



**East Suffolk House, Riduna Park, Station Road,  
Melton, Woodbridge, Suffolk, IP12 1RT**

# **Planning Committee South**

## **Members:**

Councillor Debbie McCallum (Chairman)  
Councillor Tony Fryatt (Vice-Chairman)  
Councillor Stuart Bird  
Councillor Chris Blundell  
Councillor Tony Cooper  
Councillor Mike Deacon  
Councillor Colin Hedgley  
Councillor Mark Newton  
Councillor Kay Yule

Members are invited to a **Meeting of the Planning Committee South**  
to be held in the Deben Conference Room, East Suffolk House,  
on **Tuesday, 27 July 2021 at 2:00 PM**

This meeting is being held in person in order to comply with the Local Government Act 1972. In order to comply with East Suffolk Council's coronavirus arrangements and guidance, the number of people at this meeting will have to be restricted to only those whose attendance is reasonably necessary.

Ordinarily, East Suffolk Council encourages members of the public to attend its meetings but on this occasion would encourage the public to watch the livestream, via the East Suffolk Council YouTube channel instead at <https://youtu.be/vhZix6YijpQ>.

If you do believe it is necessary for you to be in attendance we encourage you to notify Democratic Services, by email to [democraticservices@eastsuffolk.gov.uk](mailto:democraticservices@eastsuffolk.gov.uk), of your intention to do so no later than 12 noon on the working day before the meeting so that the meeting can be managed in a COVID secure way and the Team can endeavour to accommodate you and advise of the necessary health and safety precautions.

However, we are not able to guarantee you a space/seat and you are advised that it may be that, regrettably, we are not able to admit you to the meeting room.

An Agenda is set out below.

## **Part One – Open to the Public**

### **Pages**

**1 Apologies for Absence and Substitutions**

**2 Declarations of Interest**

Members and Officers are invited to make any declarations of Disclosable Pecuniary or Local Non-Pecuniary Interests that they may have in relation to items on the Agenda and are also reminded to make any declarations at any stage during the Meeting if it becomes apparent that this may be required when a particular item or issue is considered.

**3 Declarations of Lobbying and Responses to Lobbying**

To receive any Declarations of Lobbying in respect of any item on the agenda and also declarations of any response to that lobbying.

**4 East Suffolk Enforcement Action - Case Update ES/0848**

**1 - 17**

Report of the Head of Planning and Coastal Management

**5 DC/20/3890/OUT - Land at Redwald Road, Rendlesham, IP12 2TZ  
ES/0804**

**18 - 45**

Report of the Head of Planning and Coastal Management

**6 DC/20/5278/FUL - Land to the North and West of Garden Square  
and Gardenia Close, Rendlesham ES/0802**

**46 - 92**

Report of the Head of Planning and Coastal Management

**7 DC/21/2570/FUL - 175 Grange Road, Felixstowe, IP11 2PZ ES/0850**

**93 - 99**

Report of the Head of Planning and Coastal Management

**8 DC/21/2194/FUL - Lincolns Meadow, Brook Lane, Framlingham,  
IP13 9RH ES/0851**

**100 - 106**

Report of the Head of Planning and Coastal Management

## **Part Two – Exempt/Confidential**

### **Pages**

There are no Exempt or Confidential items for this Agenda.

Close



Stephen Baker, Chief Executive

### Speaking at Planning Committee Meetings

Interested parties who wish to speak will be able to register to do so, using an online form. Registration may take place on the day that the reports for the scheduled meeting are published on the Council's website, until 5.00pm on the day prior to the scheduled meeting.

To register to speak at a Planning Committee, please visit <https://www.eastsuffolk.gov.uk/speaking-at-planning-committee> to complete the online registration form. Please contact the Customer Services Team on 03330 162 000 if you have any queries regarding the completion of the form.

Interested parties permitted to speak on an application are a representative of Town / Parish Council or Parish Meeting, the applicant or representative, an objector, and the relevant ward Members. Interested parties will be given a maximum of three minutes to speak and the intention is that only one person would speak from each of the above parties.

If you are registered to speak, can we please ask that you arrive at the meeting **prior to its start time (as detailed on the agenda)** and make yourself known to the Committee Clerk, as the agenda may be re-ordered by the Chairman to bring forward items with public speaking and the item you have registered to speak on could be heard by the Committee earlier than planned.

Please note that any illustrative material you wish to have displayed at the meeting, or any further supporting information you wish to have circulated to the Committee, must be submitted to the Planning team **at least 24 hours** before the meeting.

For more information, please refer to the Code of Good Practice for Planning and Rights of Way, which is contained in the East Suffolk Council Constitution ( <http://www.eastsuffolk.gov.uk/assets/Your-Council/East-Suffolk-Council-Constitution.pdf>).

### Filming, Videoing, Photography and Audio Recording at Council Meetings

The Council, members of the public and press may record / film / photograph or broadcast this meeting when the public and press are not lawfully excluded. Any member of the public who attends a meeting and objects to being filmed should advise the Committee Clerk (in advance), who will instruct that they are not included in any filming.

If you require this document in large print, audio or Braille or in a different language, please contact the Democratic Services Team on 01502 523521 or email: [democraticservices@eastsuffolk.gov.uk](mailto:democraticservices@eastsuffolk.gov.uk)



**The national Charter and Charter Plus Awards for Elected Member Development**  
East Suffolk Council is committed to achieving excellence in elected member development  
[www.local.gov.uk/Community-Leadership](http://www.local.gov.uk/Community-Leadership)

## PLANNING COMMITTEE SOUTH

**Title of Report:**

**East Suffolk Enforcement Action– Case Update**

**Meeting Date**

**27 July 2021**

**Report Author and Tel No**

**Mia Glass**

**01502 523081**

Is the report Open or Exempt?

Open

## REPORT

The attached is a summary of the status of all outstanding enforcement cases for East Suffolk Council where enforcement action has either been sanctioned under delegated powers or through the Committee up until 24 June 2021. At present there are 10 such cases.

Information on all cases has been updated at the time of preparing the report such that the last bullet point in the status column shows the position at that time. Officers will provide a further verbal update should the situation have changed for any of the cases.

Members will note that where Enforcement action has been authorised the Councils Solicitor shall be instructed accordingly, but the speed of delivery of response may be affected by factors which are outside of the control of the Enforcement Service.

## RECOMMENDATION

That the report concerning Outstanding Enforcement matters up to 24 June 2021 be received.

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
EN08/0264 & ENF/2013/0191	15/01/2010	North	Pine Lodge Caravan Park, Hazels Lane, Hinton	Erection of a building and new vehicular access; Change of use of the land to a touring caravan site (Exemption Certificate revoked) and use of land for the site of a mobile home for gypsy/traveller use. Various unauthorised utility buildings for use on caravan site.	<ul style="list-style-type: none"> <li>• 15/10/2010 - EN served</li> <li>• 08/02/2010 - Appeal received</li> <li>• 10/11/2010 - Appeal dismissed</li> <li>• 25/06/2013 - Three Planning applications received</li> <li>• 06/11/2013 – The three applications refused at Planning Committee.</li> <li>• 13/12/2013 - Appeal Lodged</li> <li>• 21/03/2014 – EN's served and become effective on 24/04/2014/ 04/07/2014 - Appeal Start date - Appeal to be dealt with by Hearing</li> <li>• 31/01/2015 – New planning appeal received for refusal of Application DC/13/3708</li> <li>• 03/02/2015 – Appeal Decision – Two notices quashed for the avoidance of doubt, two notices upheld. Compliance time on notice relating to mobile home has been extended from 12 months to 18 months.</li> <li>• 10/11/2015 – Informal hearing held</li> </ul>	31/07/2021

					<ul style="list-style-type: none"> <li>• 01/03/2016 – Planning Appeal dismissed</li> <li>• 04/08/2016 – Site re-visited three of four Notices have not been complied with.</li> <li>• Trial date set for 21/04/2017</li> <li>• Two charges relating to the mobile home, steps and hardstanding, the owner pleaded guilty to these to charges and was fined £1000 for failing to comply with the Enforcement Notice plus £600 in costs.</li> <li>• The Council has requested that the mobile home along with steps, hardstanding and access be removed by 16/06/2017.</li> <li>• 19/06/2017 – Site re-visited, no compliance with the Enforcement Notice.</li> <li>• 14/11/2017 – Full Injunction granted for the removal of the mobile home and steps.</li> <li>• 21/11/2017 – Mobile home and steps removed from site.</li> <li>• Review site regarding day block and access after decision notice released for enforcement notice served in connection with unauthorised occupancy /use of barn.</li> </ul>	
--	--	--	--	--	---	--

					<ul style="list-style-type: none"> <li>• 27/06/2018 – Compliance visit conducted to check on whether the 2010.</li> <li>• 06/07/2018 – Legal advice being sought.</li> <li>• 10/09/2018 – Site revisited to check for compliance with Notices.</li> <li>• 11/09/2018 – Case referred back to Legal Department for further action to be considered.</li> <li>• 11/10/2018 – Court hearing at the High Court in relation to the steps remain on the 2014 Enforcement Notice/ Injunction granted. Two months for compliance (11/12/2018).</li> <li>• 01/11/2018 – Court Hearing at the High Court in relation to the 2010 Enforcement Notice. Injunctive remedy sought. Verbal update to be given.</li> <li>• Injunction granted. Three months given for compliance with Enforcement Notices served in 2010.</li> <li>• 13/12/2018 – Site visit undertaken in regards to Injunction served for 2014 Notice. No compliance. Passed back to Legal for further action.</li> </ul>	
--	--	--	--	--	---	--



					<ul style="list-style-type: none"> <li>• 04/02/2019 –Site visit undertaken to check on compliance with Injunction served on 01/11/2018</li> <li>• 26/02/2019 – case passed to Legal for further action to be considered. Update to be given at Planning Committee</li> <li>• High Court hearing 27/03/2019, the case was adjourned until the 03/04/2019</li> <li>• 03/04/2019 - Officers attended the High Court, a warrant was issued due to non-attendance and failure to provide medical evidence explaining the non-attendance as was required in the Order of 27/03/2019.</li> <li>• 11/04/2019 – Officers returned to the High Court, the case was adjourned until 7 May 2019.</li> <li>• 07/05/2019 – Officers returned to the High Court. A three month suspended sentence for 12 months was given and the owner was required to comply with the Notices by 03/09/2019.</li> <li>• 05/09/2019 – Site visit undertaken; file passed to Legal Department for further action.</li> <li>• Court date arranged for 28/11/2019.</li> </ul>	
--	--	--	--	--	--	--

					<ul style="list-style-type: none"> <li>• 28/11/2019 - Officers returned to the High Court. A new three month suspended sentence for 12 months was given and the owner was required to comply in full with the Injunctions and the Order of the Judge by 31/01/2020</li> <li>• Site visited. Case currently with the Council's Legal Team for assessment.</li> <li>• Charging orders have been placed on the land to recover costs.</li> </ul>	
EN/09/0305	18/07/2013	South	Park Farm, Chapel Road, Bucklesham	Storage of caravans	<ul style="list-style-type: none"> <li>• Authorisation granted to serve Enforcement Notice.</li> <li>• 13/09/2013 -Enforcement Notice served.</li> <li>• 11/03/2014 – Appeal determined – EN upheld Compliance period extended to 4 months</li> <li>• 11/07/2014 – Final compliance date</li> <li>• 05/09/2014 – Planning application for change of use received</li> <li>• 21/07/2015 – Application to be reported to Planning Committee for determination</li> <li>• 14/09/2015 – site visited, caravans still in situ, letter sent to owner requesting their removal by 30/10/2015</li> <li>• 11/02/2016 – Site visited, caravans still in situ. Legal advice sought as</li> </ul>	July 2021

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<p>to further action.</p> <ul style="list-style-type: none"> <li>• 09/08/2016 – Site re-visited, some caravans re-moved but 20 still in situ. Advice to be sought.</li> <li>• Further enforcement action to be put on hold and site to be monitored</li> <li>• Review in January 2019</li> <li>• 29/01/2019 – Legal advice sought; letter sent to site owner.</li> <li>• 18/02/2019 – contact received from site owner.</li> <li>• 04/04/2019 – Further enforcement action to be placed on hold and monitored.</li> <li>• Review in April 2021.</li> <li>• 13/04/2021 - Letter sent to owner to establish current situation</li> <li>• Given until the end of June to either comply or supply the Council with any other information</li> <li>• <b>Case being reviewed.</b></li> </ul>	
ENF/2014/0104	16/08/2016	South	Top Street, Martlesham	Storage of vehicles	<ul style="list-style-type: none"> <li>• 23/11/2016 – Authorisation granted to serve an Enforcement Notice</li> </ul>	31/08/2021

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> <li>• 22/03/2017 – Enforcement Notice served. Notice takes effect on 26/04/2017. Compliance period is 4 months.</li> <li>• 17/07/2017 – Enforcement Notice withdrawn and to be re-served</li> <li>• 11/10/2017 – Notice re-served, effective on 13/11/2017 – 3 months for compliance</li> <li>• 23/02/2018 – Site visited. No compliance with Enforcement Notice. Case to be referred to Legal Department for further action.</li> <li>• Notice withdrawn</li> <li>• 09/07/2018 – Notice reserved, compliance date 3 months from 06/08/2018 (expires 06/11/2018)</li> <li>• 01/10/2018 – PINS has refused to accept Appeal as received after the time limit.</li> <li>• Time for compliance is by 06/12/2018</li> <li>• Site visit to be completed after the 06/12/2018 to check for compliance with the Notice</li> </ul>	

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> <li>• 07/12/2018 – Site visit completed, no compliance, case passed to Legal for further action.</li> <li>• 17/01/2019 – Committee updated that Enforcement Notice has been withdrawn and will be re-served following advice from Counsel.</li> <li>• 21/02/2019 – Authorisation granted by Committee to serve an Enforcement Notice. Counsel has advised that the Council give 30 days for the site to be cleared before the Notice is served.</li> <li>• 01/04/2019 – Enforcement Notice served.</li> <li>• 28/05/2019 – Enforcement Appeal has been submitted to the Planning Inspectorate.</li> <li>• Start date has now been received, Statements are due by 12/12/2019.</li> <li>• Awaiting Planning Inspectorate Decision</li> <li>• Appeal Dismissed with variations. Compliance by 20 January 2021</li> </ul>	

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> <li>• Site visit due at end of January 2021.</li> <li>• 24/02/2021 – Visit conducted, some compliance, extension agreed until 24/05/2021</li> <li>• <b>03/06/2021 – site re visited, no compliance, case passed to Legal Department for further action to be considered.</b></li> </ul>	
ENF/2016/0292	11/08/2016	South	Houseboat Friendship, New Quay Lane, Melton	Change of use of land	<ul style="list-style-type: none"> <li>• 11/08/2016 – Authorisation granted to serve Enforcement Notice with an 8 year compliance period.</li> <li>• Enforcement Notice to be drafted</li> <li>• Enforcement Notice served on 20/10/2016, Notice effective on 24/11/ 2016 – 8 year compliance period (expires 24/11/2024).</li> </ul>	24/11/2024
ENF/2017/0170	21/07/2017	North	Land Adj to Oak Spring, The Street, Darsham	Installation on land of residential mobile home, erection of a structure, stationing of containers and portacabins	<ul style="list-style-type: none"> <li>• 16/11/2017 – Authorisation given to serve EN.</li> <li>• 22/02/2018 – EN issued. Notice comes into effect on 30/03/2018 and has a 4 month compliance period</li> </ul>	31/07/2021

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> <li>• Appeal submitted. Awaiting Start date</li> <li>• Appeal started, final comments due by 08/02/2019.</li> <li>• Waiting for decision from Planning Inspectorate.</li> <li>• 17/10/2019 – Appeal Decision issued by PINS. Enforcement Notice relating to the Use of the land quashed and to be re-issued as soon as possible, Notice relating to the operational development was upheld with an amendment.</li> <li>• 13/11/2019 – EN served in relation to the residential use of the site. Compliance by 13/04/2020</li> <li>• Site visited. Case conference to be held</li> <li>• Appeal received in relation to the EN for the residential use</li> <li>• Appeal started. Statement submitted for 16<sup>th</sup> June 2020</li> <li>• Awaiting Planning Inspectorate Decision</li> <li>• Appeal dismissed with some amendments. Compliance by</li> </ul>	

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					11/12/2020 <ul style="list-style-type: none"> <li>Site visit to be undertaken after 11/12/20</li> <li>Site visited, no compliance with Enforcement Notices, case passed to Legal Department for further action.</li> <li>Further visit to be done on 25/03/2021.</li> <li><b>Site visit completed, Notices not complied with, file passed to Legal services for further action.</b></li> </ul>	
ENF/2015/0279 /DEV	05/09/2018	North	Land at Dam Lane Kessingland	Erection of outbuildings and wooden jetties, fencing and gates over 1 metre adjacent to highway and engineering operations amounting to the formation of a lake and soil bunds.	<ul style="list-style-type: none"> <li>Initial complaint logged by parish on 22/09/2015</li> <li>Case was reopened following further information on the 08/12/2016/</li> <li>Retrospective app received 01/03/2017.</li> <li>Following delays in information requested, on 20/06/2018, Cate Buck, Senior Planning and Enforcement Officer, took over the case, she</li> </ul>	30/07/2021



LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<p>communicated and met with the owner on several occasions.</p> <ul style="list-style-type: none"> <li>• Notice sever by recorded delivery 05/09/2018.</li> <li>• Appeal has been submitted. Awaiting Start date.</li> <li>• Start letter received from the Planning Inspectorate. Statement due by 30/07/19.</li> <li>• Awaiting Planning Inspectorate Decision</li> <li>• Appeal dismissed. Compliance with both Notices by 05/08/2020</li> <li>• Further legal advice being sought in relation to the buildings and fencing. Extension of time given until 30/04/21 for removal of the lake and reverting the land back to agricultural use due to Licence being required for removal of protected species.</li> <li>• Court hearing in relation to structures and fencing/gates</li> </ul>	

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<p>03/03/2021</p> <ul style="list-style-type: none"> <li>• Case adjourned until 05/07/2021 for trial. Further visit due after 30/04/21 to check for compliance with steps relating to lake removal.</li> <li>• <b>Further visit conducted on 04/05/2021 to check for compliance on Notice relating to the lake. No compliance. Case being reviewed.</b></li> </ul>	
ENF/2018/0543 /DEV	24/05/2019	North	Land at North Denes Caravan Park The Ravine Lowestoft	Without planning permission operational development involving the laying of caravan bases, the construction of a roadway, the installation of a pumping station with settlement tank and the laying out of pipe works in the course of which waste material have been excavated from the site and deposited on the surface.	<ul style="list-style-type: none"> <li>• Temporary Stop Notice Served 02/05/2019 and ceases 30/05/2019</li> <li>• Enforcement Notice served 24/05/2019, comes into effect on 28/06/2019</li> <li>• Stop Notice Served 25/05/2019 comes into effect 28/05/2019.</li> <li>• Appeal has been submitted. Awaiting Start date.</li> <li>• Appeal to be dealt with as a Hearing. Deadline for</li> </ul>	18/08/2021

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<p>Statements 03/08/2020</p> <ul style="list-style-type: none"> <li>• Awaiting date of hearing from Planning Inspectorate.</li> <li>• Hearing date set for 02/02/2021.</li> <li>• Hearing adjourned until 09/03/2021</li> <li>• Hearing adjourned again until 21/04/2021 as was not completed on 09/03/2021.</li> <li>• Awaiting Decision</li> <li>• Appeal dismissed and partial costs to the Council</li> <li>• Compliance with Notice by 18/08/2021</li> </ul>	
ENF/2018/0090 /DEV	10/12/2019	South	Dairy Farm Cottage, Sutton Hoo	Erection of a summer house	<ul style="list-style-type: none"> <li>• Enforcement Notice served 10/12/2019</li> <li>• Awaiting site visit to check on compliance</li> <li>• Site visit undertaken, summer house still in situ. Further action to be considered.</li> <li>• Property has now changed hands. Contact with new owner to be established.</li> </ul>	31/07/2021

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					<ul style="list-style-type: none"> <li>• Officers are now in contact with the new owners and are discussing a way forward.</li> <li>• Six weeks given for summerhouse, decking and steps to be removed.</li> <li>• New planning application has been submitted. Case on hold until determined.</li> <li>• Planning permission has been granted for retention of the decking element. Removal of summerhouse and steps have been conditioned.</li> <li>• Summerhouse to be removed by 10<sup>th</sup> June 2021</li> <li>• Site visit to be undertaken.</li> </ul>	
ENF/2019/0035 /DEV	30/06/2020	South	The White Cottage, 3-4 Queens Head Lane, Woodbridge	Installation of a wheelchair lift	<ul style="list-style-type: none"> <li>• 30/06/2020 – Enforcement Notice served. Appeal submitted awaiting start date.</li> <li>• Appeal started. Final comments by 09/11/20</li> <li>• Awaiting Planning Inspector Decision.</li> <li>• Appeal dismissed. Compliance due by</li> </ul>	05/06/2021

LPA Reference	Date of Authorisation (Panel/ Delegated)	North/South	Location	Breach	Status	Date by which Compliance Expected (or Prosecution Date)
					25/03/2021. <ul style="list-style-type: none"> <li>Site visited, Notice not complied with, further time given until 13/05/2021 to comply.</li> <li>Visit to be conducted to check compliance</li> <li><b>Visit conducted, compliance with Notice, case closed.</b></li> </ul>	
ENF/2020/0049 /DEV	12/01/2021	South	17 Saxonfields, Snape	Installation of a replacement roof on conservatory	<ul style="list-style-type: none"> <li>Enforcement Notice served. Comes into effect on 15/02/2021</li> <li><b>Site visited, Notice complied with, case closed</b></li> </ul>	15/06/2021

## Committee Report

**Planning Committee South - 27 June 2021**

**Application no** DC/20/3890/OUT

### Location

Land At Redwald Road  
Rendlesham  
Suffolk  
IP12 2TZ

**Expiry date** 29 December 2020

**Application type** Outline Application

**Applicant** Christchurch Property Company Limited

**Parish** Rendlesham

**Proposal** Outline Application (With Some Matters Reserved) - Residential development for up to 75 dwellings, with associated open space, including community orchards and allotments, along with play space and integrated public rights of way

**Case Officer** Ben Woolnough – Planning Manager (Development Management)  
01394 444593

[Ben.woolnough@eastsuffolk.gov.uk](mailto:Ben.woolnough@eastsuffolk.gov.uk)

## 1. Summary

- 1.1. This application seeks outline planning permission for a development of up to 75 homes, open space and full details of access.
- 1.2. The site is allocated in the East Suffolk Council Suffolk Coastal Local Plan for the development of approximately 50 dwellings under Policy SCLP12.62.

### The Case for Development

- 1.3. The site is allocated for the development of approximately 50 dwellings by Policy SCLP12.62 of the East Suffolk Council Suffolk Coastal Local Plan (adopted September 2020) – [Local Plan - East Suffolk Council - Suffolk Coastal Local Plan \(Adopted September 2020\) - East Suffolk Council, Strategic Planning Consultations \(inconsult.uk\)](#)
- 1.4. The principle of residential development on the site is therefore established and the application could deliver up to 75 homes including 25 affordable dwellings which is a

significant benefit of the proposal. However, the proposal is for notably more than the approximate 50 dwellings referred to in the policy.

- 1.5. The Local Plan allocation forms part of the Council's strategy for growth which seeks to include appropriate growth in rural areas that will help to support and sustain existing communities.
- 1.6. There will be economic benefits in the short to medium term through the creation of jobs in the construction industry and in the longer-term benefits to the services and facilities in the village and wider area through increase visitor spend in the local economy. The development as provides a significant benefit through the provision of an expansion and wider connection of the local Public Right of Way network, in a village which has extremely limited public access connections into the countryside.
- 1.7. The principle of residential development on the site is accepted and the proposal is in accordance with the Local Plan.

#### Reason for Committee

- 1.8. This application is referred to the Planning Committee by the Head of Planning and Coastal Management under the terms of the Scheme of Delegation due to the level of public interest and its planning history. It is also being presented alongside the Outline Planning application for a further 75 homes in the village DC/20/5278/FUL allocated under policy SCLP12.61, therefore allowing a collective consideration of all allocated growth in the village at one Planning Committee meeting.

#### Recommendation

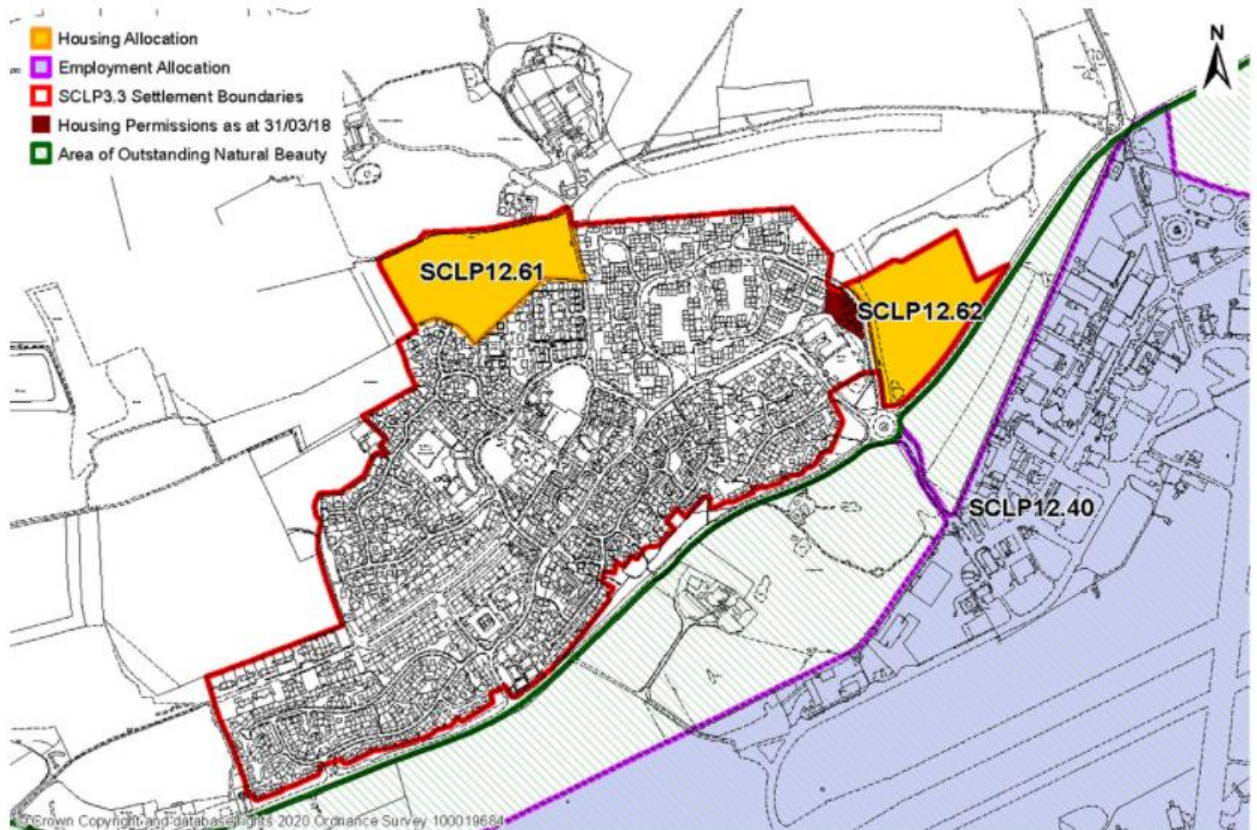
- 1.9. Officers are seeking authority to approve the application with conditions, subject to the completion of a Section 106 legal agreement to secure the necessary obligations.

## **2. Site description**

- 2.1. The current use of the site is an agricultural field, the northern and eastern boundaries are bounded by woodland. Redwald Road runs to the west of the site behind a well-established row of mature trees and hedgerow and on the opposite side of the that road lies a small recent development of bungalows. The southern boundary consists of a hedgerow running along the B1069. A pond is located in the southern corner of the site.
- 2.2. The rest of the village lies to the west and beyond the north west corner of the site Redwald Road continues into an area of former military homes arranged in groups around generous greens. Bentwaters Base business park is located to the south east though a narrow field and tree belt is positioned between the business park and the road.
- 2.3. The proposal site is 4 hectares and located within the Rendlesham Settlement Boundary of the Suffolk Coastal Local Plan. It has been allocated since 2017 under former Policy SSP12 (Land West Of Garden Square) of the East Suffolk - Suffolk Coastal District - Site Allocations and Area Specific Policies DPD January 2017. It is now an allocation under the Suffolk Coastal Local Plan (2020) as SCLP12.62 and is shown below alongside the other housing allocation for the village (SCLP12.61). Previously the site was included in a much larger

outline application for 290 homes which was refused in 2018 covering additional land to the north (DC/17/5380/OUT). An appeal was submitted but was later withdrawn.

### Land West of Garden Square Rendlesham and Land East of Redwald Road, Rendlesham



## 3. Proposal

- 3.1. The application seeks outline consent for up to 75 homes with all matters reserved except access. 25 of the homes are proposed to be for affordable housing. The proposed vehicular access would be off the B1069 towards the north eastern corner of the site. This vehicular access would include a pavement running down to the roundabout and up Redwald Road as one walking route. However, the primary walking route for future residents on the site would via a pedestrian and cycle connection from the north west corner of the site on Redwald Road. This more direct connection would then lead into the surrounding community and on to the services and facilities in the village centre to the west.
- 3.2. An illustrative layout has been provided and because of the way a number of considerations have formed that the layout should be given some weight in informing the decision as well as being an expected influence on future reserved matters. It sets out a layout of street fronting detached and semi-detached homes which would mostly be two storey in height. These have been arranged in six small blocks fronting a primary route into the site which then splits into four culs-de-sac. The ends of some of these then extend onto shared surface drives. All homes are indicated to include frontage parking and suitably sized rear gardens. Amendments to this illustrative layout have ensured that all edges of the site have dwelling facing onto or side onto them. Both road edges are actively



fronted and on the two woodland boundaries properties have been positioned with fronts or sides facing the woodland rather than rear garden boundaries.

- 3.3. A large surface water attenuation basin has been proposed for the northern corner of the site and four areas of SuDs roadside swales are proposed. The existing pond area has been incorporated into the open space as a naturally landscaped area and an area of landscaped open space on the western edge would include an area for allotments and a community orchard.
- 3.4. A proposed new public right of way route is proposed leading from the main pedestrian connection onto Redwald Road leading through woodland to the north east, onto the B1069 and across it to the then continue further north east to meet the existing Public Right of Way Network.

#### 4. Consultations/comments

A total of three third-party representations of objection were received, which raised the following matters:

- Trees along Redwald Road must remain; the removal would negatively impact visual amenity and wildlife.
- Siting of sewage/pumping station near to existing properties would result in odour and noise pollution.
- Impact on landscape and 'countryside' setting.
- Lack of infrastructure to support additional development.
- Highway/traffic impact on local roads, including lack of parking for the allotments.
- Construction noise and associated traffic impacts.

#### 5. Consultees

##### Parish/Town Council

Consultee	Date consulted	Date reply received
Rendlesham Parish Council	7 October 2020	3 November 2020
<p><i>“RPC note this is generally in line with the Rendlesham Neighbourhood Plan and is on the allocated development site SSP13. RPC is therefore in support of the Application as currently drafted.</i></p> <p><i>RPC note that the headline description is “up to 75 dwellings” and the table of suggested breakdown of properties (page 23 of the Design and Access Statement) shows 75, however, the pictorial seems to show approximately 60 “plots”. We accept that this is currently “outline” but would look to this apparent anomaly being clarified as soon as possible.</i></p> <p><i>RPC record we have discussed this development in principle with the Applicant and their response and engagement was positive. Following these discussions the applicant has sought to take into consideration our concerns such as the connectivity of the development to the wider village.</i></p>		

*We note this is an Outline proposal but has many key features which RPC would request the planning Authority “set in stone” as conditions now, in order that these will be replicated in subsequent detailed applications. In particular:*

- The allotment allocation of a minimum 1300m<sup>2</sup>*
- To retain the proposed footpath/cycle links to the existing Redwald Road*

*RPC also note the following which, whilst not explicitly recorded or proposed in the Outline proposal, we would like to see imposed as conditions:*

- The Applicant was receptive to RPC’s request that the allotment provision is created at an early stage of the development. RPC look to the Planning Authority to ensure (by condition) that this is honoured. Equally the Applicant “agreed” to the possibility of early legal transfer of that Allotment area to RPC to allow the development of “allotment association” (or similar) in parallel with the wider development. Again RPC would like to see this as a “condition” to be imposed on the detailed development.*
- The location of the development is outside areas currently covered by mains Gas and RPC would like to see a commitment (ideally a Planning requirement) that the development is heated by “Heat Pump Systems” to support the County, District and Parish Climate Change Goals (it is understood a similar arrangement is in place for a new “edge of Village development” in Laxfield).*

*Additionally we note:*

- The drainage scheme seems well thought out unlike some other development of late in Rendlesham and seems to be aesthetically pleasing with the identified infiltration basin.*
- Changing the land use from agriculture to housing could actually improve the wildlife in the area particularly with the sensitive planting and coppicing described, increasing the wooded area and ability for ground flora to emerge. Gardens connecting the surrounding trees and hedgerows is a positive move.*
- The location of the Foul water pumping station is noted but our experience with similar units in the village does not give the Council any significant concerns.”*

Consultee	Date consulted	Date reply received
Tunstall Parish Council	N/A	12 November 2020

*"With reference to the above application, Tunstall Parish Council wish to record that they object to this proposed development on the following grounds:*

- Lack of Infrastructure - Before further houses are built there needs to be an increase in school places (both Junior and High Schools) and there needs to be an increase in capacity at Doctors Surgeries.*
- Highways Impact - The location of this proposed development will almost certainly result in vehicles leaving the site and turning left, to access the A12 through Campsea Ashe or Tunstall; avoiding the bottleneck of Melton Crossroads. This will have an impact on both villages, already suffering from excessive HGV traffic exiting Bentwaters Park.*
- Loss of Farm Land - Should this development be permitted, this will see the loss of yet more*

*farmland, land that creates a 'Green Corridor' between the villages of Rendlesham and Tunstall and allows for each parish to have a clear distinction."*

Consultee	Date consulted	Date reply received
Eyke Parish Council	N/A	26 January 2021

*"With reference to the above application, Eyke Parish Council wishes to complain in the strongest possible terms that it was not consulted on this occasion. The possibility of a further 75 houses to be built near Redwald Road, when the Parish Council has just objected to another 75 near Garden Square, would create an intolerable increase to our already overburdened road network. I have just tried to place a comment through the public access system, but the consultation period is now closed: I trust, in the circumstances of your clear error, you will register Eyke Parish Council's opposition to the application, and ensure that this parish council is consulted on any further application."*

Consultee	Date consulted	Date reply received
Campsea Ashe Parish Council	N/A	15 January 2021

*"Above mentioned application for 75 dwellings has become belatedly to our attention and we would like to express our disappointment and concern, that we were not informed about this, especially as we had strongly objected to the previous application for 296 dwellings. Residents, who had written letters of objections, were also not informed about the new submission. Somehow we have been notified re DC20/5278/FUL, another re-submission for 75 dwellings and we will comment on that in due course. It however seems worth pointing out, that with such developments of 75 homes, one can safely assume a minimum of 150 cars to be added to the area, each of which will create a minimum of 2 movements a day (=300), which would most likely create a minimum of 600 additional journeys each day, should both applications for a total of 150 homes be approved by ESC. Most of these journeys will be concentrated around rush hour times, impacting even more on Eyke, Melton and Campsea Ashe. Within our Parish, Ivy Lodge Road for example has seen actual 'gridlock events' in the past year. We are seriously concerned about larger developments in the Rendlesham area for some time, as we feel that the cumulative impact of those developments are not taken into account appropriately by ESC, especially with regards to traffic issues arising from those in the area. Campsea Ashe, together with Tunstall, Eyke, Lower Hacheston, Bromeswell, Melton and Ufford, are strongly affected in those matters, as more vehicles try to negotiate our already stretched and mainly inappropriate minor roads and lanes. We therefore request for Campsea Ashe PC to be automatically included from the onset in the information flow of any further applications (except single homes, but including commercial developments), that would create significant increase in traffic levels, such as developments of this nature would do."*

## Statutory consultees

Consultee	Date consulted	Date reply received
SCC Highways Department	7 October 2020	No response

### Summary of comments:

We are satisfied that subject to the mitigation identified in the submitted Transport Assessment and drawings being provided, the highways S106 contributions detailed below agreed, and the other SCC team's comments being addressed, the principle of development and impact on the local highway are acceptable.

Please note that the the SCC Public Rights of Way and SCC Passenger Transport comments are likely to require the submission of an additional plan, related planning condition and S106 contributions. Further advice can be provided by those SCC teams as required.

The County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below.

Condition: No part of the development shall be commenced until details of the proposed access junction and associated highway improvements shown on Drawing No. A13412-T-006 have been submitted to and approved in writing by the Local Planning Authority. The approved access junction shall be laid out and constructed in its entirety prior to occupation and thereafter shall be retained in its approved form.

Reason: To ensure that the access junction is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

Condition: No part of the development shall be commenced until details of the proposed footway and crossing improvements including a direct link from the north of the development to Redwald Road indicatively shown on Drawing No. A13412-T-004 have been submitted to and approved in writing by the Local Planning Authority. The approved improvements shall be laid out and constructed in their entirety prior to occupation.

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

Condition: Before the development is commenced details of the areas to be provided for storage of Refuse/Recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

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

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

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

Condition: No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority.

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

Condition: Before the development is commenced details of the areas to be provided for the [LOADING, UNLOADING,] manoeuvring and parking of vehicles including secure cycle storage shall

be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety.

Condition: Before the access is first used visibility splays shall be provided as shown on Drawing No. A13412-T-006 with an X dimension of 4.5m and a Y dimension of 215m and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or Permitted to grow within the areas of the visibility splays.

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

Consultee	Date consulted	Date reply received
SCC Flooding Authority	7 October 2020	13 October 2020
<p>Summary of comments:</p> <p>Holding objection originally received but further amendments were made to the plans and surface water drainage proposals. A final response is pending but the following has been received: from the discussions we've had I'm optimistic that the issues SCC LLFA had have now been addressed to an extent which would facilitate the removal of our holding objection.</p>		

Consultee	Date consulted	Date reply received
Network Rail Property (Eastern Region - Anglia)	7 October 2020	13 October 2020
<p>Summary of comments:</p> <p>No objection.</p>		

### Non statutory consultees

Consultee	Date consulted	Date reply received
East Suffolk Drainage Board	N/A	4 November 2020
<p>Summary of comments:</p> <p>No objection (informatives apply).</p>		

Consultee	Date consulted	Date reply received
Suffolk Police Designing Out Crime Officer	7 October 2020	No response

Summary of comments: No response received.
---

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	7 October 2020	4 November 2020

Summary of comments: No objection subject to conditions relating to noise, construction management and contaminated land.
--

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	7 October 2020	No response

Summary of comments: No response received.
---

Consultee	Date consulted	Date reply received
SCC County Archaeological Unit	7 October 2020	8 October 2020

Summary of comments: No objection subject to standard archaeological investigation conditions.
---

Consultee	Date consulted	Date reply received
East Suffolk Ecology	7 October 2020	No response

Summary of comments: Response incorporated into report.
--

Consultee	Date consulted	Date reply received
East Suffolk Housing Development Team	7 October 2020	12 October 2020

Summary of comments: No objection.
---------------------------------------

Consultee	Date consulted	Date reply received
East Suffolk CIL	7 October 2020	19 October 2020

Summary of comments: No objection (informatives apply).
--

Consultee	Date consulted	Date reply received
SCC Section 106 Officer	7 October 2020	29 March 2021
Summary of comments: No objection (S106 legal agreement and CIL contributions apply).		

Consultee	Date consulted	Date reply received
Disability Forum	7 October 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Police - General	7 October 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
SUSTRANS	7 October 2020	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Ipswich & East Suffolk CCG & West Suffolk CCG	7 October 2020	20 October 2020
Summary of comments: No objection.		

Consultee	Date consulted	Date reply received
East Suffolk Planning Policy	7 October 2020	No response
Summary of comments: No response required.		

Consultee	Date consulted	Date reply received
SCC Fire And Rescue Service	N/A	9 October 2020
Summary of comments: No objection subject to fire hydrant condition (informatives apply).		

Consultee	Date consulted	Date reply received
East Suffolk Landscape Team	4 March 2021	23 March 2021
Summary of comments: Response incorporated into report.		

## Publicity

None required

## 6. Planning policy

6.1. National Planning Policy Framework 2019

6.2. East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020 policies: The site is allocated for the development of approximately 50 dwellings by Policy SCLP12.62 of the East Suffolk Council Suffolk Coastal Local Plan (adopted September 2020) [Local Plan - East Suffolk Council - Suffolk Coastal Local Plan \(Adopted September 2020\) - East Suffolk Council, Strategic Planning Consultations \(inconsult.uk\)](#)

- SCLP3.1 - Strategy for Growth
- SCLP3.2 - Settlement Hierarchy
- SCLP3.3 - Settlement Boundaries
- SCLP5.1 - Housing Development in Large Villages
- SCLP5.8 - Housing Mix
- SCLP5.10 - Affordable Housing on Residential Developments
- SCLP7.1 - Sustainable Transport
- SCLP7.2 - Parking Proposals and Standards
- SCLP8.2 - Open Space
- SCLP9.2 - Sustainable Construction
- SCLP9.5 - Flood Risk
- SCLP9.6 - Sustainable Drainage Systems
- SCLP9.7 - Holistic Water Management
- SCLP10.1 - Biodiversity and Geodiversity
- SCLP10.4 - Landscape Character
- SCLP11.1 - Design Quality
- SCLP11.2 - Residential Amenity
- SCLP11.4 - Listed Buildings
- SCLP11.6 - Non-Designated Heritage Assets
- SCLP11.7 - Archaeology



6.3. Rendlesham Neighbourhood Plan

- Policy RNPP3 New residential or mixed use development is required to make provision towards meeting identified local need for allotments, orchards and growing spaces.
- Housing and Transport Objectives

**7. Planning considerations**

- 7.1. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that, if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, determination must be made in accordance with the plan unless material considerations indicate otherwise. The relevant policies are set out above.
- 7.2. The Local Plan was adopted in September 2020 and sets out the level of growth which needs to be planned in the area and identifies where that growth should be located for the period up to 2036.
- 7.3. The site is allocated in the Local Plan under Policy SCLP12.62 for the development of approximately 50 dwellings. The application seeks 75 dwellings. The principle of residential development on the site is therefore accepted. This allocation forms part of the delivery of the strategy of the Local Plan as set out in Policy SCLP3.1 - Strategy for Growth, which sets out that opportunities for economic growth and for creating and enhancing sustainable and inclusive communities includes appropriate growth in rural areas that will help to support and sustain existing communities.
- 7.4. The approximate number provided for in the allocation policy is neither a limit nor a goal, it is a guide based up on the analysis and evidence available at the time of the examination of the Local Plan. At 4 hectares the site has now been tested in more detail through supporting assessments to demonstrate how it can achieve the required amount of open space, routes for all forms of movement and suitable SuDS standard surface water drainage measures to allow 75 homes to be accommodated at a suitable edge of village density.
- 7.5. The environmental effects of the 75 homes including in combination with a further 75 homes in the village also presented for consideration at this same planning committee is addressed in later sections of the report.

**Highways Considerations**

- 7.6. The village of Rendlesham and the wider area was confirmed to have capacity to support two allocations for approximately 50 dwellings each in the Local Plan. In particular, focus was placed on the capacity of the Melton crossroads, the Melton level crossing and traffic utilising routes through local villages such as Eyke and Campsea Ashe. The local transport network relies upon the A1152 and B1069 which both lead from Rendlesham to the south west and northeast respectively. These routes also serve the wider Deben peninsula and rural villages east of the A12. Along with the residential part of Rendlesham, the Bentwaters Airbase employment site is also a source of traffic on these routes.

- 7.7. The two combined planning applications for the village at a total of 150 homes would be a 50% increase in the approximate number of new allocated homes for the village, which currently has approximately 1,224 dwellings. The additional 25 homes on this site and 50 additional in total for consideration would not have a significant effect on overall traffic number on this A and B road network. The proposal would accord with SCLP7.1 (Sustainable Transport) and it has objection form the Highway Authority. In addition, there has been no objection from Network Rail in respect of traffic effects on the Melton level crossing.
- 7.8. SCLP7.1 is also a policy which seeks to encourage travel by non-car modes. Rendlesham is a sustainable village and a substantial sized village which does include shops, a primary school, doctors surgery, dentists, church, community centre, sports facilities and one of the District's largest employment sites within a reasonable walking distance. Despite the relative isolation of the village from immediate larger settlements it is a sustainable community where residents can live, access employment, education, facilities and services without the need to travel by car. It is however recognised that car ownership is reasonably high with only 61 dwellings which do not own cars in the village ([Rendlesham-Village-Profile.pdf \(eastsoffolk.gov.uk\)](#)) and this is to be expected, particularly because many residents do commute out of the village to other towns in the area for employment. Development must therefore be designed with both sustainable local travel in mind and car ownership.
- 7.9. As a primary consideration, the site is required to accommodate good quality pedestrian access into its layout. Two locations for such connections are to be provided, onto the B1069 at the vehicular access point and onto Redwald Road in the north west corner. The B1069 Footway is important for safety purposes and provides as slightly more direct route for residents to walk across to employment and other facilities at Bentwaters Parks to the south east. However, it less likely to be used as a route for resident to walk into the village to services, facilities and other residential areas. Instead, the Redwald Road connection will provide that key connection and that would also be a quieter, more inviting and safer route. That route should also be designed in the future reserved matters application to accommodate cyclists. Without that route the site would have poor connectivity and cohesion with the village and therefore it is an essential connection to create prior to any occupation. The final internal walking and cycling routes should also be designed to guide residents towards that connections and the current illustrative layout achieves that. beyond the edges of the site, the existing pedestrian pavement routes in Rendlesham connect all services and facilities safely.
- 7.10. The vehicular access is limited to a single point of access onto the B1069. It is unfortunate that access to this site cannot be achieved directly off Redwald Road which would better integrate it into the existing community and street pattern. However, insufficient land in the applicant's control exists on that edge and the development is unlikely to viable or deliverable if reliant on an access in that location. Therefore, for vehicular purposes the current proposed access is acceptable and has been accepted as safe by the Highway Authority based on the visibility splays to be achieved and the distance from the nearby roundabout. The presence of the access in this location would not appear out of place subject to development successfully also addressing the B1069.
- 7.11. The new Public Right of Way connection to the north west corner of the site won't provide any connectivity to services and facilities but it will provide a vital opportunity to connect

this development and existing community with the countryside and wider public right of way network. Because the village currently only has one off road walking route connected to it, this will add a further walking opportunity in the countryside and will likely lead to less driving from Rendlesham to other walking destinations in the area. In combination with the Public Right of Way improvements from the other allocated site a substantially longer walking network for the village would be achieved.

- 7.12. Although this is an outline application the illustrative plan provides some reassurance that under a future reserved matters application a suitable amount of parking could be achieved for the 75 homes. A condition is also required to ensure that every property is provided with a good quality covered cycle store and/or shed provision.
- 7.13. In conclusion, the proposed development would be well located and designed to reduce reliance on private cars whilst also being designed to accommodate the a modern level of car ownership and use. There is no objection from the Highway Authority the proposal would accord with the expectations of SCLP12.62 and SCLP7.1 and would be both sustainable and safe.

### Design

- 7.14. As an outline application there are limited design considerations to apply and some are addressed in the following sections of the report. However, the ability to achieve a well designed layout is demonstrated through the illustrative masterplan setting out how the site can accommodate appropriate road widths, drainage, green infrastructure and housing at a suitable edge of village density.
- 7.15. Important design aspects which have been included and should continue to inform the reserved matters stages include the way in which blocks address the edges of the site and integrate with woodland rather than backing onto it. Also, the focus on open space, allotment and orchard provision along Redwald Road, whilst also fronting that area to provide some presence from the development onto that urban edge.
- 7.16. The drainage proposals and access position are largely fixed in this outline scheme so will very much influence the future reserved matters design and the attenuation basin adjacent to the access will create an attractive entrance into the site.
- 7.17. Overall the illustrative layout provides reassurance that this site can achieve a good design in the later stages and the elements which are established or fixed at this stage will contribute to that being good design rather than compromise it. The overall design of the dwellings would need to be informed by detail at reserved matters stage but the site does not lend itself to prescribing a specific style or context in architectural treatment and this is a detail which can be worked up and influenced at later stages.

### Housing Mix

- 7.18. Although the layout is illustrative it is proposed that the site would achieve a good mix of open market and affordable homes as set out below. This mix would suitably meet the needs of the community and achieve a well-mixed development. Policy SCLP5.8 Housing Mix expects developments to provide a mix of housing tenures, types and sizes

appropriate to the site size, characteristics and location, reflecting where feasible the identified need, particularly focusing on smaller dwellings (1 and 2 bedrooms).

Market Housing - Proposed						
	Number of bedrooms					
	1	2	3	4+	Unknown	Total
Houses	4	16	13	17	0	50
Total	4	16	13	17	0	50

Affordable Home Ownership - Proposed						
	Number of bedrooms					
	1	2	3	4+	Unknown	Total
Houses	8	11	5	1	0	25
Total	8	11	5	1	0	25

- 7.19. 40% of all dwellings should meet the building regulations M4(2) wheelchair accessible standards, both for market and affordable homes. This can be required as part of reserved matters details.

### Landscape

- 7.20. The site comprises an area of arable land enclosed by tree belts on all sides and it is quickly apparent on visiting the locality that the site is very well visually contained. The boundary of the AONB is on the southern side of the adjacent B1069 but there is no intervisibility with the site that is of any relevance.
- 7.21. Apart from the arable land use, which will clearly change through any development of the site, there will be very little if any impact on local landscape character. The surrounding tree belts which are also cited as a key characteristic of the prevailing landscape character types, will remain intact and unaffected by the development to any relevant degree. There is no significant visibility from local public footpaths, and only passing visibility from adjacent road users.
- 7.22. In respect of landscape and visual impacts, it is fairly apparent that there will be no significant adverse effects arising apart from the change from arable to residential development, and that has to be regarded as a well understood consequence of allocating the land in the Local Plan in the first place. The loss of arable land is regarded as an adverse impact on local landscape character, but one that is limited in its extent by the surrounding tree belts. On that basis, it is important that any such development is accompanied by appropriate and achievable mitigation measures.
- 7.23. At this stage of the development process, an outline landscape strategy describes a notable area of open green space in the southern corner of the site, further open space based on the SUDS provision, and a green strip of land along the western boundary. New tree planting is proposed across the site as well as welcome provision of allotments as required by the design brief contained in the local plan.

- 7.24. The existing pond is retained in the large open space and footpaths are proposed to create connectivity through these open spaces and into the surrounding areas. Provided that appropriate details are provided in any subsequent applications associated with this site, at this stage there is no objection to this outline proposal for reasons to do with landscape and visual impact.

### Ecology

- 7.25. The site has been subject to the necessary species and habitat surveys and the Council's Ecologist is satisfied with the conclusions of those along with the recommendations to be secured by condition. The development will bring areas of biodiversity value and therefore a Landscape and Ecology Management plans will guide future maintenance and protection of features and habitats. In addition, a lighting strategy will be required under a condition in order to address any impacts on bats foraging in the area, particularly the woodland edge.
- 7.26. The key ecological consideration for this site has been the ability to address the Habitats Regulations through suitable mitigation to avoid direct impacts on the nearby Sandlings Special Protection Area. Rendlesham is very unfortunate in having just one public footpath walking route leading from the residential area and this route leads south directly into The Sandlings. The limited dog walking opportunities cause an intensified impact on that route and more driven dog walks from homes taking residents into other parts of The Sandlings in the area.
- 7.27. East Suffolk has established clear expectations of developments for over 50 dwellings which requires a good quality 2.7km walking route to be demonstrated from the site in order to pass an Appropriate Assessment under the Habitats Regulations. Through landowner commitment and S106 funding for the County Council to deal with a Public Right of Way creation agreement, a new route of footpath will be created to the north east of the site which will also enable connectivity with the wider countryside and footpath routes to the north west. Combined with the Garden Square development proposals for additional footpath creation a high quality new network would be created to the east of the village.
- 7.28. As previously acknowledged, this is a significant benefit in rights of way terms but it also delivers necessary mitigation for this purpose. Having considered the proposed avoidance and mitigation measures above Officers conclude that with mitigation the proposal will not have an Adverse Effect on the Integrity of the European sites included within the Suffolk Coast RAMS. Natural England have previously confirmed this position and will confirm it for the purpose of this application prior to it being issued. Based on our established guidance, subject to appropriate mitigation in the form of a per dwelling contribution to the RAMS strategy and provision of on and off-site measures in the form of the walking route to be secured in a S106 Agreement.
- 7.29. Officers consider that the proposal is acceptable in this regard in accordance with SCLP10.1 (Biodiversity and Geodiversity).

## Drainage and Flood Risk

- 7.30. The application site is fully within Flood Zone 1 and therefore at the lowest risk of any flooding event. To comply with policy SCLP9.6 (Sustainable Drainage Systems) and the NPPF the proposed development should use sustainable drainage systems (SuDS) to drain surface water , unless demonstrated to be inappropriate. Sustainable drainage systems should:
- a) Be integrated into the landscaping scheme and green infrastructure provision of the development;
  - b) Contribute to the design quality of the scheme; and
  - c) Deliver sufficient and appropriate water quality and aquatic biodiversity improvements, wherever possible. This should be complementary of any local designations such as Source Protection Zones.
- 7.31. The approach to such drainage within this application has been subject to revision during the course of the application to achieve a full SuDS solution which incorporates a landscape integrated attenuation basin and dedication to a number of roadside swales in order to allow a surface water drainage to managed on site in a suitable above ground manner. The proposals have been designed in order to be capable of adoption by Anglian Water over being maintained by a management company, which is preferable. The final proposals for this required mitigation and design feature would need to be incorporated into the layout and landscaping details of future reserved matters but it is evident from detail already provided that this requirement can be adequately accommodated. The proposal has no objection from the Lead Local Flooding Authority and is therefore acceptable.

## Environment and Amenity

- 7.32. There are limited existing environmental effects on future residents of the site but one of its closest relationships is with the nearby Bentwaters Parks employment site, where a wide range of B1, B2 and B8 business are based. This includes the more intensely occupied part of the site on its north western edge, closest to the site. A noise screening report has been produced to asses this relationship and whether existing businesses could affect the residential amenity of future residents. This also considers the effect of adjacent road noise on future residents and the effect of traffic noise generated from the development. Environmental Protection have requested a final noise assessment alongside the reserved matters application for appearance and layout.
- 7.33. In respect of contaminated land, the site is largely an agricultural field but it has been noted that there is potential for made and infilled ground in the field. Therefore a condition is required for a Phase 2 investigation in this respect and remediation if contamination is encountered.
- 7.34. In order to minimise environmental effects on nearby existing residents during construction a management plan should be submitted under a condition to control noise, dust and light nuisances from construction.
- 7.35. Due to the distance of the proposed development from the nearest residential properties, which are over 40 metres from the front of currently illustrated new homes, there would be no adverse loss of residential amenity through loss of light, dominance or overlooking.

Landscaping and trees would also exist between the two. The illustrative layout demonstrates that the proposed homes could be laid out on the site in a way which avoids a cramped development or impacts on each other's residential amenity for future residents.

### Infrastructure

- 7.36. The Infrastructure Delivery Framework appended to the Local Plan identifies the infrastructure needed to support new development. The Infrastructure Funding Statement (2019-2020) takes this information a step further through the allocation of District CIL, through the collection and use of s106 contributions or through planning conditions (such as highways works). The Parish Council would also receive 25% of the CIL received from this development which can be spent flexibly on local projects such as play and sports facilities, which would also serve residents of this development.
- 7.37. In terms of education provision the Infrastructure Funding Statement (IFS) identifies the need for at least £362,000 of CIL funding for primary school capacity expansion in the village. The application response from the County Council predicts the contribution as a result of this development to be £293,556.
- 7.38. For secondary expansion there are a number of secondary schools in the area which may need to be expanded and one new secondary school at Brightwell Lakes to be built. Taking a strategic view of the wider area it is very likely that some CIL funding generated by this development will feed into secondary school expansion to support growth and the County Council predicts the contribution as a result of this development to be £299,148.
- 7.39. Suffolk County Council confirm the need for a contribution to secondary school transport through a S106 contribution of £72,300.
- 7.40. Pre-school, Primary school, library improvements and waste infrastructure would also be funded through CIL.
- 7.41. In terms of health provision the Ipswich and East Suffolk Clinical Commissioning Group have stated that CIL funding will be sought to increase capacity and the IFS sets this at at least £108,000. However, it is understood that recent improvements have recently been made at the village surgery which may have already addressed the needs of this planned growth. This will be reviewed on an ongoing basis in regular discussions with the CCG on growth and CIL bids for expansion where and when required.

### Benefits and harm of the development

- 7.42. Officers consider that the proposed development will provide an opportunity, through future reserved matters applications, for a well designed residential development with a good mix of homes. The development will yield a number of benefits including, amongst other things, affordable housing, green infrastructure and rights of way creation. There are also a number of economic benefits that will arise as a result, and noting that this forms one of the strands of sustainable development, including Neighbourhood CIL, spent in the local economy and the short term benefits of the construction employment.

- 7.43. This reports no direct or indirect harm from the development which is not due to be mitigated. There are no significant landscape impacts, no impacts on heritage and all biodiversity effects are to be addressed locally and cumulatively. The proposal would not result in severe or unsafe traffic impacts.
- 7.44. In all respects above the proposal has also been considered on a cumulative basis with the other planning application in Rendlesham (DC/21/0932/FUL) to be considered at this planning committee. Both are allocated sites in the Local Plan and both were also allocated previously in the former Local Plan. Collectively they are allocated for approximately 100 dwellings but they have both been submitted for 150 dwellings collectively (75 dwellings each). Each is considered on its own merits for its ability to accommodate that number but together they area also assessed in terms of the effects of an additional 50 homes beyond the number allocated in the local plan.
- 7.45. In terms of traffic, the additional 50 homes has not given rise to an objection from the Highway Authority and in particularly the most sensitive locations along the network such as Eyke, Campsea Ashe and Melton would not be severely affected by this increase, particularly when judged against paragraph 109 of the NPPF, which states “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 7.46. Cumulatively the number of homes would not change the Local Plan assessed effects of housing growth on protected sites and the greater number of homes both justifies better and wider local mitigation measures and the same proportionate, per dwelling mitigation contribution towards RAMS.
- 7.47. The greater number of homes would be mitigated in terms of infrastructure in the same way as the allocated number, primarily through CIL contributions which are calculated based on the floor area of dwellings proposed. Therefore, an increase in both Neighbourhood and District CIL would be generated to address both local and wider infrastructure needs, including education expansion and healthcare expansion.
- 7.48. There are no known physical constraints on infrastructure to absorb this increase. Up to date pupil generation assessments have been carried out in the County Council’s response to the applications to ensure that primary and secondary school pupils can be placed in local schools and some expansion can be achieved where required through CIL bids. The village medical centre has also recently undergone some expansion which should already serve planned growth according to recent feedback from the CCG.
- 7.49. Overall, therefore there are significant benefits in utilising allocated, sustainable sites for more efficient housing delivery and without adverse impacts on design, density or open space provision through the numbers proposed. The position therefore achieved by both proposals individually is therefore of benefit with no demonstrated harm. This is consistent with the aims of Paragraph 122 of the NPPF in achieving efficient use of land for development.



## **8. Conclusion**

- 8.1. As an allocated site this delivers on a plan-led approach to necessary housing growth in the District and achieves additional efficiency within the allocated area without an unacceptable density or any harm. Rendlesham is a very large village which has grown significantly over the early part of the 21<sup>st</sup> Century, however in the past 5 years it has seen very limited housing growth particularly whilst allocated sites like this were not coming forward. The site will provide a significant benefit to the housing needs of the village an area, which also has a notably young working age demographic. It is a sustainable location which can support housing growth currently planned and has the infrastructure and capabilities for expansion to support that.
- 8.2. In conclusion, the proposal is a policy compliant scheme which delivers plan-led housing growth in a well-designed manner. Paragraph 2 of the NPPF (2019) states that "Planning Law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise". That section of the law is contained in S38(6) of the Planning and Compulsory Purchase Act 2004. There are no material considerations which persuade that this development should be considered other than in accordance with the development plan and therefore it is recommended for approval.

## **9. Recommendation**

- 9.1. **AUTHORITY TO APPROVE** with conditions (including but not limited to those below), subject to the completion of a S106 Legal Agreement within six months to secure obligations (including but not limited to):
- Provision of 25 affordable dwellings;
  - Per-dwelling contribution to the Suffolk RAMS;
  - Provision and long term management of public open space;
  - Financial contribution to fund secondary school transport;
  - Financial contribution to fund legal work .....
  - Financial contribution to fund the creation of a new public right of way.
- 9.2 If the S106 is not completed within six months **AUTHORITY TO REFUSE** the application (at the time of writing the report the S106 was close to being signed).
- 9.3 **Conditions:**
1. Approval of the details of the siting, design and external appearance of the buildings, and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced. Development shall be carried out as approved. Reason: This condition is imposed in accordance with Section 92 of the Town and Country Planning Act 1990.
  2. Application for approval of the reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of

approval of the last of the reserved matters to be approved, whichever is the later.

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

3. The submission of reserved matters applications pursuant to this outline application shall together provide for up to 75 dwellings and demonstrate broad compliance with illustrative masterplan. Reason: In order to establish development parameters to guide future reserved matters application to achieve good design.
4. As part of the reserved matters application(s) for layout and landscaping, plans and particulars of the pedestrian access points as shown on the illustrative Masterplan shall be submitted to and approved in writing by the Local Planning Authority. The details submitted shall include the following:
  - (a) the precise location of the pedestrian access points;
  - (b) the route of the pedestrian accesses and their integration into the development layout;
  - (c) details of any engineering works required to create the accesses and routes; and
  - (d) the ground surface treatment of the accesses and any associated landscaping.

Development shall be carried out in accordance with the approved details and the pedestrian access points shall be completed and made available for use in accordance with the triggers approved in the site wide phasing plan.

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

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

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment
- c. Provision to be made for analysis of the site investigation and recording
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e. Provision to be made for archive deposition of the analysis and records of the site investigation
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Strategic Policies SP1 and SP 15 of Suffolk Coastal District Council Core Strategy Development Plan Document (2013) and the National Planning Policy Framework (2012).

6. No part of the development shall be commenced until details of the proposed access junction and associated highway improvements shown on Drawing No. A13412-T-006 have been submitted to and approved in writing by the Local Planning Authority. The approved access junction shall be laid out and constructed in its entirety prior to occupation and thereafter shall be retained in its approved form.

Reason: To ensure that the access junction is designed and constructed to an appropriate specification and made available for use at an appropriate time in the interests of highway safety.

7. No part of the development shall be commenced until details of the proposed footway and crossing improvements including a direct link from the north of the development to Redwald Road indicatively shown on Drawing No. A13412-T-004 have been submitted to and approved in writing by the Local Planning Authority. The approved improvements shall be laid out and constructed in their entirety prior to occupation.

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

8. Before the development is commenced details of the areas to be provided for storage of Refuse/Recycling bins shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter for no other purpose.

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

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

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

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

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

11. Before the development is commenced details of the areas to be provided for the manoeuvring and parking of vehicles including secure cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety.

12. Before the access is first used visibility splays shall be provided as shown on Drawing No. A13412-T-006 with an X dimension of 4.5m and a Y dimension of 215m and thereafter

retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no obstruction over 0.6 metres high shall be erected, constructed, planted or permitted to grow within the areas of the visibility splays.

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

13. Concurrent with the first reserved matters application(s) a surface water drainage scheme shall be submitted to, and approved in writing by, the local planning authority (LPA). The scheme shall be in accordance with the approved FRA and include:

- a. Dimensioned plans and drawings of the surface water drainage scheme;
- b. Further infiltration testing on the site in accordance with BRE 365 and the use of infiltration as the means of drainage if the infiltration rates and groundwater levels show it to be possible;
- c. If the use of infiltration is not possible then modelling shall be submitted to demonstrate that the surface water runoff will be restricted to  $Q_{bar}$  or 2l/s/ha for all events up to the critical 1 in 100 year rainfall events including climate change as specified in the FRA;
- d. Modelling of the surface water drainage scheme to show that the attenuation/infiltration features will contain the 1 in 100 year rainfall event including climate change;
- e. Modelling of the surface water conveyance network in the 1 in 30 year rainfall event to show no above ground flooding, and modelling of the volumes of any above ground flooding from the pipe network in a 1 in 100 year rainfall event including climate change, along with topographic plans showing where the water will flow and be stored to ensure no flooding of buildings or offsite flows;
- f. Topographical plans depicting all exceedance flow paths and demonstration that the flows would not flood buildings or flow offsite, and if they are to be directed to the surface water drainage system then the potential additional rates and volumes of surface water must be included within the modelling of the surface water system;
- g. Details of the maintenance and management of the surface water drainage scheme shall be submitted to and approved in writing by the local planning authority.
- h. Details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP shall include: Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:-
  - i. Temporary drainage systems
  - ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
  - iii. Measures for managing any on or offsite flood risk associated with construction

The scheme shall be fully implemented as approved.

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

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

14. Within 28 days of practical completion of the last dwelling or unit, a Sustainable Drainage System (SuDS) verification report shall be submitted to the LPA, detailing that the SuDS have been inspected, have been built and function in accordance with the approved designs and drawings. The report shall include details of all SuDS components and piped networks have been submitted, in an approved form, to and approved in writing by the LPA for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure that the surface water drainage system has been built in accordance with the approved drawings and is fit to be put into operation and to ensure that the Sustainable Drainage System has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as required under s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk within the county of Suffolk

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

15. No building shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 1 and the provision made for analysis, publication and dissemination of results and archive deposition.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development

16. The site shall be developed in a phased manner in accordance with the three phases set out on the phasing plan. No work, except site investigations, shall take place outside of the relevant phased area before the Council has been notified of commencement within that phase and all relevant conditions addressed within that phase (through a CIL commencement notice)

Reason: To ensure that the development is built out in accordance with the proposed phasing plan as a phased development.

17. Prior to the commencement of development, a scheme for the provision of fire hydrants within the development shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- Reason: In the interests of fire safety.
18. No development shall commence until means of protecting the trees on and surrounding the site have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
19. Prior to the commencement of development, soft and hard landscaping details will be submitted and will include the following:
- a) Consideration of the Landscape Strategy
  - b) Use of native planting where possible with other species including trees and hedges selected for their suitability, amenity and biodiversity value.
  - c) Details of hard surfacing, enclosures, street furniture, play equipment and features and other structures including bins and signage.
  - d) Drawings should include detailed planting plans and schedules of plants along with a specification and programme for the implementation of hard and soft landscape works.
20. With the exception of the main site access, no development shall commence until a landscaping management plan for public amenity areas has been submitted to and approved in writing by the Local Planning Authority. This should include monitoring of works by a qualified landscape architect. Landscaping shall be retained and managed in accordance with the standards and annual maintenance regime set out in the approved Landscape Management Plan.
21. As part of each reserved matters application for landscaping, a plan indicating the positions, design, height, materials and type of boundary treatment to be erected shall be submitted to and agreed by the Local Planning Authority. The boundary treatment shall be completed in accordance with the approved scheme before the building to which it relates is occupied. Reason: In the interests of amenity and the appearance of the development and locality.
22. As part of each reserved matters application for appearance, details of all external facing and roofing materials for all buildings within that reserved matters area shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. Reason: To ensure the satisfactory external appearance of the development.
23. As part of reserved matters applications for appearance, layout and scale, details shall be submitted to the Local Planning Authority for approval demonstrating how 40% of the proposed dwellings shall be designed to meet requirement M4(2) of Part M of the Building Regulations for accessible and adaptable dwellings. The development shall thereafter be carried out in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.
24. As part of reserved matters applications for appearance, layout and scale, details shall be submitted to the Local Planning Authority through the submission of a sustainability statement which demonstrates that Sustainable Construction methods have been

incorporated into the development proposal. The development shall thereafter be carried out in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

25. As part of each layout reserved matters application, details of external lighting to be installed on the site, including the design and specification of the lighting unit, any supporting structure and the extent of the area to be illuminated and how the impact on ecology has been considered shall be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and no additional lighting shall be installed in public areas without the prior approval of the Local Planning Authority. Reason: To protect biodiversity and the visual amenity of the surrounding area.

26. Prior to commencement of development a waste management strategy for collections of domestic waste by a public or private operator shall be submitted and agreed. This will include details of bin storage locations and bin collection points and collection arrangements.

Reason: Due to the extent of unadopted roads and private drives creating potential difficulties in bin collection from individual properties or communal collection areas as access is dependent on agreement between the waste collection service and developer.

27. Prior to the commencement of any development in phase 1 a Construction Method/Management Statement shall be submitted to and approved in writing by the Local Planning Authority. This shall also be submitted prior to the commencement of phase 2 and phase 3. The Statement shall provide for:

- a) The parking of vehicles of site operatives and visitors;
- b) Loading and unloading of plant and materials;
- c) Construction methods and piling techniques.
- d) Storage of plant and materials used in constructing the development;
- e) Programme of works (including measures for traffic management and operating hours);
- g) Details of HGV delivery and collection vehicle routes and times to and from the site during construction phase. The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.
- h) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- i) Site security and public safety measures;
- j) Wheel washing facilities to prevent mud and sand from vehicles leaving the site during construction;
- k) Measures to control the emission of dust and dirt during construction;
- l) A scheme for recycling/disposing of waste resulting from construction works;

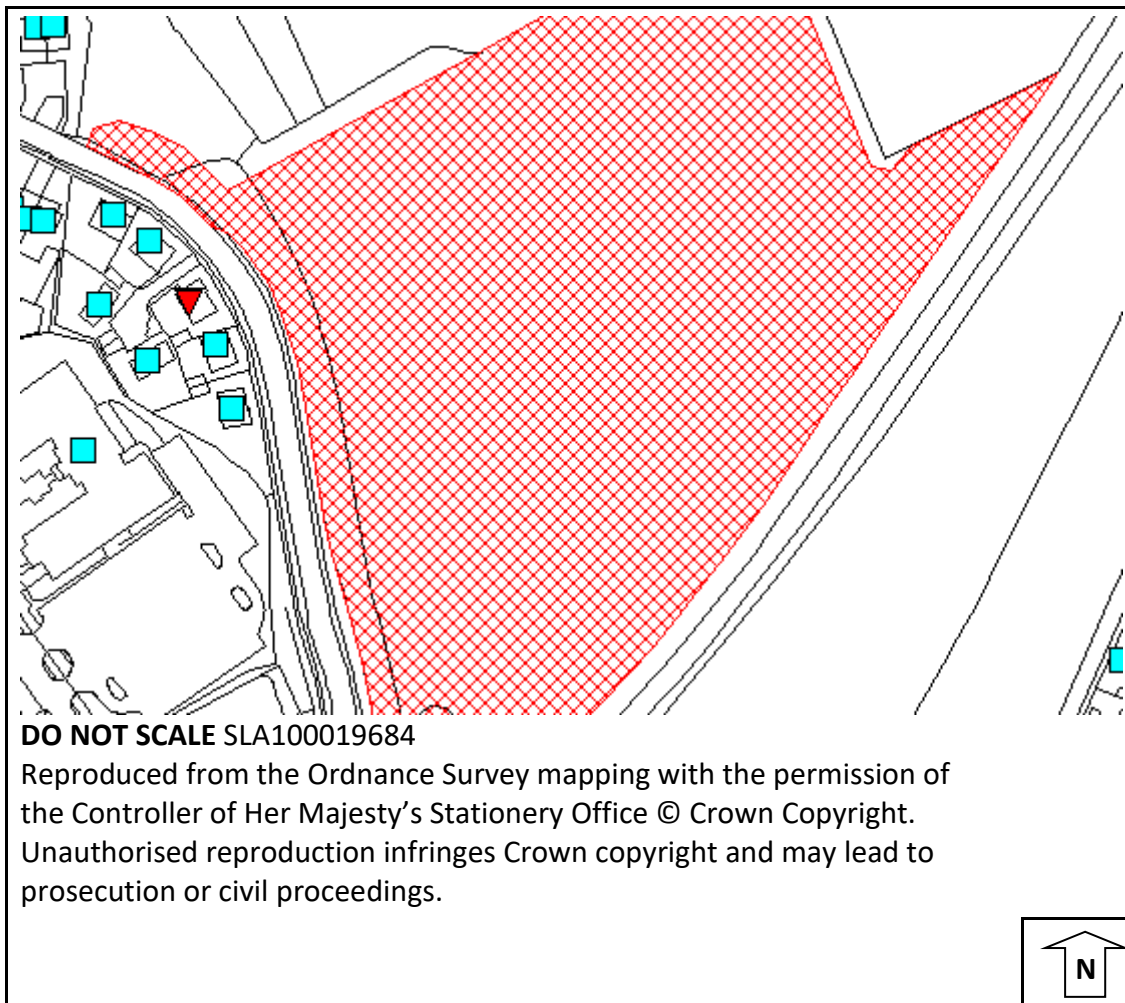
28. Ecology and Biodiversity conditions to be confirmed in the update sheet.

**Background information**





See application reference DC/20/3890/OUT on [Public Access](#)



## Map



### Key

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

## Committee Report

**Planning Committee South - 27 June 2021**

**Application no** DC/20/5278/FUL

**Location**

Land To The North And West Of  
Garden Square And  
Gardenia Close  
Rendlesham  
Suffolk

**Expiry date** 29 March 2021

**Application type** Full Application

**Applicant** Capital Community Developments Limited

**Parish** Rendlesham

**Proposal** A phased development of 75 dwellings, car parking, public open space, hard and soft landscaping, and associated infrastructure and access.

**Case Officer** Ben Woolnough – Planning Manager (Development Management)  
01394 444593

[Ben.woolnough@eastsuffolk.gov.uk](mailto:Ben.woolnough@eastsuffolk.gov.uk)

### 1. Summary

- 1.1. This application seeks full planning permission for the development of 75 homes, open spaces and associated infrastructure.
- 1.2. The site is allocated in the East Suffolk Council Suffolk Coastal Local Plan for the development of approximately 50 dwellings under Policy SCLP12.61.

#### The Case for Development

- 1.3. The site is allocated for the development of approximately 50 dwellings by Policy SCLP12.61 of the East Suffolk Council Suffolk Coastal Local Plan (adopted September 2020) – [Local Plan - East Suffolk Council - Suffolk Coastal Local Plan \(Adopted September 2020\) - East Suffolk Council, Strategic Planning Consultations \(inconsult.uk\)](#)
- 1.4. The principle of residential development on the site is therefore established and the application will deliver 75 homes including 25 affordable dwellings which is a significant

benefit of the proposal. However, the proposal is for notably more than the approximate 50 dwellings referred to in the policy.

- 1.5. The Local Plan allocation forms part of the Council's strategy for growth which seeks to include appropriate growth in rural areas that will help to support and sustain existing communities.
- 1.6. Planning Permission has previously been refused twice on this site for a proposal from the same applicant for same number of homes, first in 2018 (DC/18/2374/FUL) and then in 2019 (DC/19/1499/FUL). The latter was subject to an appeal which was dismissed in 2020 following a public inquiry. This proposal reflects on the outcome of that appeal, which was primarily focussed on the design of the development and has sought to address the design failure of the previous scheme.
- 1.7. Since the previous refusal the site has once again been allocated within the development plan. This follows its previous allocation in the 2017 Site Allocations and Area Specific Policies Development Plan Document and prior to that within Suffolk Coastal Local Plan (incorporating 1st and 2nd Alterations) 2001 and 2006. The site has therefore been allocated for housing for over 20 years and is the longest standing allocation in the current Local Plan.
- 1.8. The design of the development now proposed is considered to be acceptable and in accordance with Policy SCLP12.61 and the Rendlesham Neighbourhood Plan. In addition to the affordable dwellings the proposal will deliver a mix of house types, sizes and designs as well open space and landscaping providing a high-quality environment.
- 1.9. There will be economic benefits in the short to medium term through the creation of jobs in the construction industry and in the longer-term benefits to the services and facilities in the village and wider area through increase visitor spend in the local economy. The development as provides a significant benefit through the provision of an expansion and wider connection of the local Public Right of Way network, in a village which has extremely limited public access connections into the countryside.
- 1.10. The principle of residential development on the site is accepted and the proposal is in accordance with the Local Plan. The proposed method of surface water drainage attenuation for the site will adequately mitigate any flood risk, however it is not an entirely SuDs method of mitigation and this is the only design shortfall in the scheme. In this instance this does not outweigh the wider policy compliance or benefits of the scheme and there are design reasons for its acceptance.

#### Reason for Committee

- 1.11. This application is referred to the Planning Committee by the Head of Planning and Coastal Management under the terms of the Scheme of Delegation due to the level of public interest and its planning history. It is also being presented alongside the Outline Planning application for a further 75 homes in the village DC/20/3890/OUT allocated under policy SCLP12.62, therefore allowing a collective consideration of all allocated growth in the village at one Planning Committee meeting.

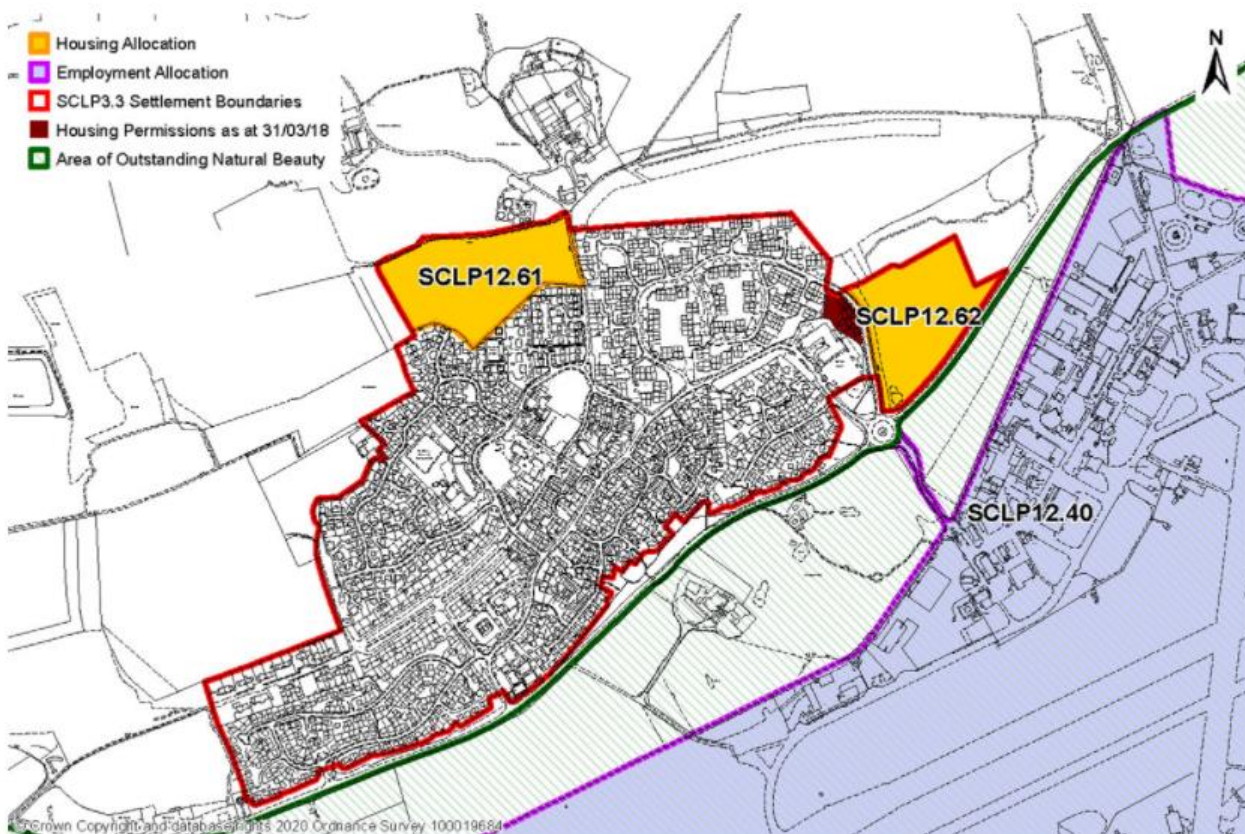
## Recommendation

- 1.12. Officers are seeking authority to approve the application with conditions, subject to the completion of a Section 106 legal agreement to secure the necessary obligations.

## **2. Site description**

- 2.1. The current use of the site is an agricultural field, the northern and western boundaries are mature vegetation and hedge rows, beyond this is woodland. To the east of the site are the rear gardens of 18, 20, 22, 24, 26, 27 and 28 Jays Croft Road. Along the southern boundary edge is 23, 24 and 25 Garden Square, 29, 30 and 31 Gardenia Close, 5 Peace Palace, Maharishi Peace Palace, 67 and 69 Mayhew Road, 8, 19 and 21 Tidy Road.
- 2.2. The proposal site is 5.19 hectares and located within the Rendlesham Settlement Boundary of the Suffolk Coastal Local Plan and Rendlesham Neighbourhood Plan (January 2015). The site has been allocated for housing since 2001 then under the former Policy SSP12 (Land West Of Garden Square) of the East Suffolk - Suffolk Coastal District - Site Allocations and Area Specific Policies DPD January 2017. It is now an up to date allocation under the Suffolk Coastal Local Plan (2020) as SCLP12.61 and is shown below alongside the other housing allocation for the village (SCLP12.62).

### **Land West of Garden Square Rendlesham and Land East of Redwald Road, Rendlesham**



### **3. Proposal**

- 3.1. This application seeks Full Planning Permission for a three phased development of 75 dwellings, car parking, public open space, hard and soft landscaping and associated infrastructure and access.
- 3.2. The first proposed access to the site is from both Tidy Road (southern edge), which crosses a small area of land that is not owned by the applicant, but it is within the applicant's red line site area and notice has been served on these owners. The second access is proposed onto Sycamore Drive (south east corner) which is via Garden Square, which is not an adopted road and is owned by the applicant. There is proposed to be one main primary road through the site (east to west) connecting Garden Square to Tidy Road. A loop road would extend off the primary road in the form of a shared surface drive which would not be adopted by the Highway Authority and would be designed as a shared surface, therefore combining pedestrian, cycling and vehicular use into a single surface treatment, encouraging low traffic speeds and pedestrian priority. A number of shared surface culs-de-sac are also included in the layout.
- 3.3. There are four proposed pedestrian accesses to the site. Two are via the vehicular access points with adoptable pedestrian pavement provision. One is proposed to the north of the current Maharishi Peace Palace into the southern boundary of the site and would involve private land between the existing and new communities though owned by the applicant. The fourth is a proposed new Public Right of Way connection in the north east corner of the site.
- 3.4. The 75 dwellings contain a mixture of bungalows, semi detached, detached, flatted and maisonette properties. With the exception of the small number of bungalows, they are all proposed to be two storey in height or two and a half storey with the second storey purely in the roof space. These are all proposed to front onto routes through the site with a central square open space forming a key focal point.
- 3.5. In the north east corner of the site is proposed an area of public open space which is within the 'Cordon Sanitaire' associated with an Anglian Water waste water treatment plant, adjacent to the north east corner of the site. Also proposed within this open space area is a play area and pumping station. A central green route will also connect the site to the main open space, via the central square and is provided as a design feature due to the current sewer which runs underneath it and constrains development around it.

### **4. Consultations/comments**

- 4.1. A total of 108 third party representations were received throughout the consultation periods - 44 raised objection and 63 support the scheme.
- 4.2. Matters of objection are summarised below:
  - Highway impacts: Congestion; additional traffic through Campsea Ashe, Eyke and Melton (particularly at the railway crossing); cumulative impact associated with

Sizewell and Friston traffic; access roads are inadequate widths for construction traffic; and highway safety concerns (particularly with cyclists and children).

- Flood risk/surface water drainage: SuDs and swales will fail to prevent impact to neighbouring properties; and concerns associated with the holding objection raised by the Lead Local Flood Authority.
- Environmental impacts: Air pollution associated with increased traffic; air/noise pollution associated with construction (exacerbated by the proposed timeframe).
- Overdevelopment: Housing provision will exceed the number allocated within Rendlesham Neighbourhood Plan.
- Impact on residential amenity: Loss of privacy, loss of outlook, loss of light and loss of view.
- Impact on biodiversity/wildlife.
- Closed/separate development contrary to the Neighbourhood plan.
- Lack of infrastructure to support the development (limited school and healthcare capacity).
- Play area inappropriately located next to treatment works/basin.
- Design of properties fails to meet required standards (as noted within the Disability Forum's response).
- Insufficient affordable housing provision in terms of house type.
- Absent of allotments (long requested by the community).
- Concern regarding the financial viability of the project.
- Slow rate of delivery
- That the housing is targeted to be sold to a specific market of customers.

#### 4.3. Matters of support are summarised below:

- Aesthetically pleasing architectural design.
- Low density development with well-spaced dwellings that relate well to neighbouring properties.
- Provision of affordable housing.
- Provision of public open space a benefit/landscaping asset.
- Enhancement of local quality of life.
- Subsequent CIL funding will provide opportunity to invest in future facilities.
- Environmentally friendly and sustainable community.

## 5. Consultees

All comments received are collated within one table – with the respective ‘date consulted’ and ‘date reply received’ listed.

### Parish/Town Council

Consultee	Date consulted	Date reply received
Rendlesham Parish Council	14 January 2021 16 April 2021	3 February 2021 20 May 2021
“Rendlesham Parish Council (RPC) Planning Committee have met to discuss the above application on the <b>25th January 2021</b> , which was also attending by the applicant. The decision		

of the RPC Planning Committee was ratified via a full RPC meeting on the 1st February 2021. Whilst we acknowledge that there has been much improvement to this application since the previous application (C/19/1499/FUL), we are disappointed that the applicant has chosen not to engage with RPC at the pre application stage and hope going forward this can be remedied. Based on the detailed application as submitted RPC **object** to the application on the following grounds.

1. The application for 75 dwellings is not in accordance with East Suffolk Local Plan (Suffolk Coastal Local Plan), which has identified the site SSP12 (SCLP12.61) as suitable for “approximately 50 dwellings”. Section 12.427 makes clear that Rendlesham has capacity to accommodate more than the 100 homes proposed, but is limited predominantly by highway factors and the cumulative impact of both residential and employment traffic on the local highway network, and also by education capacity. As it stands, including the outline planning application for 75 homes on the allocated site SCLP12.62 (DC20/3890/OUT) and the planning application for 11 homes on the commonly referred to ‘sport centre site’ (DC/20/1035), the cumulative impact to Rendlesham is 166 proposed new homes.

2. The detailed application includes no evidence of how the provision for ‘Affordable Housing’ will be delivered within the proposed development under object 3 of the Rendlesham Neighbourhood Plan nor SCLP5.10 (previously DM1). We note that the applicant has set up its own housing association (Community Capital Homes Limited) contrary to the expectation of the Development Control Team and the Housing Strategy and Enabling Manager of East Suffolk Council. The application also lacks the detail of whether the affordable homes will be divided between rented and shared equity.

3. The application is not compliant with the detail and aims of RNPP3 of the Rendlesham Neighbourhood Plan (RNP) in respect of allotments. RNPP3 clearly states that ‘New residential or mixed use development is required to make provision towards meeting identified local need for allotments, orchards and growing spaces. The applicant has inferred that, as allotments have been provided on SSP13, there is no further requirement. This is incorrect as evidenced in the attached Rendlesham Allotment Strategy. The allotments proposed for SSP13 SCLP12.62 are equal to 5 standard allotments, the identified need is a minimum of 45. RNPP3 para 11.03 clarifies that allotments can be provided in several locations to meet the identified need. The Parish Council emphasises that at the point of sending this letter a waiting list of 87 residents exists for allotment plots.

4. There has been no Financial Viability evidence provided with the application to allow assessment in line with Appendix G of the East Suffolk Local Plan.

5. Apparent “Closed Community’ approach to marketing has challenged the availability of any (including the ‘Affordable’) properties to be available to fulfil the local housing need for those within Rendlesham or with ties to Rendlesham. During the meeting of the 25<sup>th</sup> January 2021 the applicants verbally advised RPC that marketing was not taking place and properties will be available in the future to the general public. Attached per appendix 2 to this letter is the more recent marketing material being circulated to targeted people by the applicant which is contrary to that statement.

The appended publication is located [HERE](#)

Should this application be approved RPC ask that the scheme is protected by a Section 106



agreement to ensure lettings and discount market ownership will be restricted initially to people with a strong connection to the parish. The Section 106 will also include the names of the abutting parishes to be included in the “cascade of eligible parishes” if there is no one left in need in the core parish. Each Local Authority will have its own definition of local need and local connection, but typically it would cover the following circumstances:

- Connection to the village by birth
- Current residence within the village for a number of years
- Former resident in the village within a set timescale
- Close family members resident in the village
- Employment in the village

6. RPC note the holding objection issued on the 27th January 2021 from Matt Williams, the SCC Flood and Water engineer, and agree that a further Flood Risk Assessment should be completed ahead of any consideration of the application.

It is not acceptable to RPC that in the event of extreme rainfall the current proposal will result in flooding to Tidy road and we look to the developer and the appropriate authorities to finalise a suitable surface water drainage scheme.

In light of the objection from SCC about the key proposals of the surface drainage system, RPC look to East Suffolk Council to refuse this application until this fundamental aspect of the design is agreed. Please refer to appendix 1 for pictures taken on the 29th January 2021 to reflect the current flooding issues on the boundary between the site and Tidy road.

### **Other Considerations**

1. Adoption of all roads, including service roads, on the development by SCC to ensure a satisfactory standard of highway construction. RPC strongly support the adoption of the roads to ensure proper maintenance is undertaken which will also allow waste refuse collection, and emergency vehicle access to all properties on the proposed development. It also gives security/certainty to owner/occupiers about where responsibilities lie.

It is noted that Garden Square is not adopted and currently in a poor state of repair. During the meeting on the 25th January 2021 the applicant confirmed to RPC that the road was currently up to an adoptable standard and simply required the final surface. This statement is contrary to the Suffolk County Councils (SCC) Highways report which was included within the previous appeal [Here](#) and went on to state that the current road is not completed and would not be adoptable by SCC without considerable work commenting as follows:

- The base course has been exposed since 2005 and will now have oxidised, this
- surfacing will not be acceptable and would need to be removed.
- The footways have not been surfaced and have raised covers and other trip
- hazards.
- The street lighting would need to be assessed and brought up to current
- standards
- The kerbs have not been inspected and we do not know if they are installed
- correctly, and the correct levels for the final finished surface.
- Therefore, we have to assume that all of the existing construction will need to be
- removed and replaced to current SCC standards, prior to adoption.



RPC would like to see this road adopted before the development commences. To ensure enforcement of this RPC request that in the event of any approval a suitably worded Planning Condition is issued to the applicant.

We point out to East Suffolk Council that this was a very contentious issue on a previous development (by a separate developer some years ago) and we wish to avoid any such repeat.

RPC further note that the advice given in Pre Application (e-mail Ben Woolnough to CCD 07 December 2020 13:09) is in our view not strong enough on this point. That correspondence simply says "It may be necessary to make the initial entrances of both ends of the loop road adoptable standard of the same form as the main road ". The use of the word "may" suggests that there is some option. RPC do not see this as optional and ask East Suffolk Council to make the requirement clear and mandatory.

2. It is noted that areas of land are deemed to be intended for the use of the general public as part of the proposal. It is and has consistently been the view of RPC that the ownership of such land should be legally transferred to RPC ahead of development in order for its use as part of RNPP3 to be managed and maintained by RPC. The current intent of the developer seems to be the establishment of "his own" estate management company.

3. Disability access as per the comments raised by the Suffolk Coastal Disability Forum on the 21st January 2021 should be taken on board and incorporated into the overall design to ensure any development is accessible by all.

4. The traffic survey is restricted to home ownership for those practicing TM and therefore given the development should be accessible for the wider public to purchase a survey to reflect ownership on this basis should be provided as part of the application given the importance of the cumulative impact of the wider peninsular. It is noted that the development allocates parking for over 170 vehicles which will make significant impact on local traffic which should be considered in the new assessment.

5. A condition to any approval should include a provision for ground or air source heat pumps in line with Ministry of Housing, Communities and Local Governments published commitment to achieve a 31% reduction in carbon omissions, and the intended government legislation to outlaw new Gas Boiler installation in the near future which lies within the predicted timeline of the completion of the housing allocation on this site in East Suffolk Local Plan. RPC record and ask East Suffolk Council note that similar reasoning has been used recently in Ipswich (See EADT [here](#)) to reject a development proposal.

6. Whilst the applicant has alluded to 33% of the residents owning electric cars we do not believe it in the gift of the applicant to impose conditions on the ultimate owners. That said, the applicant has not included any charging points within the detailed planning application that RPC can see and we ask that a provision is made for these for every home (including shared points for flats).

7. To close the Tidy Road entrance with a barrier and used only as an emergency exit during the construction period.

8. All construction traffic to be parked on site and construction access is in accordance with an agreed site access plan and incorporated in a Construction Management Plan i.e. that all

construction traffic is routed through Garden Square entrance/exit.

9. Contributions in respect of school and GP facilities and that CIL contributions are sufficient to mitigate the impact of the increase in population as a direct result of this development.

10. Habitats & Wildlife are not compromised as a result of the proposed development.

11. It is also noteworthy that the East Suffolk Local Plan expects this development to take 6 years to build 50 houses (see Local Plan page 514 – Appendix D). The plan actually shows first houses completed in 2023/24 (2½ years from now) with the expected delivery in the years as follows :-

FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
5	10	10	10	10	5

This suggests that the development of 50 houses would take until late 2028 to complete. This programme effectively means vehicular disruption (if the actual number is 75) until the end of the decade. RPC feel this protracted duration justifies an objection on the grounds of “environmental impact” and quality of life for the existing residents. We welcome the applicant confirming during the course of the meetings on 25th January 2021 and 1st February 2021 that they will engage with RPC in the future with regards to proposed/potential developments.”

"I have Just noticed another 2 docs have recently been added to this Application on ES Website. These are presumed to be new drawings from the Applicant ....(Doc refs 38878-1 and 38878-4 entitled Walking Route Plans) The seems to be yet another addition after the closing date for comments . This emphasises and justifies the Parish Council reference, in our recent Objection to the proposal, to "piecemeal approach of the Appllicant" to the process. Rendlesham Parish Council now have two fundamental questions

1 Is this late submission acceptable in the Planning Process and if so when (if ever) does the option to submit new material stop ??

2 Should this additional submission trigger another "Consultation Period" for RPC and all other statutory reviewers assess this new information ??

The new drawings issued seem to be totally new and an attempt to link this application with wider walking routes around Rendlesham, but are submitted without any apparent explanation of their context.

If this additional late this information is deemed acceptable please advise this Council how long we have to assess/comment and what credence (if any) this late submission will have in the Case Officer's assessment of the Application."

## **2<sup>nd</sup> Consultation**

Rendlesham Parish Council (RPC) Planning Committee have met to discuss the proposed amendments to the application raised by the application on the 24th March 2021.

As a starting point we must express our disappointment that this application has had to be revisited in this way as such piecemeal amendments simply cause frustrations for all parties

concerned.

In respect of the amendments themselves we are also disappointed that despite previous assurances made by the applicant on both the 25th January 2021 (where the application was discussed at the Parish Council planning meeting) and the 1st February 2021 (where the objection was ratified at a full council meeting) no attempt has been made to engage with RPC nor has any effort been made to address the underlying basis for our objections highlighted in our letter of the 3rd February 2021.

We have however received an email from the applicant dated the 20th April 2021 (see appendix A) which we read as a 'fait accompli' as opposed to any attempt to engage.

For the avoidance of doubt RPC continue to object to this application for the reasons set out in our letter dated the 3rd February 2021.

RPC also make the following comments in relation to amendments proposed by the applicant:

In respect of the Flood Risk Assessment and Drainage Strategy RPC note the Holding Objection from SCC which whilst addressing that key technical issue also indicates that "a full above ground SuDS solution is achievable, in accordance with local policy (SCLP9.6). (but) would have an impact on the quantum of development." RPC read this to mean "to have a fully compliant SUDS system the site cannot accommodate 75 houses but maybe could accommodate 'approximately 50'." (As per ESC Local Plan).

We strongly urge the East Suffolk Planning team to ensure only an agreed and policy complaint solution to the surface water flooding issues faced on the site is approved going forward. We understand this is not currently the intention of the applicant who favours a non-complaint option which poses unacceptable flooding risks to both the existing residents of Tidy Road and future residents of the development.

RPC do not accept the proposals for the "Estate Management Company" based on past experience of such arrangements in Rendlesham and seek a formal transfer of any land for public use to direct ownership of the Parish ASAP within any development.

Further in respect of the Land for "Public use" RPC particularly object to the content of the proposed Landscape Management & Maintenance Plan which includes

- o reference to both a Private Management Company to be appointed by the Developer and
- o The Landscape Management Contractor being a company who may be appointed by the above.

This arrangement leaves the management exclusively in the hands of developer and offers no option to manage space for the community by RPC

RPC further note that the Landscape Management & Maintenance Plan itself includes the following statement:-

Prior to the commencement of development (or such other date or stage in development as may be agreed in writing with the LPA) a detailed long term Landscape Management and Maintenance Plan for all landscape areas shall be submitted to and approved by the LPA in writing.

Has such a document been prepared and issued as the developer is advocating its need "prior to commencement of the development" ?

RPC maintain our previous views on both the Marketing Strategy and the lack of a defined registered provider of Social housing, as this latest submission provides no tangible evidence of any change. RPC also note the views of the East Suffolk Housing Strategy Team in their response to the Application which also questions the proposed provider of social Housing as follows "The Council works closely with several Housing Associations and it is expected that one of them would own and manage the homes. A list can be found here on the Council's website.

We note that the Addendum to the Noise Report shows in Fig 5 a "Proposed Acoustic Barrier". We note the above is not shown in the revised "Accommodation Plan" (Ref 0300 K). This in itself is a clear omission from the drawing that to most people is the "layout of the scheme" and pre-empts the question about details the "Proposed Acoustic Barrier". RPC require these details to be made clear.

RPC note the play area has been relocated closer to the water treatment works and given previously raised queries around its proximity to the treatment works question the health and safety aspect of this amendment.

RPC has explained to the applicant in the meeting of the 1st February 2021 its expectation that the application complies with the detail and aims of RNPP3 of the Rendlesham Neighbourhood Plan (RNP) in respect of allotments of which a waiting list of exists of 87 residents. The applicant is correct that the applicant on SSP13 has mooted an allocation for allotments and whilst we reiterate this is not agreed the suggestion in any case is only for 5 standard allotments. The identified minimum need for Rendlesham is as previously stated for a minimum of 45 Standard Allotments (Rendlesham Allotment Strategy, 2021).

We are concerned that the applicant continues to refuse to offer allotments in order to comply with RNPP3 and supporting Rendlesham Allotment Strategy. The reliance on potential future unapproved developments is a clear indication of ignoring the evidenced need of the village residents and of compliance with RNPP3.

In the original application RPC understood the plans to include an orchard giving both physical access and the feeling that one was 'allowed' access. The recent amendments mean the path is alongside the unspecified trees with only a small number of trees being within touching distance. To RPC this highlights that the applicant still refuses to accept the repeatedly proven fact that residents of Rendlesham want the physical experience of growing and harvesting. Plucking an apple from a tree might not be close to having an Allotment but it's better than only being able to see the apple in the distance.

Given the ongoing difficulties with regards to disability access within a number of the dwellings as highlighted by the Suffolk Coastal Disability forum we would refer the applicant to the Building Regulations 2010 (Approved Document M) and specifically M4(2) Category 2: Accessible and adaptable dwellings and M4(3) Category 3:

Wheelchair user dwellings (see appendix B) and ask East Suffolk to ensure in the event the application is approved that conditional application of these regulations is included.

We feel we should also respond more formally to some of the points raised in the 'Fait Accompli' provided to RPC by the applicant on the 20th April 2021 (appendix A) as follows:

1. Number of Dwellings

a. RPC maintain as per our objection letter dated 3rd February 2021 that an application for 75 houses is not approximately 50 as per the local plan and any approval at this level along with a similar number on SSP13 would be unsustainable.

b. RPC also note the holding objection from Suffolk County Council which includes from the Flood Risk Assessment that there is no ability to provide a fully compliant SUDS system for 75 Properties on this site

2. Affordable Housing

a. The statement confirms that

i. The affordable housing will be managed by a registered provider of social housing. Currently there are 1,632 registered providers in England.

ii. CCD has set up a company, Capital Community Homes Ltd (CCH), which has applied to become a registered provider."

iii. RPC note that CCD are effectively looking to be registered as the 1633rd provider. We are unclear as to the intention of CCD to become a registered provider as this is not being shared but note the opinions expressed within East Suffolk Housing's response to the application and their requirement that a "Provider" from their approved list be engaged

b. RPC also note the more recent letter from East Suffolk with regards to the actual housing need within Suffolk which is not restricted to flats but rather the actual need which is:

i. 2 bed 4 person house – 14 applicants

ii. 3 bed 5 person house – 14 applicants

c. We expect the applicant to review their allocation in line with this actual housing need although record (as per CCD recently filed accounts) deposits for properties have already been taken amounting to £964,690 which leaves uncertainty as to what properties have not already been reserved

### 3. RNPP3 - Allotments, orchards and growing spaces

a. As mentioned earlier in this letter the application has not remained the same in this aspect and the previously offered (inadequate) 'orchard' is no longer identified in the new landscape details.

### 4. Viability assessment

a. RPC make no further comment on this as a requirement but still maintain that the development and its business model (of seeking money up front from prospective owners) is unviable and would result in an overly protracted Construction Programme.

### 5. Approach to marketing

a. RPC have previously shared copies of CCD's own marketing material with the applicant and remain unclear why this point is continued to be denied. We also refer to the recently filed accounts which evidences further the taking of deposits.

b. RPC maintain as per our previous objection that the marketing is being controlled and targeted to a specific group.

c. RPC also remain unconvinced that a conventional estate agent would engage in marketing a "Pay now build later" property development given the limited market of people who would be in a position to purchase a property on this basis.

### 6. Surface water drainage

a. RPC do not dispute CCD's view that the existing Flooding issues in Tidy Road are not "created by this development" The issues will potentially be exacerbated by the development. (as indicated in the previous Flood Risk Assessment which conveniently showed water flow direction away from Tidy road when the reality was different.)

b. RPC expect any development to ensure that the existing situation is made no worse and as the current floods stem from the site of this proposed development any development should be undertaken so as to prevent such flooding being repeated.

### 7. Other considerations

#### a. Adoption of roads

i. RPC refute that Garden Square is up to an adoptable standard which was supported by a statement by Suffolk County Councils (SCC) Highways report included in the last application.

ii. RPC's view remains that the roads must be brought up to an adoptable standard before any development begins and ask that the East Suffolk planning team to ensure a condition to this effect is included should the development be approved.

#### b. Adoption of open space

i. CCD continue to cite space being "made available to the entire Rendlesham village in perpetuity, and that it will be maintained and managed by an estate management company", comprising local residents.

ii. RPC maintain that ownership of the land should be provided to RPC for the following reasons

iii. The land will not come into existence until completion of the development and there are new residents to be part of the management group.

iv. Experience with Land Management companies in Rendlesham is full of issues both over the costs to residents and the lack of "management" actually undertaken. It is in fact a proven unsuccessful model here in Rendlesham.

#### c. Disability access

i. RPC note and support the Suffolk Coastal Disability forum recent objection of the 22nd April 2021 in that disability access is severely lacking on this application.

#### d. Programme of construction

i. RPC feel the construction of three phases over three years is a laudable aim but sadly experience

often Construction of Garden Square and Gardenia Close does not give confidence that this is achievable with the Business model proposed.

Consultee	Date consulted	Date reply received
Tunstall Parish Council	12 January 2021 16 April 2021	No response No response
No response received.		

Consultee	Date consulted	Date reply received
Melton Parish Council	12 January 2021 16 April 2021	28 January 2021 26 April 2021

*"Melton Parish Council Planning and Transport Committee considered this application at its meeting on **27 January 2021**. Whilst the Council accepts the principle of development on this site in accordance with Policy SCLP12.61 in the Local Plan and the Rendlesham Neighbourhood Plan, Councillors nevertheless have concerns as to why, when the Local Plan recommends a limit of c50 units on the site because of the proximity of a sewage treatment plant and sewers crossing the site, the application seeks permission for 75 dwellings. Additionally, whilst the AQA submitted seeks to demonstrate (pages 8-11) that the additional road traffic impacts at Melton generated by this development are "judged to be insignificant", Councillors are nevertheless concerned by the steady year on year growth in permissions for development which impact on the volume of traffic at the Melton crossroads, which is considered by Highways to be operating at saturation point, and there is no longer term strategy in place to divert through traffic from the centre of Melton."*

*"Melton Parish Council Planning and Transport Committee considered this application at its meeting on **22 April 2021**. Whilst the principle of development on this site is established in accordance with Policy SCLP12.61 in the Local Plan and under the Rendlesham Neighbourhood Plan, Councillors see no need to depart from their position advised on 28 January 2021 in respect of the previous application. In making a recommendation for rejection, Melton Councillors expressed concern at the proposed number of units (75) compared with the recommended number in the Local Plan (50) together with concerns at the cumulative impact of the additional traffic likely to be generated on the Melton crossroads. In respect of the revised application, there is a holding objection on grounds of flooding from Suffolk CC, which could be mitigated by constructing fewer units. In the circumstances Melton Parish Council continues its objection to this application as now submitted and recommends refusal."*

Consultee	Date consulted	Date reply received
Eyke Parish Council	12 January 2021 16 April 2021	26 April 2021 27 April 2021

Eyke Parish Council objected to the previous application on the basis of an unacceptable projected increase in traffic movements through the village. The number of properties remains the same as in the previous application, and it is projected that each property could generate between 7 and 8 vehicle movements a day, allowing for service and delivery vehicles. Most of this traffic would

travel through Eyke Street, already overburdened with traffic, and where road safety is a major concern, due to road width, lack of pavements in places and continuing problems with speeding vehicles.

The Parish Council very strongly objects to the current application.

#### April response

"Eyke Parish Council has consistently opposed this application on the grounds that an additional 75 houses will further exacerbate the existing traffic problems in Eyke. There is nothing in the latest additional information to suggest that this problem has been addressed in any way. The Parish Council's stance remains unchanged."

Consultee	Date consulted	Date reply received
Campsea Ashe Parish Council	12 January 2021 16 April 2021	27 January 2021 10 May 2021

*"Further to above planning application we would like to strongly object to granting permission for the following reasons;*

*1 Its is our opinion that by allowing yet another batch of 75 dwellings will have further negative impact on our already stretched road infrastructure. Especially on the B1078 and Ivy Lodge Road (ILR). These roads are barely coping safely at current levels, with incidents of grid lock events already happening on ILR at regular intervals, as more vehicles are using those roads to reach the A12, because of avoiding the busy Melton cross roads. The B1078, which has become a popular shortcut to the A12 from Rendlesham, has several pinch points where it is difficult for even cars to pass safely each other. The resulting increase of traffic on that road will most certainly increase incidents and impact safety.*

*2 We are gravely concerned by the apparent failure of ESC to take into account the cumulative impacts of all the developments currently being contemplated.*

*3 We strongly object for the development of 75 units, when the original local plan allowed for 50 units. Whilst we do feel that a saturation point has been reached, we recognise that 50 units developments are legally possible.*

*4 We would like to refer to DC20/3890/OUT, which appears to operate under similar circumstances and which reinforces our cumulative impact statement. Those developments, if granted to its full extend, would add approximately 600 journeys a day to the area.*

*5 We are concerned about the lack of infrastructure with regards to local services for such an amount of homes, which will inevitable lead to more car journeys being undertaken."*

*"Campsea Ashe Parish Council continues to strongly object to the development of 75 new homes. As outlined in our original objections, CA PC is highly concerned about cumulative traffic impacts in the area. This development will add ca 450 vehicle movements a day to our area, especially affecting Campsea Ashe, with certain areas of the B1078 and Ivy Lodge Road not capable of safely supporting further increases of traffic volumes, especially at peak times.*

*CA PC is surprised that the well known traffic volume issues are not being considered appropriately*

*by ESC and by allowing developments to exceed LP and Neighbourhood Plan agreed limits. CA PC is concerned about the effect this and the other larger developments will have on the Rendlesham infrastructure with regards to educational and medical services."*

Consultee	Date consulted	Date reply received
Bromeswell Parish Council	12 January 2021 16 April 2021	2 February 2021 4 May 2021

*"Bromeswell Parish Council considers there has been no substantial change in this application to that previously submitted and refused by East Suffolk Council. This application continues to seek a much higher density of units than originally foreseen for this site and fails to address the infrastructure issues identified in the Rendlesham Neighbourhood Plan. The PC also has concerns about cumulative traffic issues given the exceeding of traffic limits on the neighbouring Bentwaters Business Park at certain times of the year. Bromeswell PC therefore recommends REFUSAL of this application."*

**May response**

*"Bromeswell Parish Council wishes to object to this application as it is not within the policies set out in the East Suffolk Council Local Plan nor the Rendlesham Neighbourhood Plan. The PC is also concerned about the cumulative increases in traffic from developments across the peninsula, much of which travels through our village, that at times is causing considerable congestion and delays at the traffic lights in Melton."*

Consultee	Date consulted	Date reply received
Ufford Parish Council	12 January 2021 16 April 2021	8 February 2021 29 April 2021

*"Ufford Parish Council object to this application on the grounds of the unacceptable impact this would have on the Highway. The Local Plan refers to the Melton Crossroads in 12.377 saying "Significant further development in the area around the Deben peninsula, which is primarily accessed via Melton, is constrained due to issues related to capacity at the crossroads in Melton." Although development in Rendlesham is not on the Deben Peninsula, the additional traffic created by the residents of the 75 dwellings trying to get to work in Woodbridge, Ipswich or beyond, between 8.00am and 9.30am will further increase the congestion at the Bromeswell roundabout, the Melton level crossing and the Melton Crossroads. The greatest relevance to Ufford is that after experiencing the long queues through Melton, the new residents will look at a map and will soon learn that they can use Ufford as a 'cut through' to the A12; resulting in our very narrow country lanes, often single track with passing places, being further abused and eroded. This application also comes just days after applications DC/20/3361/FUL and DC/20/3264/FUL were permitted by ESC, allowing a further 130 houses to be built just north of Ufford and further increasing the traffic through the village wishing to access the A12 and Woodbridge. We would refer the LPA to the NPPF, Article 109: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"."*

**April response**

*"No further comments will be submitted from Ufford PC."*



## Statutory consultees

Consultee	Date consulted	Date reply received
Anglian Water	12 January 2021 16 April 2021	3 February 2021 No response

Summary of comments:

No objection - a number of informative notes are provided.

In respect of the Cordon Sanitaire:

“we can accept that the amenity of the development as currently proposed, is unlikely to be impaired by the emissions of odour or noise that would be anticipated from the normal operation of the Rendlesham WRC”.

Consultee	Date consulted	Date reply received
Environment Agency - Drainage	12 January 2021 16 April 2021	No response No response

Summary of comments:

No response received.

Consultee	Date consulted	Date reply received
Network Rail Property (Eastern Region - Anglia)	12 January 2021 16 April 2021	15 January 2020 22 April 2021

Summary of comments:

No objection.

Consultee	Date consulted	Date reply received
SCC Highways Department	12 January 2021 16 April 2021	26 January 2021 26 April 2021

Summary of comments:

Further to the submission of amended drawings, the County Council as Highway Authority make the following comments:

1. It is noted that the layout and access arrangements of the main loop road have been improved and subject to the following amendments (issues are all introduced on new drawing), it is envisaged that the loop road would be suitable for adoption by the Highway Authority: a) Remove sections of footway with right angled turns (where the footway offsets to bypass the swales). Any changes in direction should have a radius or suitable angle. b) Remove or relocate the two western end visitor layby spaces from the laybys north of plot 47-48 as these are currently too close to an access.
2. It is noted that the applicant has provided information regarding the strip of land where the site adjoins Tidy Road. As an essential link, the condition relating to the access/footway connections is still recommended overleaf.

3. Plans relating to parking noted and the recommended planning conditions overleaf have been updated to reflect this and any other amendments.

4. No further comments have been received from other SCC stakeholders (Rights of Way, Passenger Transport, Travel Plans), so unless a further separate response is provided, any comments from my previous response dated 26/01/2021 and previous separate responses remain applicable.

We would recommend that a slightly revised layout plan is provided illustrating an adoptable main access road through the development.

**The following planning conditions are recommended:**

Condition: No part of the development shall be commenced until details of improvements to the road and footway known as Garden Square, Rendlesham have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in its entirety and Section 38 Agreement entered into with the Highway Authority prior to occupation.

Reason: To ensure that the necessary improvements are designed and constructed to an appropriate specification and made available for use at an appropriate time.

Condition: No dwelling shall be occupied until continuous road and footway access onto Tidy Road, Rendlesham has been completed in its entirety in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that adequate access to the highway is provided and designed and constructed to an appropriate specification and made available for use at an appropriate time.

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

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

Condition: No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority.

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

Condition: The use shall not commence until the area(s) within the site shown on drawing no. 216-20 0300 Rev K for the purposes of [LOADING, UNLOADING,] manoeuvring and parking of vehicles has been provided and thereafter that area(s) shall be retained and used for no other purposes.

Reason: To ensure that sufficient space for the on site parking of vehicles is provided and maintained in order to ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles where on-street parking and manoeuvring would be detrimental to highway safety to users of the highway.

Condition: Before the development is commenced details of the areas to be provided for secure cycle storage and electric vehicle charging infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose. Reason: To ensure the provision and long term maintenance of adequate cycle and low emission vehicle infrastructure.

Condition: All HGV traffic movements to and from the site over the duration of the construction period shall be subject to a Deliveries Management Plan which shall be submitted to the planning authority for approval a minimum of 28 days before any deliveries of materials commence. No HGV movements shall be permitted to and from the site other than in accordance with the routes defined in the Plan. The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period

of occupation of the site.

Reason: To reduce and / or remove as far as is reasonably possible the effects of HGV traffic in sensitive areas.

Condition: No part of the development shall be commenced until details of a 3m wide bridleway within the development site to link from the north end of Garden Square to the end of the proposed new off-site bridleway have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be laid out and constructed in their entirety prior to occupation.

Reason: To ensure that the necessary improvements are designed and constructed to an appropriate specification and made available for use at an appropriate time.

Consultee	Date consulted	Date reply received
SCC Flooding Authority	12 January 2021 16 April 2021	27 January 2021 20 April 2021

**Final Response:**

There are a few minor design tweaks I'd still like to see and supporting details such as sections through swales and basins, but this detail can be conditioned. As such, please see below recommended conditions.

1. No development shall commence until details of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority (LPA).

*Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained*

2. No development shall commence until details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the LPA. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details.

*Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.*

3. Within 28 days of practical completion of the last dwelling or unit, surface water drainage verification report shall be submitted to the Local Planning Authority, detailing and verifying that the surface water drainage system has been inspected and has been built and functions in accordance with the approved designs and drawings. The report shall include details of all SuDS components and piped networks; in an agreed form, for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

*Reason: To ensure that the surface water drainage system has been built in accordance with the approved drawings and is fit to be put into operation and to ensure that the Sustainable Drainage System has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as*

*required under s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk*

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

4. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the LPA. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP shall include:  
Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:-
- i. Temporary drainage systems
  - ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
  - iii. Measures for managing any on or offsite flood risk associated with construction

*Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater*

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

**Initial response:**

The submitted documents have been reviewed and we recommend a holding objection at this time. A holding objection is necessary because two options have been presented in Appendix L of the Flood Risk Assessment. Option 1 seeks to maximise the use of above ground SuDS within the existing layout but relies upon below ground storage elements. Option 2 assess the land required for a solely above ground SuDS solution. It is clear from Option 2 that a full above ground SuDS solution is achievable, in accordance with local policy (SCLP9.6). It is however acknowledged that this approach would have an impact on the quantum of development. Based on the revised site layout submitted, SCC LLFA are of the understanding that SuDS Option 1 is what the Applicant wishes to progress. This does not accord with local policy. This is the basis of SCC LLFA's holding objection. If the LPA were to advise that in the planning balance, they are not seeking full policy compliance RE above ground SuDS, SCC LLFA could reassess the application on that basis. However, at the time of this response, no such discussion has taken place and thus, the proposal is contrary to local policy. Given this is a full application, there is no scope to progress the design with a view to assessing both options further. To be clear, SCC LLFA have not considered the technical details of either Option 1 or Option 2. The above point of principle needs to be resolved and a firm solution put forward before any technical assessment is undertaken. The holding objection is a temporary position to allow reasonable time for the applicant and the LLFA to discuss what additional information is required in order to overcome the objection(s).

## Non statutory consultees

Consultee	Date consulted	Date reply received
SCC Fire and Rescue Service	12 January 2021 16 April 2021	19 January 2021 No response
Summary of comments: No objection subject to condition for fire hydrants.		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	12 January 2021 16 April 2021	11 May 2021 No response
<p>Summary of comments:</p> <p>Thank you for reconsulting us on this application, we wish to update our previous comments (January 2021) and make a holding objection for the following reasons:</p> <p>Hedgerows are a UK and Suffolk Priority habitat (under section 41 of the Natural Environment and Rural Communities (NERC) Act (2006)). It appears that the proposed development will result in the uncompensated loss of this habitat present within the site. The Preliminary Ecological Assessment Addendum (Basecology, December 2020) identified this habitat in the south western corner of the site, however the landscape proposals schedule this for removal and replaced by a non-native <i>Ligustrum ovalifolium</i> hedgerow. The National Planning Policy Framework (NPPF) (2019) and SCLP10.1 of the Suffolk Coastal Local Plan seek to ensure that all development maintains and enhances the environment, including protecting Priority habitats and species. Consent should therefore not be granted for any development which would result in the uncompensated loss of Priority habitats. Therefore, the native hedgerow should remain and enhanced. As this is to be included within garden area, then further native hedgerow planting, of a greater length than the hedgerow currently present, will be required within the Public Open Spaces onsite. This should incorporate a diverse range of native species.</p> <p>We note that the landscape proposals contain a range of native and non-native species planting. This includes within the Sub Canopy Mix B bordering the woodlands on the northern and western boundaries, where the non-native cherry plum <i>Prunus cerasifera</i> are proposed to be planted amongst native species. Furthermore, non-native standard trees are proposed in this area, including walnut varieties such as <i>Juglans regia</i> "Lara", and domesticated varieties of native species such as <i>Fagus sylvatica</i> "Purpurea". This planting is recommended within the Preliminary Ecological Assessment Addendum in order to buffer the woodlands from disturbance caused by the development. In order to achieve this and to maximise the potential for biodiversity, the new tree planting should comprise of a diverse range of native species. Therefore, we recommend that the non-native species proposed for planting in these sections are removed and replaced with native species instead, which increases the value of this section for biodiversity. We also note that most of the Public Open Space area is to be sown with turf. In order to increase the value of this area for biodiversity, a wildflower mix should be sown.</p> <p>We are concerned that areas of the Sub Canopy planting are incorporated into gardens. As this planting was recommended within the ecology report to buffer the impacts of the development upon the areas of woodland, then we recommend that this is included outside garden boundaries. This is to ensure that appropriate management to maintain the functionality of the buffer is carried out.</p> <p>We are pleased to see that hedgehog links provided within the fencing of garden boundaries to</p>		

maintain connectivity for the species. In order to provide connectivity with habitats of value to the species, we recommend that hedgehog permeable boundaries should be incorporated into fencing bordering onto the woodlands.

Consultee	Date consulted	Date reply received
East Suffolk Housing Development Team	12 January 2021 16 April 2021	14 January 2021 28 April 2021
<p>Summary of comments:</p> <p>I note the changes of the affordable rented housing scheme from 9x1 bed flats and 3x2 bed flats to 9x1 bed flats and 3x2 bed houses. Unfortunately, there is a greater need for family size housing in Rendlesham.</p> <p>The number of applicants with a local connection to Rendlesham needing a two bed, 4 person house is 14 , whilst there are 14 applicants needing a 3 bed, 5 person house.</p> <p>To meet the Councils housing need, I would advise a reduction in the number of flats for rented accommodation and an increase in the number of 2 and 3 bed houses.</p>		

Consultee	Date consulted	Date reply received
East Suffolk Economic Development	12 January 2021 16 April 2021	No response No response
<p>Summary of comments:</p> <p>No response received.</p>		

Consultee	Date consulted	Date reply received
Disability Forum	12 January 2021 16 April 2021	21 January 2021 22 April 2021
<p>Summary of comments:</p> <p>This was not the easiest of applications to go through.</p> <p>The design of all the dwellings gives much concern as it appears that the majority of them are designed with steps to the front entrances with some of them appearing to have ramped access to doors on the side elevations of the dwellings.</p> <p>We therefore object in principle to this application as disabled people should be able to access all the entrances and especially the front doors!</p> <p>The application is for 75 dwellings, 12 of which are affordable for rent, and 13 of which are for ownership. The application indicates that wheelchair accessible provision is in the Sudborne and Blakenham designs.</p> <p>All the dwellings should be visitable to everyone and meet Part M4(1) of the building regulations. As a minimum 50% of all the dwellings should also meet Part M4(2) of the building regulations and therefore be accessible and adaptable.</p>		

Our view remains that 3% of the dwellings in a housing development of this size should be bungalows as opposed to the flats planned for this scheme but the drawings are so difficult to view on line that some of the flats can be defined in this instance as bungalows.

All footpaths throughout the site should be wide enough for wheelchair users, with a minimum width of 1500mm, and any dropped kerbs should be absolutely level with the road for ease of access.

Surfaces should be firm, durable and level. No loose gravel, cobbles or uneven setts should be used.

Provision is made for visitor parking on the site and within this, at least two of the spaces should meet the requirements of a disabled parking space. That provision does not appear to be in place on the site plan.

We do not see why East Suffolk Council cannot encourage those who put in planning applications to consider that those who are consultees can read and understand their drawings more easily than one such as this.

Consultee	Date consulted	Date reply received
SCC Andy Osman Emergency Planning	12 January 2021 16 April 2021	No response No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Police - Alan Keely Crime Reduction Beccles Police Station	12 January 2021 16 April 2021	04 February 2021 No response
<p>Summary of comments:</p> <p>On behalf of Suffolk Constabulary, I have viewed the available plans and would like to register the following comments with regards to Section 17 of the Crime and Disorder Act. As the proposed development area comprises open land, historically it is a reasonably low crime area. However, a number of criminal offences have been recorded around the surrounding area, particularly antisocial behaviour (see para 4). Comments have been made over concerns regarding the layout of previous applications, however, from looking at the current plans the designers should be applauded for the way the area has been set out and in particular how the positioning of properties have been angled to incorporate surveillance for new house owners' parked vehicles. The positioning also affords surveillance for the middle Open Spaced Area, proposed Play Area and to some small degree the new Pumping Station. It is appreciated that designing parking to accommodate good surveillance and enough spaces for both home owners' and visitors', along with allocating garages for every household can be a challenge. So again, the designers should be applauded for designing as many spaces as possible into areas where they will have surveillance from either their own or a nearby property. However, a small minority of the parking for some plots is a concern that include: a) Parking and garaging areas are set too far back for plots 8-11, 16, 19-20, 22-23. b) Parking for plots 6, 31, 49, 53 and plot 74-75 are too far to the side of their respective properties. c) Rear parking appears to have been incorporated for plots 28-29. The Bin</p>		

Storage areas are a concern, along with the central footpath where it runs along the rear of plots 26-27 and 32-37. It is noted that the current properties at number 17 and 25 on Garden Square have a footpath that borders this development by plot numbers 63-68, which is also a concern. Whilst it would be appreciated if the above concerns could be taken into account and if possible alterations or further security measures made, the police have no objections to these new well laid out proposals.

Consultee	Date consulted	Date reply received
SCC Section 106 Officer	12 January 2021 16 April 2021	14 January 2021 22 April 2021
Summary of comments: No objection (S106 legal agreement and CIL contributions apply).		

Consultee	Date consulted	Date reply received
East Suffolk Design and Conservation	12 January 2021 16 April 2021	No response No response
Summary of comments: No response required		

Consultee	Date consulted	Date reply received
East Suffolk Landscape Team	12 January 2021 16 April 2021	2 February 2021 27 April 2021
Summary of comments: Internal Planning Services consultee - comments included within the planning considerations section of this report.		

Consultee	Date consulted	Date reply received
SUSTRANS	12 January 2021 16 April 2021	No response No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
SCC Rights Of Way	12 January 2021	No response
Summary of comments: Discussions have been on going with this consultee and have informed the Highway Authority's response.		



Consultee	Date consulted	Date reply received
Waste Management Services - East Suffolk Norse	12 January 2021 16 April 2021	No response No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
East Suffolk Drainage Board	N/A 16 April 2021	29 January 2021 26 April 2021
Summary of comments: No objection (informatives apply).		

Consultee	Date consulted	Date reply received
SCC County Archaeological Unit	12 January 2021 16 April 2021	15 January 2020 19 April 2021
Summary of comments: No objection subject to conditions.		

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	12 January 2021 16 April 2021	26 January 2021 19 April 2021
Summary of comments: No objection subject to conditions on unexpected contamination and the provision of a noise attenuation fence.		

Consultee	Date consulted	Date reply received
East Suffolk Ecology	12 January 2021 16 April 2021	No response No response
Summary of comments: Internal Planning Services consultee - comments included within the planning considerations section of this report.		

Consultee	Date consulted	Date reply received
East Suffolk Planning Policy	12 January 2021 16 April 2021	No response No response
Summary of comments: No response required.		

Consultee	Date consulted	Date reply received
Ipswich & East Suffolk CCG & West Suffolk CCG	12 January 2021 16 April 2021	2 February 2021 10 May 2021
<p>Summary of comments:</p> <p>Please be aware that the CCG has previously responded to this planning application earlier through the planning stages and the original response is still up to date for the current position of primary care in the area. The CCG will therefore not be making another HIA to go with this application and would like to continue to use the previous comments in the previously entered HIA.</p>		

## Publicity

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

Category	Published	Expiry	Publication
Major Application	21 January 2021	11 February 2021	East Anglian Daily Times

## Site notices

General Site Notice	Reason for site notice: Major Application Date posted: 27 January 2021 Expiry date: 17 February 2021
---------------------	--

## 6. Planning policy

- 6.1. National Planning Policy Framework 2019
- 6.2. East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020 policies:

The site is allocated for the development of approximately 50 dwellings by Policy SCLP12.61 of the East Suffolk Council Suffolk Coastal Local Plan (adopted September 2020) – [Local Plan - East Suffolk Council - Suffolk Coastal Local Plan \(Adopted September 2020\) - East Suffolk Council, Strategic Planning Consultations \(inconsult.uk\)](#)

- SCLP3.1 - Strategy for Growth
- SCLP3.2 - Settlement Hierarchy
- SCLP3.3 - Settlement Boundaries
- SCLP5.1 - Housing Development in Large Villages
- SCLP5.8 - Housing Mix
- SCLP5.10 - Affordable Housing on Residential Developments
- SCLP7.1 - Sustainable Transport
- SCLP7.2 - Parking Proposals and Standards
- SCLP8.2 - Open Space
- SCLP9.2 - Sustainable Construction

- SCLP9.5 - Flood Risk
- SCLP9.6 - Sustainable Drainage Systems
- SCLP9.7 - Holistic Water Management
- SCLP10.1 - Biodiversity and Geodiversity
- SCLP10.4 - Landscape Character
- SCLP11.1 - Design Quality
- SCLP11.2 - Residential Amenity
- SCLP11.4 - Listed Buildings
- SCLP11.6 - Non-Designated Heritage Assets
- SCLP11.7 - Archaeology

### 6.3. Rendlesham Neighbourhood Plan

- Policy RNPP3 New residential or mixed use development is required to make provision towards meeting identified local need for allotments, orchards and growing spaces.
- Housing and Transport Objectives

## 7. Planning considerations

### Principle of Development

- 7.1. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that, if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, determination must be made in accordance with the plan unless material considerations indicate otherwise. The relevant policies are set out above.
- 7.2. The Local Plan was adopted in September 2020 and sets out the level of growth which needs to be planned in the area and identifies where that growth should be located for the period up to 2036.
- 7.3. The site is allocated in the Local Plan under Policy SCLP12.61 for the development of approximately 50 dwellings. The application seeks 75 dwellings. The principle of a greater number of dwellings, also at 75, was accepted within the previous appeal and evidence was provided in the public inquiry to confirm that this great number of homes was both suitable for this location and in compliance with the development plan.
- 7.4. The principle of residential development on the site is therefore accepted. This allocation forms part of the delivery of the strategy of the Local Plan as set out in Policy SCLP3.1 - Strategy for Growth, which sets out that opportunities for economic growth and for creating and enhancing sustainable and inclusive communities includes appropriate growth in rural areas that will help to support and sustain existing communities.
- 7.5. The approximate number provided for in the allocation policy is neither a limit nor a goal, it is a guide based up on the analysis and evidence available at the time of the examination of the Local Plan. In this case a leading limitation on the amount of developable area on the site was the extent of 'cordon sanitaire' required around the adjacent sewage

treatment works. The evidence provided within this application demonstrates the extent of the cordon sanitaire accepted by Anglian Water and Environmental Protection. This has enabled the applicant to present a layout proposing the efficient use of the developable area at an appropriate density for this edge of village location leading to a total of 75 homes.

- 7.6. The environmental effects of the 75 homes including in combination with a further 75 homes in the village also presented for consideration at this same planning committee is addressed in later sections of the report.

### Highways Considerations

- 7.7. The village of Rendlesham and the wider area was confirmed to have capacity to support two allocations for approximately 50 dwellings each in the Local Plan. In particular, focus was placed on the capacity of the Melton crossroads, the Melton level crossing and traffic utilising routes through local villages such as Eyke and Campsea Ashe. The local transport network relies upon the A1152 and B1069 which both lead from Rendlesham to the south west and northeast respectively. These routes also serve the wider Deben peninsula and rural villages east of the A12. Along with the residential part of Rendlesham, the Bentwaters Airbase employment site is also a significant source of traffic on these routes.
- 7.8. The two combined planning applications for the village, at a total of 150 homes would be a 50% increase in the approximate number of new allocated homes for the village, which currently has approximately 1,224 dwellings. The additional 25 homes on this site and 50 additional in total for consideration would not have a significant effect on overall traffic number on this A and B road network. The proposal would accord with SCLP7.1 (Sustainable Transport) and it has objection form the Highway Authority. In addition, there has been no objection from Network Rail in respect of traffic effects on the Melton level crossing.
- 7.9. SCLP7.1 is also a policy which seeks to encourage travel by non-car modes. Rendlesham is a sustainable village and a substantial sized village which does include shops, a primary school, doctors surgery, dentists, church, community centre, sports facilities and one of the District's largest employment sites within a reasonable walking distance. Despite the relative isolation of the village from immediate larger settlements it is a sustainable community where residents can live, access employment, education, facilities and services without the need to travel by car. It is however recognised that car ownership is reasonably high with only 61 dwellings which do not own cars in the village ([Rendlesham-Village-Profile.pdf \(eastsuffolk.gov.uk\)](#)) and this is to be expected, particularly because many residents do commute out of the village to other towns in the area for employment. Development must therefore be designed with both sustainable local travel in mind and car ownership.
- 7.10. As a primary consideration, the site has been designed to accommodate good quality pedestrian access into its layout. This was a major shortfall in the previous schemes and an issue upheld by the Planning Inspector. However this resubmission pays good attention the walking routes through the site, ensuring that they are direct, legible, well observed and attractive. The Highway Authority accepts, subject to a couple of small changes that the site will provide safe walking facilities. It will also connect conveniently onto Tidy Road as the primary walking route from the development into the village centre.

- 7.11. The central spine road has been suitably designed to accommodate drainage swales and segregated footway on one side with a standard roadside pavement on the other. This is an attractive and positive arrangement for walking. The road also features a number of 90 degree bends and corners which add both interest to the route and encourage slower driving speeds. Both Garden Square and Tidy road are suitable and were always intended to serve this site for vehicular access as part of its inclusion in the original Rendlesham Masterplan.
- 7.12. A large number of the homes on the development would be served by shared private drives with only the central spine road being intended for adoption by the Highway Authority. This is acceptable but it would result in the majority of residents having management company costs in occupying the site, which is an expectation in most developments of this scale anyway. It will be important for the management company structure to be agreed under a condition as this would also extend to management of open spaces.
- 7.13. There is no objection from the Highway Authority to the extent of private road status proposed and in this submission those shared surface route have been effectively designed for good pedestrian and cycle awareness to ensure that they are used at lower speeds and that priority is given to pedestrians and cyclists. This is an acceptable design approach which is also complemented by a central dedicated pedestrian walking route running east-west.
- 7.14. Beyond the edges of the site, the existing pedestrian pavement routes in Rendlesham connect all services and facilities safely. It is considered highly desirable for the full route from Sycamore Drive, along Garden Square and through the site to Tidy Road to be adopted. This cannot be required but at the very least it should be finished to an entirely adopted standard on both the road and footways, including along Garden Square which remains unfinished. This road currently is not adopted though it provides an adoptable sized pavement leading to the adopted Sycamore Drive.
- 7.15. A pedestrian connection is also proposed through the Peace Palace site to the south. This is a privately owned site in the same ownership and it is not intended to be an adopted route or a public right of way. However, it will help to integrate two adjacent communities.
- 7.16. The new Public Right of Way connection to the north east corner of the site won't provide any connectivity to services and facilities but it will provide a vital opportunity to connect this development and existing community with the countryside and wider public right of way network. Because the village currently only has one off road walking route connected to it, this will add a further walking opportunity in the countryside and will likely lead to less driving from Rendlesham to other walking destinations in the area.
- 7.17. Finally, the proposed development will make a proportionate and necessary Section 106 contribution to provide new Real Time Passenger Information displays for a village bus stop. Whilst this won't add additional public transport opportunities it will better enable the use of existing bus services in order to reduce reliance on private cars.
- 7.18. The development includes a good mix and quantity of parking, with at least one space per property and 2-3 spaces for the vast majority of homes. A good range of street integrated

visitor parking spaces are included (although three do need to be deleted from the plan). The development included a relatively small number of garages and therefore these are not heavily relied upon as part of the parking provision. It is a positive design feature to have so few garages, giving a lower density appearance and more open street scenes. However, a condition is required to ensure that every property is provided with a good quality covered cycle store and/or shed provision and some details of this have already been provided.

- 7.19. In conclusion, the proposed development would be well located and designed to reduce reliance on private cars whilst also being designed to accommodate a modern level of car ownership and use. There is no objection from the Highway Authority, subject to some very minor changes to the plans and the proposal would accord with the expectations of SCLP12.61 and SCLP7.1 and would be both sustainable and safe.

### Design

- 7.20. The background to this application involves two past applications, a dismissed appeal and pre-application enquiries between those. It is clear from past refusals and the appeal decision that the strong design principles previously proposed by the applicant were not compatible with this site or its surroundings to achieve a suitable, safe and cohesive community under current planning expectations. It was therefore very pleasing to see the applicant adopt a fresh design approach to the layout of the site with a new designer. Previously the layout of the development was very led by all dwellings facing east and the consequence was an arrangement which formed multiple single sided culs-de-sac.
- 7.21. This proposal does still include three culs-de-sac and these are not negative design features in themselves at all, they are an typical and welcomed element of most developments. This time however, they are dual fronted, ensuring that dwellings on both sides face each other and there are no instances in this scheme of back garden boundaries presenting onto the roads or culs-de-sac. The designer has made a conscious effort to ensure that active frontages are key consideration throughout the development and this has created a diverse and interesting layout.
- 7.22. Importantly this achieves well observed spaces and routes which would be safe and welcoming for pedestrians and residents. It also aids important community cohesion and interaction with residents where all homes will feel a close association with other homes both beside and opposite them. This will benefit both future residents on the development and existing residents in the village walking through or visiting the development. In particular, the route from Tidy Road now presents the frontages of six homes and good quality landscaping.
- 7.23. The proposal has also been designed around a central public square area, with homes and apartments fronting onto it. This formal arrangement to the centre of the site provides a focal point, legibility and identity to the community. It also aligns with an east-west landscaped walking route. This route is as a result of an existing drain which cannot be built over. The designer has chosen to work with this constraint and make it a landscaped public open space feature which will connect both sides of the site both in terms of movement and views.

- 7.24. Another constraint on this development is the cordon sanitaire around the sewage treatment works. This limits the area where homes can be placed and therefore it has created an area of open space larger than would normal be expected of 75 homes. The location and form of this open space has not previously been a cause for concern in past applications but it was the arrangement of dwellings around it which was previously poorly done. Now we have an open space with well observed spaces and interaction between landscaping and homes.
- 7.25. The architectural design of the dwellings has been relatively constant throughout the applicant's promotion of this site. The homes are largely designed to be similar to the applicant's previous development to the south which has a strong neo-Georgian architectural identity. The homes are specifically designed around internal layout and living principles to ensure that spaces are well lit by natural light and clear symmetry and architectural logic is identifiable in the elevations and footprints of the homes. The Garden Square and Gardenia Close development to the south present good architectural design and character and generously landscaped plots. This has fed into this design and the spacious arrangement of homes and the spaces around them is welcomed.
- 7.26. The architectural design, materials and detailing has a specific style, whilst not entirely reflecting 21<sup>st</sup> century architecture and some modern tastes, the homes remain attractive and compatible with the area. There is one exception to the style with a contemporary bungalow in the south west corner. This is well designed and doesn't create conflicts in its contrasting appearance in its end of cul-de-sac location.
- 7.27. Overall, the design and layout of the development is a success in this submission and will create a unique and characterful development which also integrates well with its surroundings. This submission from the applicant and their designer should be applauded for working closely with the council in a collaborative manner to overcome past differences and the identified failures of previous schemes to achieve this proposal.

#### Housing mix

- 7.28. Policy SCLP5.8: Housing Mix seeks that "New development should provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics and location, reflecting where feasible the identified need, particularly focusing on smaller dwellings (1 and 2 bedrooms)". The proposed development provides the following housing mix.

Market housing - Proposed						
No. bedrooms	1 bed	2 bed	3 bed	4+ bed	Unknown	Total
Detached		6	6	11		23
Semi-detached			9	2		11
Maisonettes		8	8			16
Apartments						0
<b>Total</b>	0	14	23	13	0	50
Social, Affordable or Intermediate Rent - Proposed						
No. bedrooms	1 bed	2 bed	3 bed	4+ bed	Unknown	Total
Detached						0
Semi-detached		3				3
Maisonettes						0
Apartments	9					9
<b>Total</b>	9	3	0	0	0	12
Affordable Home Ownership - Proposed						
No. bedrooms	1 bed	2 bed	3 bed	4+ bed	Unknown	Total
Detached						0
Semi-detached		4				4
Maisonettes						0
Apartments		9				9
<b>Total</b>	0	13	0	0	0	13

- 7.29. This achieves a good balance of open market homes across two, three and four bed open market units and large proportion of smaller affordable units. Feedback from the Housing Strategy and Enabling Manager on behalf of the Head of Housing sets out that there is a need for more affordable 2 and 3 bed houses. The flat led approach to affordable housing delivery does address some need which the village has in the case the proposal has approached affordable housing delivery through two 9 unit apartment blocks in two locations on the site. These blocks are a key element of the design of the site and provide a tenure blind and integrated approach to delivering affordable homes in a way which would be well suited to housing associations.
- 7.30. Despite the lack of larger affordable homes on balance the appropriate proportion, delivery strategy and design on this site is acceptable.
- 7.31. The applicant has confirmed that at least 50 pct of the dwellings will be accessible and adaptable dwellings that meet the requirements of Part M4(2) of the Building Regulations, as required by Policy SCLP5.8. In addition, in response to comments from the Disability Forum, they state that they have “chosen to follow the optional requirement M4(3) of the Building Regulations for wheelchair user dwellings, with its recommendations on access



paths, gates, ramps, steps and associated issues. Ramps are an important feature of the designs, as all the buildings in the proposed development have a raised ground floor of 460 mm rather than the usual 150 mm. This avoids single steps (ref M4(3) 11g), as recommended on the stepped entrances into houses". This has been emphasised in response to comments from the Disability Forum.

## Landscape

- 7.32. In respect of external landscape effects of this development, it benefits from a very enclosed and unexposed position. It is surrounded on two sides by development and the southern edge was previously left without a landscaped boundary as this site was allocated at the time. So expansion of the village north was always anticipated and this accords with how the 1990's masterplan vision for Rendlesham integrated with its rural setting. The northern and western boundaries are almost entirely woodland creating an attractive backdrop to the open space and providing a verdant edge between plots and over the northern edge rooflines. The western edge is onto agricultural land with a well-established hedgerow to be retained.
- 7.33. There are no identified landscape impacts as a result of this development and the plots have been laid out in a manner which ensures that the majority of existing trees on the site and adjacent to the site will be preserved and protected.
- 7.34. In addressing the Arboricultural and Landscape Officer's initial feedback the applicant has responded during the application with a fully detailed landscape scheme for the site. This was submitted in March as a detailed landscape masterplan, management and maintenance plan and measured works schedule for both housing plots and open space. This extent of detail is usually submitted under a pre-commencement condition so it is very reassuring to see it submitted at this stage. There are some minor changes to plans still to be made following comments on the landscaping from Suffolk Wildlife Trust and the applicants response to those but they won't significantly change the proposals considered in this report.
- 7.35. A good quality proposal for landscaping has been prepared, taking advantage of a wide range of spaces and planting opportunities. This has been designed in a mix of formal and natural areas and takes some inspiration from the generous landscaping to the south in Garden Square and Gardenia Close. An actively observed play area is proposed and although this is adjacent to the on-site sewage pumping station, this should not adversely affect the enjoyment of that facility.
- 7.36. The proposal includes well landscaped routes with a mix of hard surface and hoggins paths. These allow for a short walking route around the open space whilst also connecting up with the wider Public Right of Way route proposed.
- 7.37. A large area of the open spaces is proposed to be a community orchard and this would make both an attractive and accessible feature. The applicants have proposed this as their contribution to meeting Rendlesham Neighbourhood Plan policy RNPP3 which states "New residential or mixed use development is required to make provision towards meeting identified local need for allotments, orchards and growing spaces.". It is clear that there is a need for allotments in the village and this is something which this site alone cannot

satisfy, and a large allotment provision would not be proportionate to the scale of this development. The Council is keen to work with the Parish Council to explore more comprehensive opportunities for village allotments but in this case the community orchard provision is seen as suitably scaled for this development and meeting part of the identified for of community planting space desired by the Neighbourhood Plan.

- 7.38. The layout of the northern part of the site with rear gardens onto the external woodland is not typically the preferred way to integrate homes into such an edge. It is preferable to have frontages onto woodland so that trees can be managed outside of private gardens. However, in this case there are other constraints and considerations affecting how the site is designed and they outweigh the need to reorientate these homes. The plots proposed on that edge do have generous rear gardens so overhanging trees and sunlight should not cause issues on the living conditions of residents.
- 7.39. In conclusion this proposal is entirely compatible with the local landscape and the surrounding residential areas. It would create good quality open spaces and urban landscaped areas and private plots and streets have been designed around a good level tree planting.

### Ecology

- 7.40. The site has been subject to the necessary species and habitat surveys and the Council's Ecologist is satisfied with the conclusions of those along with the recommendations to be secured by condition. The development will bring areas of biodiversity value and therefore a Landscape and Ecology Management plans will guide future maintenance and protection of features and habitats. In addition, a lighting strategy will be required under a condition in order to address any impacts on bats foraging in the area, particularly the woodland edge.
- 7.41. The key ecological consideration for this site has been the ability to address the Habitats Regulations through suitable mitigation to avoid direct impacts on the nearby Sandlings Special Protection Area. Rendlesham is very unfortunate in having just one public footpath walking route leading from the residential area and this route leads south directly into The Sandlings. The limited dog walking opportunities cause an intensified impact on that route and more driven dog walks from homes taking residents into other parts of The Sandlings in the area.
- 7.42. East Suffolk has established clear expectations of developments for over 50 dwellings which requires a good quality 2.7km walking route to be demonstrated from the site in order to pass an Appropriate Assessment under the Habitats Regulations. Achieving this was a matter of much debate in the previous appeal but eventually a solution was agreed and that has followed through into this application. Through landowner commitment and S106 funding for the County Council to deal with a Public Right of Way creation agreement, a new loop route of footpath will be created to the east of the site which will also enable connectivity with the wider countryside and footpath routes to the north west.
- 7.43. As previously acknowledged, this is a significant benefit in rights of way terms but it also delivers necessary mitigation for this purpose. Having considered the proposed avoidance and mitigation measures above Officers conclude that with mitigation the proposal will not have an Adverse Effect on the Integrity of the European sites included within the Suffolk

Coast RAMS. Natural England have previously confirmed this position and will confirm it for the purpose of this application prior to it being issued. Based on our established guidance, subject to appropriate mitigation in the form of a per dwelling contribution to the RAMS strategy and provision of on and off-site measures in the form of the walking route to be secured in a S106 Agreement.

- 7.44. Officers consider that the proposal is acceptable in this regard in accordance with SCLP10.1 (Biodiversity and Geodiversity).

#### Drainage and Flood Risk

- 7.45. The application site is fully within Flood Zone 1 and therefore at the lowest risk of any flooding event. Concerns have been raised by some neighbours in respect of current surface water drainage issues on the southern edge of the site. The topography of the site is relatively flat but with a slight fall in levels north to south. Photographs provided by neighbours do show poor field drainage and minor flooding on the southern boundary. Under the existing use of the site this may be due to poor land drainage or impacts of the the previous development affecting the drainage of land to the north such as compaction of soils or severing of field drains.
- 7.46. To comply with policy SCLP9.6 (Sustainable Drainage Systems) and the NPPF the proposed development should use sustainable drainage systems (SuDS) to drain surface water , unless demonstrated to be inappropriate. Sustainable drainage systems should:
- a) Be integrated into the landscaping scheme and green infrastructure provision of the development;
  - b) Contribute to the design quality of the scheme; and
  - c) Deliver sufficient and appropriate water quality and aquatic biodiversity improvements, wherever possible. This should be complementary of any local designations such as Source Protection Zones.
- 7.47. The approach to such drainage within this application has been subject to revision during the course of the application. This has concluded with two options being presented, though Option 1 is the only option accommodated within the layout and design of development provided.
- 7.48. Option 1 seeks to maximise the use of above ground SuDS within the existing layout but relies upon below ground storage elements. Option 2 assess the land required for a solely above ground SuDS solution. It is clear from Option 2 that a full above ground SuDS solution is achievable, in accordance with SCLP9.6 but this approach would have an impact on the design of the development and number of homes.
- 7.49. Option 1 utilises a combination of roadside swales to move road water through the site along with two open drainage basins and an underground storage system under the central square open space. Option 2 would not include the underground storage and would require two larger basins at both vehicular access points into the site on the southern boundary.
- 7.50. Option 2 is not compatible with the design which has been proposed and which was primarily designed around Option 1. The location of the two larger basins would place them in positions outside of the open space and in order for them to be integrated effectively they should become part of an open space arrangement. It is considered that in

this instance, because there are other physical and design factors which have influenced the locations of open spaces the open basins would result in a significant and disproportionate amount of open and undevelopable space. The basins would be negative design features at the immediate entrance points into the site, which are fixed and where a lot of attention has been given to overcoming design shortfalls in these locations in the previous scheme.

- 7.51. Option 2 would result in a reduction of at least nine dwellings and whilst this would be consistent with the approximate number of the allocation, as described previously, at 75 dwellings the site remains at a modest density and with a substantial amount of open space included.
- 7.52. Option 1 makes effective dual use of the central square and has been designed in a manner where it could be adopted by Anglian Water instead of a management company. It is also not the only form of attenuation with swales and basins in a SuDS form remaining a part of the design.
- 7.53. Subject to the final version of the Flood Risk Assessment and Surface Water Drainage Strategy being submitted and only making reference to Option 1, the Lead Local Flood Authority have confirmed that they do not object to the proposals and that the option 1 proposals are technically sound.

#### Environment and Amenity

- 7.54. The site is located adjacent to a sewage treatment plant operated by Anglian Water. This serves the village and has associated noise and odour effects. Through the allocation history of this site it has been a known constraint to address with the need to establish a 'Cordon Sanitaire' into the site. This being an acceptable distance at which residential development could take place without harmful effects on residents and where that residential use would not comprise the efficient running of the waste water facility or lead to a need for Anglian Water to undertake significant improvements as a result of the increased residential proximity.
- 7.55. The Cordon Sanitaire has been established in this proposal through odour modelling and circular boundary for that has dictated the closest proximity of homes to the source of potential odour. The layout plan is informed by this and it is a large influence on the amount of open space to be provided. Whilst potential odours may create a perception of the open space being less attractive at times this would not prohibit this being an enjoyable and valuable space. It will have a good standard of planting and a large amount of space at the edges of the area.
- 7.56. Environmental Protection have commented on this matter that it is "very much based around the water industry requirements. As such and given the cordon sanitaire area around the water treatment plant, the odour assessment should be approved by Anglian Water prior to acceptance of the development proposals". Anglian Water have responded stating that "we can accept that the amenity of the development as currently proposed, is unlikely to be impaired by the emissions of odour or noise that would be anticipated from the normal operation of the Rendlesham WRC". The proposal therefore satisfies this requirement and important planning policy consideration which has for many years

affected the ability for this site to come forward and has made it difficult to confirm the full extent of home the site may deliver.

- 7.57. Also associated with the treatment works is its noise effect. This has also been assessed in a professional report and accepted by Environmental Protection subject to the proposed noise attenuation fence being installed on the northern boundary.
- 7.58. The proposal is accompanied by a Contaminated Land Assessment which finds that there is a low risk of contamination on the site and any unexpected contamination can be covered by a standard condition.
- 7.59. The application is also supported by an Air Quality Assessment, in order to demonstrate that there would be no local or wider air quality impacts from the traffic associated with 75 homes. This concludes that there will not be a significant impact and this accepted by Environmental Protection. It has been suggested that in order to encourage the use of electric vehicles the developer should provide domestic and visitor electric vehicle charge points, along with a travel plan to encourage and enable sustainable travel.
- 7.60. In terms of residential amenity effects of the proposed development on neighbouring properties, as a result of the re-design in this scheme a number of changes have attempted to address this. This includes greater distances from neighbouring boundaries to the south and orientations which address the relationship with adjacent properties first. None of the proposed dwellings would adversely affect the residential amenity of neighbours through loss of light, loss of privacy or overbearing dominance.
- 7.61. The increase in traffic through both Garden Square and Tidy Road would not be significant enough to adversely impact on the peaceful enjoyment of homes in both adjacent estates. There would be temporary effects of noise and disturbance through construction. Some objections have raised concern that this would be prolonged through potential slow delivery of homes. The rate at which the homes are delivered is outside of the Council's control but the development is accompanied by a phasing plan ensuring the phases are delivered in an organised manner. This can all be controlled and monitored through a Construction Management Plan to be submitted under a condition.
- 7.62. The previously proposal for this site had a large number of properties which had uncomfortably close relationships between side first and second floor windows resulting in poor privacy for future residents. That has largely been designed out of this scheme and the few instances can be controlled through the requirement for obscure and fixed glazing.

### Infrastructure

- 7.63. The Infrastructure Delivery Framework appended to the Local Plan identifies the infrastructure needed to support new development. The Infrastructure Funding Statement (2019-2020) takes this information a step further through the allocation of District CIL, through the collection and use of s106 contributions or through planning conditions (such as highways works). The Parish Council would also receive 25% of the CIL received from this development which can be spent flexibly on local projects such as play and sports facilities, which would also serve residents of this development.
- 7.64. In terms of education provision, the Infrastructure Funding Statement (IFS) identifies the need for at least £362,000 of CIL funding for primary school capacity expansion in the

village. The application response from the County Council predicts the contribution as a result of this development to be £293,556.

- 7.65. For secondary expansion there are a number of secondary schools in the area which may need to be expanded and one new secondary school at Brightwell Lakes to be built. Taking a strategic view of the wider area it is very likely that some CIL funding generated by this development will feed into secondary school expansion to support growth and the County Council predicts the contribution as a result of this development to be £299,148.
- 7.66. Suffolk County Council confirm the need for a contribution to secondary school transport through a S106 contribution of £72,300.
- 7.67. Pre-school, Primary school, library improvements and waste infrastructure would also be funded through CIL.
- 7.68. In terms of health provision the Ipswich and East Suffolk Clinical Commissioning Group have stated that CIL funding will be sought to increase capacity and the IFS sets this at at least £108,000. However, it is understood that recent improvements have recently been made at the village surgery which may have already addressed the needs of this planned growth. This will be reviewed on an ongoing basis in regular discussions with the CCG on growth and CIL bids for expansion where and when required.

#### Benefits and harm of the development

- 7.69. Officers consider that the proposed development will provide a well-designed residential development with a good mix of homes. The development will yield a number of benefits including, amongst other things, affordable housing, green infrastructure and rights of way creation. There are also a number of economic benefits that will arise as a result and noting that this forms one of the strands of sustainable development, including Neighbourhood CIL, spent in the local economy and the short-term benefits of the construction employment.
- 7.70. This reports no direct or indirect harm from the development which is not due to be mitigated. There are no significant landscape impacts, no impacts on heritage and all biodiversity effects are to be addressed locally and cumulatively. The proposal would not result in severe or unsafe traffic impacts.
- 7.71. In all respects above the proposal has also been considered on a cumulative basis with the other planning application in Rendlesham (DC/20/3890/OUT) to be considered at this planning committee. Both are allocated sites in the Local Plan and both were also allocated previously in the former Local Plan. Collectively they are allocated for approximately 100 dwellings but they have both been submitted for 150 dwellings collectively (75 dwellings each). Each is considered on its own merits for its ability to accommodate that number but together they area also assessed in terms of the effects of an additional 50 homes beyond the number allocated in the local plan.
- 7.72. In terms of traffic, the additional 50 homes has not given rise to an objection from the Highway Authority and in particularly the most sensitive locations along the network such as Eyke, Campsea Ashe and Melton would not be severely affected by this increase, particularly when judged against paragraph 109 of the NPPF, which states “Development

should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 7.73. Cumulatively the number of homes would not change the Local Plan assessed effects of housing growth on protected sites and the greater number of homes both justifies better and wider local mitigation measures and the same proportionate, per dwelling mitigation contribution towards RAMS.
- 7.74. The greater number of homes would be mitigated in terms of infrastructure in the same way as the allocated number, primarily through CIL contributions which are calculated based on the floor area of dwellings proposed. Therefore, an increase in both Neighbourhood and District CIL would be generated to address both local and wider infrastructure needs, including education expansion and healthcare expansion.
- 7.75. There are no known physical constraints on infrastructure to absorb this increase. Up to date pupil generation assessments have been carried out in the County Council’s response to the applications to ensure that primary and secondary school pupils can be placed in local schools and some expansion can be achieved where required through CIL bids. The village medical centre has also recently undergone some expansion which should already serve planned growth according to recent feedback from the CCG.
- 7.76. Overall, therefore there are significant benefits in utilising allocated, sustainable sites for more efficient housing delivery and without adverse impacts on design, density or open space provision through the numbers proposed. The position therefore achieved by both proposals individually is therefore of benefit with no demonstrated harm. This is consistent with the aims of Paragraph 122 of the NPPF in achieving efficient use of land for development.

## **8. Conclusion**

- 8.1. This site has both a long planning history going back to the original 1996 Rendlesham masterplan and a more recent challenging history to reach this stage. The more recent applications have failed on grounds of poor design with the last refusal having been dismissed at appeal. However, this latest application has benefitted from a fresh take on the layout and design of the site and well progressed pre-application process. The merits of the location and nature of the site have now been able to shine through in a scheme which achieves good design.
- 8.2. As an allocated site this delivers on a plan-led approach to necessary housing growth in the District and achieves additional efficiency within the allocated area without an unacceptable density or any harm. Rendlesham is a very large village which has grown significantly over the early part of the 21<sup>st</sup> Century, however in the past 5 years it has seen very limited housing growth particularly whilst allocated sites like this were not coming forward. The site will provide a significant benefit to the housing needs of the village an area, which also has a notably young working age demographic. It is a sustainable location which can support housing growth currently planned and has the infrastructure and capabilities for expansion to support that.

- 8.3. A number of representations have made comments that this development won't provide for local housing need because of how the site is and may be marketed. It is acknowledged that the adjacent development has a specific sense of community based around the adjacent belief led community and the associated Peace Palace and that the developer of that site is the same applicant for this site. However, this planning permission goes with the land and not the applicant. It is not for the Local Planning Authority to dictate or control how properties may or may not be marketed. This application must be considered on face value and an open market and affordable housing development.
- 8.4. In respect of the affordable housing, the Section 106 agreement requires letting in accordance with local needs and the housing register and can be controlled in how it will be occupied. The applicant is eager to achieve Registered Social Landlord status to enable the housing to be locally managed. This is acceptable and subject to a number of non-planning requirements to achieve that status. The affordable housing will, in any case, remain under the obligations for its occupation in the mix of tenures as affordable housing proposed in the s106 agreement.
- 8.5. In conclusion, the proposal is a policy compliant scheme which delivers plan-led housing growth in a well designed manner. Paragraph 2 of the NPPF (2019) states that "Planning Law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise". That section of the law is contained in S38(6) of the Planning and Compulsory Purchase Act 2004. There are no material considerations which persuade that this development should be considered other than in accordance with the development plan and therefore it is recommended for approval.

## **9. Recommendation**

- 9.1. **AUTHORITY TO APPROVE** with conditions (including but not limited to those below), subject to the completion of a S106 Legal Agreement within six months to secure obligations (including but not limited to):
- Provision of 25 affordable dwellings;
  - Per-dwelling contribution to the Suffolk RAMS;
  - Provision and long term management of public open space;
  - Financial contribution to fund secondary school transport;
  - Financial contribution to fund improvement works to local bus stop;
  - Financial contribution to fund the creation of a new public right of way.
- 9.2. If the S106 is not completed within six months **AUTHORITY TO REFUSE** the application (at the time of writing the report the S106 was close to being signed).
- 9.3 **Conditions:**
1. The development hereby permitted shall be begun within a period of three years beginning with the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 as amended.



2. The development hereby permitted shall be completed in all respects strictly in accordance with the submitted plans and documents (to be listed)

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

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

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

- a. The programme and methodology of site investigation and recording
- b. The programme for post investigation assessment
- c. Provision to be made for analysis of the site investigation and recording
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e. Provision to be made for archive deposition of the analysis and records of the site investigation
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- g. The site investigation shall be completed prior to development, or in such other phased arrangement, as agreed and approved in writing by the Local Planning Authority.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Strategic Policies SP1 and SP 15 of Suffolk Coastal District Council Core Strategy Development Plan Document (2013) and the National Planning Policy Framework (2012).

4. No building shall be occupied until the site investigation and post investigation assessment has been completed, submitted to and approved in writing by the Local Planning Authority, in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 1 and the provision made for analysis, publication and dissemination of results and archive deposition.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Strategic Policies SP1 and SP 15 of Suffolk Coastal District Council Core Strategy Development Plan Document (2013) and the National Planning Policy Framework (2012).

5. The site shall be developed in a phased manner in accordance with the three phases set out on the phasing plan. No work, except site investigations, shall take place outside of the relevant phased area before the Council has been notified of commencement within that phase and all relevant conditions addressed within that phase (through a CIL commencement notice)

Reason: To ensure that the development is built out in accordance with the proposed phasing plan as a phased development.

6. Prior to the commencement of development, a scheme for the provision of fire hydrants within the development shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of fire safety.

7. The recommendations of the Preliminary Ecological Appraisal March 2018 shall be implemented in full.

Reason: In the interests of minimising the impacts on the identified ecological receptors.

8. Prior to the commencement of development full details of the mitigation/compensation measures (including nesting plots for skylark) and ecological enhancement measures identified in the Preliminary Ecological Appraisal (PEA) report (BasEcology, March 2018), shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interests of minimising the impacts on the identified ecological receptors.

9. Prior to the commencement of development, a Construction Environment Management Plan (CEMP) and Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interests of minimising the impacts on the identified ecological receptors.

10. No development or vegetation clearance will commence within the breeding bird season (March-August inclusive) unless works have been immediately preceded by a breeding bird check undertaken by a qualified ecologist. Should a breeding bird be found located on the site, works shall only take place in accordance with the advice put forward by the ecologist, who will advise on suitable mitigation and buffer distances.

11. No development shall commence until means of protecting the trees on and surrounding the site have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

12. Prior to the commencement of development, soft and hard landscaping details will be submitted and will include the following: play equipment and features and other structures including public bins and signage.

13. The landscaping management plan for public amenity areas shall be implemented and all approved Landscaping shall be retained and managed in accordance with the standards and annual maintenance regime set out in the approved Landscape Management Plan.

14. Prior to the commencement of development full details of the acoustic bund/barrier adjacent to the northern boundary of the site shall be submitted to and approved in writing by the local planning authority. The approved acoustic bund/barrier shall be completed in accordance with the approved details prior to the occupation of the adjacent dwellings.

Reason: In the interests of residential amenity and to ensure root protection areas are not disturbed by compaction or excavation.

15. Prior to the commencement of development a sustainability statement which demonstrates that Sustainable Construction methods have been incorporated into the development proposal shall be submitted. The development shall thereafter be carried out in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: in accordance with the sustainable construction objectives of policy SCLP9.2 of the East Suffolk (Suffolk Coastal) Local Plan.

16. No development shall commence until details of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the local planning authority (LPA).

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal, to ensure that the proposed development can be adequately drained.

17. No development shall commence until details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site have been submitted to and approved in writing by the LPA. The strategy shall be implemented and thereafter managed and maintained in accordance with the approved details. Reason: To ensure clear arrangements are in place for ongoing operation and maintenance of the disposal of surface water drainage.

18. Within 28 days of practical completion of the last dwelling or unit, surface water drainage verification report shall be submitted to the Local Planning Authority, detailing and verifying that the surface water drainage system has been inspected and has been built and functions in accordance with the approved designs and drawings. The report shall include details of all SuDS components and piped networks, in an agreed form, for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register. Reason: To ensure that the surface water drainage system has been built in accordance with the approved drawings and is fit to be put into operation and to ensure that the Sustainable Drainage System has been implemented as permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as required under s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk <https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-risk-asset-register/>

19. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the LPA. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP shall include:  
Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:-
  - iv. Temporary drainage systems

- v. Measures for managing pollution / water quality and protecting controlled waters and watercourses
- vi. Measures for managing any on or offsite flood risk associated with construction

Reason: To ensure the development does not cause increased flood risk, or pollution of watercourses or groundwater

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

20. In the event that contamination which has not already been identified to the Local Planning Authority (LPA) is found or suspected on the site it must be reported in writing immediately to the Local Planning Authority.

Unless agreed in writing by the LPA no further development (including any construction, demolition, site clearance, removal of underground tanks and relic structures) shall take place until this condition has been complied with in its entirety.

An investigation and risk assessment must be completed in accordance with a scheme which is subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and conform with prevailing guidance (including BS 10175:2011+A1:2013 and CLR11) and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

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

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

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

21. Details of the estate roads and footpaths to be adopted and not adopted, (including layout, levels, gradients, surfacing and means of surface water drainage), shall be submitted to and approved in writing by the Local Planning Authority in the following order.

1. To submit details for the completion of the construction of the road and footway at Garden Square, and to get these approved prior to commencement.
2. To complete the construction of Garden Square to an adoptable standard prior to first occupation in Phase 1.
3. To submit details for the construction of the main road through the site from Garden Square to Tidy Road, and to get these approved prior to commencement.
4. To construct and complete the main road through the site from Garden Square to Tidy Road to an adoptable standard prior to first occupation in Phase 1.
5. To get Garden Square and the main road through the site adopted after Phase 3 is completed, ie when the roads are no longer used by construction traffic.

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

22. Condition: No dwelling shall be occupied until the carriageways and footways serving that dwelling have been constructed to at least Binder course level or better in accordance with the approved details except with the written agreement of the Local Planning Authority.

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

23. The approved scheme for areas to be provided for the manoeuvring and parking of vehicles including secure cycle storage shall be carried out in its entirety before the development is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To ensure the provision and long term maintenance of adequate on-site space for the parking and manoeuvring of vehicles, where on-street parking and manoeuvring would be detrimental to highway safety.

24. Within one month of the first occupation of any dwelling, the occupiers of each of the dwellings shall be provided with a Residents Travel Pack (RTP) in accordance with the requirements in the Transport Statement. Not less than 3 months prior to the first occupation of any dwelling, the contents of the RTP shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and shall include details of walking, cycling (for transport and recreation) and bus maps, latest relevant bus and rail timetable information, car sharing information, personalised Travel Planning and a multi-modal travel voucher. This pack should also provide information on any designated local dog walking routes accounted for the Appropriate Assessment to encourage residents to undertake dog walking in areas away from the Sandlings Special Protection Area.

Reason: In the interest of sustainable development

25. Before the development hereby permitted is occupied full details of the electric vehicle charging points to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing.

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles in accordance with the Suffolk Guidance for Parking and paragraph 110 of the National Planning Policy Framework.

26. No part of the development shall be commenced until details of a Public Right of Way link (as set out in the section 106 agreement) within the development site to link from Sycamore Drive to the northern east corner of the site have been submitted to and approved in writing by the Local Planning Authority. The link shall be laid out and constructed within an agreed timescale as part of phase 1 of the development.

Reason: To ensure that the necessary improvements are designed and constructed to an appropriate specification and made available for use at an appropriate time.

27. Prior to commencement of development a waste management strategy for collections of domestic waste by a public or private operator shall be submitted and agreed. This will include details of bin storage locations and bin collection points and collection arrangements.

Reason: Due to the extent of unadopted roads and private drives creating potential difficulties in bin collection from individual properties or communal collection areas as access is dependent on agreement between the waste collection service and developer.

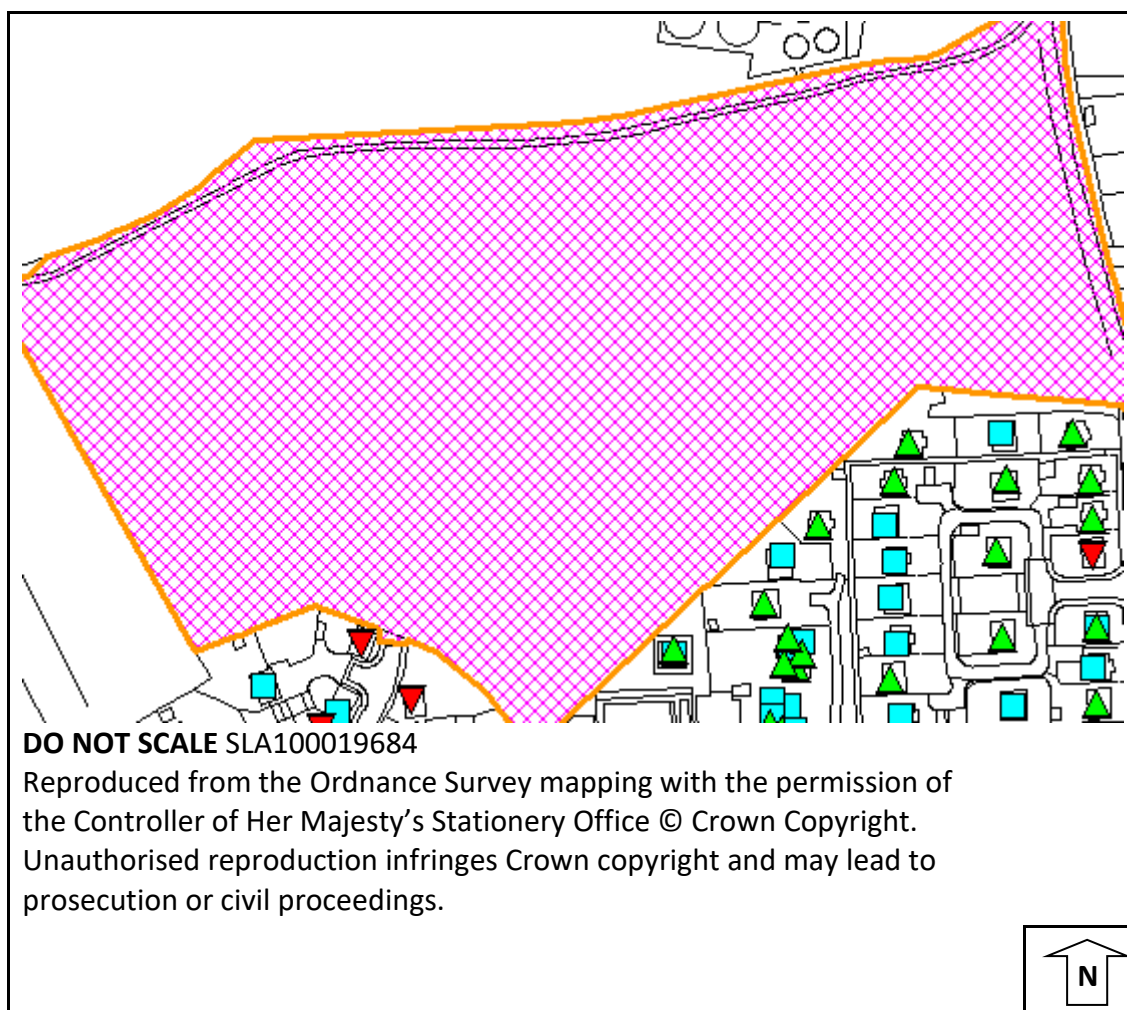
28. Prior to the commencement of any development in phase 1 a Construction Method/Management Statement shall be submitted to and approved in writing by the Local Planning Authority. This shall also be submitted prior to the commencement of phase 2 and phase 3. The Statement shall provide for:

- a) The parking of vehicles of site operatives and visitors;
- b) Loading and unloading of plant and materials;
- c) Construction methods and piling techniques.
- d) Storage of plant and materials used in constructing the development;
- e) Programme of works (including measures for traffic management and operating hours);
- g) Details of HGV delivery and collection vehicle routes and times to and from the site during construction phase. The site operator shall maintain a register of complaints and record of actions taken to deal with such complaints at the site office as specified in the Plan throughout the period of occupation of the site.
- h) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- i) Site security and public safety measures;
- j) Wheel washing facilities to prevent mud and sand from vehicles leaving the site during construction;
- k) Measures to control the emission of dust and dirt during construction;
- l) A scheme for recycling/disposing of waste resulting from construction works;





## **Background information**

See application reference DC/20/5278/FUL on [Public Access](#)

## Map



### Key

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



## Committee Report

**Planning Committee South - 27 July 2021**

**Application no** DC/21/2570/FUL

**Location**

175 Grange Road  
Felixstowe  
IP11 2PZ

**Expiry date** 22 July 2021

**Application type** Full Application

**Applicant** Mr Massimo Farina

**Parish** Felixstowe

**Proposal** Construction of a two storey rear extension

**Case Officer** Jamie Behling  
07919 303788  
[Jamie.Behling@eastssuffolk.gov.uk](mailto:Jamie.Behling@eastssuffolk.gov.uk)

### 1. Summary

- 1.1. The proposed development seeks permission to erect a part two-storey and part single storey rear extension.
- 1.2. The application was presented to the referral panel on the 6 July 2021 due to the objection from Felixstowe Town Council being contrary to Officers recommendation of Approval. The referral panel referred the item to the planning committee, to enable debate as to whether or not the revised proposal is acceptable in size and mass under Local Plan policy SCLP11.1 - Design, and whether or not it would have a detrimental impact on neighbours amenity under policy SCLP11.2 - Residential Amenity.
- 1.3. Officer recommends approval subject to conditions.

### 2. Site description

- 2.1. 175 Grange Road, Felixstowe is a two-storey, semi-detached, residential dwelling located within the settlement boundary of Felixstowe. The property is on the east side of Grange Road and has a good-sized rear garden for the area. The dwelling is attached with the

neighbour to the north with both of the dwellings connected with a Gambrel roof with mirroring, intersecting front gables. To the rear of the site is a path that leads to Coronation Recreation Grounds to the northeast.

- 2.2. A previous application, ref. DC/20/5119/FUL, was refused at planning committee on the 30 March 2021, for a larger scheme on the grounds that the size and scale of the new mass were beyond what was acceptable, contrary to policy SCLP11.1 and may have a harmful impact to neighbours amenity, when considered against policy SCLP11.2.

### 3. Proposal

- 3.1. The proposal seeks to build a new smaller two-storey rear extension, with a flat roofed single storey element below. The two-storey part would be 2.55 metres in depth and would utilise a hipped roof while the single storey element below will extend an overall depth of 5.5 metres and have a height of 3.3 metres. The proposal includes cladding the rear of the extension and also creating a sun tube to serve the staircase at the front of the dwelling.

### 4. Consultations/comments

- 4.1. Two representations of Objection raising the following material planning considerations:
- Residential Amenity - The new structure will overshadow the neighbouring property and cause loss of light and effect the outlook of neighbouring dwellings.
  - Design - The new extension would be over scaled and not sympathetic to the design of the original dwelling.
  - Traffic - The new development would cause increased traffic.

### 5. Consultees

#### Parish/Town Council

Consultee	Date consulted	Date reply received
Felixstowe Town Council	1 June 2021	10 June 2021
<p><i>"Felixstowe Town Council recommends REFUSAL due to the bulk, massing and height of the proposed extension, its proximity to the boundary and the consequential loss of sunlight to the neighbour to the north. We therefore consider the proposals to be contrary to SCLP11.1(c) ii) with regards to the existing layout, iii) height and massing and SCLP11.2 (c) access to daylight and sunlight to the windows and amenity area for the neighbouring property and (e) its physical relationship to other properties."</i></p>		

#### Publicity

None

#### Site notices

General Site Notice

Reason for site notice: General Site Notice

Date posted: 3 June 2021

## **6. Planning policy**

National Planning Policy Framework 2019

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)

SPG 16 - House alterations & extensions (East Suffolk Council - Suffolk Coastal District Local Plan -Supplementary Planning Guidance)

## **7. Planning considerations**

### Visual Amenity, Street Scene and Landscape

- 7.1. The area has a mix of styles and designs with no uniform appearance to dwellings other than a brick or render finish. The bulk of the proposal is on the rear of the dwelling and would not easily be seen from Grange Road.
- 7.2. The rear of the building can be seen from Coronation Drive to the southeast, beyond the rear gardens of the two neighbouring properties to the south. There is also a path that runs behind the site, which is slightly screened by hedges and trees, that connects Coronation Drive to the playing fields to the northeast, where the proposal would also be seen at a distance. As the views of the two-storey element of the extension are across neighbouring gardens or would otherwise be screened from views from the path, the design would not substantially increase the prominence of the dwelling in the townscape when viewed from the rear.
- 7.3. The scheme would have minimal impact on the street scenes or the character of the wider area due to this location on the rear. The size, and reduced massing and scale of the extensions are reasonable, relative to the existing building and the size of the plot with a 2.55 depth at two-storey level and 5.5 metres overall at ground level. The footprint of the ground floor extension would be within the dimensions of what could be considered within a larger home extension through permitted development.
- 7.4. The size of the extensions are not considered over development as there is still sufficient curtilage left within the property and a good rear garden space. The height is no greater than the existing building with fenestration matching that of the existing dwelling. The proposal would not substantially alter the layout of the building or significantly diminish its character and therefore the proposal is considered to comply with policy SCLP11.1.

## Residential Amenity

- 7.5. The new two storey element would protrude 2.55 metres from the rear of the existing dwelling, be 2.68 metres wide and is set off the south boundary by approximately 2.6 metres.
- 7.6. Now the first floor extension has been reduced in size since the earlier refused scheme, it is judged that this element would cause minimal harm to the amenity of neighbours with sufficiently large gaps between the structure and any neighbouring windows. The first floor element would not block any significant levels of daylight and would not block any outlook from first floor windows.
- 7.7. The new side wall forming the single storey element would not cause significant overshadowing, or a sense of overbearing along with the two-storey to the neighbour to the north. The proposed single storey element would protrude approx. 2.5 metres beyond the rear of the neighbour's extension at a height of 3.3 metres, set 40 cm off the boundary. As the proposal is south of the area that would be effected, this is the time of day the sun is at its highest point and therefore the shading caused would be at its most reduced stage. Although it is acknowledged that the new wall will be higher than the allowed boundary fence limitations, it is marginally what is allowed above permitted development and therefore, on balance it is judged that the proposal would not cause levels of detrimental harm to the amenity of this neighbour beyond what is considered acceptable.
- 7.8. The neighbour to the south, No. 177, has no side facing windows on the main part of the house but has three primary windows at the rear of the dwelling, one serving the kitchen on the side elevation of the single storey element whilst the second serves the dining room, on the rear elevation at ground floor level and the third is above serving a bedroom. The gap between the new extensions and the rear element of No. 177 is approximately 4.4 metres.
- 7.9. Concerns were raised over the potential loss of light, outlook and privacy. The proposal contains two new smaller windows on the side elevation of the single storey element that would face toward the kitchen window of the neighbour to the south. These windows are relatively small and would not overlook the neighbour to an excessive degree as they would be no higher than any boundary fence that could be installed between the two properties screening views.
- 7.10. Due to the orientation of the extensions, the specified windows may lose a degree of sunlight first thing in the morning however by mid-morning there would be minimal loss of light or shadowing due to the angle of the plots. A potential tunnelling effect caused by a boundary fence could create a similar effect to that of an extension, closer to the side of the neighbouring dwelling under permitted development, whilst there is still a sufficient gap of 1.5 metres between the extensions and the boundary beyond this.
- 7.11. The bathroom window would marginally be closer to the rear of the site, nearer to the footpath to the recreation ground and the rear garden of 134 Coronation Drive, resulting in a separation distance between the rear windows and the boundary of the neighbouring property to the east of approximately 35 metres, well in excess of the 24 metre back-to-back distance usually sought in accordance with Supplementary Guidance 16.

- 7.12. The ground floor windows are not considered to significantly impact either neighbour and are of an acceptable size, scale and position in order to comply with what would be acceptable on a residential property. Any new roof lights on the property are considered permitted development and are therefore acceptable in planning terms.
- 7.13. The proposal is not considered to substantially impact the residential amenity of either neighbour to a point where the application should be refused and it is therefore considered that the scheme, on balance, complies with policy SCLP11.2.

#### Parking and Highway Safety

- 7.14. The alterations will not create any further bedrooms within the property and therefore would not incur the need for additional parking provision. The parking on site is considered adequate by Suffolk County Council as Local Highway Authority's recommended standards and therefore parking provision or highway safety is not a concern.

### **8. Conclusion**

- 8.1. As the design is acceptable, as noted above there is no significant impact on neighbour's amenity and no greater danger to highway safety or parking provision, the development is therefore considered to comply with the policies listed above and recommended for approval.

### **9. Recommendation**

- 9.1. The application is recommended for approval.

### **10. Conditions:**

1. The development hereby permitted shall be begun within a period of three years beginning with the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 as amended.

2. The development hereby permitted shall be completed in all respects strictly in accordance with PP001A received 27/05/2021, for which permission is hereby granted or which are subsequently submitted to and approved by the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.

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

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

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

#### **Informatives:**

1. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.
2. East Suffolk Council is a Community Infrastructure Levy (CIL) Charging Authority.

The proposed development referred to in this planning permission may be chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations 2010 (as amended).

If your development is for the erection of a new building, annex or extension or the change of use of a building over 100sqm in internal area or the creation of a new dwelling, holiday let of any size or convenience retail , your development may be liable to pay CIL and you must submit a CIL Form 2 (Assumption of Liability) and CIL Form 1 (CIL Questions) form as soon as possible to [CIL@east Suffolk.gov.uk](mailto:CIL@east Suffolk.gov.uk)

A CIL commencement Notice (CIL Form 6) must be submitted at least 24 hours prior to the commencement date. The consequences of not submitting CIL Forms can result in the loss of payment by instalments, surcharges and other CIL enforcement action.

CIL forms can be downloaded direct from the planning portal:

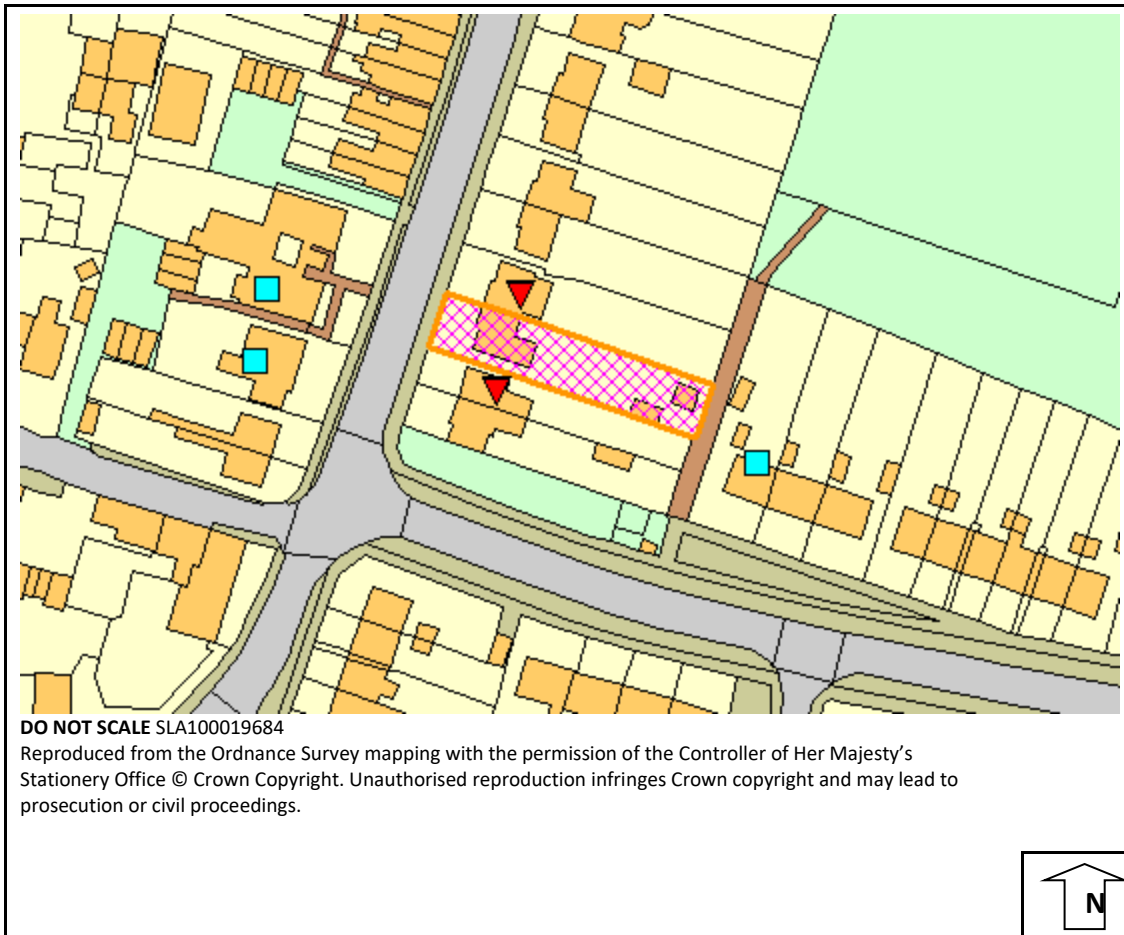
[https://www.planningportal.co.uk/info/200136/policy\\_and\\_legislation/70/community\\_in\\_frastructure\\_levy/5](https://www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_in_frastructure_levy/5)

Guidance is viewable at: <https://www.gov.uk/guidance/community-infrastructure-levy>





#### **Background information**

See application reference DC/21/2570/FUL on [Public Access](#)

## Map



## Key

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

## Committee Report

**Planning Committee South - 27 July 2021**

**Application no** DC/21/2194/FUL

**Location**

Lincolns Meadow  
Brook Lane  
Framlingham  
Suffolk  
IP13 9RH

**Expiry date** 28 June 2021

**Application type** Full Application

**Applicant** Mr & Mrs Tony Stockman

**Parish** Framlingham

**Proposal** For the demolition of an existing garage and for the erection of a new home office and workshop

**Case Officer** Megan Rodwell  
07385 409722  
[megan.rodwell@eastsuffolk.gov.uk](mailto:megan.rodwell@eastsuffolk.gov.uk)

### 1. Summary

- 1.1. The proposed development seeks permission for the demolition of an existing garage and for the erection of a new home office and workshop in the curtilage of Lincolns Meadow, Framlingham.
- 1.2. The application is presented to the Planning Committee due to the applicant being a relative of an employee of East Suffolk Council.
- 1.3. It is the officer's recommendation that this application be approved in accordance with the policies of the East Suffolk Council, Suffolk Coastal Local Plan.

### 2. Site description

- 2.1. Lincolns Meadow is a detached dwelling located within Framlingham but within the countryside. The dwelling is not located within a Conservation Area or Area of



Outstanding Natural Beauty. The dwelling is situated within a substantial curtilage, part of which is situated within Flood Zones 2 and 3. This is due to a stream which is located towards the south of the curtilage, which is crossed via a bridge in order to access the dwelling.

- 2.2. There is currently a double garage located to the west of the dwelling, in the north-western corner of the site with sufficient parking provision in front. The majority of buildings within the site are located in this corner, approached by a long drive off Brook Lane. They are outside the area at risk of flooding.
- 2.3. Planning permission was granted in 2020 for the demolition of the existing double garage and replacement with a larger workshop and office connected to the house via a linked roof under DC/20/3993/FUL but this has not been implemented.

### **3. Proposal**

- 3.1. The proposal seeks planning permission to demolish the existing double garage and replace it with a new home office and workshop, with bike store to the rear, within the same area. The proposed workshop/ office will have a square footprint, with the addition of a bike store to the rear. The total height of the proposed garage is to be approximately 4.7 metres, with the eaves on the principal elevation being approximately 2.5 metres. The eaves at the rear where the bike storage is proposed to be are slightly lower, being approximately 2.2 metres in height.
- 3.2. The proposed garage will have a depth of approximately 8.2 metres, with a width of approximately 7.5 metres. On the front elevation, there is proposed to be a large amount of glazing, with large windows and French door, which are located under an overhang supported by oak posts. There is proposed to be two Velux windows in the roof on the rear elevation, and a gable end window on the side elevation nearest the dwelling. On the rear elevation there will be an open sided area, which adjoins the bike storage, which will have a window on this elevation to allow light. There is also proposed to be a mezzanine floor.
- 3.3. The proposed development will be finished in Cedar plank, with four courses of red brick with one course being hidden by the boarding. A door to the workshop is proposed on the eastern side elevation alongside a stable door to the bike shed, also on this elevation., which is nearest the main dwellinghouse.

### **4. Consultations/comments**

- 4.1. No third party representations have been received.

## Consultees

### Parish/Town Council

Consultee	Date consulted	Date reply received
Framlingham Town Council	19 May 2021	7 June 2021
"Framlingham Town Council SUPPORTS this application."		

### Statutory consultees

Consultee	Date consulted	Date reply received
SCC Rights Of Way	19 May 2021	No response
Summary of comments: No response received		

### Publicity

None

### Site notices

General Site Notice

Reason for site notice: General Site Notice

Date posted: 25 May 2021

Expiry date: 16 June 2021

## 5. Planning policy

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)

## 6. Planning considerations

### Design Quality, Visual Amenity and impact upon wider landscape

- 6.1. The design of the proposed workshop and home office is that of a traditional ancillary building. The original dwelling will remain the dominant feature on site, with the proposed materials being appropriate for an outbuilding. The proposed development has a relatively shallow pitched roof, helping it to not be overbearing. The development is of appropriate overall character, and its design is complementary to the surrounding rural landscape.

- 6.2. The site is well screened from the main highway, with thick hedgerow. A public right of way runs from the site access, through the site and exiting on the northern boundary. Given the location of the proposed development, the dwelling will screen the majority of the proposed garage from the public right of way and therefore it is unlikely to be visible from the footpath. The substantial screening will also mean that the proposed replacement garage is unlikely to have a detrimental impact on the visual amenity of the area as it is unlikely to be visible from the main highway.
- 6.3. Although the ridge height is substantial, due to the size and overall scale of the development it will still be an ancillary building and will compliment the original dwelling, being a subservient feature on site. Therefore, the proposed development is seen to comply with Policy SCLP11.1 Design Quality.

#### Residential Amenity

- 6.4. Lincolns Meadow has one immediate neighbour to the west, Lincolns Barn, with which it shares a boundary. The garden area of Lincolns Barn is situated next to the site of the proposed garage. A thick coniferous hedge divides the two properties, reducing the impact that the proposed development may cause. There is a significant separation distance between the proposed development and the neighbouring dwelling. Therefore, it is deemed that the proposal would not cause any significant loss of light or have a detrimental impact on privacy.
- 6.5. The use of the hedge that is being retained as a screen helps to reduce the visibility of the proposed development. The proposed development is not an over dominating structure, and the dwelling remains the dominant feature on site. There is not proposed to be any windows on the elevation nearest the boundary.
- 6.6. The proposed development would therefore be unlikely to cause substantial harm to the residential amenity of the site and to the neighbouring properties and therefore it is seen to comply with Policy SCLP 11.2 Residential Amenity

### **7. Conclusion**

- 7.1. The proposed outbuilding will be an improvement of the current double garage which is on site. The proposed development is of overall acceptable size, and a design that is complimentary to the rural setting. The outbuilding is unlikely to have any detrimental impact upon residential amenity, visual amenity or upon the wider street scene.
- 7.2. Therefore, the proposed development complies with both Local Planning Policy and the National Planning Policy Framework.

### **8. Recommendation**

- 8.1. The proposed development is recommended for approval subject to conditions, as it complies with both Local Planning Policy and the National Planning Policy Framework.

**Conditions:**

1. The development hereby permitted shall be begun within a period of three years beginning with the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 as amended.

2. The materials and finishes stipulated in the submitted planning applications shall be as such, unless otherwise agreed in writing with the local planning authority.

Reason: To ensure that the proposed enlarged part of the development is satisfactory in appearance, in the interests of visual amenity.

3. The development hereby permitted shall not be carried out other than in complete accordance with drawings Site / Location Plan, Proposed Floor Plan 1042/21/07 REV C, Proposed Floor Plan 1042/21/06/ REV C, Proposed Elevations 1042/21/11 REV C, Proposed Elevations 1042/21/10 REV C, Proposed Elevations 1042/21/09 REV C, Proposed Elevations 1042/21/08 REV C, Proposed Block / Layout Plan 1042/21/13 REV A and Plans 1042/21/12 Rev B.

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

**Informatives:**

1. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework and local plan to promote the delivery of sustainable development and to approach decision taking in a positive way.
2. East Suffolk Council is a Community Infrastructure Levy (CIL) Charging Authority.

The proposed development referred to in this planning permission may be chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations 2010 (as amended).

If your development is for the erection of a new building, annex or extension or the change of use of a building over 100sqm in internal area or the creation of a new dwelling, holiday let of any size or convenience retail, your development may be liable to pay CIL and you must submit a CIL Form 2 (Assumption of Liability) and CIL Form 1 (CIL Questions) form as soon as possible to [CIL@eastsoffolk.gov.uk](mailto:CIL@eastsoffolk.gov.uk)

A CIL commencement Notice (CIL Form 6) must be submitted at least 24 hours prior to the commencement date. The consequences of not submitting CIL Forms can result in the loss of payment by instalments, surcharges and other CIL enforcement action.

CIL forms can be downloaded direct from the planning portal:

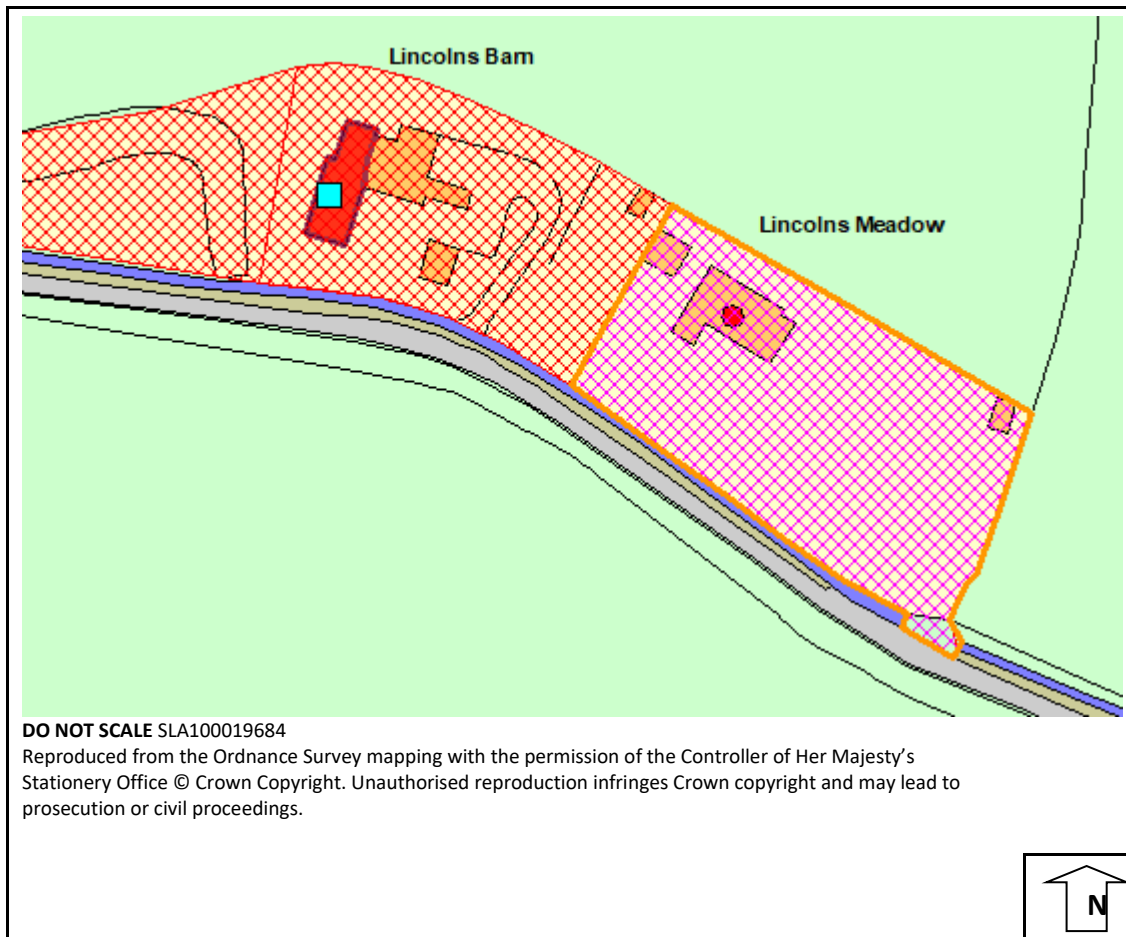
[https://www.planningportal.co.uk/info/200136/policy\\_and\\_legislation/70/community\\_infrastructure\\_levy/5](https://www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy/5)

Guidance is viewable at: <https://www.gov.uk/guidance/community-infrastructure-levy>





### **Background information**

See application reference DC/21/2194/FUL on [Public Access](#)

## Map



## Key

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