



## Committee Report

**Planning Committee South** – 19 April 2022

**Application no** DC/21/4005/ARM

**Location**

Land to the south and east of Adastral Park

**Expiry date** 19 October 2021

**Application type** Approval of Reserved Matters

**Applicant** Taylor Wimpey

**Parish** Martlesham

**Proposal** Approval of reserved matters - the construction of three dwellings together with associated works, landscaping and infrastructure for Brightwell Lakes (Phase E1a) - on DC/20/1234/VOC.

**Case Officer** Rachel Lambert  
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### 1. Summary

Proposal

- 1.1. Approval of reserved matters - the construction of three dwellings together with associated works, landscaping and infrastructure for Brightwell Lakes (Phase E1a) - on DC/20/1234/VOC.

Committee reason

- 1.2. In accordance with the scheme of delegation, the Head of Planning and Coastal Management has requested that the decision is to be made by members at the respective planning committee due to the significance of the Brightwell Lakes proposal. This is the first reserved matters application for the design of housing and it is considered important to place this before the Planning Committee. Future reserved matters application would not automatically be referred to the Planning Committee unless triggered through the Referral Panel process.

Recommendation

- 1.3. Authority to approve subject to resolving all outstanding matters and agreement of conditions.

## 2. Site description

- 2.1. The subject site forms part of the Brightwell Lakes strategic development site, which will be delivered in phases. This particular application relates to one of four parcels that have been submitted for reserved matters approval simultaneously, which represent the first phases of residential development to be delivered at Brightwell Lakes.

This area of the scheme is located north of Ipswich Road and south of the central areas of green infrastructure, with a site area measuring approximately 0.15ha. The site is bound by Phase E1 (ref. DC/21/4004/ARM) on the western, northern and eastern sides with a bridleway and green corridor to the south of the phase.

### Planning history

- 2.2. The relevant planning history for the site includes the following:

- **DC/16/5277/SCO:** Request for EIA Scoping Opinion: Application for 2000 residential homes and associated infrastructure.

### *Permitted applications*

- **DC/17/1435/OUT:** Original application
- **DC/18/4644/VOC:** Variation of DC/17/1435/OUT
- **DC/20/1233/OUT:** Alternative access road to that under DC/18/1644/VOC
- **DC/20/1234/VOC:** Variation to DC/18/4644/VOC
- **DC/21/3434/DRC:** Partial discharge of Condition(s) 18, 28b, 57 on application DC/17/1435/OUT

### *Applications pending consideration*

- **DC/18/2959/DRC:** Full and Partial Discharge of Conditions of DC/17/1435/OUT in relation to conditions: 6, 8, 9, 11, 14, 24, 28, 29, 30, 41, 43, 58, 61 Through information submitted under Approval of Reserved Matters applications - DC/18/2774/ARM and DC/18/2775/ARM
- **DC/18/2774/ARM:** Reserved matters in respect of DC/17/1435/OUT - Site Entrance and Boulevard comprising the detail of the following elements:
  - The new junction with the A12
  - The entrance to the site, including the new entrance feature / acoustic bund along the A12 boundary
  - The new boulevard from the site entrance to the junction with the Eastern Spine Road
  - The new Western Spine Road and new Junction with the Ipswich Road, incorporating measures required by condition 43 of DC/17/1435/OUT
  - The Landscaping to the entrance and zone along the boulevard / spine road
  - The new Drainage to the boulevard and spine road, including pumping station off the Ipswich Road, in the Valley Corridor

○ The new incoming utility supplies along the route of the boulevard and spine road  
This application has authority for approval from the Planning Committee pending final conclusion of details. This was on hold pending sale of the site to Taylor Wimpey but is due to be concluded in the near future.

- **DC/18/2775/ARM:** Reserved matters in respect of DC/17/1435/OUT: Green Infrastructure comprising the detail of the following elements:

- Main Green Infrastructure - SANG
- SANG Valley Corridor
- SANG Links to Southern Boundary
- Allotments and Community Orchards to area 5b

This application has authority for approval from the Planning Committee pending final conclusion of details. This was on hold pending sale of the site to Taylor Wimpey but is due to be concluded in the near future.

- **DC/21/4002/ARM:** Approval of reserved matters - the construction of 173 dwellings (including 80 affordable houses) together with associated works, landscaping and infrastructure for Brightwell Lakes (Phase W1) - on DC/17/1435/OUT

This application is pending consideration but has not yet been concluded for a recommendation.

- **DC/21/4003/ARM:** Approval of reserved matters - the construction of 22 dwellings together with associated works, landscaping and infrastructure for Brightwell Lakes (Phase W1a) - on DC/17/1435/OUT

This application is pending consideration but has not yet been concluded for a recommendation.

**DC/21/4004/ARM:** Approval of reserved matters - the construction of 119 dwellings (including 34 affordable houses), associated works, landscaping and infrastructure for Phase E1, together with details of Green Infrastructure relating to the adjoining part of the southern boundary (Ipswich Road) SANG - on DC/17/1435/OUT

This application is to be considered alongside this application by the Planning Committee South.

### **3. Proposal**

- 3.1. This reserved matters application relates to Condition 1 of the outline planning permission – ref. DC/20/1234/VOC, which states:

#### Condition 1

*The development hereby approved will be delivered in a phased manner in accordance with Conditions 2, 6, 7 and 9. Approval of the details of appearance, landscaping, layout and scale (hereinafter called "the reserved matters") for each phase shall be obtained from the Local Planning Authority in writing before development (except development for means of access and site reprofiling works) in the areas the subject of the reserved matters commences. Thereafter, the development shall be implemented in accordance with the approved reserved matters.*

*Reason: As provided for in the Town and Country Planning (Development Management Procedure) (England) Order 2015*

- 3.2. The site - Phase E1a - measures approximately 0.15ha in size and is located north of Ipswich Road. It is bounded by Phase E1 on the western, northern and eastern sides with a bridleway and green corridor to the southern extent of the wider phase. It comprises three dwellings with associated landscaping, car parking, access and other infrastructure.
- 3.3. The dwellings will be accessed by a private drive from the south-east corner of Phase E1 and will initially act as the sales/show home area for the wider Phase E1 development parcel.
- 3.4. It will form part of the frontage that addresses the southern green corridor, with the corner dwelling having a dual aspect to increase legibility and wayfinding across the site and increasing natural surveillance of the area. It provides a density of 20 dwellings per hectare, which is in accordance with the approved density parameter plan of the outline planning permission.
- 3.5. All three units, 2 x four-bedroom house and 1 x five-bedroom house, will be market housing, with affordable housing to be provided within the rest of Phase E1.
- 3.6. A number of planning conditions within the outline permission require the submission of details as part of/or prior to a reserved matters submission. Those that are addressed within this submission are listed below:
  - Condition 8 – Character banding plan
  - Condition 10 – Access strategy
  - Condition 12 – Landscaping details
  - Condition 23 – Building materials
  - Condition 24 – Boundary treatment plan
  - Condition 25 – Recycling/bin storage plan
  - Condition 28 – Arboricultural impact assessment and tree survey
  - Condition 30 – Earthworks strategy plan
  - Condition 41 – Details of estate roads and footpaths
  - Condition 48 – Surface water drainage scheme
  - Condition 60 – Noise attenuation scheme
- 3.7. Other pre-commencement and prior-to-occupation conditions, as listed on the decision notice, will be subject to separate discharge of conditions applications.

#### **4. Consultation**

##### Third Party Representations

- 4.1. No third-party comments were received.

##### Statutory and non-statutory consultees

- 4.2. Due to the frequency of consultation throughout processing the application, all comments received are collated within one table – with the respective consultation start dates listed.

Consultee	Date consulted	Date reply received
Brightwell Parish Council	8 September 2021 13 September 2021 14 February 2022	19 September 2021
Summary of comments: "The Parish Council has no comments to make about this reserved matters application."		

Consultee	Date consulted	Date reply received
Bucklesham Parish Council	8 September 2021 13 September 2021 14 February 2022	4 November 2021 15 February 2022
Summary of comments: <u>15 February 2022</u> "No comment."  <u>4 November 2021</u> "No comment."		

Consultee	Date consulted	Date reply received
East Suffolk CIL	8 September 2021 13 September 2021 14 February 2022	7 October 2021
Summary of comments: "A zero Liability Notice will be issued if the application is approved. Following this, notification of commencement of development is requested in order for a Demand Notice to be issued and any relevant land charge removed."		

Consultee	Date consulted	Date reply received
East Suffolk Design and Conservation	8 September 2021 13 September 2021 14 February 2022 24 March 2022	17 February 2022
Summary of comments: Comments incorporated within reporting.		

Consultee	Date consulted	Date reply received
East Suffolk Ecology	8 September 2021 13 September 2021 14 February 2022 24 March 2022	6 December 2021
Summary of comments: Comments incorporated within reporting.		

Consultee	Date consulted	Date reply received
Hemley Parish Council	8 September 2021 13 September 2021 14 February 2022	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
Kesgrave Town Council	8 September 2021 13 September 2021 14 February 2022	27 October 2021 25 February 2022
Summary of comments: <u>25 February 2022</u> "Support"  <u>27 October 2021</u> "The Planning & Development Committee wish to confirm they support Martlesham Parish Council on their constructive and detailed response to the above stated applications. The Committee would also like to highlight the observations and comments made by Martlesham Parish Council on; Construction and Deliveries Traffic Management Plan, Medical Facilities and Sustainable Transport, which are all areas that will also directly affect and impact residents of Kesgrave. We therefore we would very much welcome collaborative working between the Local Planning Authority, Suffolk County Council, the Developer and Parish/Town Councils."		

Consultee	Date consulted	Date reply received
Kirton Parish Council	8 September 2021 13 September 2021 14 February 2022	4 October 2021
Summary of comments: "Kirton & Falkenham Parish Council considered this application at its meeting in 20th September 2021 and objects to the proposals, having severe reservation about generated traffic that will put utmost strain on an already over capacity road network which relies on the main arterial roads (A12/A14) to allow cars and HGV's to travel to and from work etc. This is a peninsular, so alternative routes are unavailable as Ipswich is very quickly gridlocked. Noise, light and construction dust pollution will have a massive effect on wildlife and existing homeowners in what is a tranquil area. All surface water will inevitably flow into the Mill River and surrounding watercourses leading to potential flooding downstream."		

Consultee	Date consulted	Date reply received
Martlesham Parish Council	8 September 2021 13 September 2021 14 February 2022	22 October 2021 28 February 2022
Summary of comments: <u>28 February 2022</u> "Martlesham Parish Council (MPC) is pleased to note that the majority of trees along the Ipswich Road are to be retained. MPC would like to see East Suffolk Council (ESC) confirm that any trees		

earmarked to be removed are of poor quality. Furthermore, MPC would like to see measures put into place for dealing with watering any newly planted areas. Environmental Action Plan: Part 2 February 2022 MPC is pleased to note that further detail has been provided regarding wildlife enhancement measures. Appendix 6: MPC is pleased to note the measures proposed to ensure that lighting impact on wildlife during the construction phase is minimised and that the detailed lighting design has been produced in accordance with the relevant guidance. MPC is pleased to note the lighting design consultants have made 5 recommendations in order to minimise the effect on the southern boundaries of phases E1 and E1A. We note that:

- All lighting should be LED
- Rear shields should be used close to ecologically sensitive areas
- There should be careful consideration of column heights
- Lights should be mounted on the horizontal to avoid light spillage
- MPC would ask ESC to confirm that these recommendations are fully carried through in the detailed design proposals.

Coloured Layout PL-02-E1 Revision C MPC would like to understand the following:

- What measures will be put in place to prevent visitor parking becoming permanent parking?
- What are the arrangements for commercial van parking to ensure the overall visual amenity of the site?
- Bin collection points are now indicated, but it is unclear where the refuse storage areas are located.
- MPC would welcome detailed proposals for grey water storage and water harvesting, given that this is a water scarce area.

Detailed Soft Landscaping Proposals JBA-18/163-8,9,10,11 and 12 Revision C The revised landscaping proposals show areas to be seeded with wildflowers between the car parking and the joint cycling and walking track connecting Ipswich Road to the Boulevard. Given the density of parking provision and the narrowness of the parking access, it is unclear how this area is to be protected from unofficial parking. If a knee rail is to be provided, this is not shown in the key on the drawing. The overall visual and biodiversity impact of the proposed arrangement would be poor if these areas were to become a carpark and would lead to frustration on the part of residents and visitors.”

## 22 October 2021

### “Overview

There is much to be welcomed in these proposals. However, the applications, which are required to prove conformity with the original outline planning permission, still lack the detail required by that original planning permission. 1. We have considered the 4 individual applications collectively and holistically. 2. Our response assumes all the pre-requisite information to the ARMS, as detailed in the Outline Planning Conditions, has been filed with East Suffolk Council (‘ESC’). 3. Our response should be read in the context of (i) these 4 applications represent only the first phase of a 17-year total build period for 2000 dwellings, (ii) our growing concern about the cumulative impact of these and all other major projects on the communities of Martlesham and Martlesham Heath as a Parish. We need to see a greater effort at an executive level across East Suffolk Council and Suffolk County Council to manage a coordinated response on these major projects which include:

- The application for 300 houses i by the Suffolk Constabulary at its Martlesham Heath Headquarters
- The Sizewell C application which will heavily and directly impact the A12 traffic flow at Martlesham
- The Suffolk County Council proposed A12 improvements at Martlesham
- The application for 47 dwellings on Black Tiles Lane ii in Martlesham
- The Woodbridge Town FC Policy 12.25 for 120 dwellings
- East Anglia One and Three, and the
- McCarthy Stone Retirement Development iii

4. We believe an opportunity is being missed to create a flagship development in which the latest proven and innovative, viable, technological solutions are showcased on a scale befitting the current climate emergency and size of the development. We are very disappointed with the lack of imagination which goes against ESC’s own Environmental Guidance Note publication and the stated aspirations of the Developer. 2/10 5. Martlesham Parish Council (‘MPC’), along with East Suffolk Council, has declared a climate emergency. We have yet to see evidence of the Developer meeting commitments about the sustainable nature of this development, particularly with reference to their stated commitment to deliver: a) Environmentally friendly house types and use

sustainable and reduced carbon footprint building methods; to incorporate building fabric first principles, bee bricks, hedgehog highways, water butts, soakaways, grey water use, etc b) Air source heat pumps or other energy efficient heating sources c) Onsite household recycling facilities d) Highspeed broadband appropriate to current and future recreational and working needs e) Reduced construction -related waste on site, and f) Build standards higher than the minimum required by Part L Building Regulations. 6. MPC would welcome further detailed information regarding the East Suffolk Council call for new buildings to be constructed to standards which exceed the minimum Buildings Regulation requirements and achieve sustainable BREEAM iv and Passivhaus standards. 7. The Developer must explain how this first phase housing will connect with existing facilities (e.g., Retail Park, shopping, medical facilities, local employment). This must be by means of connecting travel other than private cars along the A12 corridor and must be put in place before occupation of the first dwelling. 8. An air quality monitoring regime should be imposed by Planning Conditions to protect both current Martlesham residents and future Brightwell Lakes residents. The following are our more detailed comments: Construction and Deliveries Traffic Management Plan 1 We note Outline Planning Condition 18 requires an approved Construction Method Statement to be submitted in the interests of highway safety and to inform Brightwell Lake residents. We would welcome early sight of that document. 2. This development is of such significance to our Parish that we would like to see far greater involvement from Suffolk County Council Highways to ensure properly coordinated solutions to the timing of the A12 improvements, the Brightwell Lakes access works and the prolonged construction works to mitigate the general disruption, rat running and congestion that residents, old and new, will experience for the next 17 years. 3. To maintain the quality of life for all Martlesham residents, we would welcome any advisory literature produced by the Developer or the Developer's agent to be made available to all Martlesham residents going forward. We suggest this could be done through Martlesham Parish Council or through the appointment of a community liaison officer. We consider that the appointment of a community liaison officer might be an effective way to communicate details of the build as it takes place, and any implications for residents. 3/10 Connectivity 4. The Outline Planning Conditions require, before first occupation: a. Cross-site routes for cyclists and pedestrians to be identified and constructed b. Construction of the new routes to meet stated surface specifications v c. Cycle and footways. 5. MPC would welcome further detailed information regarding the connectivity plan for W1 W1a E1 and E1a for the first residents. We would also welcome further detail how the development connects with public transport and offers car share, and how the occupants of the first dwellings will walk or cycle to the Martlesham retail park and employment areas. If sustainable transport is to be encouraged, it is essential for the construction of accessible, safe, well-lit connecting footways and cycleways to local facilities from the outset. Medical Facilities 6. According to the timeline anticipated by the Developers, the first legal completion date is anticipated to be February 2024. This means that medical facilities to serve the first residents will be required to be in place within 2 years. The S.106 Agreement Schedule 9 Health Centre paragraph 1, requires the Developer "1.1 To (a) provide the Health Centre on Site, or (b) pay the Health Centre Contribution to the District Council in accordance with the terms of this Schedule." 7. Our own position on this matter is clearly stated in the Martlesham Neighbourhood Plan, paragraph 4.22: "the Parish Council will continue to work with all relevant parties to try to ensure that any new surgery provision which serves all or part of the community in the Neighbourhood Plan Area complements rather than displaces the existing one, or in the event that a new replacement health facility is required, that it is located as centrally as possible such that it has good sustainable access for all users including those who walk, cycle, or use mobility scooters." 8. Martlesham Parish Council would advise early and inclusive discussions about medical provision for the first residents of Brightwell Lakes, noting that the present Martlesham Heath Surgery is capable of expansion to meet future needs. Air Quality Control 9. MPC has 2 areas of concern (i) dust suppression during construction work, and (ii) air quality changes arising from the new road



scheme and increased stop /start traffic etc leading to increased levels of NOx pollution and particulates. 10. We would welcome further detail concerning any proposed mitigation. We suggest the first issue could be addressed with the installation of specific construction dust measurement stations, ideally at Lancaster Drive being the closest residential point to the A12 and the site. The second issue might be addressed with the re-instatement of a diffusion tube to measure NOx levels in the Lancaster Drive area. One was put in at Lancaster Drive a few years ago but has been removed. 4/10 11. Given the huge amount of activity (traffic, industrial and housing) focussed on Martlesham, the cumulative effect of the many major infrastructure projects affecting the Parish, Martlesham should feature as an air quality measurement and management area in its own right. 12. We wish to encourage effective gathering of information regarding particulate levels. 13. MPC would welcome Planning Conditions which address:

- A coordinated air quality monitoring and management system to be implemented before, during and post construction
- Martlesham to feature as an air quality measurement and management area in its own right
- Greater consideration given to applying the ESC Environmental Guidance Note and ESC Air Quality Strategy vi through Planning Conditions
- An obligation to regularly consult and update Martlesham Parish Council on air quality measuring
- The specific measurements are fed into the East Suffolk Council Air Quality Annual Status reports to measure trends, and
- To make available to the public, information on the air quality target levels and actual measurement levels of particulates in the area.

Housing Mix and Tenure 14. Whilst we note the overall one third target for affordable housing vii is achieved across the 4 applications, we would prefer a consistent percentage of delivery of affordable housing to be applied throughout the whole of the Brightwell Lakes project. This is for 2 reasons (i) to accommodate what is a constant level of demand for affordable housing, and (ii) to encourage social mixing and cohesion within each phase of the development, and as a whole. We would like to see a mechanism in place to preserve a stock of affordable housing over its 17 years build out period. 15. We express a deep concern that East Suffolk Council will not be applying the Government's First Homes Policy to this development viii . 16. The opportunity to include provision for sheltered and extra -care housing has not been identified in this phasing. MPC would welcome further detail about exactly how this is to be factored in to later phases. 17. Due to the demand for downsizing within an ageing population ix we would like to see smaller properties throughout the development delivering against a need as identified in paragraph 5.38 of the Local Plan: "overall there is a need for all sizes of property and that across all tenures there is a need for at least 40% to be 1 or 2 bedroom properties. Consultation feedback suggests a relatively high level of demand for smaller properties, particularly those to meet the needs of first time buyers or those looking to downsize. At present, around 30% of all properties in the plan area are 1 or 2 bedrooms, and therefore the need for 40% of new dwellings over the Plan period should not be underestimated. To ensure that smaller properties are delivered, and in particular recognising the issues around affordability and the potential demand for properties for downsizing due to the ageing population, a particular focus on smaller properties has been identified." 5/10 18. SCLP 5.9 states all developments with 100 or more dwellings, will be expected to provide a minimum of 5% self or custom build properties on site through the provision of serviced plots. The opportunity to include provision for self-build and/or custom build properties has not been identified in this phasing. MPC would welcome further detail about exactly how this is to be factored in during later phases. Building Design and Materials 19. We look forward to the Developer fulfilling its commitments: "When it comes to Brightwell Lakes, our ambition is to create a new community that has its own identity. Rather than a uniform design code there will be different character areas as you move through the development to create a sense of place. The open spaces, community buildings, and heritage assets will also help give the development several key points of reference. Three storeys will be the maximum storey height for phase one" 20. We welcome the design delivered through character bands, in particular the choice of materials used for the shared spaces with its block paving,

narrow streets and speed bumps, all of which should delineate shared spaces, and which should reduce traffic speeding within the development. 21. The Developer has advised us in correspondence: "Taylor Wimpey Homes are built to beyond current Building Regulations standards in terms of their u-value performance (heat retention). As such the homes reduce heat loss and reduce energy demand on heating, which is better for customers and the environment. By choosing a 'fabric first approach' the homes' envelope is improved. In instances where Building Regulations dictates, [our emphasis] renewable technologies such as Photo Voltaics (PV) can be added to the roof to generate electricity during the day which can be used towards powering the home. In addition, 'Waste Water Heat Recovery' can be used which is a means of pre-heating water with the water going down the plughole" and "At present, the infrastructure supporting ground-source heat pumps is not developed enough to support the new community at Brightwell Lakes. We will look to use emerging, efficient technologies to support the electricity needs of future homes. Taylor Wimpey is however looking to exceed building regulation requirements and those of the outline permission when it comes to the energy efficiency of the homes" 22. We welcome every effort to exceed regular build standards. The Developer's above stated approach appears to solely deliver innovative design where Building Regulations dictates. We note the Developer offers what can be done, not necessarily what must be done. We note the Developer refers to future housing. This development is a significant contributor to the future of housing in Martlesham. 23. We note x East Suffolk Council has stated new build developments should consider construction standards that exceed the minimum Building Regulation requirements achieving sustainable BREEAM (Building Research Establishment's Environmental Assessment Method) and Passivhaus energy saving standards. 6/10 Broadband Provision 24. We note high-speed broadband provision (fibre to the properties) is not mentioned in these applications. We recommend this is incorporated as it is essential to modern life, home working and local internet-based enterprise. Parking 25. MPC would welcome further detail about how electrical charging points and evolving electric and hydrogen vehicle technologies are to be provided. These aspects were raised during the Developer's webinar, 7th July 2021, and assurances were given on behalf of the Developer that these technologies were being investigated and sustainable solutions being sought. 26. We note visitor parking spaces are located opposite houses. Anecdotal evidence from Martlesham Heath suggests single visitor spaces, as incorporated here throughout Phase 1, tend to be "adopted" by the nearest resident which causes friction amongst residents. It would be better to cluster visitor spaces. 27. MPC would like to see allocated courtyard parking designed to avoid leaving a natural play area in the middle, with the potential for children playing football in the midst of parked cars. We would like to see smaller clusters of car parking spaces and ideally, provision of safe, small, play areas so that children can play close to and within view of their house or apartment without causing a nuisance to vehicle owners. 28. We are concerned that hard-surfaced courtyard parking spaces can potentially create an acoustic problem where sound reverberates off the surrounding buildings and the car park surface. We would welcome further mitigation detail on noise dampening surface materials. 29. Experience within our Parish suggests there is an increasing need for people to be able to park commercial vehicles at home. We would therefore like to see consideration being given to providing some convenient communal space for such vehicles. It is unclear whether the courtyard parking facilitates van parking and caravan parking (if indeed this is permitted). With the Covid pandemic encouraging staycations, unauthorised caravan and boat parking could be an issue in future. 30. We note the lack of private driveways. This has the potential to exacerbate on-road parking and detract from the parking plans envisaged. 31. MPC would therefore welcome the following parking planning conditions: • Where individual unallocated visitor spaces are provided, these should not be adjacent to individual houses, rather they should be in a separate cluster • Where car ports are provided instead of garages, alternative storage provision should be no smaller than say 2/3rd of a single garage in size, appropriate to the size of house • Courtyard parking spaces should be wide enough to

discourage parking across two spaces • More soft landscaping should be incorporated in the courtyard parking areas • There should be some communal parking spaces to facilitate larger vehicles • Incorporate vehicular charging points on street lighting columns, and • Regulate parking through restrictive covenants for the benefit of all the residents. 7/10 Noise Mitigation 32. We note Outline Planning Condition 60 and paragraphs 5.33 – 5.42 of the Developer’s Reserved Matters Planning Statement. We note that upgraded ventilation and glazing will be incorporated in the build design to make the dwellings fronting the A12 and Ipswich Road noise compliant, and that careful consideration has been given to internal room orientation and layout, and that the noise studies have been completed. 33. We ask that all noise should be tackled at source. Further, that the Developer’s studies on noise take in to account future traffic noise from the A12. We draw attention to the Sizewell construction period of 20 years (a decision whether to proceed is expected by 14th April 2022), with its predicted additional movements of up to 1400 HGVs and LGVs along the A12xi, ambient noise from an occupied site, the increased noise from the construction of the site and noise from the speedway track to the south of site W1 (clearly visible on online satellite views). The speedway noise carries over a wide area and will be intolerable for residents living close by. The hours of use appear to be unregulated. Currently noise from the speedway track can be heard throughout the Parish. 34. MPC would welcome the following planning conditions: • That any noise attenuation scheme takes in to account these additional noise sources and contains a mechanism to mitigate any noise test failures • That the Local Planning Authority liaises with Suffolk County Council to take this opportunity to upgrade the A12 using quiet road surface technology to abate the road noise from current and future traffic affecting the site. This has been done recently with sections of the A14, and • Noise measurement at source to monitor the noise of the A12 and Ipswich Road throughout and beyond the Phase 1 construction period. Sustainable Transport 35. Outline Planning Condition 26 was imposed to ensure residents have storage for bicycles as an integral part of a sustainable transport system. We welcome the provision of secure cycle stores within most garages or gardens, in addition to communal cycle stores for the apartments. It is unclear whether the communal cycle storage and garden cycle stores will be sensor-activated lit facilities. 36. MPC would welcome the following planning conditions: • Provision of cycle and mobility scooter storage in a timely manner preferably before first occupation • Dropped kerb provision at major intersections to assist pedestrians, cyclists and mobility scooter users to cross roads • Wherever possible, physical separation of cyclists, scooter and pedestrian routes from vehicular traffic and from one another, and • Links to the wider cycle network should be comprehensive and in place prior to first occupation of the first phase delivered be it Phase W1 W1a E1or E1a. 8/10 Refuse Strategy 37. We would like to see communal recycling facilities provided as the development progresses. 38. In each of the Design Compliance Statements, the Developer provides a refuse strategy plan. It is unclear whether these plans constitute the entire refuse strategy. If so, these do not provide sufficient detail to assess the adequacy of the strategy. If not, we would welcome clarification which documents do comprise the full strategy. 39. We say this because there does not appear to be a refuse storage plan as required by Outline Planning Condition 25. A lack of an adequate, appropriate, dedicated, refuse storage space for the days between refuse collection, can easily and greatly detract from the predicted street scene. 40. MPC would welcome the following planning conditions: • Establish and name the documents comprising the refuse strategy • Ensure the refuse storage plan works for private dwellings • State how the Developer intends to reduce waste on site • Mark out ‘wheelie bin storage’ spaces to discourage bins being left in parking spaces and on the street, and • Ensure the collection and storage plans comply with the new Environment Act and the 2021 Waste Management Plan for England xiii . Landscaping and ecology 41. In line with the current thinking on the preservation of dark skies xiv and ESC Policy SCLP 10.4, we note the site is adjacent to the Area of Outstanding Natural Beauty and the River Deben Special Protection Area, Site of Special Scientific interest and RAMSAR sites, and we would welcome early sight of the

development lighting plan. We invite the inclusion of the latest lighting technology for the courtyard lighting and street lighting to mitigate light pollution and to preserve the existing dark skies. 42. We note there will be a tree lined boulevard, said to provide a sense of enclosure with the help of density, scale and massing. xv Especially in the high-density areas of W1 and W1a behind the boulevard, more could be offered by way of landscaping. We question whether the current landscape plans will deliver the street scenes as depicted, front or rear. 43. We draw attention to Outline Planning Condition 12 which requires a planting schedule for private dwelling front, rear and unenclosed side gardens. We would welcome more native tree species being planted, including in gardens (provided they are appropriate to the size of garden and a suitable species). A variety of native, climate resilient, tree species will improve the back garden street scene and break up the courtyard parking scene. Back street scenes are important contributors to good design; they are equally important as the front street scenes, the estate entrance and boulevard design. 44. The Developer has advised us that "Beyond the home, Taylor Wimpey has a sustainability strategy for the introduction and safeguarding of wildlife which goes beyond Local Authority Requirements. Provision of increased numbers of Bat and Bird Boxes, Hedge Hog Highways (provision of holes in fences 9/10 to create a network of foraging routes) as well as a focus on biodiversity Net Gain amongst others" We welcome this ecological sustainability and wish early sight of the Developer's biodiversity strategy and climate change targets as mentioned by the Developer in its presentation on Friday 15th October 2021. We wish to see the strategy being delivered in practice. We would also invite the inclusion of swift bricks in to the palette of build materials. 45. We note the phasing timings within Condition 9 of the Outline Planning Permission and request the Planning Authority monitors them. 46. MPC would welcome the following planning conditions: • The inclusion of a lighting policy befitting the special landscape character of the development • The inclusion of scattered orchards • Incorporating swift bricks • More tree planting, including those of a suitable species and appropriate to the size of garden, in more small planting spaces • More soft landscaping to improve the courtyard and back street scene, and • A full set of habitat conditions. Water Supplies 47. This is a water-scarce region. Therefore, we would like to know the strategy to preserve the water supply interests of current residents. We would like to draw attention to the fact that some residents and businesses within the Parish currently rely on ground water supplies from bore holes and wells. 48. We would welcome further detail of how it is proposed individual householders will collect and harvest their own water. Management of the community space 49. Ongoing management of the communal assets and space is important to the current community as well as the future community. Outline Planning Condition 20 requires the detail to be included in the Welcome Pack. We would welcome the detail of the management plans being made available at this Phase. The community spaces could be adopted by the Local Authority, or the Parish Council might consider doing so should the funding and conditions be agreed. Alternatively, a management company could be appointed, although residents would need the means and encouragement to take over the company. Conclusion 50. Thank you for taking our observations and recommendations into consideration. We trust they will be read in the spirit of constructive input with which they are intended. There is much to be welcomed in these proposals, and Martlesham Parish Council looks forward to working closely and collaboratively with the Developer and the Local Planning Authority."

Consultee	Date consulted	Date reply received
Melton Parish Council	8 September 2021 13 September 2021 14 February 2022	9 September 2021
Summary of comments: "Melton Parish Council Planning and Transport Committee considered this application at its meeting on 8 September 2021 and has no comments to make."		

Consultee	Date consulted	Date reply received
Newbourne Parish Council	8 September 2021 13 September 2021 14 February 2022	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
Rushmere St Andrew Parish Council	8 September 2021 13 September 2021 14 February 2022	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
SCC County Archaeological Unit	8 September 2021 13 September 2021 14 February 2022	2 December 2021
Summary of comments: "Archaeological work has been secured on the site through conditions on the outline consent (DC/17/1435/OUT), and a mitigation strategy. We therefore do not have particular comments on the reserved matters applications for the areas in question save that work is undertaken in accordance with the strategy/conditions. However, we would echo the comments provided by Historic England in response the consultation, regarding consideration/safeguarding of designated and non-designated heritage assets through the CMP etc."		

Consultee	Date consulted	Date reply received
SCC Ecology	8 September 2021 13 September 2021 14 February 2022	9 September 2021 13 September 2021 14 February 2022
Summary of comments: "Unfortunately, we are unable to look at such applications in detail so we have set out our general advice below. Information submitted: We fully expect that any necessary Ecological Surveys and Reports have been carried out in accordance with BS42020 and CIEEM Report Writing Guidelines, by a Suitably Qualified Ecologist using best practice methodologies and at an appropriate time of year. Field and desk-top survey results must be adequate and up to date in accordance with Natural England Standing Advice, provide a summary of all species and habitats likely to be affected by the proposals, and any ecological constraints should be clearly identified. Likely ecological effects: The application must describe all likely impacts on Protected and Priority		

Habitats and Species, to include assessments on the significance of any potential impacts, whether they are capable of being mitigated and whether the mitigation hierarchy has been applied. Use of the Mitigation Hierarchy: It is essential that any work, including cutting back or removal of ecological features (such as – but not limited to - trees and hedgerows) follows the following protocol: Avoidance Mitigation Compensation Enhancement Avoidance: Strenuous efforts must be made in planning any project or development to avoid loss or damage to any ecological feature. These features are valuable in so many ways, not least in the ecosystem services that they offer. Mitigation: If removal or cutting back of any feature is the only option available, then harm must be mitigated by undertaking the appropriate surveys for, e.g., breeding birds, bat roosts or other Your Ref: DC/21/4005/ARM Our Ref: SCC/ECO/090921/SP Date: 09/09/21 Enquiries to SCC Ecology Email: ecology@suffolk.gov.uk 09 September 2021 East Suffolk Council Suffolk House Station Road Melton Woodbridge IP12 1RT essential bat habitat, floral interest and so on. Surveys must meet the appropriate guidelines for best practice (see, e.g., CIEEM website) and be carried out by suitably qualified and experienced personnel. The application must explain how mitigation will address the likely impacts of the proposal and identify key timing issues to protect biodiversity that may constrain the development. Mitigation proposals must be robust and likely to be effective. It is expected that detailed mitigation proposals will be secured through appropriate planning conditions e.g., a Construction Ecological Management Plan (CEMP) and the long-term management secured by way of a Landscape and Ecological Management Plan (LEMP). Compensation: The loss of any natural feature must be compensated for. This means that, for example, if there is no alternative to removal of a mature tree, at least three appropriate (suitable species and provenance) trees must be planted elsewhere, as close as possible to the removed feature, two such trees for an immature specimen and one-for-one for saplings. Enhancement: It is a SCC requirement that all projects and developments deliver Biodiversity Net Gain. The site must be surveyed to establish a baseline (and all data sent to Suffolk Biodiversity Information Service, SBIS) and a Landscape Plan provided showing how Biodiversity Net Gain will be achieved. Such a plan must also show full details of monitoring and maintenance (including replacement where necessary). By following the mitigation hierarchy set out above, it is to be hoped that developments will be delivered in the most sustainable way possible, always seeking to deliver the maximum gain for our wildlife and habitats as they are so vital to our health and wellbeing and an essential tool in tackling the declared climate emergency. Legislation: The application must justify how the proposals are in accordance with the relevant wildlife legislation, which is extensive and far reaching and the penalties for failing to abide by it are most serious. Biodiversity Net Gain We fully expect any proposed development to result in a Biodiversity Net Gain as stated in Section 15 of the National Planning Policy Framework (HM Government, February 2019). Conclusion/Recommendations: It is essential that the mitigation hierarchy protocol is followed, to protect and enhance biodiversity. We fully expect any proposed development to be compliant with all relevant legislation and to result in a Biodiversity Net Gain as stated in Section 15 of the National Planning Policy Framework (HM Government, February 2019).”

Consultee	Date consulted	Date reply received
SCC Highways Department	8 September 2021 13 September 2021 14 February 2022 24 March 2022	5 November 2021 2 March 2022
Summary of comments: No objection subject to conditions.		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	8 September 2021 13 September 2021 14 February 2022	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
East Suffolk Landscape Team	8 September 2021 13 September 2021 14 February 2022 24 March 2022	27 October 2021
Summary of comments: Comments included within reporting.		

Consultee	Date consulted	Date reply received
Waldringfield Parish Council	8 September 2021 13 September 2021 14 February 2022	22 October 2021 1 March 2022
<p>Summary of comments:</p> <p><u>1 March 2022</u></p> <p>"I have been examining available landscape drawings looking for any sign of changes to increase biodiversity of the proposals. The only new drawing relevant to landscape appears to be: JBA Soft Landscape Proposals 24.01.22 amended to new layout. This shows part of the east site. It does not have a schedule of plants but I assume this is the same as on the previous version and all planting appears as before. My criticisms are: 1 Not enough trees: Canopy deficiency Small number of trees which are mostly narrowly fastigate trees offering little canopy. Tight planting of ornamental hedges round all housing necessitating frequent trimming. No groups of native trees and shrubs. The drawing only shows a part of the East site so I assume the remainder is unchanged. 2 No relevance to local species: biodiversity deficiency The planting schedule is all as before therefore all the comments I made in the response of 22/10/21 still apply. Please note that Taylor Wimpey 'Strategy' states: "All new sites have planting that provides food for local species throughout the seasons" as quoted in the document from ecologists SES Part 2 environmental action plan. This strategy is not complied with in that few of the planted species will provide food for native species. Natural England comments Also I would draw attention to the comments from Natural England which makes many of these points on page 2 of its letter of 11 October 2021, plus a lot more, under other advice, Landscaping, and which I wholly endorse. "2) Other advice In addition, Natural England would advise on the following issues. Landscaping The detailed landscape proposals indicate a large number of ornamental shrubs/trees which have little value for native wildlife. Ideally planting within residential areas would maximise benefits for biodiversity. Opportunities for enhancement might include: • Planting more trees characteristic to the local area to make a positive contribution to the local landscape. • Using native plants in landscaping schemes for better nectar and seed sources for bees and birds". This would require a re-think of the layout as in the current design no room is left for wildlife apart from narrow strips between hard areas. Biodiversity here seems to be providing a lot of boxes but little 'natural' habitat. 3 No trees or climbers within gardens and none (apparently) to be offered In conclusion The canopy effect will</p>		

be very sparse even if all the trees grow to maturity. The 5m circles indicated would not be achieved with these narrow growing species so they are misleading. There is no relationship between the coastal location in Suffolk, with low rainfall and extremely sharp drainage, and the proposed vegetation on site. These proposals could just as easily be in any county in England. There are few 'native species' included and these are clones or varieties not the native growing ones e.g. clones of field maple and birch. In all the plans are not relevant to current thinking regarding tree canopy to help modify climate and provide shade and belong in the days when stretches of massed ornamental shrubs were carpeted out in housing areas."

#### 22 October 2021

"We would like to thank the officers from ESC and the representatives of the applicants for organising and attending the two virtual meetings held on October 15th. Both meetings were extremely helpful. Most of the issues we wish to raise apply to each/all of the applications listed above and this response is sent in respect of each of the 4 ARMs. Our comments are based primarily on assessing the information included in these applications against conditions in the Outline Planning Permission DC/17/1435/OUT. We have arranged our comments by topic. 1. Access The applications include statements that are ambiguous and in some cases contradictory, here are some examples: "The main access to the Site is from Ipswich Road located on the southeast. A further vehicular access is proposed from the Boulevard Spine Road which links to the main access via the proposed primary road." (DCS Phase E1, §3.13). (Our emphasis). It is not clear from the above paragraph whether the reference to the "Site" relates to the entire Brightwell Lakes site or just the area of phase E1. Also it doesn't specify if the access to Ipswich Rd is the East Ipswich Rd access or the West Ipswich Rd access. "The main vehicular route into Phase E1 is located on the south-east providing access to Ipswich Road and the wider highway network. A secondary access is to be created from the Spine Road ..." (Phase E1 Planning Statement, §3.3) (Our emphasis). In more recent discussions with the applicants we have been informed that "Once occupied, residents will only be able to access the site via the new A12 junction and the Eastern Ipswich Road access points." (Our emphasis.) Is this the entire Brightwell Lakes site or just the area of phase E1? "Alongside new point of access which in the short term will provide a temporary exit route for construction traffic but over the lifetime of the development be converted into an emergency access point only." (Phase E1 Planning Statement, §5.59) (Our emphasis). Subsequent discussions with the applicants indicated that the above paragraph is referring to West Ipswich Rd access but this is not clear from the statements in the ARMs. Is this to be seen as VOC of Condition 43, or is it an error? We would ask that the ARMs are amended to ensure that there is complete continuity and consistency across all the statements on the matter of the access routes within the ARMs in order to comply with outline planning consent conditions and avoid misunderstandings/confusion. The outline planning permission is clear that the primary access point is to be a new traffic signal controlled 3 way junction on the A12 between the existing Foxhall Road and BT roundabouts. Two secondary access points are proposed onto the Ipswich Rd. 2. Charging Points for Electric Vehicles The move towards electric vehicles (EVs) has accelerated considerably since the outline planning consent in 2018. The UK Government intends to pass legislation (which will come into law in 2022) which will mandate EV charging points on all new buildings: "We will publish our consultation response on requiring all new residential and non-residential buildings to have a charge point, and we intend to lay legislation later this year," (Department for Transport Minister Rachel Maclean. <https://earth.org/uk-to-be-first-country-to-require-new-homes-to-have-built-in-ev-chargers/>) We are not planning lawyers but this would seem to override the now outdated planning condition 64. "Prior to the submission of the 1000th dwelling for layout reserved matters approval, an electric vehicle charging strategy shall be submitted" (Planning Condition 64). Even without the anticipated new legislation this planning condition has been overtaken by the rapid development of technology and sales and is now in



conflict with: “ESC Policy SCLP7.2. c) Proposals involving vehicle parking will be supported where they take opportunities to make efficient use of land and they include: c. Appropriate provision for vehicle charging points and ancillary infrastructure associated with the increased use of low emission vehicles;” This is referred to in the both the E1 and W1 Planning Statements, §4.18. However, there is no mention in any of the four ARMs of charging points for electric vehicles, either attached to the houses or in the parking courtyards, or on the street. Given that all new cars sold from 2030 onwards are to be EVs, it is essential that all homes and all parking courtyards have EV charging points. If the charging strategy (let alone the actual charging points) is delayed until plans for 1,000 houses have been submitted, that will be far too late. What would happen to the plots that have already been built? Either they would be left without public charging points, or charging points would have to be retro-fitted, which would be disruptive and expensive. We appreciate there are complications with management companies and a rapidly changing technology, and that charging points are covered by building regulations rather than planning, but feel that a general statement of strategy from both ESC and the applicants would be helpful.

3. Street Lighting There is no mention of street lighting and the need to avoid light pollution. There are some welcome statements in the Environmental Action Plan, Appendix 6: CEMP Ecology Method Statements, Protection from lighting disturbance, but this is solely about the construction phase (CEMP = Construction Environmental Management Plan). Following subsequent discussions with the applicants we understand that the details of the external lighting will now be submitted as an addition to the ARMs to comply with condition 61 “As part of each layout reserved matters application, details of external lighting to be installed ... shall be submitted to and approved” (Planning Condition 61) We would ask that consultees are given the opportunity to comment on these later submissions.

4. Construction Phases Apart from the ecological constraints described in the CEMP, there doesn’t seem to be anything about how the construction phases will work. How will the building materials, lorries, diggers, etc. access the site? What volume of construction traffic is predicted along the Ipswich Rd for the two main phases (E1 and W1)? Is the A12 access to be used for construction traffic? We appreciate that prior to any development taking place a Construction Method/Management Statement will be submitted for approval (Planning Condition 18), however it would be useful to have answers to these questions this stage, as they will have a profound impact on the traffic on the Ipswich Road and therefore on the residents of Waldringfield. We would like assurance that the public footpaths running along the south sides of both sites, E1 and W1 will remain open during construction.

5. Car Parking Since the tertiary roads within the phases are so narrow, it is essential that sufficient off-street and on-street parking laybys are provided, to prevent parking in the roadside, potentially blocking the road. We would ask for the parking provision to be broken down and shown by ARM areas rather than for the whole site. The off-street parking courts in the private parking areas appear to be isolated from the dwellings they are serving, and in many cases these areas are bordered by garden fences/hedges etc and so are not overlooked by the residents of the dwellings. We are concerned that, because of this layout, getting from the parking bay to the front door could be intimidating and possibly dangerous at night, particularly for women. We would wish to see the detailed lighting plan for these areas included in the plans to be submitted under item 3 above.

6. Energy Efficiency There appears to be no mention of the energy efficiency of the houses. Given that the Government is legally obliged to reduce the UK’s greenhouse gas emissions by 68% by 2030, and that housing contributes 18% of the UK’s emissions, it is essential that all new homes are built to the highest possible standards of energy efficiency. Will the houses have loft insulation? Cavity wall insulation? Double or even triple glazing? Solar PV panels? Heat pumps?

7. Phasing and Timing Although a phasing map is provided, there are no accompanying dates or even approximate timings. Some timings have been provided elsewhere, for example in the slides which were presented to the Brightwell Lakes Community Forum in June 2021, but without this information in the ARMs it is difficult to get a clear picture of how these four phases fit in to the bigger picture. We ask to be

provided, as part of the ARMs, a timing sequence of the start and completion dates of: • Ipswich Rd access West • Ipswich Rd access East • A12 junction • 'Spine' road (boulevard) • Phases W1, W1a, E1 & E1a • SANG (various areas) 8. Previously submitted but undetermined ARMs We understand from subsequent discussions with the applicant and ESC that the applicants are currently reviewing/amending the two extant ARMs DC/18/2774/ARM (infrastructure) and DC/18/2775/ARM (SANG), and that these revisions will shortly be submitted to ESC. We ask to be notified and invited to comment on the changes. 9. Phase E1a The Phase E1 Landscape Masterplan (JBA18/163-SK02) clearly shows the E1a area covering 9 houses, whereas all the other plans show E1a covering a much smaller area of just 3 houses. We have learnt in subsequent discussions that E1a will now consist of just 3 show houses. 10. Landscaping & Arboriculture WPC's Tree Warden has submitted comments on the landscaping and arboriculture aspects separately, and WPC fully endorses these."

"Waldringfield tree warden's comments on the submission for Brightwell Lakes Phases E1, W1, E1a and W1b 1 Overall concept The phases here detailed are residential developments, the first four areas of the several required to complete the site. The layout of these is necessarily quite tight incorporating houses and flats, garages and parking spaces, cycle storage, footpaths and roads. There are few opportunities left for landscape planting of trees, hedges, shrubs and herbaceous material, and grasses. However where these exist they have not been used to their full advantage. 2 Wildlife corridors Although mention has been made of wildlife corridors in past documents these now seem to consist almost entirely of the peripheral bridleways which are already in existence for the main part and the necessary open spaces or SANGs including the main one around the lake not yet fully designed. There is no attempt to take the wildlife corridor into the housing development where it might link up with gardens. In these layouts gardens do not back onto open areas but very largely onto other gardens meaning they are surrounded by tall (1.8m) grey closeboard fencing. The back gardens are turfed. There are no trees or climbers in the gardens whatsoever native or otherwise (see condition 12). 3 Proposed Trees Proposed trees are spaced 15m apart along both sides of main access roads. Trees within the development are a mere sprinkle. There are no groups of trees of different sizes and species. There are many dwellings within the development where there will not be a single tree visible from a window until residents (hopefully) start to plant them. 4 Tree canopy on maturity On the planting plan all proposed trees of whatever species or initial planting size are shown as circles of diameter 5m. It is not known at what stage of their development they are meant to be illustrated. However many are very narrowly fastigate trees. These are suited to restricted spaces such as city courtyards. There is a lot of the upright growing field maple *Acer campestre* Streetwise. This is predicted to reach a diameter of 3m after 25 years (using data from Hillier Nurseries). *Carpinus betulus* Franz Fontaine will reach 2.5 crown diameter, ornamental cherry *Prunus Amanogawa* only 1m wide after 25 years. Fastigate birch may make 1.5m wide spread and *Pyrus Chanticleer* (ornamental pear) 3m. Therefore all of these will be much narrower columns than shown on plan. Only *Acer Elsrijk* may reach 6m after 25 years and Liquidambar is predicted to reach 5m diameter. The others would be much smaller than the circles shown on the plans, half as big or less in some cases. These severely upright trees cast less shade, and are mostly without the contrast of more spreading forms as shown on the optimistic illustrative sections. They will not provide much leafy mass to complement the buildings. The exception Silver Birch is a native tree but shortlived. It has a limited lifespan of 60-80 years. There are very few shown although these are very good for wildlife supporting many insect species. 5 Species of trees selected The cultivar of Field Maple Streetwise is a clone. Therefore although providing food for wildlife in the seeds and leaves they are identical genetically which would mean a disaster if a disease struck. All the cultivars are genetically identical so similarly the cultivars of Hornbeam would be identical with each other. Among the tree species represented there are no oak, which is the main forest tree in this area in the woods bordering the larger overall site to the

north and west. There is no hazel, no willow, no holly and in fact there are no native shrubs whatsoever. It seems that the wildlife travelling through will not find much sustenance. There are no pines to tie in visually with the existing tree belt of Austrian Pine, with one exception.

6 Survival of trees This area has had severe droughts in the past few summers and these very tall rootballed specimen trees are going to need plenty of watering. Generally, smaller trees survive better. No watering system is specified. Either an underground fitted irrigation system or a water bag to deliver water over a period may be necessary to combat drought and see the survival of these trees. Examples exist nearby of tall specimen trees planted and subsequently dying in numbers (e.g. Silver Birch at BT Adastral Park) Liquidambar is a fine tree from North America. It prefers a well drained but moist soil.

7 Shrubs: maintenance All ornamental, these are planted in 1m wide bands around the housing. They are maintained by the contractor in the first year. After this there is no management plan that we know of so far. Do the residents clip them? There are topiary yews and bay in pairs at several of the entrances. Are these maintained by the resident or visiting contractors? This seems rather a quirky idea. If contractor, they may end up like the planting at nearby Martlesham Heath Retail Park which is all cut by hedge trimmer to the same height, often removing flowers and berries. Most of these shrubs will outgrow their position if not carefully maintained.

8 Use of poisonous shrubs There are quite a lot of varieties of spindle (*Euonymus*) in the planting which is close to footpaths and house frontages. The native spindle is highly poisonous in all parts. These foreign relatives of it are also marked as injurious, may cause skin irritation. It is used very widely throughout the site in many cases close to where pedestrians will walk and ultimately the residents may decide to cut these themselves and would have to handle the foliage.

9 Non-native shrubs The Taylor Wimpey Environmental Strategy states that 'all new sites (will) have planting that provides for local species throughout the seasons'. None of the many thousands of shrubs or hedges is a native species. While many have flowers and berries which may support our wildlife – *Choisya* and *Hebe* for example are good for bees when in flower – generally they are planted for their decorative foliage and do not provide 'food and shelter' for wildlife throughout the site. While not expecting a design with entirely British wild plants it is as though these have been excluded entirely.

10 Basin (in E1) This damp area receiving drainage from the swales is to be sown with a wetland wildflower and grass mix. It could be enhanced by adding a few groups of shrubby willows, dogwood and/or alder. This would increase its wildlife potential greatly.

11 Swales These are part of the Suds system and could provide useful habitat if they are maintained with the longer grass and flowers cut on a less frequent programme as described. The swales, about 8m long, are meant to be surrounded by shorter grass it would appear. I have not found a section drawing showing the depth and slopes of the swales.

12 Private gardens These are to be turfed and surrounded by fencing with no further planting.

13 Suggestions for greening the site A number of fairly easy things could be done to improve the appearance and wildlife potential of the new residential areas:

13.1 Residents with gardens could be offered a choice of small trees to plant in their gardens, such as Rowan, Crab Apple, Cherry Plum or varieties of domestic apple which would attract birds and bees into their gardens at the very least and soften the overall effect of the stark closeboard fencing.

13.2 Residents could also be offered a climber to go on their fence with a trellis attached for them (less work than clipping topiary) such as a climbing rose, clematis or honeysuckle, or an ornamental ivy, which they could select from. These would all provide nesting sites and soften the appearance of so many fences.

13.3 Street trees which are 15m apart could be at least doubled in number and do not have to be entirely fastigate. The narrow forms suit tight spaces, they are not necessary where the trees have plenty of space all around them. Whitebeam, Rowan, Crab apple, Wild Pear and larger growing trees such as Wild Cherry, Small Leafed Lime, Oak and Scots Pine could be placed where space permits.

13.4 Native hedges could be incorporated in some areas including fruiting plants for wildlife such as hawthorn, elderberry, dogrose, cherry plum, dogwood, holly, which all grow in the area.

14 In conclusion The plans are disappointing on a number of fronts. Wildlife and nature seem to have been far from the minds of whoever drew up

the plans. The canopy effect will be very sparse even if all the trees grow to maturity. There is no relationship between the coastal location in Suffolk, with low rainfall and extremely sharp drainage, and the proposed vegetation on site. These proposals could just as easily be in any county in England. There are very few native species included.”

Consultee	Date consulted	Date reply received
Woodbridge Town Council	8 September 2021	7 October 2021
	13 September 2021	2 March 2022
	14 February 2022	8 March 2022

Summary of comments:

8 March 2022

“It was agreed to make No Comment on this application.”

2 March 2022

“It was agreed to make No Comment on this application.”

7 October 2021

“In July 2017 Woodbridge Town Council recommended refusal of application DC/17/1435/OUT due to concerns about the suitability of the site for development and the likely negative impact to the already congested A12 at Martlesham which is the primary access route for Woodbridge residents and visitors travelling to and from the south and west. Four years on, with extensive further retail and commercial development east of the A12 north of this development at Martlesham Heath Business and Retail Park, we have reviewed that position in the light of the four applications DC/21/4002-4005/ARM . Woodbridge Town Council consider that the mitigation proposals contained within the applications for managing and minimising traffic flows to and from, as well as within this development are inadequate both in terms of extent and timetabled implementation strategy during the stages of development of the land south and east of Adastral Park. Our concerns are exacerbated by the expected increase in traffic movements on the A12, up to around 2036, as published by the Applicant for Sizewell C at the for Sizewell C DCO Examination. Woodbridge Town Council ask that, if ESC is minded to approve the applications, ESC require prior to approval further details on how the Applicant will encourage non-vehicular and public transport movements of residents between the development and the retail/commercial facilities at Martlesham Heath Business and Retail Park. We consider the Applicant proposals do not currently positively encourage walking and cycling and there is no provision for direct off A12 bus services to the facilities. We consider the application requires as a minimum a detailed strategy for mitigation against a potential increase in short distance car journeys to retail and commercial facilities Woodbridge Town Council are deeply concerned by the lack of detail in the application on the above and other aspects, notably drainage as highlighted by Suffolk County Council. The Committee echoes the comments of Kirton and Falkenham Parish Council. The Climate and Ecological Emergency Committee have commented to the Planning Committee that they have the following ecological and environmental concern alongside the matter of sustainable transport strategy as mentioned above; - We would ask that if ESC is minded to approve the applications a condition is included to extend the period until the end of July for which protection is provided to nesting birds in the development areas, - We further recommend, if ESC is minded to approve the applications, that a condition is added that no artificial interference to nesting birds such as the pre netting of trees and hedgerows would be permitted on the development areas. In general, we

are deeply concerned by the lack of detail in the application and therefore, with all of the above considered, recommend REFUSAL of this application.”

Consultee	Date consulted	Date reply received
SCC Rights of Way	N/A	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
East Suffolk Housing Development Team	24 March 2022	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
Police - Design Out Crime Officer	24 March 2022	No response
Summary of comments: No response.		

Consultee	Date consulted	Date reply received
SCC Flooding Authority	21 February 2022	11 March 2022
Summary of comments: No objection subject to conditions.		

## 5. Publicity

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

Category	Published	Expiry	Publication
Archaeological Site	16 September 2021	7 October 2021	East Anglian Daily Times

## 6. Site notices

6.1. The application has been the subject of the following site notice:

General Site Notice	Reason for site notice: May Affect Archaeological Site Date posted: 20 September 2021 Expiry date: 11 October 2021
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## **7. Planning policy**

7.1. National Planning Policy Framework (NPPF).

7.2. The development plan comprises the East Suffolk Council – Suffolk Coastal Local Plan (adopted on 23 September 2020) (“local plan”) and any adopted neighbourhood plans. The relevant policies of the development plan and supplementary planning documents are listed in the section below and will be considered in the assessment to follow.

- SCLP5.8 - Housing Mix (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP5.10 - Affordable Housing on Residential Developments (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP7.1 - Sustainable Transport (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP7.2 - Parking Proposals and Standards (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP8.2 - Open Space (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP9.2 - Sustainable Construction (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP9.5 - Flood Risk (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP9.6 - Sustainable Drainage Systems (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP9.7 - Holistic Water Management (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP10.1 - Biodiversity and Geodiversity (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP10.2 - Visitor Management of European Sites (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP10.3 - Environmental Quality (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP10.4 - Landscape Character (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

- SCLP11.1 - Design Quality (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP11.2 - Residential Amenity (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP11.3 - Historic Environment (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- SCLP11.7 - Archaeology (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)
- The Historic Environment Supplementary Planning Document (2021)

## 8. Planning considerations

### Principle of development

- 8.1. The principle of development has been established via the hybrid planning permission, which approved in part the construction of *'for up to 2000 dwellings, an employment area of 0.6ha (use class B1) primary local centre comprising use class A1, A2, A3, A4, A5, B1, C3, O2) secondary centre (comprising possible use classes A1, A3 and A4), a school, green infrastructure (including Suitable Accessible Natural Green space (SANGs) outdoor play areas, sports ground and allotments/community orchards), public footpaths and cycleways, vehicle accesses and associated infrastructure.'*
- 8.2. The outline planning permission set parameters for how the development should be achieved, which included:
  - up to 2000 dwellings;
  - an employment area of c. 0.6ha (use Class B1);
  - a primary local centre (comprising use Classes A1, A2, A3, A4, A5, B1, C3, D1 and D2);
  - a secondary centre (comprising possible use Classes A1, A3 and A4);
  - a school;
  - green infrastructure (including Suitable Accessible Natural Greenspace (SANGs), outdoor play areas, sports ground and allotments/community orchards);
  - public footpaths and cycleways;
  - vehicle accesses; and,
  - associated infrastructure.
- 8.3. This reserved matters submissions should build upon these established principles, as well as the approved plans and documents of the outline permission, to shape the detail and form of development within this specific parcel.
- 8.4. The details under considered in this submission relate to the following – as set out by the outline permission:
  - **Appearance:** Aspects of a building or place which affect the way it looks, including the exterior of the development, including *the alignment, height and materials of all walls and fences and other means of enclosure*

- **Landscaping:** The improvement or protection of the amenities of the site and the area and the surrounding area, including a landscape plan, proposed planting, the means of forming enclosures, the materials to be used for paved and hard surfaces and the finished levels in relation to existing levels, and means of future maintenance.
- **Layout:** Includes buildings, roads, footpaths and cycleways, 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, and density.
- **Other:** Character banding, access strategy, landscaping details, building materials, boundary treatment, recycling/bin storage, arboricultural impact and tree survey, earthworks strategy, details of estate roads and footpaths, surface water drainage and noise attenuation.

#### *Building height and density*

- 8.5. The outline planning permission establishes the building heights for entire Brightwell Lakes scheme, under the approved drawing 'Environmental Statement - Parameter Plan 2: Building Heights', which has regard to the impact of development on the nearby existing development, public rights of way, the Suffolk Coast Area of Outstanding Natural Beauty (AONB), surrounding landscape character and visual receptors.
- 8.6. The site falls under 'Height Zone 3', which can include buildings up to 3 storeys (with a maximum building height of +14m to ridge level above proposed ground level), and buildings up to 4 storeys (+16.0m) for landmark buildings in key locations. The residential development proposed for Phase E1a comprises three two-storey dwelling houses, which are compliant with the defined parameters.
- 8.7. It also accords with the Residential Density Parameter Plan of the outline permission, which prescribes 'low density' development, of between 20-30 dwellings per hectare.

#### *Density*

- 8.8. The principles of site-wide development densities were approved by a density parameter plan. In this particular location, development along the Spine Road frontage will comprise a higher density to provide a sense of enclosure, with other parts of the phase being slightly lower density. Overall, this particular phase will provide an average density of 27 dwellings per hectare.

#### *Character*

- 8.9. A full explanation of the design ethos for the residential development at Phase E1a, and how the proposals have evolved and informed by the approved documents and parameters of the outline permission, is set out within the accompanying Design Compliance Statement. The design principles for the development have sought to respond effectively to principles set out in the approved Design and Access Statement and the approved Character Banding Plan. They were further evolved through the course of the reserved matters pre-application stage, through discussions with Officers, which informed various revisions to the design of the development.



- 8.10. The Character Banding Plan approved under the outline planning permission, identifies Phase E1a as falling under the 'Ipswich Road Edge' character area. The proposed frontage of the proposal faces the southern green corridor, existing tree-belt and Ipswich Road.
- 8.11. Key characteristics of the Character Area applicable to the Phase E1a site include:
- Building frontages overlooking and facing onto the green buffer to create a safe environment;
  - Low density residential buildings;
  - Dwellings up to 2 storeys;
  - Shared surface treatment to create a pedestrian friendly environment with minimal traffic in close proximity to the green buffer and associated ecological features.
- 8.12. The proposed house typology is formed of two storey detached dwellings, comprising high quality materials including contemporary grey buff brick combined with off white render and grey slate colour tiles. All private drives are to be block paved Plot frontages will be either fully narrow planted with ornamental shrub or shrub/hedge and grass and will incorporate smaller trees such as Prunus 'Amanogawa'. Boundary treatments include light grey stained timber fencing and low hedges along the front and side elevations of plots fronting onto public spaces, hedges and low-level planting will also be used in appropriate locations to add character to the streetscene.

#### *Layout*

- 8.13. The proposed layout of the development is informed by the site's constraints and opportunities, in particular the surrounding landscape features, site edges and neighbouring phases (e.g., the all-through school to the east). The applicant notes that the layout is informed by the approved Parameter Plans and has evolved further following discussions with the local planning authority at pre-application stage.
- 8.14. East Suffolk Council's design and conservation team have reviewed the submission and have advised the following in relation to E1 and E1a collectively:

*"As you know, I provided you with detailed comments on the original applications in November last year, following which we met with the agent to review them on December 7th 2021. Although supportive of the applications in general and in most detail, I did highlight specific areas of concern, where a minor revision was merited, and areas of omission that I judged needed addressed.*

*The current applications include the applicant's response – the submitted Planning Statement Addendum indicates so. I provided combined comments for each application, as they relate to a single parcel, and will do so here. I shall, therefore, provide you with comment here only on those matters of concern and omission that I drew your attention to originally. I shall omit any preamble as unnecessary.*

#### *Lack of streetscenes to the boulevard and school frontage*

*I note that we have now received a streetscene drawing for the boulevard frontage which is helpful. This is a key elevation to the SANG and illustrates the approach proposed to this part of the boulevard which is the principal route through the Brightwell Lakes development. The drawing shows that the frontage will have a uniform design approach in terms of housetypes, materials (red brick) and elevational treatments, including for the*

*gabled plots. And that this frontage will contrast somewhat with the rest of the parcel (with its use of buff brick and white render). I consider this a positive approach, as it does enough to signal the key importance of the frontage to the SANG without compromising its integrity (or belonging) with the rest of the parcel behind. This is a successful outcome, but we wouldn't have known about it had we not asked for it to be illustrated. This drawing incorrectly shows a timber fence between plots 61 and 62 – the boundary treatment plan shows that this will be a 1.8m brick wall.*

#### *Lack of site sections*

*This original comment of mine has been addressed by the inclusion of a streetscene (D-D) which provides an illustration of the main access point into the parcel off the Ipswich Road access road. This – plus other streetscenes – does confirm what we were advised at our December meeting that the topography of this parcel does not include any significant slopes and is relatively level. The D-D streetscene is helpful and shows what I consider to be a pleasant, lower density layout of slightly dispersed character (that is, with good gaps between dwellings on the streetscene) and all of that is fine to go along with. What I do consider unfortunate, however, is the flank elevations of the same housetypes that present onto this street – see plots 43, 109 and 112. I do find these kind of what I call 'turn-out' elevations depressing, by which I mean, no design consideration has gone into their appearance – the windows just appear where they suit the plan layout with no thought to whether the resultant elevation is attractive or not. I'm not sure why I should really have to point this out, frankly, but it's the sort of indifferent streetscene effect we really want to avoid.*

#### *Front door designs*

*I note that the housetype designs have now been amended to include a more contemporary front door design that better relates to the character of the house designs across this parcel. Of course, the front door is a detail, only, but I welcome that this has been revised in response to my comments and the outcome is satisfactory.*

#### *Visitor parking provision*

*I note that the layout has been amended in relation to parking provision to comply with adopted standards (the County's, I assume), including for visitors. This confirmation is welcome. The submitted parking plan clearly shows the visitor parking annotated and being on-street. There looks to be good provision for it pepper-potted throughout the layout.*

#### *Boundary treatments abutting roads*

*I note that the revised boundary strategy now includes for all boundaries abutting roads and forming part of the streetscene to now be brick walls (instead of fencing). This is very welcome and will enhance the design quality of the layout considerably. I have checked the submitted Boundary Treatment Plan and advise that we require the following further amendments to be made: 1.8m brick walls in place of timber fencing between plots 1 and 2; 61 and 62. Inclusion of knee rails – I note that the same revised boundary strategy now includes for the use of knee rails to provide a boundary between private drives or the back edge of footpaths along the SANG, bridle way and also the boulevard. This was a suggestion, only, that I had made having seen the same arrangement to good effect elsewhere and I welcome this addition to the design here, which will enhance it. I am uncertain, however, why these are shown to be in metal, when all other knee rails that I*

have seen used elsewhere are in more attractive timber – why not that here? Timber is much easier to repair when damaged, as these features easily are by reversing vehicles.

*Materials schedule and specification*

*I have reviewed the submitted Materials Plan with particular focus on brick type specifications and those for roof coverings. I can confirm that these are acceptable and that some of the brick choices are of a particularly good quality – such as the Wienerberger, Forterra and Ibstock. I note that the drawing specifies these bricks and roof coverings with the caveat ‘or similar’. I understand the need to include such a caveat, due to materials supply issues that are still affecting the construction industry. We wouldn’t normally agree such an open-worded specification, but we will need to acknowledge some flexibility here.*

*Would it be possible to add an Informative to any consent to require agreement by exchange of correspondence (for the record) where any change in the specified material is proposed? This will allow us to then still have some control over final choices.*

- 8.15. Following initial comments raised, the applicant has updated boundary treatment plans (E1-SP05 Rev. E) to amend the timer fence between Plots 1 and 2 and Plots 61 and 62 to brick walls. Additionally, the annotation on the plans have been amended to confirm that the knee rails will be timber, rather than metal.
- 8.16. The revisions to boundary treatments and knee rail materials are accepted. However, the elevational treatment is as an area of unresolved concern. Whilst the point about plan layout is acknowledged, there are other ways to enhance the appearance of an elevation using materials, details or other architectural treatments, to create interest.

Housing provision

- 8.17. The E1a parcel provides three dwellings, comprising 2 x four-bedroom houses and 1 x five-bedroom house.

*Housing mix*

- 8.18. Given the spatial extent of the Brightwell Lakes proposal, and the manner in which the development will come forward in phases, it was agreed that it is appropriate to consider the proposed housing mix in the context of the wider site as a whole, rather than calculated per individual parcel. Due to varying site sizes, characteristics, uses and constraints, it is acknowledged an individual parcel may not necessarily achieve the required housing mix within its defined site. The delivery of the required housing provision will be assessed collectively throughout the development of each phase.
- 8.19. For context, the proposed mix across all four parcels (E1, E1a, W1 and W1a), which are pending consideration is as follows:

*Table 1: Overall housing mix across Phases E1, E1a, W1 and W1a*

Mix	Parcels W1 & W1a		Parcels E1 & E1a		Total	
	# of units	%	# of units	%	# of units	%
Private						
1 bed	3	2.6%	0	-	3	1.5%
2 bed	13	11.3%	6	6.8%	19	9.3%
3 bed	93	80.9%	34	38.6%	127	62.6%
4 bed	6	5.2%	36	41%	42	20.7%

5 bed	0	-	12	13.6%	12	5.9%
<b>Affordable</b>						
1 bed	38	47.5%	8	23.5%	46	40.3%
2 bed	42	52.5%	2	5.9%	44	38.6%
3 bed	0	-	14	41.2%	14	12.3%
4 bed	0	-	10	29.4%	10	8.8%
<b>Overall – 317 dwellings (114 affordable [35.9%])</b>						
1 bed	41	21%	8	6.6%	49	15.4%
2 bed	55	28.2%	8	6.6%	63	19.9%
3 bed	93	47.7%	48	39.3%	141	44.5%
4 bed	6	3.1%	46	37.7%	52	16.4%
5 bed	0	-	12	9.8%	12	3.8%
<b>Total</b>	<b>195</b>		<b>122</b>		<b>317</b>	

### Ecology

- 8.20. To accord with the requirements of Condition 14 (Environmental Action Plan) and Condition 15 (Environmental Statement) of the outline planning permission, a Part 2: Environmental Action Plan (EAP Part 2) and an updated Ecological Impact Assessment containing the results of updated surveys, have been prepared to support the submission and also relates to Phase E1a, W1 and W1a.
- 8.21. East Suffolk Council's ecologist has reviewed the Updated Ecological Assessment (SES, July 2021) and the Part 2: Environmental Action Plan Reserved Matters Phases E1, E1a, W1 and W1a (SES, July 2021) and is satisfied with the conclusions of the consultant.
- 8.22. In the absence of appropriate mitigation measures, the proposed developments will result in adverse impacts (of a range of severities) on a suite of ecological receptors including:
- Recreational disturbance impacts on national and international designated sites (all four phases);
  - Loss of Open Mosaic habitats (Phase W1 and W1a);
  - Impacts on retained semi-natural habitats from pollution events and lighting (all four phases);
  - Loss of rare flora including annual beard-grass, dittander, mossy stonecrop, clustered clover, corn spurrey, smooth cat's-ear and corn marigold (Phase W1 and W1a);
  - Spread of Japanese knotweed (Phase E1 and E1a);
  - Impacts on badgers during construction (all four phases);
  - Loss/disturbance of bat tree roost (all four phases);
  - Loss/fragmentation of bat foraging and commuting habitats (all four phases);
  - Loss of breeding and wintering bird habitats (particularly for breeding skylark and linnet) (all four phases);
  - Loss of invertebrate habitats (Phase W1 and W1a);
  - Loss of reptile habitat, killing/injury of animals (all four phases);
  - Impacts on hibernating common toad and hedgehog (all four phases).
- 8.23. However, the updated ecological assessment details measures which are adequate to mitigate the identified impacts. These include implementation of 25.1Ha of SANG (under planning application DC/18/2775/ARM); a financial contribution to the Suffolk Coast RAMS; production and implementation of a Construction Environment Management Plan

(CEMP) to control construction related impacts (including pollution controls, construction noise and lighting; construction impacts on individual species etc.); production and implementation of a Landscape and Ecology Management Plan (LEMP) to ensure long term beneficial management of the SANG and other areas of greenspace (as part of the Part 2: Environmental Action Plans); implementation of ecologically sensitive lighting; translocation of turves/plants of notable plant species to the SANG area; eradication of Japanese knotweed from the site; sensitive external lighting design; mitigation for removal of trees with bat roost potential; creation of new bat foraging/commuting habitats as part of SANG and new greenspace/landscaping; timing to avoid works impacting on nesting birds and mitigation measures to avoid impacts on reptiles.

- 8.24. Although the loss of open mosaic habitats will not be able to be fully mitigated, compensation will be achieved through the creation and long-term management of some such habitat, as well as other ecologically desirable habitats, as part of the SANG. The Updated Ecological Assessment also identifies that there will be an adverse impact on breeding skylark as a result of the loss of suitable nesting habitat from the overall development area, although the significance of this is predicted to be time limited due to the relatively recent increase in nesting activity at the site due to the reduction in quarrying and agricultural operations. However, this impact could be further reduced by the creation of offsite skylark nest plots or nearby arable land. This is something which should be explored by the applicant as the development phases progress to determine whether additional mitigation is deliverable.
- 8.25. The Updated Ecological Assessment also includes a suite of ecological enhancement measures, including provision of integrated bat boxes in at least 5% of new dwellings, provision of integrated bird boxes into at least 80% of new dwellings, provision of bug hotels in at least 20% of new dwellings, landscape planting using wildlife friendly species and the provision of 'hedgehog highway' holes in the bottoms of new garden walls and fences. These measures are set out in the Part 2: Environmental Action Plan Reserved Matters Phases E1, E1a, W1 and W1a document.

#### Flood risk

- 8.26. Suffolk County Council as the lead local flood authority have reviewed the following submitted documents and recommend approval, subject to conditions:
- Stantec, Technical Note, Surface and Foul Water Drainage Strategy for Phases E1 and E1A – Revision B, 332210596-2001-TN003B, 16/02/2022

*Note: It should be noted that Table 2 of the above Technical Note contains some errors regarding infiltration rates. However, the correct rates are stated and used in supporting plans and calculations.*

#### Highways

- 8.27. Access arrangements for the wider development were established at outline stage and are not for consideration under this submission, these are identified via the A12 and Ipswich Road, which link into the Central Boulevard Spine Road - a tree lined street and running through the centre of the site. The proposed layout for each phase is informed by the internal access arrangements and connectivity with the wider site.

- 8.28. The primary access to this parcel is via Ipswich Road, with a secondary access created from the Spine Road. It will involve a combination of enhanced and improved points of entry, which were previously associated with the previous quarry activities. Across the parcels of development, the road structure changes from primary, to secondary to tertiary roads, which branch out towards the core and edges of the development.
- 8.29. A parking and cycle strategy plan is included with this application, and has been designed in line with the requirements of the Suffolk Guidance for Parking – it incorporates the following features:
- Ensure vehicular parking is not a dominant feature in the public realm.
  - Private drives provide access to small number of units along the green edges.
  - Shared surfaces and private drives will have a pedestrian priority.
  - Urban frontages along the primary roads provide appropriate scale, height and enclosure to address the importance of these streets.
  - Streetscapes integrated with landscaping proposals to mitigate the visual impact of car parking.
  - Provision of on-plot parking, or off-plot parking located in a manner that provides a close and visible relationship with the dwelling.
  - Avoidance of parking courts wherever possible.

*Public rights of way*

- 8.30. Brightwell Lakes has a number of Public Rights of Way crossing the site which provides connections for users of footpaths and bridleways between the communities surrounding the site. Consequently, a key focus within the outline planning permission is the connectivity through the site for pedestrians, cyclists, horse riders and those using other forms of non-vehicular means of travel.
- 8.31. Enhancing the network of Public Rights of Way by ensuring the non-vehicular traffic in the form of walking and cycling is given priority on key routes such as the Central Boulevard Spine Road and the main points of access into Brightwell Lakes. Through providing priority access for non-vehicular movements, residents and visitors to the site will be encouraged to use sustainable modes of transport as their preferred choice for journeys at Brightwell Lakes.
- 8.32. The initial holding objection from the Highway Authority, along with comments raised in regard to the proposed design details, is yet to be fully resolved. The local planning authority is working proactively to ensure key revisions are accounted for to secure a well-designed scheme in accordance with policy and outline requirements. It is expected that this will be reported on further in the Committee update sheet.

Landscaping and open space

- 8.33. Strategic areas of open space are provided across the wider site, as part of the extensive green infrastructure provision, with a green corridor adjoining this parcel along its western edge. Additionally, pocket areas of public open space have also been incorporated into the layout of the site and have been designed and located in order to supplement key vistas, ensure natural surveillance and create green links with the surrounding green infrastructure.

- 8.34. Detailed landscape proposals have been prepared for the first phases of development at Brightwell Lakes, as illustrated on the Landscape Masterplan and Detailed Landscape Proposals for Phase E1a. These are also supported by a Measured Works Schedule to ensure that the necessary planting and landscape works are undertaken correctly.
- 8.35. Existing vegetation is retained and enhanced with native skyline and native character trees within the open spaces, site boundaries and wildlife corridors, which aims to help the proposed development blend into the wider landscape. The landscape proposals around the boundaries of the site have been prepared and designed to ensure that they provide an appropriate mix of species which are natural to the local environment and are resilient to climate factors over the lifetime of the development, it also provides linkages between residential areas and the wider green infrastructure network across Brightwell Lakes.
- 8.36. The East Suffolk council's landscape team have reviewed the submitted documents covering: Arboricultural Impact Assessment, Arboricultural Method Statement, Landscape Masterplan, Landscape Details Plans Landscape, and Schedule of quantities have advised that they are all acceptable. However, in light of the comments raised by Waldringfield Parish Council, further discussions will entail prior to determination to ensure the landscaping scheme is of the highest standard of quality.

## **9. Conclusion**

- 9.1. This reserved matters proposal has been informed by the parameters established within the outline planning permission. The suite of submitted material demonstrates that Phase E1a of the development promotes a high-quality design that responds positively to the characteristics defined by established parameter and character plans. The scale, appearance, and layout of the proposal is considered policy compliant, with the aim of providing a well-integrated and sensitively designed scheme, in terms of connectivity and green infrastructure.
- 9.2. Whilst there are still outstanding comments to address and the fundamental component of the submitted scheme is considered acceptable.

## **10. Recommendation**

- 10.1. Authority to approve subject to all outstanding statutory holding objections and other matters being resolved, and agreement of conditions.

***Conditions and informatives to be agreed upon receipt of all consultation responses and covered in the committee update sheet. However, based on the extent of conditions on the outline consent, conditions applied to the reserved matters application should be minimal.***

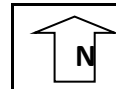
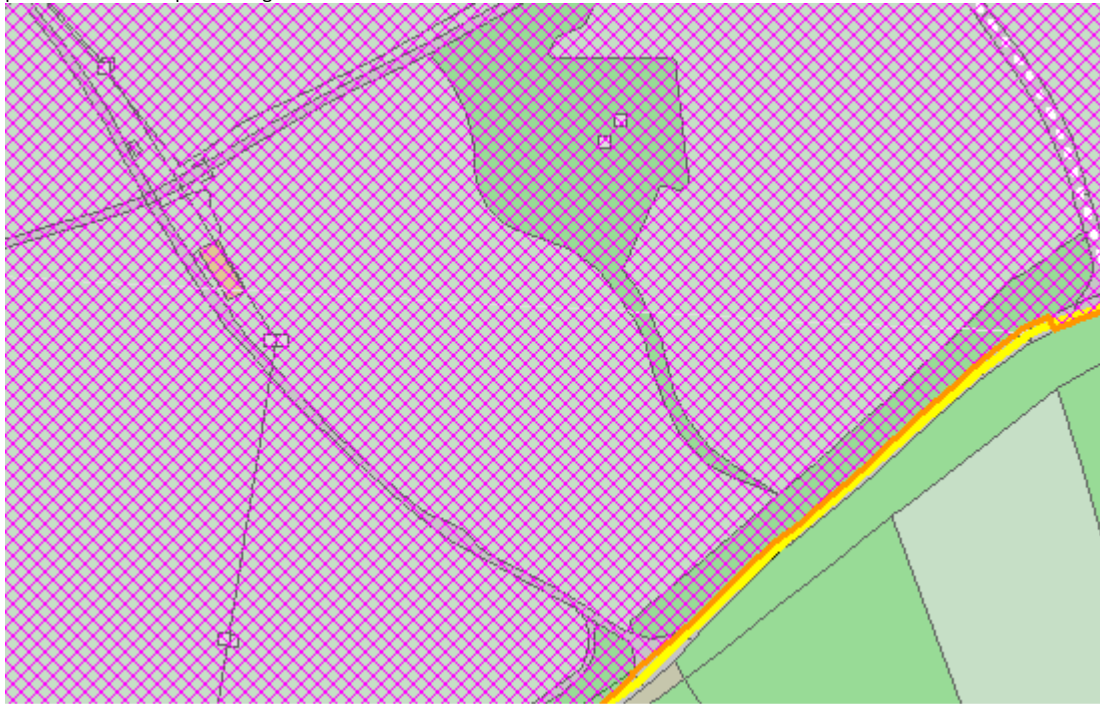
## **Background information**

See application reference DC/21/4005/ARM on [Public Access](#)

# Map

**DO NOT SCALE** SLA100019684

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## Key



Notified, no comments received



Objection



Representation



Support