measured in accordance with a methodology approved by Building Regulations Approved Document G. Exceptions should only apply where they are expressed in the Building Regulations or where applicants can demonstrate, to the satisfaction of the Council, that it is not viable or feasible to meet the standards.

Reason: To ensure that the finished dwelling(s) 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 dwelling(s).

22. An application for the approval of the reserved matters shall include provision for 50% of all dwellings to meet the Requirements of M4(2) (or M4(3)) of Part M of the Building Regulations for accessible and adaptable dwellings. Drawings and/ or documents shall list which units/ plots meet the M4(2) (or M4(3)) standards.

Reason: To ensure the development complies with Policy SCLP5.8 of the East Suffolk Council – Suffolk Coastal Local Plan (2020).

23. No development shall commence until 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 have been 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.

24. 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 five 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.

25. No development shall commence until there has been a management plan for maintenance of the associated landscaped areas and the open space, 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 20 years. The management plan 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 the access drive and landscaping areas are properly maintained in the interest of visual amenity.

26. None of the trees or hedges shown to be retained on the approved plan shall be lopped, topped, pruned, uprooted, felled, wilfully damaged or in any other way destroyed or removed without the prior written consent of the local planning authority. Any trees or hedges removed, dying, being severely damaged or becoming seriously diseased within five years of the completion of the development will be replaced during the first available planting season, with trees or hedges of a size and species, which shall previously have been agreed in writing by the local planning authority.

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

27. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Ecological Assessment (Hopkins Ecology, December 2020) and the Skylark Survey 2021 (Hopkins Ecology, August 2021) 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.

28. No removal of hedgerows, trees or shrubs shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason: To ensure that nesting birds are protected.

29. Commensurate with the first reserved matters application, a "lighting design strategy for biodiversity" for the development 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.

30. Commensurate with the first reserved matters submission, a landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority. 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.

31. Commensurate with the first reserved matters submission, 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.

32. Commensurate with the first reserved matters submission, details of the mitigation measures identified by the Habitats Regulations Assessment process shall be submitted to and approved in writing by local planning authority. These shall include details of onsite public open space and walking route provision, connections to adjacent public rights of way, provision of dog waste bins and provision of signage and leaflets identifying walking routes away from

European designated sites. All identified measures shall be implemented in accordance with the approved details.

Reason: To ensure that the measures necessary to mitigate recreational disturbance impacts on European designated sites are delivered.

33. If any phase of the development hereby approved does not commence (or, having commenced, is suspended for more than 12 months) within three years from the date of the planning consent, the approved ecological measures shall be reviewed and, where necessary, amended and updated. The review shall be informed by further ecological surveys commissioned to establish if there have been any changes in the presence and/or abundance of protected and/or UK Priority species present on the site, and identify any likely new ecological impacts that might arise from any changes.

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement of development. Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.

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

34. No development (including any construction, demolition, site clearance or removal of underground tanks and relic structures) approved by this planning permission, shall take place until a site investigation consisting of the following components has been submitted to, and approved in writing by, the local planning authority:

A Phase 2 intrusive investigation(s), to include:

- the locations and nature of sampling points (including logs with descriptions of the materials encountered) and justification for the sampling strategy
- an explanation and justification for the analytical strategy
- a revised conceptual site model; and
- a revised assessment of the risks posed from contamination at the site to relevant receptors, including: human health, ground waters, surface waters, ecological systems and property (both existing and proposed).

All site investigations must be undertaken by a competent person and conform with current guidance and best practice, including: BS 10175:2011+A1:2013 and CLR11.

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.

35. No development (including any construction, demolition, site clearance or removal of underground tanks and relic structures) approved by this planning permission, shall take place until a detailed remediation method statement (RMS) has been submitted to, and approved in writing by, the local planning authority. The RMS must include, but is not limited to: details of

all works to be undertaken including proposed methodologies, drawings and plans, materials, specifications and site management procedures; - an explanation, including justification, for the selection of the proposed remediation methodology(ies); proposed remediation objectives and remediation criteria; and proposals for validating the remediation and, where appropriate, for future maintenance and monitoring.

The RMS must be prepared by a competent person and conform to current guidance and best practice, including CLR11.

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.

36. Prior to any occupation or use of the approved development the RMS approved under Condition 35 must be completed in its entirety. The local planning authority must be given two weeks written notification prior to the commencement of the remedial works.

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.

37. A validation report must be submitted to and approved in writing by the local planning authority prior to any occupation or use of the approved development. The validation report must include, but is not limited to: results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met; evidence that any RMS approved in pursuance of conditions appended to this consent has been carried out competently, effectively and in its entirety; and evidence that remediation has been effective and that, as a minimum, the site will not qualify as contaminated land as defined by Part 2A of the Environmental Protection Act 1990.

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.

38. In the event that contamination which has not already been identified to the local planning authority 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 BS 10175:2011+A1:2013 and CLR11) 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 local planning authority.

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

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 (2019) and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.
2. It is recommended that a check of the buildings and vegetation for nesting birds is undertaken prior to work commencing. Nesting birds are protected by the Wildlife and Countryside Act (1981). It is therefore recommended that any works take place outside the nesting season. If birds are encountered advice should be sought from a suitably qualified ecologist on how best to proceed.
3. The applicant is advised that the proposed development will require approval under the Building Regulations. Any amendments to the hereby permitted scheme that may be necessary to comply with the Building Regulations must also be approved by the local planning authority in order that any planning implications arising from those amendments may be properly considered.
4. The applicant is advised that the granting of planning permission for the hereby approved development does not override any other legislation, private access rights or land ownership issues which may exist. The onus rests with the owner of the property to ensure they comply with all the necessary legislation (e.g. building regulations and acts relating to environmental protection) and it is the applicants/developers responsibility to ensure that they comply with all the necessary legislative requirements, and obtain all the necessary consents/permits.
5. The applicant is advised that the proposed development is likely to require the naming of new street(s) and numbering of new properties/businesses within those streets and/or the numbering of new properties/businesses within an existing street. Contact the Property Information Team (01394 444261), which is responsible on behalf of the Council for the statutory street naming and numbering function.
6. This consent is also the subject of a Section 106 legal agreement which must be adhered to.
7. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore, the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost

under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

8. 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.
9. 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.
10. 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.
11. 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.
12. 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.
13. Access to buildings for fire appliances and firefighters must meet with the requirements specified in Building Regulations Approved Document B, (Fire Safety), 2006 Edition, incorporating 2010 and 2013 amendments Volume 1 - Part B5, Section 11 dwelling houses, and, similarly, Volume 2, Part B5, Sections 16 and 17 in the case of buildings other than dwelling houses. These requirements may be satisfied with other equivalent standards relating to access for firefighting, in which case those standards should be quoted in correspondence. Suffolk Fire and Rescue Service also requires a minimum carrying capacity for hard standing for pumping/high reach appliances of 15/26 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 Approved Document B, 2006 Edition, incorporating 2010 and 2013 amendments.
14. Suffolk Fire and Rescue Service recommends that fire hydrants be installed within this development on a suitable route for laying hose, i.e. avoiding obstructions. However, it is not possible, at this time, to determine the number of fire hydrants required for firefighting purposes. The requirement will be determined at the water planning stage when site plans have been submitted by the water companies.
15. Suffolk Fire and Rescue Service recommends that proper consideration be given to the potential life safety, economic, environmental and social benefits derived from the provision

of an automatic fire sprinkler system. (Please see sprinkler information enclosed with this letter).

16. 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.
17. 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/standarddrawings/> 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.

18. It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority. The works within the public highway will be required to be designed and constructed in accordance with the County Council's specification. The applicant will also be required to enter into a legal agreement under the provisions of Section 278 of the Highways Act 1980 relating to the construction and subsequent adoption of the highway improvements. Amongst other things the Agreement will cover the specification of the highway works, safety audit procedures, construction and supervision and inspection of the works, bonding arrangements, indemnity of the County Council regarding noise insulation and land compensation claims, commuted sums, and changes to the existing street lighting and signing. For further information please visit: <https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/>
19. The Local Planning Authority recommends that developers of housing estates should enter into formal agreements with the Highway Authority under Section 38 of the Highways Act 1980 in the interests of securing the satisfactory delivery, and long-term maintenance, of the new streets. For further information please visit: <https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/application-for-works-licence/> Please note that this development may be subject to the Advance Payment Code and the addition of non-statutory undertakers plant may render the land unadoptable by SCC Highways for example flogas and LPG.
20. Acceptance of the road layout by the highway authority during the planning process does not guarantee meeting the Section 38 of the Highways Act 1980 adoption criteria. It is recommended that the applicant refers to the current adoption criteria: <https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/>

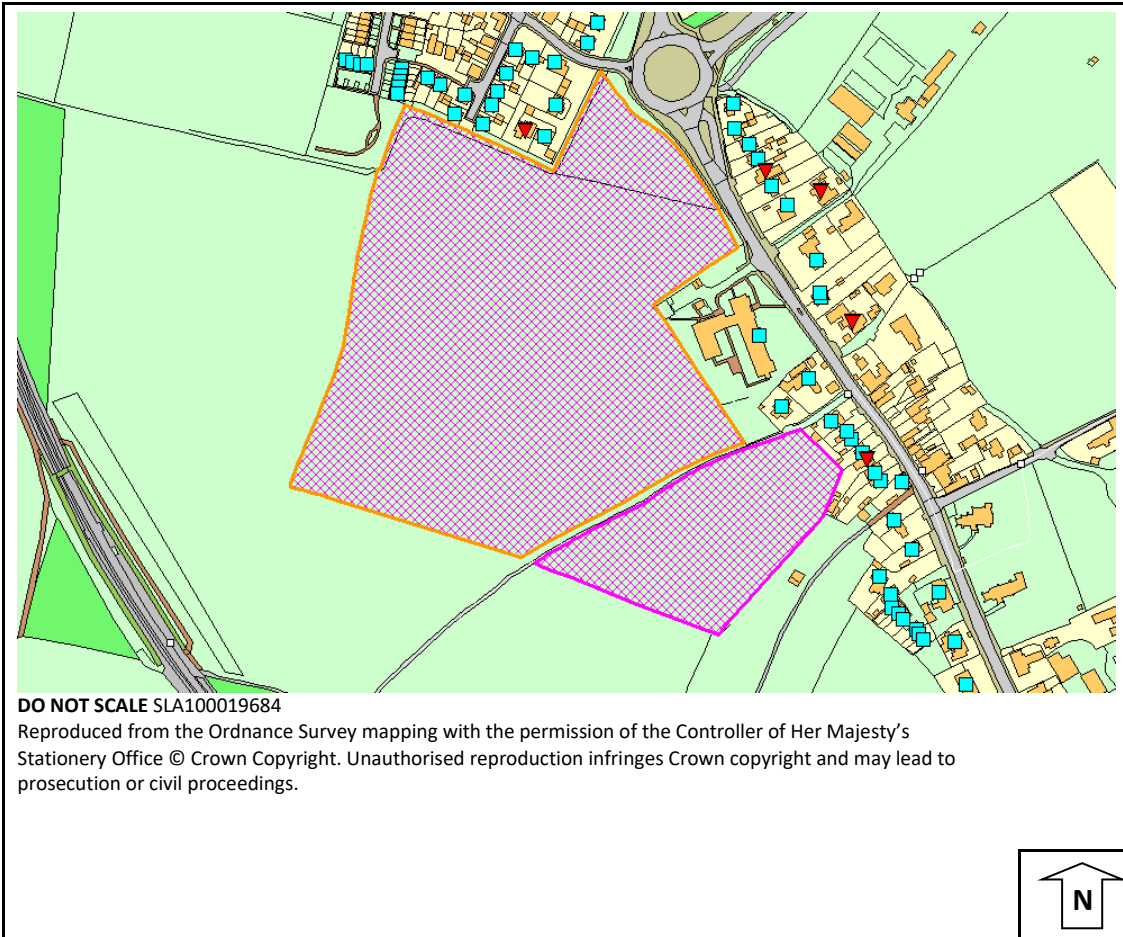
21. Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991.
22. Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.
23. Any discharge of surface water to a watercourse that drains into an Internal Drainage Board district catchment may be is subject to payment of a surface water developer contribution.
24. Any works to lay new surface water drainage pipes underneath the public highway will need a licence under section 50 of the New Roads and Street Works Act.
25. Any works to a main river may require an environmental permit.
26. This planning permission contains condition precedent matters that must be discharged before the development approved is commenced, or any activities that are directly associated with it. If development commences without compliance with the relevant conditions(s) you will not be able to implement the planning permission & your development will be deemed unauthorised. An application under Section 73 of the Town & Country Planning Act 1990 will be required to amend the relevant condition(s) before development continues. You are strongly recommended to comply with all conditions that require action before the commencement of development.
27. The proposed development referred to in this planning permission is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act (2008) and the CIL Regulations (2010) (as amended).

Please note: the Council will issue a Liability Notice for the development once liability has been assumed. Liability must be assumed prior to the commencement of development. Failure to comply with the correct process as detailed in the regulations may result in surcharges and enforcement action and the liable party will lose the right to pay by instalments. Full details of the process for the payment of CIL can be found at <http://www.eastsuffolk.gov.uk/planning/community-infrastructure-levy/>

Background information

See application reference DC/20/5279/OUT on [Public Access](#)

Map



Key



Notified, no comments received



Objection



Representation



Support