



## 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)  
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### 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

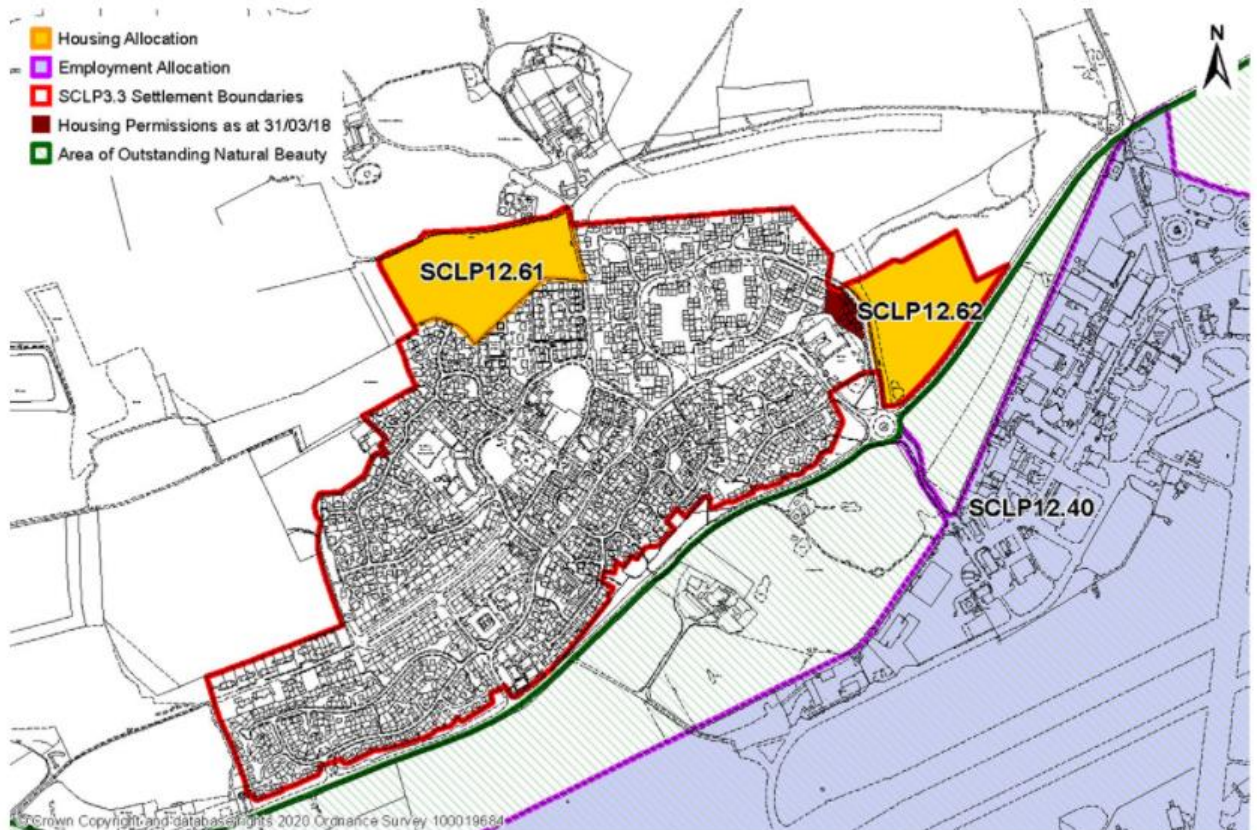
- 1.9. Officers are seeking authority to approve the application with conditions, subject to the completion of a Section 106 legal agreement to secure the necessary obligations.

## **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: 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: 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: 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 mee ng 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 be 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 businesses 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 assess 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 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:

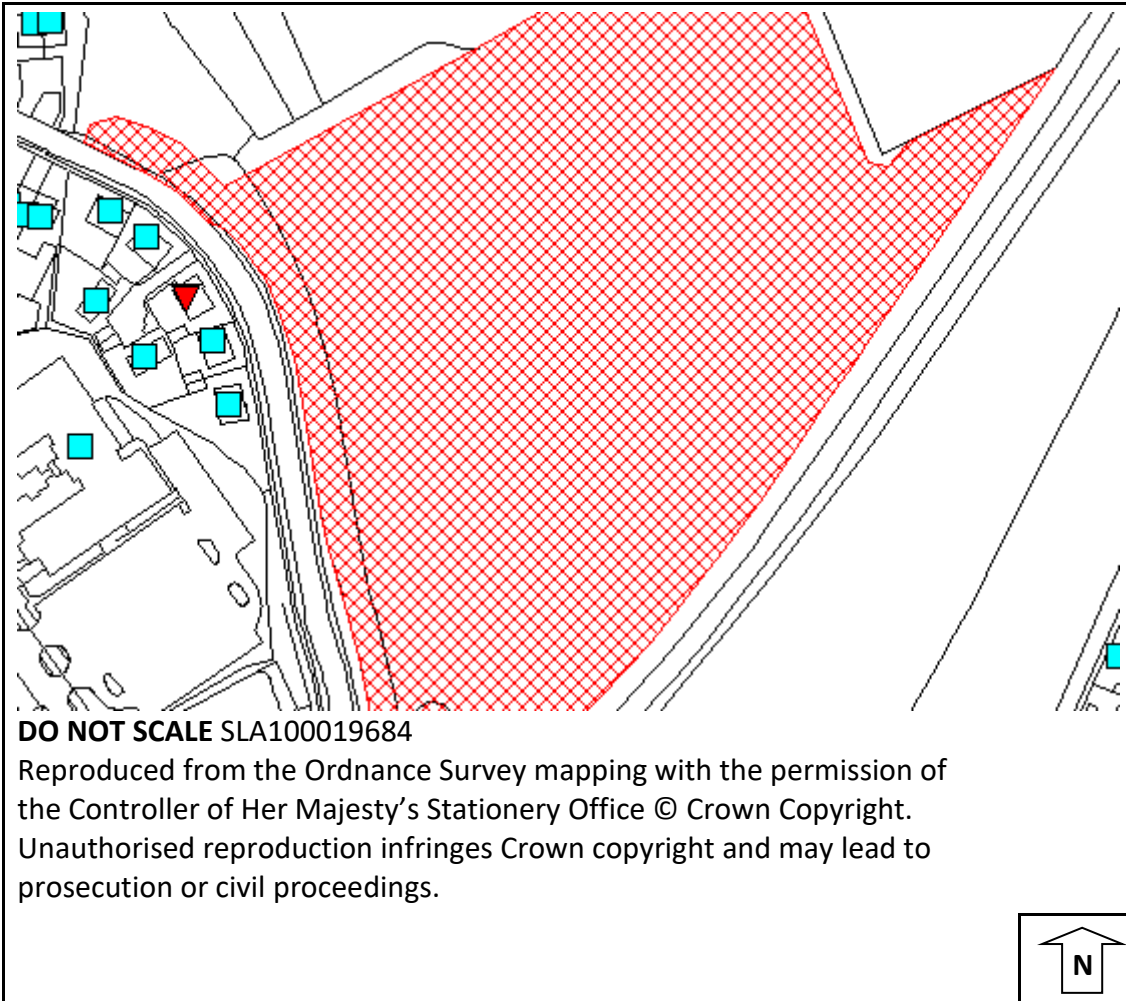
- a) The parking of vehicles of site operatives and visitors;
- b) Loading and unloading of plant and materials;
- c) Construction methods and piling techniques.
- d) Storage of plant and materials used in constructing the development;
- e) Programme of works (including measures for traffic management 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