



Committee Report

Planning Committee North – 22 February 2021

Application no DC/20/1001/OUT

Location

Land to the north of School Road,
Ringsfield Corner

Expiry date 31 May 2020 (EOT until 12 February 2021)

Application type Outline Application

Applicant Mark and Paul Timm

Parish Ringsfield

Proposal Outline application (some matters reserved) - Construction of up to 33 dwellings, open space, landscaping, visitor car park and site access from School Road

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Authorising Officer Joe Blackmore, Principal Planner (Development Management)

1 Summary

- 1.1 Outline application for the construction of up to 33 dwellings, open space, landscaping, visitor car park and site access (with all matters reserved aside from access) at land to the north of School Road, Ringsfield Corner.
- 1.2 In accordance with the scheme of delegation as the 'minded to' decision of the planning officer, to approve was contrary to the comments received by Ringsfield and Weston Parish Council, the application was referred to the planning referral panel meeting on Tuesday 22 December 2020. The Referral Panel referred the item to Planning Committee, so that the Planning Committee can consider the impact of the density of development within the proposed site.

Statement of case

- 1.3 The site is allocated within the East Suffolk - Waveney Local Plan (Policy WLP7.14) as a sustainable location for the development of approximately 30 dwellings in an area of 2.56 hectares. As such, the outline proposal for the construction of up to 33 dwellings as well as open space, landscaping, visitor car parking and site access from School Road is deemed acceptable in principle subject to accordance with all respective policies.
- 1.4 Despite concerns relating to the proposed layout and density of the proposal, which are exacerbated by the condensed site area, it is only the means of access which is being considered within the outline application. This 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. As such, 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.
- 1.5 Matters raised at this stage relating to highways, flooding, ecology, landscape and environmental protection can be sufficiently mitigated, methods of which are to be secured by way of condition. Whilst any impacts upon facilities and public services can be mitigated through Community Infrastructure Levy funding.

2 Site description

- 2.1 The site comprises a broadly rectangular parcel of land north of School Road, Ringsfield Corner - with an overall area of approximately 1.86 hectares. It currently forms 1.84 hectares of Grade 3 agricultural land and 0.4 hectares of highways land, with well-established vegetation along the southern and eastern boundaries. The surrounding environment comprises agricultural fields to the north and west, John John's Wood to the north-east, residential properties to the south-east and south-west, and Ringsfield Primary School to the south, opposite the site on School Road - there are also two ponds located beyond the site's northern boundary.
- 2.2 Topographically the site is relatively flat, sloping gently down from north to south. It is located within Flood Risk 1 zone, which the Environment Agency defines as having a low probability of flooding. A public right of way runs along the western boundary of the site from School Road heading north towards Ringsfield.
- 2.3 The site is not within a Conservation Area and does not contain any listed buildings within its curtilage. The nearest heritage designations are a Grade II Listed building (Pound Farmhouse) approximately 0.5 kilometres to the south east, and a cluster of Listed buildings approximately 1.1 kilometres to the north (Church of All Saints - Grade II*; Serpentine Wall immediately south of the church - Grade II; Old Hall Farmhouse - Grade II; The Old Rectory - Grade II; The Manor House - Grade II; and The White House - Grade II). The nearest Scheduled monuments are located approximately 3.2 kilometres to the northeast (Moated site of Barsham Hall and remains of associated buildings) and approximately 2.8 kilometres to the southwest (Moated site and associated earthworks at Westend Farm).
- 2.4 The site is also located outside any statutory land-based designations.

3 Proposal

3.1 An outline planning application with all matters reserved, except access, is submitted for the 'erection of up to 33 dwellings, open space, landscaping, visitor car park and site access from School Road' at land to the north of School Road, Ringsfield Corner.

3.2 This application seeks planning permission for:

- The principle of up to 33 dwellings on the site, together with open space, landscaping and visitor car parking.

The detail of site access, which comprises:

- A vehicular and pedestrian access from School Road to the south west of the site;
- Agricultural access from School Road to the south east of the site; and
- Pedestrian access via a footpath to School Road.

3.3 The illustrative site plan (reference 1520A-00-003) is provided to demonstrate that up to 33 units can be accommodated on the site whilst meeting relevant planning policies. The following key considerations have been explored in the preparation of the illustrative scheme:

- A 24-space school visitor car park;
- Enhanced boundary landscaping; and
- Drainage strategy.

3.4 A remaining area of 0.7 hectares is located within the blue line of the site location plan and outside of the application site. This land is within the ownership of the applicant and it is included within the full area of the 2.56-hectare WLP7.14 allocation to accommodate approximately 30 dwellings.

4 Consultations/comments

4.1 Eleven objections have been received, raising the following matters (inter alia):

- Increase traffic flow and highway safety issues particularly in relation with the school.
- Out of character and will create urban landscape.
- Invasion of green belt.
- Remote location with insufficient pedestrian access.
- Insufficient sewage systems.
- Ecological disturbance due to proximity to John John's Wood.
- Flood risk due to surface water drainage.
- Residential amenity impact of substation location close to existing dwelling.
- Not utilising entire allocated site.
- Lack of capacity at primary school and nearby medical centres.

Consultees

Parish/Town Council

Consultee	Date consulted	Date reply received
Ringsfield Parish Council	6 March 2020	31 March 2020

“Ringsfield and Weston Parish Council have considered the Outline Planning proposal and as it currently stands has our total, complete and strongest objection for the following reasons. As this is the first major development in the local rural area, it is extremely important that rural development is carried out correctly and sympathetically or there is the risk it will destroy the rural landscape and village character. Poor development will impact rural life far more than no development at all. The projected housing growth in rural areas as allowed for in the Locality Plan is welcomed as it will allow our rural communities to be maintained and to thrive and continue to offer pleasing places to live. However any development can easily irrevocably damage the whole nature of the village dynamics and it is paramount any development has correctly considered all local aspects that can have a significant impact. Specifically the development as outlined in DC/20/1001/OUT is designed to an urban density with the purpose of maximising profit through the housing count. Ringsfield Corner has approximately 75 houses within the Village envelope, the proposal to add 33 houses in one condensed area, will represent a 50% increase in the village housing number. The outcome will be a housing estate inappropriately tagged onto the edge of the village. Whilst the following policy is probably not considered applicable to larger or pre-approved Local Plan Policy sites as it only covers up to 5 houses, it does however set out very clearly what should be expected from any housing development in the countryside and in particular a collaboration with the local community. Policy WLP8.7 – Small Scale Residential Development in the Countryside Small scale residential development in the Countryside of up to and including five dwellings will also be permitted where:

- There is clear and demonstrable local support;
- The scheme demonstrates meaningful and robust consultation with the Parish Council, local community and other stakeholders;
- Following consultation, it can be demonstrated that any planning impacts identified by the local community have been fully addressed and therefore the scheme is supported by the community;
- The site is adjacent or within the built up area of the settlement within the Countryside; and
- The scheme when considered cumulatively with other developments in the Countryside would not result in a level of development which would be contrary to the strategy outlined in Policies WLP1.1 and WLP7.1. The current proposal does not respect this approach. The street scene in the area of the development is predominantly bungalows, the developer is only proposing houses this is in conflict with the street scene and is inconsistent with the village. For all small scale development in the Countryside the design of the scheme will need to respect and reflect the character of the settlement and existing built up frontage including:
 - Housing density is reflective of the density in the village and surrounding built up area; and
 - The ratio of the building footprint to the plot area is consistent with existing properties nearby which characterise the village It is considered that the Russell's Green development at the Ringsfield cross roads is a very good example of what would be acceptable to the Parish Council in terms of spacial layout. The Russell's Green Site and the Proposal Site are identical in size. Observations on the Proposal The original Policy Map for WLP7.14 included the whole field measuring 2.56 Hectares and this was approved in the plan to accommodate

approximately 30 houses. The other criteria was that the land could be developed at a density of 20 houses per Hectare. Under this planning application the developer has reduced the plot size by 25% to 1.86 Hectares by not developing up to the northern field boundary. A further 0.22 Hectares has been set aside for the school parking area. This therefore leaves 1.64 Hectares for housing and when this is multiplied by the dwelling density of 20 as mentioned in the Local Plan Policy, this provides the total of 33 houses. By reducing the plot size and working with the maximum density number the developer has squeezed the amenity space to a minimum and has left a significant portion of the allocated plot for possible future development. This intention can be seen by the road layout, where the road terminates in a dead end a few metres from the northern boundary. Similarly, the recommendation for allowance in the site drainage for urban creep would support the notion additional development is planned. The PC requests confirmation of the future developmental intentions.

WLP7.14 Paragraph 7.130 The adjacent residential area has a housing density of approximately 15 dwellings per hectare. There should be a good mix of dwelling sizes on the site including terraced, semi-detached and detached properties. All properties should have generous front and back gardens, and space should be provided for landscaping on street frontages. By reducing the plot space the development will appear extremely condensed, the design provides for very small gardens and limited green amenity space. This paragraph has not been suitably addressed by the developer. There appears to be no provision for adaptable housing as required by Policy WLP8.31 – Lifetime Design. All new housing developments on sites of 10 or more dwellings must make provision for 40% of all dwellings to meet Requirement M4(2) of Part M of the Building Regulations for accessible and adaptable dwellings. Dwellings that meet Requirement M4(3) of Part M of the Building Regulations will be supported and can count towards the requirement above. Bungalows are the most appropriate housing form to meet this policy and will be within keeping with the current housing stock. With reference to the proposed school parking spaces. The design would be significantly enhanced by making the agricultural entrance a proper road and the formal entrance to the parking bays, having a single direction (one way) flow would deliver improved safety. The main estate entrance would be the exit from the parking. The parking road seems narrow and it can be seen that motorists are likely to use the driveway of the housing to facilitate manoeuvring which will increase tension between parents and house owners. Parents generally look for easy access and the difficulty of this arrangement may lead to the facility being underused and the chaotic parking on School Road continuing. This arrangement should be reconsidered. In the Flood Risk Assessment and drainage strategy report submitted it is stated: 'For sites in Flood Zone 1, the Flood Risk Assessment is principally required to consider the management of surface water run-off together with flood risk from sources other than rivers and the sea. Surface water arising from a developed site should, as far as practicable, be managed in a sustainable manner to mimic the surface water flows arising from the site prior to the proposed development, while reducing the flood risk to the site itself and elsewhere, taking climate change into account.' The drainage philosophy proposed is not convincing as it appears that the site is going to rely on a lagoon for hold up of rain water off-run and surges. The lagoon is then pumped to the local ditch system. This approach does not represent a sustainable solution. The current boundary ditches are prone to flooding particularly as the area is clay based. The proposed system has potential to overwhelm the ditches to the south of the proposed development with implications for the flooding of the school and residential properties. The land to the north drains towards the Church and the conservation area including listed properties around the Church. Persistent and heavy rain leads to surface translocation of water from the proposed area entering the ditch system along Church Road after the junction with Ringsfield Road. Previous run-off has led to the flooding of the Church. The listed properties fall within the 1km radius of the site

but have not been considered or included within the archaeological report. This aspect should be reconsidered.

With reference to the transport statement: It is somewhat disappointing that the consultation carried out failed to include any local group such as the Parish Council. Suffolk Highways has been part of the ongoing Parish consultations on the rise of traffic passing through Ringsfield due to the opening of the Southern by-pass. The increase in traffic has come with an increase in speed of the traffic passing through. The recorded data from the vehicle activated signs supports this aspect. Continually, high speeds are recorded outside the school in both directions and is a constant complaint made by the school. The speed limit outside the school is 30mph and not 20mph as suggested in the report and additional traffic calming measures would be required to enable the use of the proposed crossing from the car park area. Chicane measures would not be appropriate due to the agricultural traffic requiring access. The VAS regularly records 50+ cars travelling towards the village between 8.30 and 9.30am.

The Border bus travelling between Beccles and Halesworth stops in the village twice a day in each direction. This bus does not deliver passengers into Beccles or Halesworth for the start of the working day or home at the end of the day. The Border bus serving Southwold and Beccles and Bungay does not stop in Ringsfield as suggested in the transport statement. The bus does not pass by the secondary school. The secondary school is not within a safe walking distance as the roads have no pavements, blind bends and unrestricted speeds – the roads are too dangerous for children to walk along. For 33 houses there are potentially 2 cars per household. This will equate to considerably more cars entering School Road at key times and at a point where cars entering the village are travelling at speed. The Village distance from amenities means personal transport is a must.

It should be pointed out that John Woods is not owned by the developers and should not be included in any plans without recourse to the landowner. This also applies for the other adjacent landowners.

Utilities: The water pressure is low along School Road. The request for fire hydrants and automatic sprinklers in the new properties would need to be considered in light of the low pressure.

Sewerage: Currently the sewerage along School Road is at maximum capacity with the current diameter of the pipe too narrow to support a further 33 homes. In conclusion, the Parish Council cannot support this outline planning application in its current form. The very nature of the village aspect will be dramatically impacted and therefore this development needs careful consideration by the planning authority.”

Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Council Flooding Authority	6 March 2020	19 November 2020
Summary of comments: Recommend approval subject to conditions as outlined within the report.		

Consultee	Date consulted	Date reply received
Suffolk County Council- Highways Department	6 March 2020	23 April 2020
Summary of comments: No objection subject to conditions as outlined within the report - as well as the completion of a S106 planning obligation to its satisfaction.		

Consultee	Date consulted	Date reply received
Essex And Suffolk Water PLC	6 March 2020	30 March 2020
Summary of comments: No objection subject to condition(s) - as outlined within the report.		

Non statutory consultees

Consultee	Date consulted	Date reply received
Police and Crime Officer	6 March 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Suffolk County Council- Rights of Way	6 March 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Waveney Norse - Property and Facilities	6 March 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Head of Environmental Services	6 March 2020	23 March 2020
Summary of comments: No objection subject to conditions - as outlined within the report.		

Consultee	Date consulted	Date reply received
Ipswich & East Suffolk CCG & West Suffolk CCG	6 March 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Disability Forum	6 March 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Suffolk Fire and Rescue Service	N/A	16 March 2020
Summary of comments: Comments included as informatives.		

Consultee	Date consulted	Date reply received
Suffolk County Council Archaeological Unit	N/A	1 April 2020
Summary of comments: No objection subject to condition(s) - as outlined within the report.		

Consultee	Date consulted	Date reply received
Suffolk County Council Section 106 Officer	6 March 2020	28 September 2020
Summary of comments: Itemised requirements relating to CIL and S106 outlined within report.		

5 Publicity

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

Category	Published	Expiry	Publication
Public Right of Way Affected	13 March 2020	3 April 2020	Beccles and Bungay Journal

Category	Published	Expiry	Publication
Public Right of Way Affected	13 March 2020	3 April 2020	Lowestoft Journal

Site notices

General Site Notice	Reason for site notice: In the Vicinity of Public Right of Way Major Application Date posted: 19 March 2020 Expiry date: 9 April 2020
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6 Planning policy

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that “where in making any determination under the planning Acts, if regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise”.
- 6.2 National Planning Policy Framework (NPPF) (2019)
- 6.3 National Planning Policy Guidance (NPPG)
- 6.4 The East Suffolk Council – Waveney Local Plan was adopted on 20 March 2019 and the following policies are considered relevant:
- WLP 1.1 – Scale and Location of Growth
 - WLP7.14 - Land North of School Road, Ringsfield
 - WLP8.1 - Housing Mix
 - WLP8.2 - Affordable Housing
 - WLP8.24 – Flood Risk
 - WLP8.28 - Sustainable Construction
 - WLP8.29 - Design
 - WLP8.30 - Design of Open Spaces
 - WLP8.31 - Lifetime Design
 - WLP8.32 - Housing Density and Design
 - WLP8.34 - Biodiversity and Geodiversity
 - WLP8.35 - Landscape Character
 - WLP8.40 - Archaeology

7 Planning considerations

Policy background

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) sets out that “If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.” This is reflected in paragraph 12 of the NPPF which affirms the statutory status of the development plan as the starting point for decision-making.

7.2 The development plan comprises the East Suffolk Council - Waveney Local Plan ("The Local Plan") and any adopted Neighbourhood Plans. The relevant policies of the Local Plan are listed in the section above and will be considered in the assessment to follow. It is important to also note that NPPF paragraph 11 requires that planning decisions apply a presumption in favour of sustainable development and that means, for decision-taking, approving development proposals that accord with an up-to-date development plan without delay.

Outline application

7.3 The 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 work can start.

7.4 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. As such, 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.

Principle of development

7.5 The site is located within the settlement boundary for Ringsfield and is identified within the East Suffolk Council - Waveney Local Plan (2019) as an allocated site (Policy WLP7.14).

7.6 This is the only site proposed in Ringsfield and provides an opportunity to deliver new housing to support the community - the potential for development to have an adverse impact on the landscape and character of the settlement is considered low. The site is well connected to the road network and a regular bus service provides access to Beccles where services and facilities are available. The bus stops are accessible by public footway. The site is located opposite the primary school and community facilities including the village hall, public house, sports pitch facilities and equipped play area are within walking distance.

7.7 In terms of general design parameters, there should be a good mix of dwelling sizes on

the site including terraced, semi-detached and detached properties. All properties should have generous front and back gardens, and space should be provided for landscaping on street frontages.

- 7.8 The school's rural location means many pupils are driven in by car. As such, car parking and congestion has become an issue in the area during school drop-off and pick-up times. This site provides an opportunity to deliver car parking opposite the primary school to help mitigate these issues, whilst a footpath should connect this site to the existing development north of School Road.
- 7.9 The site is exposed to the open countryside along its north and west boundaries. There are low level hedgerows along these boundaries, but these are fragmented in places. New development could create a prominent and exposed settlement edge adversely affecting the rural surroundings. New development should therefore be integrated into the countryside using a quality landscaping scheme to reinforce existing hedgerows and use tree planting along the north boundary to enhance the existing wooded area located east of the site. This will provide screening and improve connectivity within the green infrastructure network and benefit biodiversity.

Site allocation

- 7.10 As outlined within Policy WLP7.14, the subject site (measuring approximately 2.56 hectares) is allocated for a residential development of approximately 30 dwellings. The proposed development of 'up to 33' accords with this approximate figure, which is a guideline rather than a set limit or 'up to' number.
- 7.11 Policy guidance stipulates that the site should be developed in accordance with the following site-specific criteria:
- The site will be developed at a density of approximately 20 dwellings per hectare.
 - Any proposal is to provide a mix of housing sizes and types.
 - A landscaped car park of at least 24 spaces must be provided on the site opposite the primary school. The car park should be secured and funded through a Section 106 planning obligation.
 - The footway on the north side of School Road should be extended to connect the site to the existing development. Hedgerows and trees located along the north and west boundaries should be protected and reinforced with additional planting. A landscaping scheme will be required to support any planning application.
 - A completed ecological assessment undertaken by a suitably qualified person will be required as part of any planning application.
- 7.12 Each of the policy requirements will be addressed in turn throughout the report.

Access and highways

- 7.13 Suffolk County Council as the highways authority have formally reviewed the

application and do not object to the proposal, subject to a number of conditions – these are set out in Appendix A.

7.14 For highway safety reasons, the applicant will be expected to construct a suitable access onto the site complete with required visibility splays, prior to commencing any other works on site, and the construction of a temporary site access (temporary in this case meaning for less than one year) would need to be licensed by the highway authority. The permanent access junction, and any temporary access required for longer than a year, would require the applicant to enter in to a full S278 agreement.

7.15 A number of detailed design comments on highway and parking matters raised by the highways authority, not related directly to access, which have been included in the submitted 'outline application' documentation, are to be noted/addressed at reserved matters stage. These are noted below for reference:

- For the new estate roads to be adopted by the local highway authority they would need to meet the layout geometry and other criteria outlined in the Suffolk Design Guide for Residential Areas and comply the construction standards required by the Suffolk Specification for Estate Roads. As this is an outline application (with only approval for 'access' sought at this stage) it is not clear from the limited information supplied whether such criteria and standards could be met by the internal estate roads as currently proposed.
- Estate roads serving more than twenty-five dwellings are expected to be of minimum 5.5 metre carriageway width and have minimum 2.0m width footways to both sides. As the proposed western estate road junction meets this layout criteria, the bellmouth of this junction should therefore be adoptable by Suffolk County Council if constructed to the specification standards.
- The combination of footway connection extension and visibility splay protection leads to a required extent of frontage footway (yellow) stretching from the driveway of 38 School Road to the driveway of 24 School Road, all located within of the existing highway maintainable at public expense (green).
- There is an existing drainage ditch to the School Road frontage of the site. The forming of the new estate road junction, the new 24 space car park pedestrian access, and the temporary site/permanent agricultural access will require an Ordinary Watercourse Consent from the relevant authority, most likely to be Suffolk County Council as Lead Local Flood Authority (LLFA), before any piping of the ditch can take place.
- There is at least one existing frontage field access to be stopped up. It is expected that this will allow the reopening of the ditch over the affected length. Again, this would need to be covered by the Ordinary Watercourse Consent.
- Highway surface water run-off, from the existing School Road highway carriageway, currently drains into the frontage ditch by means of verge grips. To retain highway surface water drainage functionality, and if the ditch invert levels allow, new gullies will be required to be installed in front of any new frontage kerbing at suitable

spacings. Likewise, if ditch inverts are too shallow to allow the installation of gullies, then kerb offlets shall be installed instead.

- The S106 Heads of Terms document refers to a dropped kerb pram crossing associated with the pedestrian route between the 24-space car park and the school. It is probable that a second pram crossing, connecting the north side of School Road to the south side, will be required at a location close to, and east of, the new western estate road junction bellmouth. The requirement for such a second pram crossing would be expected to be established, or not, at the reserved matters stage when the design of the frontage footway scheme is detailed, or during the junction/frontage footway S278 agreement process.
- It should be noted that technical and safety assessments / audits, that form part of the S278 and S38 processes, may result in other changes to the layouts and alignments shown on any indicative layout(s) approved by virtue of the planning permission.
- It is likely that such S278 technical and safety assessment processes will include assessing whether amendments will need to be made to the school bus, keep clear and wig wag markings to best accommodate the new pedestrian crossing movements.

7.16 Detail at reserved matters stage will need to ensure that the scheme accords with all relevant aspects of the Suffolk Guidance for Parking - Technical Guidance (2019).

Design quality, residential amenity and sustainability

7.17 The submitted site plan shows how the scheme could be laid out and is assumed (as stated within the submission) to comprise entirely of two storey houses with pitched roofs. This raises concerns both with the local planning authority and Ringsfield Parish Council - it is important that the height of any development reflects that of the existing street scene and wider village context, particularly given the prominence of single storey dwellings along School Road. This will be a key consideration at reserved matters stage where details of the scale of the dwellings will be provided.

7.18 Most significantly, there are shared concerns in terms housing density as the proposal does not fully incorporate the entirety of the allocated site – the allocated site area comprises approximately 2.56 hectares whilst the indicated red line associated with this application covers approximately 1.86 hectares of the southern extent. This raises the possible notion of future development on the remain 0.7 hectares, and also constrains the site within a smaller area hindering the ability to meet the density requirements as set out under the allocation policy (WLP7.14). On the potential for future development, that is not a part of the application so that possibility cannot inform the decision on this application.

7.19 As noted by Policy WLP8.32 (Housing Density and Design), proposals for residential development will be permitted provided that the development makes best use of the site in a manner that protects or enhances the distinctiveness and character of the area and takes into account the physical environment of the site and its surroundings. This will be a key consideration at reserved matters stage and future layouts should align

with the density of approximately 20 dwellings per hectare - as outlined under the site allocation policy. However the future design will also require specific design considerations resulting from the layout, scale and appearance along with land use influences such as the amount of space required for SUDS. The concerns raised with regard to density by the Ringsfield Parish Council and third-party objections is shared by the local authority, however, the description of development sets an upper limit for 'up to 33 dwellings' rather than a fixed quantum – as such, it is anticipated that a reserved matters scheme would need to comprise fewer dwellings in order to meet other policy objectives and it is not a given that the site would in fact support such a number based on constraints known to affect the layout.

7.20 This concern was raised with the applicant, their response is summarised below:

- The proposed application site provides a 33 dwelling scheme at a density of 18 dwellings per hectare, with an oversupply of open space compared with the Council's SPD requirement (2442m² against a 1749m² requirement is +40%). This density calculation excludes the area of land set aside for car parking and the drainage basin. The dwelling and density figure is therefore in accordance with the site policy requirement for approximately 30 dwellings at a density of 20 dwellings per hectare.
- Including the rear part of the allocation would reduce the density of the site to 13 dwellings per hectare.
- The rear area of land does not assist with the drainage solution for the site given the ground levels in some areas of the site are below the level of the ditch and culvert meaning a pumped drainage solution is necessary according to the latest site investigation.
- The first draft Local Plan included the allocation site as being suitable for approximately 40 dwellings at a specified density of 15dph. Following local concerns regarding traffic impact and impact on services, facilities in the village, the allocation was reduced to approximately 30 dwellings per hectare at a density of 20dph. However, the allocation site area remained the same size which would appear to have been a mistake given less houses were then proposed at a higher density than the originally worded draft allocation for 40. No reason is given within the policy or supporting text for why such a large site would be required for approximately 30 dwellings.
- The applicants do not currently have any intentions for the land to the rear. It is likely to be retained for grazing and there are no plans for a 'second phase' at this time.
- It should be noted that this is purely an illustrative plan showing one way in which the site could be laid out. The illustrative layout (attached) demonstrates that up to 33 dwellings can be achieved on the site whilst creating an appropriately rural character that is in keeping with surrounding development in Ringsfield. The illustrative site plan shows properties set back from the road with private driveways, overlooking two central areas of open space, and a row of detached houses overlooking the visitor parking and open space at the front of the site, along School Road. The open spaces within the site create long open green views

between properties which contributes to the rural character. There is, however, nothing requiring the site to be developed in this way at reserved matters stage unless the LPA decide to condition a requirement that the future layout should be generally in accordance with this plan.

- 7.21 The number of proposed dwellings, their indicative layout and orientation should help to maintain views to the countryside for those properties opposite the site. Within this rural setting, street facing residential units are deemed appropriate for quieter streets, with sufficient setbacks and screening as to provide appropriate levels of privacy for residents. The housing fronting School Road is set back from the street for the provision of a car park to serve the school, with proposed screening to limit the overall sense of dominance. The retention and planting of new hedging will provide important screening, acting as a means to mitigate any visual and landscape impacts of the development. Views of the site from School Road will be seen against the existing residential backdrop - greater consideration is needed with regard to the level of density, height, materials and screening when viewing the site from the Bridleway, which runs north/south along western boundary. The buildings should be designed to contribute positively to the amenity of the street whilst providing added activity and interest to the public realm, both along School Road and within the site.
- 7.22 The scheme would need to ensure that it is of a high design quality to fully accord with Policy WLP8.29 (Design) and Policy WLP8.30 (Design of Open Spaces), as well as allowing for a scheme that promotes a high level of residential amenity. Furthermore, as indicated by Policy WLP8.31 (Lifetime Design), all new housing developments on sites of 10 or more dwellings must make provision for 40 per cent of all dwellings to meet Requirement M4(2) of Part M of the Building Regulations for accessible and adaptable dwellings. Dwellings that meet Requirement M4(3) of Part M of the Building Regulations will be supported and can count towards the requirement above. Such detailed design matters are to be addressed fully at upon submission of the reserved matters application - a condition of consent will apply accordingly requiring the submission of architectural detail and a design and access statement.
- 7.23 The detail relating to the landscaped car park of 24 spaces opposite the primary school, as well as the extension of the footway on the north side of School Road to connect the site to the existing development, should have ideally been considered within the outline application. This is to ensure that these particular aspects of the proposed layout are deemed suitable in terms of accessibility, safety and suitability for the school use. Although the delivery of these aspects are to be secured by way of a S106 legal agreement, expanded detail to demonstrate this policy requirement and benefit of the scheme is essential for its consideration. A condition is therefore required to ensure this level of detail is obtained, which will also request management/maintenance arrangement for the parking area that will serve the needs of the school. With such a planning condition applied then this matter is considered to be satisfactorily addressed in order to fulfil this particular objective of Policy WLP7.14.
- 7.24 In respect of all means of access, it is considered necessary to integrate the site with the adjacent right of way network and therefore a bridleway access point should be provided on the western edge in order to secure a connection at that point in any potential outline permission. This is to be secured by condition and integrated within

design details during the reserved matters stage.

- 7.25 Details in respect of layout for the area encompassing the school parking, its full area of vehicular and pedestrian access and surrounding landscaped and drainage space will need to be addressed at the reserved matters stage. It is unfortunate that the layout plan has been submitted to a standard suitable to fully consider the layout of the development, yet not described on the plan as illustrative. It is acknowledged that this has caused some confusion in public responses – however, it must be emphasised that the plan is only illustrative – the approval of the outline application does not permit the layout or density of housing stipulated.
- 7.26 Detail should also be submitted by way of a Sustainability Statement to address the requirements outlined under Policy WLP8.28 (Sustainable Construction).

Housing mix and affordable housing provision

- 7.27 As guided by Policy WLP8.1 (Housing Mix) the mix of sizes and types of units on any particular site should be based on evidence of local needs including the Strategic Housing Market Assessment and in consultation with the local planning authority. Proposals for new residential developments will only be permitted where at least 35 per cent of new dwellings on the site are one or two-bedroom properties, unless this can be satisfactorily demonstrated to be unfeasible. The submitted Planning, Design and Access Statement (by LanPro dated February 2020) references such requirements and notes that a mix of two, three and four bedroom units to meet local needs identified within the Council's Strategic Housing Market Assessment is assumed in the layout. However, 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.
- 7.28 With regard to Policy WLP8.2 (Affordable Housing), the proposal must provide 30 per cent affordable housing. Affordable housing provision will be secured by a Section 106 legal agreement, ensuring that the provision is policy compliant. However, it is noted that the applicant proposes to meet such policy requirements – a welcomed benefit of the scheme. Quantitative specifics will be determined by the agreed density figures, which are subject to consideration at reserved matters stage.

Landscaping

- 7.29 The submitted Tree Survey (by Oakfield Arboricultural Services, reference OAS 19-143-TSS01) shows that two sections of roadside hedge need to be removed, one for the main access and one for the farm access, which also requires the removal of a small Category (BS5837) oak tree. It is proposed that this removal can be mitigated with new site frontage tree planting on at least a three for one basis (more than this are indicated). However, there is no indication of replacement hedge planting along the site frontage - it is therefore suggested that such new planting be included in any detailed landscape planting proposals required as a condition of any planning consent (note: the new hedge would need to be set back behind the required visibility splays). In other respects, there is an encouraging level of indicated tree and hedge planting, although the final details of this will still need to be sought.

- 7.30 Another key issue that the Tree Survey identifies is the proximity of dwellings to the offsite woodland in the north eastern sector of the site. The woodland will create a degree of early morning summer shade, although this should not last long, and the corner plot will be the one that is most affected. The other potential consequence of this proximity is the perceived risk from living so close to mature trees and it would be regrettable if in the future the woodland was eroded because of a change in risk assessment caused by the change from pasture to residential land use on the adjacent land.
- 7.31 Overall, there are no objections to the proposed development in relation to arboriculture and landscaping, and the level of indicated open green space is welcomed - final landscape details and the future maintenance/management of opens spaces are to be secured by condition to ensure that the scheme is in accordance with respective polices and would not result in adverse effects to existing landscape features or its wider context with respect to visual amenity. With these condition(s), the proposed development accords with the objectives of Policy WLP8.35 (Landscape Character).

Flood risk

- 7.32 Suffolk County Council as the Lead Local Flood Authority have reviewed the following submitted documents and recommend approval of this application subject to conditions relating to surface water drainage.
- Flood Risk Assessment and Drainage Strategy (Ref: 191251 Rev. 2 - by Rossi Long, dated 26 February 2020).
 - Proposed Site Layout, 1520A-00-003 (by Proworks, dated December 2019).
 - Planning, Design and Access Statement (by Lanpro, dated February 2020).
 - Drainage Investigation Summary EK/SJB/191251 (by Rossi Long, dated 09 July 2020).
 - Surface Water Drainage Note (by Rossi Long, dated 27 August 2020).
 - Surface Water Drainage Note (by Rossi Long, dated 12 November 2020).
- 7.33 It is noted that a 71mm diameter orifice has been proposed downstream of the proposed basin - it should be ensured that Anglian Water are satisfied with this if they are to adopt the surface water drainage system. At detailed design stage, it may be necessary to implement measures within the proposed open sustainable urban drainage features, which will offer protection from debris/silt congregation. Additionally, Swale 4 appears to cover a section of the permeable paving - this should be amended in any design revision.
- 7.34 Further matters were raised by Essex and Suffolk Water stating that their records show that they do not have any apparatus located in the proposed development and raise no objection to the development subject to compliance with our requirements - a proposed condition that a water connection for the new dwellings is made onto the Essex and Suffolk Water network for revenue purposes sits outside the planning process remit and will not be applied in this instance.
- 7.35 Overall, there are no objections to the outline proposal subject to a number of

conditions that seek to prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site for the lifetime of the development; ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater; ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage; and ensure that a sustainable drainage system has been implemented as permitted and that all flood risk assets and their owners are recorded onto the Lead Local Flood Authority's statutory flood risk asset register as per Section 21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk. With these conditions, the proposed development is in accordance with the objectives of Policy WLP8.24 (Flood Risk). As noted in the design section, the current illustrative layout does result in swales and basins which dominate the open spaces and the basin in particular would sit uncomfortably close to the driveway serving surrounding dwellings. This will undoubtedly affect the eventual design coming forward and it will be design influence which could cause the number of dwellings to reduce below the 33 limit proposed.

Ecology

- 7.36 The ecological survey reports (Ecology Assessment report, Hopkins Ecology, February 2020 and Shadow Habitats Regulations Assessment report, Hopkins Ecology, February 2020) have been provided and reviewed by an East Suffolk Council ecologist, with no objections raised. Whilst the proposed development would result in the loss of a small amount of the southern boundary hedgerow to create vehicle and pedestrian access points, this can be compensated through planting along the northern boundary of the site. The local planning authority is in agreement with the conclusions of the reporting, subject to the mitigation and enhancement measures identified in the reports being implemented and secured by way of condition.
- 7.37 Although undesignated, the John John's Wood – located to the northeast of the site - provides an important habitat in this part of the village and whilst the principle of residential development on the site is established through allocation in the local plan, it must be ensured that the wood is suitably protected from development. This should include an adequate buffer between any new development and the woodland edge and final design of the development preventing unauthorised public access into the wood. This could be achieved through a well-designed landscaping plan as part of the final design of the site (secured by condition on the outline should permission be granted).
- 7.38 With regard to great crested newts, whilst the surveys undertaken as part of this application did not record this species as being present (and there is no reason to doubt these results), Suffolk Biodiversity Information Service (SBIS) do hold a recent (2019) great crested newt record from south of the application site. It appears that this was submitted after the ecological consultant undertook the data search as it does not seem to appear there.
- 7.39 The northern part of the field, which is within the boundary of the allocated site, is not proposed for development and offers the opportunity to create an area of grassland and scrub which would link John John's Wood (and the pond there) in the east to the pond and hedgerow in the west. This would create additional local habitat for a range of species, including great crested newts. It is strongly recommended that this is acknowledged in detailed design proposals.

- 7.40 The application site is located within 13km of a designated European Site. The Suffolk Recreation Avoidance Mitigation Strategy ("Suffolk Coast RAMS") identifies that new housing development within a 13km zone of influence ("ZOI") of any designated European site in Suffolk will have a likely significant effect on the interest features of those sites through increased recreational pressure, both alone and in-combination with other housing in the ZOI. To mitigate this, a per-dwelling financial contribution is required to fund the Suffolk RAMS (upon submission of an application) to ensure the scheme is in accordance with the objectives of Policy WLP8.34 (Biodiversity and Geodiversity) of the East Suffolk Council - Waveney Local Plan (2019), which seeks to protect designated sites in accordance with The Conservation of Habitats and Species Regulations (2017). The financial contribution is to be secured by a planning obligation - this provision will be delivered via an agreed Section 106 (S106) agreement.

Archaeology

- 7.41 The site of the proposed development has high potential for the discovery of important hitherto unknown heritage assets of archaeological interest in view of its large size and location close to a number of sites recorded in the County Historic Environment Record (HER). This includes a finds scatter of Roman pottery and tile (HER ref BUC 014) and large cropmark complexes which include enclosures and ring ditches (BUC015 and 075), indicative of both settlement and funerary activity in this area. Surrounding the site, numerous other cropmark sites and multi-period finds scatters have been recorded.
- 7.42 An archaeological trial trench evaluation has been conducted - Suffolk County Council Archaeological Service were still awaiting the draft report of results at the time of submitting their response. However, it is stipulated that there are no grounds to consider refusal of permission in order to achieve preservation in situ of any important heritage assets. However, in accordance with the National Planning Policy Framework (Paragraph 199) and local plan Policy WLP8.40 – (Archaeology), 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.
- 7.43 Conditions will apply to any consent requesting a Written Scheme of Investigation along with a site investigation and post investigation assessment to ensure the safeguarding of 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. With these conditions, the proposal will accord with Policy WLP8.40 (Archaeology).

Contaminated land

- 7.44 The Phase One report submitted with the application has identified several potential on and off-site sources of contamination and has recommended that an intrusive investigation is carried out. An East Suffolk Council environmental protection officer concurs with this conclusion and notes that the site should not be developed until contamination has been adequately investigated and characterised. A construction management plan is also required to minimise disturbance to nearby residences form

the construction of the development. Such requirements will be secured by conditions.

Infrastructure provision

- 7.45 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.
- 7.46 The development will be expected to contribute to the delivery and enhancement of infrastructure that encourages active lifestyles and healthy communities. Open space should be provided on new residential development sites to contribute to the provision of open space and recreational facilities to meet identified needs, in accordance with Policy WLP8.30 (Design of Open Spaces). 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.
- 7.47 With regard to existing play equipment, Ringsfield has an equipped play space located off Church Road - which is approximately 0.3 miles (10 minute) walk from the entrance of the subject site. It is noted within the Waveney Open Space Needs Assessment (2015), that the play space adjacent to the village hall in Ringsfield could be improved to complement existing facilities on site.
- 7.48 Fire hydrant requirement will be covered by appropriate planning conditions. 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 which will allow SCC to make final consultations at the reserved matters stage.

Community Infrastructure Levy (CIL)

- 7.49 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).
- 7.50 The proposed development does not appear to be phased therefore the CIL Regulations 2010 (as amended) states that for CIL purposes planning permission first permits development on the date of the final approval of the last reserved matter associated with the permission. As such, the CIL charge will be calculated following approval of the last reserved matter associated with the outline permission. The development would generate Neighbourhood CIL which is 15% of CIL received and transferred to the Parish Council. This is a local economic benefit to support delivery of local infrastructure projects. This may include projects such as refurbishment of the village hall which is recognised as essential in the Infrastructure Funding Statement.
- 7.51 Summary of other infrastructure requirements which could be secured by CIL for this

development include the following:

- Education (primary, secondary and sixth form);
- Early years improvements;
- Libraries improvement and stock; and
- Waste infrastructure.

8 Conclusion

- 8.1 The site is allocated within the Waveney Local Plan (Policy WLP7.14) as a sustainable location for the development of approximately 30 dwellings. As such, the outline proposal for the construction of up to 33 dwellings as well as open space, landscaping, visitor car parking and site access from School Road is deemed acceptable in principle subject to accordance with all respective policies.
- 8.2 Despite concerns relating to the proposed layout and density of the proposal, which are exacerbated by the condensed site area, 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. As such, 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. Granting outline for an 'up to' position does not prohibit the Council requiring a lower number of homes if required to achieve good design appropriate for its location at reserved matters stage. It may be that the now established drainage requirements and a potential desire for a mix of single and two storey homes could affect that. It is regrettable that the full allocation site area has not been utilised for this application, but the Council is not in a position to require the larger site area to be proposed.
- 8.3 Matters raised at this stage relating to highways, flooding, ecology, landscape and environmental protection can be sufficiently mitigated, methods of which are to be secured by way of condition. Whilst any impacts upon facilities and public services can be mitigated through Community Infrastructure Levy finance.
- 8.4 Overall, despite the concerns outlined within the report – which, on balance, are deemed capable of being addressed during the reserved matters stage - the delivery of up to 33 homes (including policy compliant affordable housing provision) is considered to be policy compliant. It will achieve the strategic outcomes that the allocation seeks to attain, contributing to the provision for housing delivery within the district (as outlined by Policy WLP1.1), whilst providing the addition of much needed car parking for the primary school. Any harm that may arise is considered to be limited and outweighed.
- 8.5 Subject to the imposition of the conditions set out below and the signing of a S106 regarding affordable housing, habitat mitigation, monitoring fee and highways requirements, the development is considered sustainable and in compliance with the local plan and national planning policy.

9 Recommendation

9.1 Recommended for approval subject to conditions and completion of a Section 106 legal agreement to secure:

- Affordable housing;
- Secured school car parking area and management arrangements
- RAMS contribution;
- Monitoring fee; and
- Highways requirements.

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:

- Design principles and concepts that protects/enhances reflects local distinctiveness (Design and Access Statement);
- The quantity, type, layout and density of buildings within the proposed development;
- The precise height, width and length of individual buildings;
- The appearance of buildings (including proposed materials);
- An accommodation schedule documenting how the lifetime design standards have been met;
- Access to and within the site for vehicles, cycles and pedestrians (including wider connectivity to the existing PROW network); and
- Landscape and open space design proposals including the incorporation of any play provision and surface water drainage requirements, in accordance with details approved in the outline consent.

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. 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 FRA and include:

- a. Dimensioned plans and drawings of the surface water drainage scheme;

- b. 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;
- c. 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;
- d. 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 climate change rainfall event, along with topographic plans showing where the water will flow and be stored to ensure no flooding of buildings or offsite flows;
- e. 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;
- f. 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 and shall include:
- g. 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
- h. 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.

The scheme shall be fully implemented as approved.

Reason: 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/>

4. Within 28 days of completion of the last dwelling/building become erected details of all Sustainable Drainage System 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 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 per s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk.

5. Concurrent with the first reserved matters access application details of the highways scheme to provide the:
 - New eastern 'temporary site/permanent agricultural' vehicular access;
 - Stopping up of the existing field access(es);
 - New 2.0m wide frontage footway extending to join the existing paved vehicular crossings of no. 38 School Road to the west and no. 24 to the east;
 - New dropped kerb pram crossing and pedestrian access to the 24 space 'school' car park; and
 - New western permanent 'estate road' access junction.

As shown indicatively on drawing C-100 Rev P2.

The approved scheme shall be laid out and constructed in its entirety prior to occupation of any dwelling.

Reason: To ensure that the new junction, access and improvements scheme is designed and constructed to an appropriate specification. The frontage footway and dropped kerb pedestrian access to 24 space car park, are required by local plan Policy WLP7.14. The extent of frontage footway also protects visibility splays to estate road junction and site/agricultural access.

6. Before the new western estate road junction and new eastern vehicular access are first used, clear visibility at a height of 0.6 metres above the carriageway level shall be provided and thereafter permanently maintained in that area between the nearside edge of the metalled carriageway and a line 2.4 metres from the nearside edge of the metalled carriageway at the centre line of the access points (X dimension) and a distance of 43 metres in each direction along the edge of the metalled carriageway from the centre of the access (Y dimension). Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

Reason: To ensure vehicles exiting the accesses would have sufficient visibility to enter the public highway safely, and vehicles on the public highway would have sufficient warning of a vehicle emerging to take avoiding action.

7. The temporary site access, as shown indicatively on drawing C-100 Rev P2, must be formed, inclusive of cleared land within the sight splays, prior to any other works commencing or delivery of any other materials.

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

8. Concurrent with the first reserved matters application(s), details of the estate roads and footpaths, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure that roads/footways are constructed to an acceptable standard.

9. No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority - [the streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under S38 of the Highways Act 1980 or a private management and maintenance company has been established].

Reason: To ensure the continued management and maintenance of estate streets for public safety.

10. No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the local planning authority.

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

11. Concurrent with the first reserved matters application(s), areas to be provided for storage of refuse/recycling bins shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

Reason: To ensure that refuse recycling bins are not stored on the highway causing obstruction and dangers for other users.

12. Concurrent with the first reserved matters application(s), details of the areas to be provided for the [loading, unloading,] manoeuvring and parking of vehicles including electric vehicle charging points, powered two wheeled vehicle provision and secure covered cycle storage 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 highway safety and to encourage the use of sustainable transport. To ensure the provision and long-term maintenance of adequate on-site space for the parking and manoeuvring of vehicles in accordance with Suffolk Guidance for Parking where on-street parking and manoeuvring could be detrimental to highway safety.

13. Before the development is commenced details shall be submitted to and approved in writing by the local planning authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the prior to occupation of any dwelling and shall be retained thereafter in its approved form.

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

14. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Ecology Assessment report (Hopkins Ecology, February 2020).

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

15. 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.

16. Concurrent with the first reserved matters application(s), a "lighting design strategy for biodiversity" for the site 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.
 - c. 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.

17. Concurrent with the first reserved matters application(s), details of the new hedgerow planning on the northern boundary of the site will be submitted to and approved in writing by the local planning authority.

Reason: To ensure that new planting adequately compensates for hedgerow to be lost as part of the development.

18. Concurrent with the first reserved matters application(s) 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 in accordance with the approved strategy.

Reason: To ensure that the development delivers ecological enhancements.

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

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

- a. The programme and methodology of site investigation and recording;
- b. The programme for post investigation assessment;
- c. Provision to be made for analysis of the site investigation and recording;
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation;
- e. Provision to be made for archive deposition of the analysis and records of the site investigation;
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation; and
- 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 (Archaeology) of the East Suffolk Council - Suffolk Coastal Local Plan (2020) and the National Planning Policy Framework.

20. 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 19 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 (Archaeology) of the East Suffolk Council - Suffolk Coastal Local Plan (2020) and the National Planning Policy Framework.

21. No development shall commence until there has been a management plan for maintenance of the access drive, the associated landscaped areas and the open space adjacent to the turning head, 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 schedule should include details of the arrangements for its implementation. The development shall be carried out in accordance with the approved management plan.

Reason: To ensure the access drive and landscaping areas are properly maintained in the interest of visual amenity.

22. Concurrent with the first reserved matters application(s), 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.

23. The approved landscaping scheme, as agreed under Condition 23, shall be implemented not later than the first planting season following commencement of the development (or within such extended period as the local planning authority may allow) and shall thereafter be retained and maintained for a period of 5 years. Any plant material removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season and shall be retained and maintained.

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

24. 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:

25. An intrusive investigation(s), including:

- 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.

26. 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 LPA. 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.

27. Prior to any occupation or use of the approved development the RMS approved under Condition 26 must be completed in its entirety. The LPA 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.

28. 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.

29. In the event that contamination which has not already been identified to the local planning authority (LPA) is found or suspected on the site it must be reported in writing immediately to the LPA. Unless agreed in writing by the LPA 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 LPA. 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 LPA must be given two weeks written notification prior to the commencement of the remedial works.

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

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

30. A Construction Management Plan shall be submitted to, and approved by, the local planning authority prior to the commencement of development. This should contain information on how noise, dust, and light will be controlled so as to not cause nuisance to occupiers of neighbouring properties and should at the minimum follow guidance contained within:

- BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites Part 1: Noise and Part 2: Vibration; and
- Institute of Air Quality Management, Guidance on the assessment of dust from demolition and construction Version 1.1

and should also set out hours of construction/activity on site, the location of parking areas for construction vehicles and delivery hours for materials and equipment to the site before and during construction. Thereafter, the approved construction statement shall be adhered to throughout the construction of the development.

Reason: To reduce the potential impacts of noise/air quality pollution and additional vehicular movements in this area during the construction phase of the development.

31. Concurrent with the first reserved matters application(s), details of a bridleway access point along on the western edge shall be submitted to and approved in writing by the local planning authority. The approved bridleway access point shall be completed and made available for use prior to occupation of the dwellings.

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

32. Concurrent with the first reserved matters application(s), a sustainability statement shall be submitted to and approved in writing by the local planning authority. The statement shall detail how the dwellings hereby permitted achieve best practice sustainability standards with regard to water, materials, energy, ecology and adaptation to climate change. The statement must demonstrate how the optional technical standard in terms of water efficiency of 110 litres/person/day unless it can be demonstrated that it is not viable or feasible to do so. 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.

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. Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991.
3. HIGHWAY WORKS: SECTION 278 AGREEMENT 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/>
4. The proposal will require the piping of a ditch. As the proposal requires work affecting an ordinary watercourse, including a ditch, whether temporary or permanent, then consent will be required from Suffolk County Councils' Flood and Water Management team. Application forms are available from the SCC website: <http://www.suffolk.gov.uk/environment-and->

transport/planning-and-buildings/land-drainage. Applications for consent may take up to 8 weeks to determine and will incur an additional fee.

5. The local planning authority recommends that developers of housing estates should enter into formal agreement with the Highway Authority under Section 38 of the Highways Act 1980 relating to the construction and subsequent adoption of Estate Roads.
6. 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.

You should contact the Property Information Team (01394 444261), which is responsible on behalf of the Council for the statutory street naming and numbering function.

7. The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service. I would be pleased to offer guidance on the archaeological work required and, in our role as advisor to East Suffolk Council, SCC Archaeological Service will, on request of the applicant, provide a specification for the archaeological work required at this site. In this case, an archaeological evaluation will be required to establish the potential of the site and decisions on the need for any further investigation (excavation before any groundworks commence and/or monitoring during groundworks) will be made on the basis of the results of the evaluation. Further details on our advisory services and charges can be found on our website: <http://www.suffolk.gov.uk/archaeology/>
8. The applicant is advised that the proposed development will require approval under Building Regulations (2010). Any amendments to the hereby permitted scheme that may be necessary to comply with Building Regulations (2010) must also be approved in writing by the local planning authority in order that any planning implications arising from those amendments may be properly considered.
9. 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/>

10. 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 and 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

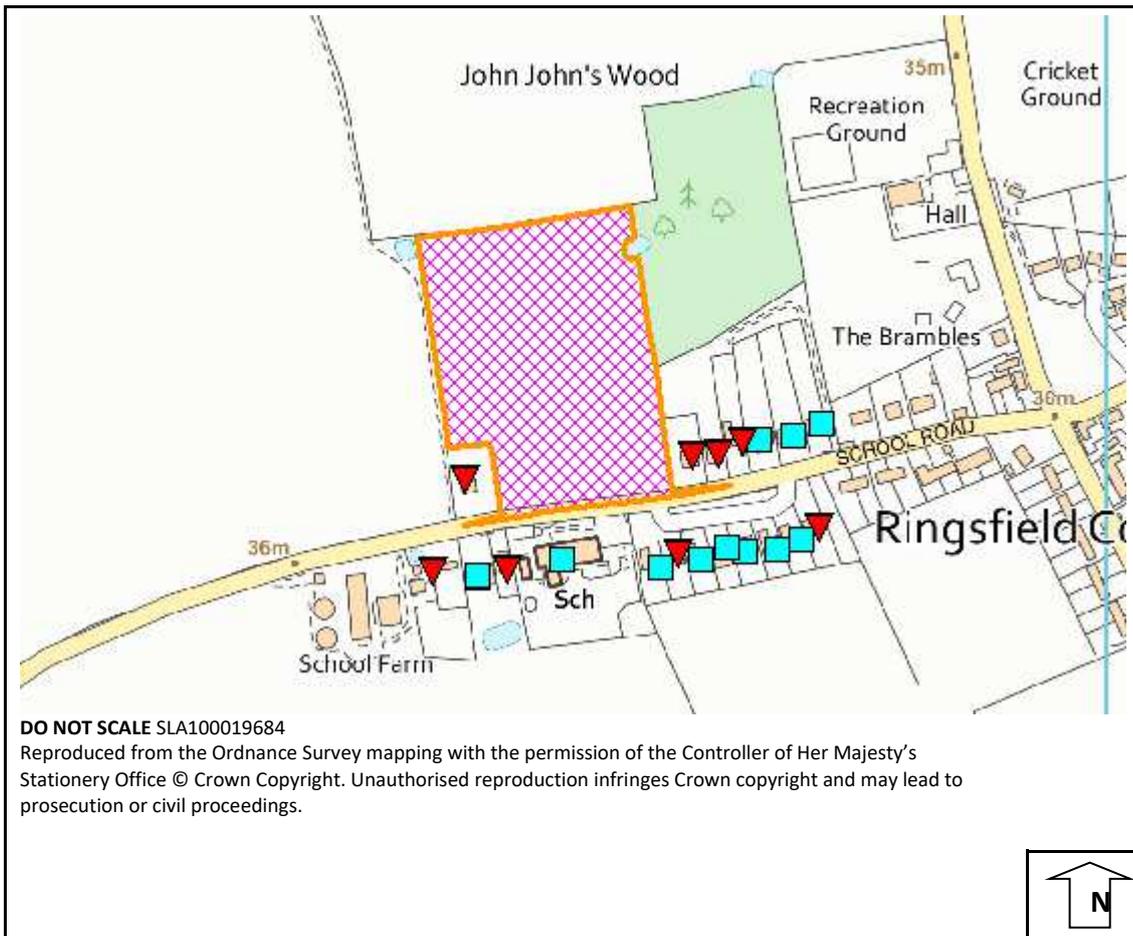
development continues. You are strongly recommended to comply with all conditions that require action before the commencement of development.

11. This consent is also the subject of a Section 106 Legal Agreement which must be adhered to.

Background information

See application reference DC/20/1001/OUT on [Public Access](#)

Map



Key

-  Notified, no comments received
-  Objection
-  Representation
-  Support