



Committee Report

Planning Committee South - 20 September 2021

Application no DC/20/3284/FUL

Location

Land West Side Of
Chapel Road
Grundisburgh
Suffolk

Expiry date 24 November 2020

Application type Full Application

Applicant Armstrong Rigg Planning

Parish Grundisburgh

Proposal Full Planning Application for the erection of 70 dwellings, including affordable dwellings, together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure

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1. Summary

- 1.1 This application seeks full planning permission for the development of 70 houses and associated infrastructure. The site is allocated in the East Suffolk Council Suffolk Coastal Local Plan for the development of approximately 70 houses under Policy SCLP12.51.
- 1.2 The application was considered by South Area Planning Committee in June 2021, along with duplicate application DC/21/3362/FUL. Both applications were deferred by Committee to allow assessment of highway matters pertaining to the site to be carried out by an independent consultant. The results of the assessment are due prior to consideration by this Committee and will be incorporated into the update sheet for this committee. The Committee also voted to undertake a site visit prior to it being considered again, the site visit will take place on the morning of 20th September 2021.
- 1.3 Duplicate application DC/21/3362/FUL has been subject of an Appeal Against Non Determination. This type of appeal is based on the failure of the Council to determine the

application within the statutory determination period of 13 weeks. A Public Inquiry date has been set by the Planning Inspectorate for mid-November running for approximately six days. How the Council will deal with this Appeal will be determined by its decision on this application DC/21/3284/FUL.

The Case for Development

- 1.4 The site is allocated for the development of approximately 70 houses by Policy SCLP12.51 of the East Suffolk Council Suffolk Coastal Local Plan (adopted September 2020) – see attached link [Local Plan - East Suffolk Council - Suffolk Coastal Local Plan \(Adopted September 2020\) - East Suffolk Council, Strategic Planning Consultations \(inconsult.uk\)](#) . The principle of residential development on the site is therefore established and the application will deliver 70 houses including 23 affordable dwellings which is a significant benefit of the proposal.
- 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 Overall, the design of the development is considered to be acceptable and in conformity with the requirements of Policy SCLP12.51. 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. There will also be road improvements in Park Road, passing place in Chapel Lane and junction improvements where Lower Road meets the B1069.
- 1.7 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.
- 1.8 The principle of residential development on the site is accepted and the proposal is in accordance with the Local Plan. There are no technical barriers to development and whilst noting the local concerns, the pedestrian and vehicular access arrangement is in compliance with SCLP12.51; the layout of the development and design of the houses is considered acceptable.

Reason for Committee

- 1.9 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.

Recommendation

- 1.10 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 within a six month timeframe.

- 1.11 Members will note that there is a tandem, identical application (reference DC/20/3362/FUL) which is also being presented to the Planning Committee for determination.

2 Site description

- 2.1 The site is a 5.16ha area of land to the west of Chapel Road, Grundisburgh and is currently in agricultural use. The site abuts existing residential development at Post Mill Gardens to the north of the site. To the east lies Chapel Lane, whilst west is the recreation ground.
- 2.2 The site is bordered to the south by Park Road, which continues to the east via Lower Road. The historic parkland of Grundisburgh Hall lies on the southern side of Park Road. This has the status of a non-designated heritage asset (NDHA).
- 2.3 There is a public footpath running to the north of the site which lies partly within and partly outside the application site. It runs between Chapel Lane and Ipswich Road and passes through the recreation ground, car park and access.
- 2.4 The site slopes downwards north to south and west to east, with a change in levels between NW (highest) and SE (lowest) points being 7.75m.
- 2.5 There is an area of trees and scrub adjacent to the south east corner of the site. Scattered trees along Chapel Road and a line of trees and hedging along the western boundary. The boundary to Park Road is generally open.
- 2.6 The main body of the site is an arable field.
- 2.7 There is a Baptist Chapel on the opposite side of the road which is considered to be a non designated heritage asset.
- 2.8 The Grade II Listed Grundisburgh Hall and its Stable Block are both located c.300m south-west of the Site. The Grade II listed Park Farm lies c.400m south of the site; Bridge Farm is c.550m east and Thorpe Hall Barns are c.880m south-east.
- 2.9 Grundisburgh Conservation Area lies some 300m north, with intervening built development.

History/background

- 2.10 Prior to the submission of the planning application, an EIA Screening request was submitted on 15th July 2020 (Ref: DC/20/2643/EIA) that the Council issued a Screening Opinion on 29 July 2019 confirming that an Environmental Statement was not required. The Council's Screening Opinion was subsequently challenged by Grundisburgh Parish Council who requested a Screening Direction from the Secretary of State. The SoS's Screening Direction was issued on 19 November 2020 and states that "*the Secretary of State is not persuaded that a scheme on the scale of this application, would create changes to the environmental sensitivity of the surrounding area of the magnitude necessary for an Environmental Statement.*"

- 2.11 Application DC/20/3284/FUL, and the duplicate application DC/20/3362/FUL, were originally submitted for the erection of 80 dwellings. Both applications were amended to the erection of 70 dwellings in Feb 2021 and were subject of full reconsultation and readvertisement.
- 2.12 Following receipt of further information and minor layout amendments and house type revisions, there was a further reconsultation in April 2021.

3 Proposal

- 3.1 The application seeks full planning permission for 70 dwellings (including 23 affordable dwellings) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure.
- 3.2 A new vehicular access is proposed from Park Road. Connection to footpath 20 and proposed widening and surfacing of the footpath are proposed to connect the site with Ipswich Road, to provide access to the school and village facilities.
- 3.3 A mix of dwelling types and sizes are proposed. Building heights are mainly two storeys with six bungalows proposed along the northern edge.
- 3.4 Materials are mainly red, buff and multi facing bricks and red and black pantiles. To a lesser extent render and weatherboarding is also employed. Design features used throughout include brick and render quoins, flush and projecting plinths and diaper brickwork.
- 3.5 There is a main area of open space within the southern part of the site. There is a smaller area including play area centrally in the developed part of the site and informal areas to north-east, north and west providing a landscaped buffer around the whole site which incorporates a circular walking route and links onto footpath 20, Park Road and Chapel Road. A landscaped drainage basin is located in the south-eastern part of the site within the proposed POS.
- 3.6 The planning application is supported by the following documents:
- Planning Statement and Design and Access Statement, including S106 Heads of Terms
 - Air Quality Assessment Prepared by Armstrong Rigg Planning
 - Archaeology Desk Based Assessment, prepared by RPS Group
 - Ecological Assessment prepared by Aspect Ecology
 - Flood Risk Assessment, including drainage strategy, prepared by Ingent Consulting Engineers
 - Habitats Regulations Assessment prepared by Aspect Ecology
 - Landscape and Visual Impact Assessment and Landscape Strategy Plan prepared by Aspect Landscape
 - Phase I Geoenvironmental and Phase II Geotechnical Assessment prepared by GEMCO
 - Statement of Community Engagement prepared by Engage Planning

- Sustainability Statement prepared by Hopkins Homes
- Topographic Survey prepared by Survey Solutions
- Transport Assessment, including access plans, prepared by Cannon Consulting Engineers
- Tree Survey and Arboricultural Impact Assessment prepared by Aspect Arboriculture
- Built Heritage Statement, prepared by RPS
- Updated Ecological Appraisal prepared by Aspect Ecology
- Updated Report to Inform a Habitats Regulations Assessment prepared by Aspect Ecology
- Updated Landscape and Visual Impact Assessment and Landscape Strategy Plan prepared by Aspect Landscape
- Transport Assessment Addendum, prepared by Cannon Consulting Engineers.
- Updated Arboricultural Impact Assessment & Arboricultural Impact Assessment Addendum, prepared by Aspect Arboriculture

3.7 In April, the following was submitted and was subject of consultation:

- Covering letter, including enclosed schedules of submitted documents and drawings;
- Amended External Works Layout (Drawing no. 002 Rev I) and Planning Layout (Drawing no.003 Rev H);
- Amended/new floor plan and elevation drawing for plots 8 ,12, 15, 22, 29, 49 & 63; and
- Updated Ecological Appraisal and Addendum to Ecological Appraisal prepared by Aspect Ecology.

4 Consultations/comments

4.1 The application has been subject of three consultations.

4.2 In respect of the original submission of 80 dwellings:

4.3 367 (385 with DC/20/3362/FUL) objections were received from local residents raising the following matters (inter alia):

- Unsuitability of highway network to serve development. Park Road cannot be adequately widened; Lower Road cannot be widened and has a blind 'S' bend. It will be used by the majority of traffic from/to site heading to/from Woodbridge and A12. Chapel Road is narrow without footways. Roads are used by pedestrians, disabled residents, cyclists and equestrian traffic and any increased use of these substandard roads will cause severe danger.
- Pedestrian and cycle links inadequate. Proposal is contrary to policy SCLP7.1
- Surface water flooding
- Impact upon properties to the north
- Impact upon historic parkland
- Visually intrusive on the southern edge of Grundisburgh

- Poor pedestrian and cycle links. No permission exists from landowner and footpath 20 cannot therefore be improved. The desire-line between site and pub and shop is along Chapel Lane/Meeting Lane where there are no continuous footpaths.
- Landscape impact, contrary to policy SCLP10.4
- Loss of agricultural land
- Impact on wildlife; wildlife survey is inadequate; contrary to SCLP10.1
- Doctor and schools over subscribed
- Inadequate sewage system and mains water
- Light pollution
- ESC has sufficient housing land in local plan without the Chapel Field Site which is totally unsuitable.
- Inadequate public transport
- The Council's own sustainability assessment states that this development fails on Air Quality, Material Assets (Soil and Waste) the Reduction of Greenhouse Gasses and Biodiversity.
- Development layout will encourage crime and anti-social behaviour. There should not be alleyways, garages/parking should be within eye sight of the owner of that garage.
- Inadequate community consultation
- Noise
- Security
- Impact on setting of Grundisburgh Hall contrary to SCLP11.8
- Increase in traffic volume through centre of village affecting safety and amenity, contrary to policy SCLP7.1
- Proposed 80 dwellings represents an increase of 15% above the approx. number allocated by policy SCLP12.51 and therefore falls contrary to this policy
- Grundisburgh has an extremely limited public transport service. With only 4 buses per weekday each way, and the last bus from Woodbridge leaving at 17:15, a car is a necessity. There will be an over reliance on the private car.
- Increased emissions during build period and after
- One representation includes a cost-benefit analysis indicating the costs to the villagers of Grundisburgh and surrounding villages of the proposed Chapelfield development outweigh any benefits.
- Site previously refused in 1960's because of highway safety. Village hall and housing considered inappropriate in 2006 because of unsuitable road system.
- Development is disproportionately large for village
- Development will adversely affect character and setting of footpath 20, contrary to Policy SCLP8.2
- Design of estate is standard Hopkins designs used on every other Hopkins site. It is not locally distinctive and is contrary to policy SCLP11.1
- Impact upon outlook from residential neighbours contrary to policy SCLP11.2
- Conflicts with Policy SCLP12.52. The proposal does not include (safe and suitable) pedestrian access nor footways as demanded by the policy. The design is not sympathetic to Grundisburgh Hall Park & Garden
- Impact from construction phase will damage sewers and water mains and result in mud on roads.

4.4 The application was amended to 70 dwellings in February 2021 and was subject of re-advertisement and re-consultation. 415 (428 with DC/20/3362/FUL) representations were received in objection to the development from local residents raising the following matters (inter alia):

- Amendments made do not overcome previously submitted objections
- Unsuitability of highway network to serve development. Park Road cannot be adequately widened; Lower Road cannot be widened and has a blind 'S' bend. It will be used by the majority of traffic from/to site heading to/from Woodbridge and A12. Junction of Park Road with Ipswich Road is substandard. Chapel Road is narrow without footways. Roads are constantly used by pedestrians, disabled residents, cyclists and equestrian traffic and any increased vehicular use of these substandard roads will cause severe danger.
- Details of proposed road widening are inadequate
- The trip rate figures stated only reflect vehicular movements by residents of the development during peak hours. They do not take account of the significant increase in the delivery/contractor movements. Rates are likely to be much higher than predicted due to local school places being unavailable and limited availability at local doctors.
- Pedestrian links inadequate. There are no cycle links. Proposal is contrary to policy SCLP7.1
- Surface water flooding
- Impact upon properties to the north in terms of noise and loss of outlook
- Impact upon historic parkland from road widening and proximity of new development, field presently plays an important role in setting of parkland.
- Visually intrusive on the southern edge of Grundisburgh
- Poor pedestrian and cycle links. No permission exists from landowner(s) for footpath surfacing and footpath 20 cannot therefore be improved. The desire-line between site and pub and shop is along Chapel Lane/Meeting Lane where there are no continuous footpaths resulting in significant danger.
- Landscape impact, contrary to policy SCLP10.4
- Loss of agricultural land
- Impact on wildlife; wildlife survey is inadequate; contrary to SCLP10.1
- Doctor and schools over subscribed
- Inadequate sewage system and mains water
- Light pollution
- ESC has sufficient housing land in local plan without the Chapel Field Site which is totally unsuitable.
- Inadequate public transport
- The Council's own sustainability assessment states that this development fails on Air Quality, Material Assets (Soil and Waste) the Reduction of Greenhouse Gasses and Biodiversity.
- Development layout will encourage crime and anti-social behaviour. There should not be alleyways, garages/parking should be within eye sight of the owner of that garage.
- Inadequate community consultation
- Noise
- Security
- Impact on setting of Grundisburgh Hall contrary to SCLP11.8

- Impact upon Baptist Chapel and Grundisburgh Conservation Area
- Increase in traffic volume through centre of village affecting safety and amenity, contrary to policy SCLP7.1
- Grundisburgh has an extremely limited public transport service. With only 4 buses per weekday each way, and the last bus from Woodbridge leaving at 17:15, a car is a necessity. There will be an over reliance on the private car.
- Increased emissions during build period and after
- One representation includes a cost-benefit analysis indicating the costs to the villagers of Grundisburgh and surrounding villages of the proposed Chapelfield development outweigh any benefits.
- Site previously refused in 1960's because of highway safety. Village hall and housing considered inappropriate in 2006 because of unsuitable road system.
- Development is disproportionately large for this village
- Development will adversely affect character and setting of footpath 20, contrary to Policy SCLP8.2
- Design of estate is standard Hopkins designs used on every other Hopkins site. It is not locally distinctive and is contrary to policy SCLP11.1
- Impact upon outlook from residential neighbours contrary to policy SCLP11.2
- Conflicts with Policy SCLP12.52. The proposal does not include (safe and suitable) pedestrian access nor footways as demanded by the policy. The design is not sympathetic to Grundisburgh Hall Park & Garden
- Impact from construction phase will damage sewers and water mains and result in mud on roads.
- Development conflicts with policy SCLP5.1 as scale and impact of the development is out of character with village
- Suffolk County Council has published its intention to designate Chapel Road, Chapel Lane, Lower Road, Meeting Lane and Park Road as 'Quiet Lanes' under the Quiet Lanes and Home Zones (England) Regulations 2006. The proposed development would increase traffic growth contrary to the concept of Quiet Lanes.

4.5 Following receipt and publication of a revised plan in March, amending the footpath layout within the site and with comments from Agent on the design/surfacing of footpath 20 and receipt of the comments of SCC Highways, a further 183 representations were received objecting to the development.

- Footpath surfacing involves raised levels and drop to side of path of 125mm which is a serious danger to users.

4.6 A further period of consultation has taken place in April following receipt of revised plans which have addressed concerns about secure by design, original highway concerns and providing additional ecological information in respect of the S278 works. 378 representations have been received in objection to the proposed development raising the following matters:

- Amendments made do not overcome previously submitted objections
- Unsuitability of highway network to serve development. Park Road cannot be adequately widened; Lower Road cannot be widened and has a blind 'S' bend. It will be used by the majority of traffic from/to site heading to/from Woodbridge

and A12. Junction of Park Road with Ipswich Road is substandard. Chapel Road is narrow without footways. Roads are constantly used by pedestrians, disabled residents, cyclists and equestrian traffic and any increased vehicular use of these substandard roads will cause severe danger.

- There are no passing places in Lower Road and vehicles can only pass in domestic entrances to the detriment of safety and amenity of existing residents.
- The trip rate figures stated only reflect vehicular movements by residents of the development during peak hours. They do not take account of the significant increase in the delivery/contractor movements. Rates are likely to be much higher than predicted due to local school places being unavailable and limited availability at local doctors.
- Recent road closure of the B1079 resulted in traffic re-routed via Lower Road with absolute chaos and gridlock. This would be a foretaste of the situation post-development if approved. A recent accident at crossroads of Park Road, Lower Road and Chapel Lane show inadequacy of road system and danger.
- Surface water flooding
- Impact upon properties to the north in terms of noise and loss of outlook
- Impact upon historic parkland from road widening and proximity of new development, field presently plays an important role in setting of parkland.
- Visually intrusive on the southern edge of Grundisburgh/landscape impact.
- Poor pedestrian and cycle links. No permission exists from landowner(s) for footpath surfacing and footpath 20 cannot therefore be improved. The desire-line between site and pub and shop is along Chapel Lane/Meeting Lane where there are no continuous footpaths resulting in significant danger. Footpath 20 does not provide an appropriate route to village facilities and will conflict with use of the recreation ground access and car park which are well used. The access is narrow and with no separation between pedestrians and vehicles.
- Surfacing of Footpath 20 will require elevated sections which will be dangerous to users, particularly wheel chair users
- Loss of agricultural land
- Impact on wildlife; wildlife survey is inadequate with no account taken of Stag Beetles; contrary to SCLP10.1
- Doctor and schools over subscribed. Scale of development will affect social structure of village.
- Inadequate sewage system and mains water
- Light pollution
- ESC has sufficient housing land in local plan without the Chapel Field Site which is totally unsuitable. Limited weight should be given to allocation of site.
- Inadequate public transport
- The Council's own sustainability assessment states that this development fails on Air Quality, Material Assets (Soil and Waste) the Reduction of Greenhouse Gasses and Biodiversity. Vehicular movements will increase emissions.
- Development layout will encourage crime and anti-social behaviour. There should not be alleyways, garages/parking should be within eye sight of the owner of that garage.
- Inadequate community consultation
- Noise
- Security
- Impact on setting of Grundisburgh Hall contrary to SCLP11.8

- Impact upon Baptist Chapel and Grundisburgh Conservation Area
- Increase in traffic volume through centre of village affecting safety and amenity, contrary to policy SCLP7.1
- Grundisburgh has an extremely limited public transport service. With only 4 buses per weekday each way, and the last bus from Woodbridge leaving at 17:15, a car is a necessity. There will be an over reliance on the private car.
- Increased emissions during build period and after
- One representation includes a cost-benefit analysis indicating the costs to the villagers of Grundisburgh and surrounding villages of the proposed Chapelfield development outweigh any benefits.
- Site previously refused in 1960's because of highway safety. Village hall and housing considered inappropriate in 2006 because of unsuitable road system.
- Development is disproportionately large for this village
- Development will adversely affect character and setting of footpath 20, contrary to Policy SCLP8.2
- Design of estate is standard Hopkins designs used on every other Hopkins site. It is not locally distinctive and is contrary to policy SCLP11.1
- Impact upon outlook from residential neighbours contrary to policy SCLP11.2
- Conflicts with Policy SCLP12.52. The proposal does not include (safe and suitable) pedestrian access nor footways as demanded by the policy. The design is not sympathetic to Grundisburgh Hall Park & Garden
- Impact from construction phase will damage sewers and water mains and result in mud on roads.
- Development conflicts with policy SCLP5.1 as scale and impact of the development is out of character with village
- RAMS/HRA criteria have not been met. There is inadequate areas on site for dog exercise and links to footpath network will be made unsafe by increased traffic. Footpath 20 cannot be improved as there is no landowners consent. Objectors are critical of Council for not following recently published criteria.
- Suffolk County Council has published its intention to designate Chapel Road, Chapel Lane, Lower Road, Meeting Lane and Park Road as 'Quiet Lanes' under the Quiet Lanes and Home Zones (England) Regulations 2006. The proposed development would increase traffic growth contrary to the concept of Quiet Lanes.
- Two of the objections were from Fields in Trust and from Grundisburgh Playing Field Management Committee who object to the works proposed to surface Footpath 20 because of likely increased (illegal) use by cyclists to the detriment of pedestrian safety and conflict between users of footpath and vehicular access to pavilion, recreation ground and car park. There is also concern that the development will result in dogs on the recreation ground which is not permitted.

5 Consultees

5.1 Parish/Town Council

Consultee	Date consulted	Date reply received
Grundisburgh and Culpho Parish Council	9 September 2020	30 September 2020
Petition of 650 signatories against the development. Further reply 2 October 2020		

Consultee	Date consulted	Date reply received
Grundisburgh and Culpho Parish Council	16 February 2021	2 October 2020

Grundisburgh & Culpho Parish Council (G&CPC) object in the strongest possible terms to the two applications listed above submitted for the same site by Hopkins Homes (HH). The planning applications are contrary to the recently adopted Development Plan East Suffolk Council - Suffolk Coastal Local Plan and breach the Habitat Regulations.

The Inspector noted in paragraph 166 of his final report that the proposal “has attracted a considerable number of representations”. East Suffolk has received over 200 objections to the two applications in addition to the 650 signatures objecting to Hopkins Homes initial Masterplan.

DESIGN AND ACCESS STATEMENT submitted with the planning application

4.0 STATEMENT OF COMMUNITY INVOLVEMENT states:

5.3 As fully detailed in the accompanying Statement of Community Engagement prepared by Engage Planning, a public exhibition was held at Grundisburgh Village Hall on Monday 20th January 2020, between 3pm and 7.30pm. Representatives from Hopkins Homes and the project team were in attendance to talk through the proposals and answer questions.

5.4 A total of 180 people attended the event and 105 comment forms were returned. The comments forms asked a number of questions:

Question 1 Grundisburgh is identified as a ‘Large Village’ in the District Council’s forthcoming Local Plan, reflecting its range of services and facilities, and is recognized as a sustainable location to accommodate further housing development. Do you agree that Grundisburgh is a suitable location to accommodate a proportion of the required new housing in the area?

Only 3% answered YES

Question 2 Do you support the principle of residential development on this site, including affordable housing and areas of public open space, as broadly shown on the Concept Masterplan?

Only 3% answered YES

The community was so incensed as a result of seeing the HH proposals for Chapel Field on 20th January including their statement: We have a Planning Application ready to go, that G&CPC organised a petition, collecting 650 signatures, with the following heading:

We the under signed say NO TO HOPKINS HOMES PROPOSAL TO BUILD ON CHAPEL FIELD GRUNDISBURGH.

Grundisburgh is just about the right size, the community is able to take care of each other. Grundisburgh does not need 500 more vehicle movements per day, the centre of the village is already showing the strain from the amount of traffic that has to go through now. The facilities, surgery, school, village hall, shops and play area in Grundisburgh can just cope with the population as it is.

All the roads abounding the site are narrow lanes with no footways, totally unsuitable for the proposed increase in traffic 80+ dwellings would bring. We ask COUNCILLORS of the newly formed East Suffolk District Council to say NO to any development on Chapel Field. That Petition was emailed to Democratic Services on 29th September.

The community has consistently objected to the proposed development of the land west of Chapel Road on sound planning grounds. The Planning Inspector examining the Local Plan recognized that the original allocation was unsound and therefore it is incumbent on the Local Planning Authority to assess the proposal properly.³

5.0 PLANNING POLICY CONTEXT

5.8 The Core Strategy and Development Management Local Plan which has now been superseded covered the period 2010 to 2027. Strategic Policy SP2 – Housing Numbers and Distribution had allowed a provision of at least 7,900 new homes across the District over the period 2010 to 2027. Grundisburgh was not allocated housing in the Core Strategy.

However, between 2010 and the present day, 48 properties have been built in Grundisburgh on windfall sites. Housing Land Supply 5.19 According to the Statement of Housing Land Supply as of 31st March 2019 (published August 2019), Suffolk Coastal Local Plan area can demonstrate a 7.03 year land supply for the period. Paragraph 11 d) of the NPPF 2019 is therefore not engaged.

The East Suffolk Council - Suffolk Coastal Local Plan adopted by East Suffolk Council on 23rd September 2020.

The Planning Applications conflict with:

1) Policy SCLP2.2 (c): Strategic Infrastructure Priorities

- The Air Quality assessment has concluded that there will be no impact on the Air Quality in the AQMAs which is contrary to the published evidence and Statement of Common Ground that East Suffolk District Council signed on 10th January 2020. The Transport Mitigation Strategy for the Ipswich Strategic Planning Area identifies the Air Quality issues in Ipswich and shows that 28% of the trips in and out of Ipswich originate from the Suffolk Coastal District which includes this site.

<https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transportplanning/ISPA-Transport-Mitigation-v13F.pdf>

- Paragraph 12 of the Statement of Common Ground effectively states that the Local Authorities will help implement the findings in the Transport Mitigation Strategy, but the Air Quality

assessment fails to acknowledge that there is an issue. The Air Quality assessment cannot have used the available evidence to help inform its decision.

https://suffolkcoastallocalplan.inconsult.uk/gf2.ti/f/1006178/62657829.1/PDF/-/J29__Note_on_Ipswich_Strategic_Planning_Area_Statement_of_Common_Ground_January_2020.pdf

2) Policy SCLP5.1: Housing Development in Large Villages

- The proposed development is inappropriate in size since it would increase the number of dwellings in the village by some 15%.
- The location is inappropriate, separated as it is from rest of village in the countryside.
- Inappropriate in character, it replicates other Hopkins sites, as opposed to essential Grundisburgh character.

Every other estate built in Grundisburgh in the last 50 years, has direct access onto the C323 the main route through the village.

The Grundisburgh and Burgh Joint Conservation Area Appraisal Supplementary planning Document June 2010 describes Grundisburgh thus: 4

The prevailing character of the conservation area, despite much recent adjacent and infill modern housing development, is one where the traditional appearance and ambience of the village remains very much intact. Some of the new housing could have been better integrated in design and layout terms, but its effect is limited. Grundisburgh's appearance is one of the most attractive in the District.

3) Policy SCLP7.1: Sustainable Transport

- Site is disproportionate with scale of existing transport network
- Site does not provide safe pedestrian and cycle access to services and facilities
- Site is not well integrated into the existing cycle network and, moreover, will make existing routes along Lower Rd and Park Rd more hazardous
- Site negatively impacts existing routes to the south as increased traffic will deter pedestrian use of Lower Rd and Park Rd on foot
- The development will increase the level of conflict between non-motorists and motorists on the surrounding road network, thereby decreasing road safety
- The cumulative impact of new development will create severe impacts on the existing transport network. A 30% increase in traffic volumes will exacerbate the existing inadequate road sections and hazardous junctions See detailed papers: Access Proposals, Appendix A, and Response to Traffic Assessment, Appendix B.

4) Policy SCLP8.2: Open Space

- Development will impact the character and value of the PROW to the north of the site
- Development, through increased traffic and no footway provision, will deter use of the roads/PROWs to the south, thereby impacting enjoyment of Assets including the Millennium Meadow, Grundisburgh Hall Park & Gardens and even the Playing Field itself.

5) Policy SCLP10.1: Biodiversity and Geodiversity

- The need to widen Park Rd will, at minimum, require loss of veteran hedgerows and trees. The proposed road surface will extend beyond the centre line of hedgerows and approach to within 6' of tree trunks - both terminal effects for those specimens.
- The Ecological Appraisal has not discharged the Council's Statutory Obligations as explained in Circular 06/05 Biodiversity and Geological Conservation and the Habitat Regulations.
- The species survey has not been undertaken and so the reliance that can be placed on the ecological results is limited. Bat surveys should be undertaken between May and September when bats are most active. The Ecological Appraisal states that the site was surveyed in November and there is no indication that the site has been surveyed for protected species.
- Paragraph 12.559 of the recently adopted Local Plan states: Priority Species have been identified on land close to the site, and therefore an ecological survey, along with mitigation if necessary, will be required as part of any proposal. The proposal is contrary to the Development Plan.5

6) Policy SCLP10.3: Environmental Quality

- Development requires use of unsustainable transport methods (car)
- Development destroys agricultural land

Hopkins Homes submitted DC/20/2643/EIA Environmental Impact Assessment. On July 30th East Suffolk planning decision was issued stating an EIA 'not required' for the planning application to be submitted for Chapel Field. Grundisburgh and Culpho Parish Council appealed that decision with the Secretary of State for Housing, Communities and Local Government, The Rt Hon Robert Jenrick MP, and are awaiting a decision on that appeal.

7) Policy SCLP10.4: Landscape Character

See detailed paper Landscape and Visual Impact Assessment, Appendix C.

8) Policy SCLP11.1: Design Quality

- The proposed development is not locally distinctive, and ignores key features of local character (see conservation area/housing clusters on village periphery)
- The proposed development does not enhance local features through innovative nor creative means (the site plan is just a 'drag and drop' of pre-designed units)
- The development looks inward to Post Mill/Alice Driver/Felgate Way for its 'local context', when it should actually be looking outward to Chapel Rd, Park Rd and Lower Rd
- The layout is totally distinct from the existing neighbourhood layout, and will impose itself negatively on existing people and vehicle movements
- The development will not only rob existing residents of their immediate connection to the countryside but also, through its design, it will deprive new residents from any connection by hiding them in the midst of an enclosed housing estate with no safe means to access the open countryside to the south
- The Flood Risk Assessment indicates that there is an 8 metre drop over the field, but there is no datum point, or proposed/existing levels shown on the plans. Without this information the Local Planning Authority will not be able to assess the application and the local residents are not being informed about the true proposal.
- The site cannot be accessed easily by all, due to the pedestrian access being over a field and the unreasonable distance involved in such a convoluted route.

- The lack of footways on surrounding roads along with increased traffic will discourage pedestrian activity and cycling for both new and existing residents; specifically, the village's connection to PROW off Park Rd and Lower Rd, which enable access to assets including the Millennium Meadow and Grundisburgh Hall Park & Gardens.
- Paragraph 11.9 of the Local Plan states: BFL 12 (the most recent nationally endorsed version) will be used to inform the decision-making process to provide a design quality assessment against all major applications. This scheme will perform badly against that assessment.

9) Policy SCLP11.2: Residential Amenity

- The development negatively impacts the outlook of existing residents (See Appendix C Landscape Assessment') 6
- The access arrangements and layout of the site do not lend themselves well to the site being integrated into the wider village, complicating matters relating to safety and security as well as general community cohesion which is a key feature of Grundisburgh.

10) Policy SCLP11.8: Parks and Gardens of Historic or Landscape Interest

- The proposal negatively impacts the Non-Designated Heritage Asset of Grundisburgh Hall Park & Garden, the setting of a listed building, as it includes a widening of Park Rd that will, at minimum, require loss of veteran hedgerows and trees (the proposed, yet still sub-standard, road surface will extend beyond the centre line of hedgerows and approaches to within 6' of tree trunks - both terminal effects).
- The loss of the trees will also adversely affect the setting of the Listed Grundisburgh Hall.

11) Policy SCLP12.51: Land to the West of Chapel Road, Grundisburgh

As shown on the Policies Map, this is identified for the development of approximately 70 dwellings. The proposals are for 80 which is not in line with the policy. The planning officer considered this difference to be significant at the preapplication stage and the impact of 10 additional dwellings compounds the problems listed elsewhere in this objection.

b) Affordable housing to be provided on site;

- The Heads of Terms indicate that unless a Housing Association buys the Affordable Housing they will revert to open market dwellings. This is contrary to policy; there are many ways of providing Affordable Housing that are not reliant on Housing Associations.

d) Provision of pedestrian access and footways to support access to services and facilities in the village;

- The proposal does not include any suitable pedestrian access nor footways as demanded by the policy to support access to services and facilities in the village. In his final report the Inspector made it clear in para 165: The Policy should be amended to make clear that the provision of safe and suitable pedestrian access to services and facilities in the village is required so as to be consistent with national policy

- Paragraph 12.558 of the Local Plan states: 'Vehicle access to the site is expected to be onto Park Road, and safe pedestrian access will need to be provided.' This proposal does not achieve this provision.

- The design is not sympathetic to Grundisburgh Hall Park & Garden (see note 10 above).

f) A site-specific Flood Risk Assessment:

- The Head of Terms do not include for any long-term management of the surface water drainage system or quality control of the development.

g) An ecological survey will be required, along with any identified mitigation measures.

- See comments on Biodiversity and Geodiversity (section 5) and the Habitat Regulations.

There is no mention within the specific policy as to where the access point to the site should be. In his final report the Inspector made it clear in para 164: The allocation site should be amended so that vehicular access can be taken off Park Road to the south, where sufficient width of public highway should allow safe and suitable vehicular access to be achieved.

The only reasoning put forward for moving the access to Park Road/Lower Road is in the Ingent Technical Note commissioned by Hopkins Homes which formed the basis of the Statement of Common Ground between East Suffolk Council (the Local Planning Authority), Hopkins & Moore Ltd (the Site Promoter), and Suffolk County Council (the Highway Authority):

As access from Chapel Road is considered unlikely to be acceptable, access from Park Road has also been considered. Although there is considerable vertical variation across the southern boundary with Park Road falling steeply from west to east, it is considered that a suitable location in terms of visibility would be possible.

Although Park Road is below standard in width at around 4.0m – 5.0m, there is understood to be scope to widen the road in areas and form suitable passing sections.

Conclusion

We would have concerns with delivering a suitable access to this site due to the nature of Chapel Road/Meeting Lane along the desire line between the site and the village center.

Park Road and Lower Road present more suitable routes of access to the site. Limited improvements to Park Road would appear achievable subject to clearance within the highway boundary. In the Statement of Common Ground between East Suffolk Council (the Local Planning Authority), Hopkins & Moore Ltd (the Site Promoter), and Suffolk County Council (the Highway Authority), it is stated that:

The site Promoter and the Local Planning Authority agree that the site allocation boundary should be extended to Park Road to the south in order to provide a suitable and safe vehicular access point. Nowhere in the technical note from Ingent is the word 'safe' used. 'Safe' is just a word used by The Promoter and repeated by the Local Planning Authority.

Hopkins Homes understands the minimum required standards needed to satisfy Highways regulations and guidelines within their application site proposing provision of 5.5m width roadways with 1.8m footpaths. The same width roadways are required on the access roads to the

site, Lower Road and Park Road for all dwellings immediately affected by the increased traffic volumes.

See Appendices A & B.

Habitat Regulations

There is no indication in the Head of Terms that a financial contribution would be paid to the Suffolk Coastal RAMS. The Ecological Appraisal concludes that even by providing internal footpaths and contributing to the RAMS it is: 8

‘unlikely that any such designation in the surrounding area will be significantly affected by the proposals.’

As in this case where the potential for likely significant effects cannot be excluded, the competent authority must make an appropriate assessment of the implications of the plan for that site, in view of the site’s conservation objectives. The competent authority may agree to the plan only after having ruled out adverse effects on the integrity of the habitats site. Where an adverse effect on the site’s integrity cannot be ruled out, and where there are no alternative solutions, the plan can only proceed if there are imperative reasons of over-riding public interest and if the necessary compensatory measures can be secured.

As the proposal stands it must be refused to comply with the Habitats Regulations. It is clear that the applicant’s own information concludes that even with mitigation the chances of a significant impact are ‘unlikely’ rather than being ruled out.

The design of the layout together with its positioning has been shown to reduce opportunities for dog walking and recreation rather than increase them to mitigate the impact on the RAMS.

There are no reasons of over-riding public interest to conclude that the noted impacts should be allowed.

Conclusion

The proposals are contrary to Development Plan Policies and there are no material considerations that would override the policy objections. The proposals fail to comply with the Habitat Regulations and if approved would be unlawful.

Grundisburgh and Culpho Parish Council, on behalf of the community of Grundisburgh, ask you to listen to all the voices that are saying Chapel Field is the wrong place to build 70/80 dwellings; it does not meet a NEED. Our community expects the Local Planning Authority to refuse the planning applications as submitted.

5.2 Statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Council - Highways Authority	21 September 2020	9 October 2020

Summary of comments:

This location was assessed for approximately 70 dwellings during the Local Plan allocation process, resulting in the allocation of site SCLP12.51. The principle of development was only deemed acceptable for 70 dwellings by the Highway Authority subject to a number of measures including provision of a metalled pedestrian route from the development to the village amenities (including the primary school), widening of Park Road in order to achieve two traffic flow from the site access to the wider road network, improvements to Chapel Road and local junctions, and a suitably surfaced pedestrian route within the site to remove the need for pedestrians to walk on Chapel Road and the length of Park Road that the site fronts.

The assessment was based on a development of 70 dwellings. The application proposes 80 dwellings. Subsequently, we object to the submitted proposal on this basis as it provides a greater impact on the highway network than can be mitigated by the agreed measures.

Consultee	Date consulted	Date reply received
Suffolk County Council Flooding Authority	9 September 2020	29 September 2020

Summary of comments:

We recommend approval of this application subject to conditions regarding details of strategy for disposal of surface water; implementation of agreed strategy; details of SUDs network; submission of Construction SW Management Plan.

Consultee	Date consulted	Date reply received
Environment Agency	9 September 2020	No response

Consultee	Date consulted	Date reply received
Suffolk County Council - Rights Of Way	9 September 2020	21 September 2020

Summary of comments:

The proposed site does contain a public right of way (PROW): Footpath 20 Grundisburgh. We accept this proposal. The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW.

Consultee	Date consulted	Date reply received
Natural England	24 March 2021	14 April 2021

Summary of comments:

No objection - subject to appropriate mitigation being secured. An upfront financial contribution of £321.22 per dwelling should be secured to contribute to the emerging Suffolk Recreational Disturbance Avoidance and Mitigation Strategy ('RAMS'), to mitigate the recreational disturbance impacts and Suitable Accessible Natural Green Space (SANGS) must be secured by planning condition or obligation

5.3 Non statutory consultees

Consultee	Date consulted	Date reply received
Suffolk County Council Section 106 Officer	N/A	7 October 2020
Summary of comments: No objection. Infrastructure requirements to be met through a combination of future CIL funding bids and S106 contributions.		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	9 September 2020	30 September 2020
Summary of comments: We have read the ecological survey report and are satisfied with the findings of the consultant. We request that the recommendations made within the report are implemented in full, via a condition of planning consent, should permission be granted.		

Consultee	Date consulted	Date reply received
CIL (Internal)	9 September 2020	17 September 2020
Summary of comments: Included within officer report		

Consultee	Date consulted	Date reply received
Ecology (Internal)	9 September 2020	5 October 2020
Summary of comments: Internal - Further information requested.		

Consultee	Date consulted	Date reply received
Design And Conservation (Internal)	9 September 2020	No response
Summary of comments: Consideration provided within officer report		

Consultee	Date consulted	Date reply received
Head of Housing (Internal)	9 September 2020	22 September 2020

Summary of comments:

The majority of the affordable homes are within one large cluster and not integrated into the wider scheme. This is not within the spirit of the Council's policy of tenure blind housing schemes. The applicants mix was reached in discussion with the Council, however, 4 bed homes delivered via the shared ownership model is quite expensive and housing associations prefer not to provide them. In addition, there is a lack of 3 bed homes for rent. I have provided an updated, preferred mix for consideration by the applicant which I believe will meet the housing need of the people of Grundisburgh.

Consultee	Date consulted	Date reply received
Head of Environmental Services and Port Health (Internal)	9 September 2020	22 September 2020

Summary of comments:

The phase 1 and phase 2 contaminated land surveys have concluded that there is a low risk of contamination. A condition is recommended to cover the event of unknown contamination. Conditions are recommended regarding construction working hours and a Construction Method Statement.

Consultee	Date consulted	Date reply received
Ipswich & East Suffolk CCG & West Suffolk CCG	9 September 2020	25 September 2020

Summary of comments:

There is one GP practice within a 2km radius of the proposed development, this practice is a branch practice. This practice does not have sufficient capacity for the additional growth resulting from this development and cumulative development growth in the area. Therefore a developer contribution, via CIL processes, towards the capital funding to increase capacity within the GP Catchment Area would be sought to mitigate impact of the development.

Consultee	Date consulted	Date reply received
Major Sites (Internal)	9 September 2020	No response

Consultee	Date consulted	Date reply received
Disability Forum	9 September 2020	28 September 2020

Summary of comments:

Six bungalows are welcomed. The Design and Access Statement indicates that 50% will meet Part M4(2) and be accessible and adaptable which is welcomed as a minimum requirement. There is no reference to the fact that all dwellings should meet Part M4(1) of the building regulations and this requirement should be clearly stated in the application.

There is no provision for a wheelchair accessible dwelling within the development and there should be at least one built to wheelchair standard.

All footpaths should be wide enough for wheelchair users and of a suitable surface (no gravel surfaces should be used) with a minimum width of 1500mm. Play equipment should be fully accessible to disabled children.

Consultee	Date consulted	Date reply received
Suffolk Fire And Rescue Service	9 September 2020	14 September 2020
Summary of comments: Suffolk Fire and Rescue Service recommends that fire hydrants be installed within this development		

Consultee	Date consulted	Date reply received
Cadent Gas Limited	9 September 2020	10 September 2020
Summary of comments: There is apparatus in the vicinity of the development site which may be affected by the activities specified.		

Consultee	Date consulted	Date reply received
Suffolk Police Designing Out Crime	9 September 2020	No response

Consultee	Date consulted	Date reply received
Network Rail Property (Eastern Region - Anglia)	9 September 2020	No response

Consultee	Date consulted	Date reply received
Suffolk County Council Section 106 Officer	9 September 2020	22 September 2020
Summary of comments: No objection. Infrastructure requirements to be met through a combination of future CIL funding bids and S106 contributions.		

Consultee	Date consulted	Date reply received
Suffolk County Council Archaeological Unit	9 September 2020	15 September 2020

Summary of comments:

This site lies in an area of archaeological potential recorded on the County Historic Environment Record (HER). The proposed development is located close to multiple artefact scatters, dating from the prehistoric periods, Roman, Saxon and medieval periods. As a result, there is potential for the discovery of belowground heritage assets of archaeological importance within this area, and groundworks associated with the development have the potential to damage or destroy any archaeological remains which exist.

There are no grounds to consider refusal of permission, however any permission granted should be the subject of planning conditions to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed. Conditions are recommended.

Consultee	Date consulted	Date reply received
Suffolk Police Designing Out Crime Officer	9 September 2020	No response

Consultee	Date consulted	Date reply received
SUSTRANS	9 September 2020	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Head of Economic Development (Internal)	9 September 2020	No response

Consultee	Date consulted	Date reply received
Planning Policy and Delivery (Internal)	9 September 2020	30 September 2020
Summary of comments: Internal - comments incorporated into report		

Consultee	Date consulted	Date reply received
Landscape Team (Internal)	9 September 2020	25 September 2020

Summary of comments:
Internal - comments incorporated into report

5.4 Reconsultation consultees

Consultee	Date consulted	Date reply received
Grundisburgh and Culpho Parish Council	16 February 2021	12 April 2021

Grundisburgh and Culpho Parish Council considers that too many important questions for our community, concerning the above planning applications, remain unanswered.

Access Park Road / Lower Road

There are reasons that the design guide for new development specifies the highway geometries that it does, i.e. 5.5 m road with 1.8m footway. Instead of saying that they are guidelines for new developments only, can one of you please say why they are what they are and, with specifics, why those principles do not apply to the existing roads where families currently reside, when it is proposed to build 70 new dwellings accessed from them?

Park Road /Lower Road is one continuous, narrow country lane joining C323 Ipswich Road to the B1079 Woodbridge Road. The average road width of Lower Road is 3.7 metres and as low as 2.7 metres. There are two, even narrower ninety-degree bends and no footways. It is proposed to widen part of Park Road to 4.8m with no adjoining footway, putting existing residents in added danger as soon as they leave their property. Suffolk Highways failure to address this issue is a serious and dangerous oversight (in effect, neglect of duty).

In any other engineering realm, if a component part cannot meet the required performance specifications, then it is either improved or replaced or the project is stopped. By SCCH standards, if a component part is substandard, we are to ignore it.

This is a total corruption of engineering and safety principles.

The proposal does not allow for the efficient delivery of goods or access by service and emergency vehicles. The totality of access routes and the historic centre of Grundisburgh would be completely destroyed during the construction stage of this proposed estate.

We believe this project to be the result of flawed thinking. It prioritises development above all other factors including road safety and the historic built environment. This is not in line with local or national policy.

Pedestrian Access

The Government's Planning Inspector stated: "the provision of safe and suitable pedestrian access to services and facilities in the village is required so as to be consistent with national policy". Pedestrians, cyclists and those with mobility difficulties will use the so-called 'desire line' along Chapel Road and Meeting Lane to access the village facilities regardless of any improvements to footpaths on/around the site. This will be a direct result of the significant additional distances and inconvenience involved in using them.

Hopkins Homes are intending to use footpath 20 as their answer to pedestrian access to and from the site, and suggest "Footpath 20 to be resurfaced to a width of 1.5m where possible". This is a conveniently ambiguous statement.

We wish to question the basis for Highways' direction that 1.5m wide footpaths are sufficient. During our own 'Review of Access Proposals' we determined that the Suffolk Design Guide stipulates that pedestrian routes should not only have a minimum track width of 1.8m (to allow pushchairs, wheelchairs etc to pass each other easily), but there are strict limits in relation to gradient and forward visibility - both of which are in doubt with this proposed route. Our expectation as a Parish Council is that all new pedestrian links in our village should be of a high quality, accessible to all users irrespective of their physical capability and take an appropriate route - standards which this proposal fails signally to achieve.

The section of Footpath 20 between Meeting Lane and the playing field sits in a strip of land owned by those to the north, rather than as part of Chapel Field to the south. Our understanding is that those landowners have not been consulted about the required improvement works and do not consent to the removal of trees or any other works needed to enable this development.

Quite simply the proposal does not provide a safe and suitable access to services and facilities in the village and it is contrary to both the Local Plan and National Policy. It will have an unfair, negative impact on the existing community and surroundings.

The Parish Council understands that SCC do not appear to log letters and emails to officers, and have no procedure requiring responses from them. This may explain why we have so many unanswered questions.

We intend, therefore, to send this to SCC councillors hoping that they will be able to ensure our questions are considered in detail and answered fully.

Consultee	Date consulted	Date reply received
Grundisburgh and Culpho Parish Council	16 February 2021	12 April 2021

The community and Parish Council of Grundisburgh & Culpho have been fighting a proposal to build 70 dwellings on Chapel Field, on the edge of the village for over two years, since it was first included in Suffolk Coastal's Final Draft Local Plan.

In September 2020 Hopkins Homes submitted two duplicate planning applications to build 80 dwellings on the site. East Suffolk Council received 351 objections to the proposal in autumn 2020; all highlighted the inadequate and insurmountable access problems along the narrow country lanes around the field.

Hopkins Homes have now submitted a revised layout for 70 dwellings, but the access is, as it was, Park Road/Lower Road, narrow country lanes with no footways, which are currently in the process of being designated "Quiet Lanes" by Suffolk County Council.

On December 16th 2020 a Housing Update Statement was made by the Rt Hon Robert Jenrick, Secretary of State for the Ministry of Housing, Communities and Local Government. This is an extract:

"There is widespread support for ensuring enough homes are built across England to ensure the needs of our communities are met. We heard clearly through the consultation that the building of these homes should not come at the expense of harming our precious green spaces."

Chapel Field is one such green space, agricultural land, on the edge of our village better related to the countryside than it is to the built-up area of our historic settlement. Safe pedestrian links from Chapel Field to the centre of the village can not be provided. Conflict between pedestrians, cyclists, equestrians and those in cars, emergency vehicles, and delivery vehicles, can not be avoided on the narrow access roads to Chapel Field. This five minute film, produced by local company Summer Isle Films, gives a taste of just how strongly the community feel about this issue:

<https://f.io/Yq8v-Fuf>

The Parish Council request that the ESC planning committee view the film and visit the site before a decision is made on these applications.

Documents & material included re: Planning Applications DC/20/3284/FUL & DC/20/3362/FUL Revised Plans.

- Grundisburgh & Culpho Parish Council Representation March 2021.
- Review of Revised Access Proposals March 2021. (Alistair Turk)
- Link to Chapel Field – the video

Previous documents included:

- Response to DC/20/3284/FUL & DC/20/3362/FUL September 2020 Land to the West of Chapel Road
- Transport Assessment
- Landscape & Visual Impact Assessment

1. Introduction

1.1. After reviewing the revised planning applications, Grundisburgh & Culpho Parish Council remain convinced that the Chapel Field site cannot be delivered without setting many dangerous new precedents and reversing the great strides made over multiple decades to ensure new residential development is in the right locations, at the right scale and with the right design elements to create great new places to live. As such, we remain firmly opposed to the proposals on many grounds which we have either detailed in previous representations (which still stand) or in the following document.

2. Public Interest

2.1. The volume and tone of responses at every stage of this process continue to make it clear how the public feel about the location and substance of this development and we hope that finally their concerns will be addressed properly; although this may be naive of us judging by how readily East Suffolk District Council have dismissed our concerns about the back-room dealings between them and the developers that have seen us to this point. From our many interactions with residents of Grundisburgh we can tell you that many people are very angry about this situation, and there is serious doubt about the integrity and intentions of East Suffolk District Council. We on the Parish

Council however, believe there is an opportunity now, with the huge number of issues still apparent with this proposal, that ESDC can restore the public's trust in them and the planning process by firmly applying the many long-established planning principles available to them and deciding on refusal.

2.2. As in all previous 'rounds' of this saga the site proposer has presented a number of 'expert' testimonies that once again purport to show how inconsequential the concerns of Grundisburgh residents are. Of particular note is the frequency the adverse impacts associated with the proposal are described as 'acceptable' or 'negligible' by these 'experts' who live many miles away and have maybe only visited the site once or twice (perhaps never); impacts such as loss of agricultural land, habitat loss and removal of wildlife corridors, dangerously narrow access roads, unacceptably high road speeds, accident frequencies, regressive site layouts and access arrangements, convoluted and unacceptably long pedestrian access routes, altogether missing footways, footways to nowhere, requirements for construction on third party land, invasion of veteran tree root protection areas, outright removal of smaller trees and hedgerows (some on supposedly protected land), infringing on heritage asset boundaries and outlooks, all whilst completely ignoring the challenging topography of the site.

2.3. The rush to endorse this proposal from all of those 'experts' runs completely counter to the history of the site and its surrounding area; indeed as Appendix A of this document shows the Council themselves have staunchly objected to every suggestion of developing the site from at least 1964 until late 2018; with their arguments then and throughout almost matching our own word for word. It was simple common sense to refuse applications then, as it should be now, but with the added backing of countless planning policies and guidelines that this proposal still fails to accord with.

2.4. To illustrate this point, here is an excerpt from planning refusal E/8779 from 1964 [Proposed residential development opposite the Baptist Chapel, Grundisburgh]:

"The development would appear as an intrusion on to open land away from the main part of the village. There are also road safety objections in that the roads adjoining and near the site are narrow, the junctions are unsatisfactory and the levels of the land give rise to additional difficulties."

- Area Planning Sub-Committee, on behalf of Suffolk County Council
2.5. As such, we would urge reviewing members of East Suffolk District Council to put aside those paid for opinions put forward by the site proposer and listen more closely to the views and accounts of those who know the area, and also trust in the judgement of their predecessors who knew that a site like Chapel Field should never be considered for a large-scale development.

3. Highway Access and Safety

3.1. The revised planning application needs to be once more assessed against the Development Plan and any other material considerations and there is a planning policy in place that is backed by the Government's Planning Inspector that stated 'The Policy should be amended to make clear that the provision of safe and suitable pedestrian access to services and facilities in the village is required so as to be consistent with national policy'.

3.2. We continue to be disappointed with the contribution from SCC Highways in their repeatedly failing to set an appropriately high bar in terms of site access and highway safety provisions. It is

our hope that, in the event of Highways' continued failure to address the obvious shortcomings of this proposal, that reviewing members of the District Council have the courage to exercise their own discretion on the matter of highway safety and the appropriateness of the proposed access arrangements.

3.3. When considering the term 'severe' the NPPF considers highway safety and residual cumulative impact and explains in the subsequent paragraph what this means in practice. Crucially developments should give priority:

- to pedestrian and cycle movements, both within the scheme and with neighbouring areas;
- and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive—which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles.

3.4. We consider that the 'cumulative impact' of this proposal goes well beyond 'severe' as the present highway conditions on all of the site's surrounding lanes require very careful navigation for those on foot, cycle and horseback and the significant increase in vehicular traffic that this development would bring will drastically increase the risk of an unwelcome 'coming together'. The fact that there have already been two recorded accidents involving injuries on the very stretches of road concerned remains a very clear warning about the hazards already present, without ESDC allowing them to get even worse.

3.5. The revised application still fails to address the current or resulting highway conditions along Lower Road and Park Road (routes currently in the process of being designated 'Quiet Lanes'), other than to quote some rather meaningless vehicle movement volumes - after all, it only takes one misjudgement to kill a pedestrian in such confined road spaces.

3.6. Although some highway improvements are proposed along Park Road, these still fail to provide any safety provisions for pedestrians in the form of footways, level verges or other refuges. Moreover, widening Park Road for the sole purpose of allowing two-way vehicle flow will likely increase roadspeeds, thereby increasing the risk of serious injury for pedestrians sharing the road surface with vehicles. This limited highway improvement falls well short of the high standards embodied in modern planning policies, as it places motor vehicle flow above pedestrian safety. That said, we are pleased that it has finally been admitted that the road widening will stray beyond the highway boundary onto Grundisburgh Hall Park - a point we have been making for some time in sharp contrast to the technical drawings submitted to date by the site proposer.

3.7. As in previous iterations, Lower Road remains almost entirely overlooked, save for the acknowledgment that over 40% of the site's new traffic flows will go that way and that improvements are needed at the junction with the B1079 to make it safer. We fail to understand how the site proposer, their 'experts' and Highways cannot see the glaring inconsistency in the proposal; providing 5.5m wide roadways on the development site (with full footway provision) yet happy to use a sub-3m wide, residential lane for main access along with its blind corners and missing footways.

3.8. To help us understand the objective measures used to qualify this assessment can someone either from Highways or ESDC please explain the conditions under which the surrounding lanes (particularly Lower Road) would become an issue preventing development, if not now? What number of homes would be the tipping point, and why? Surely such a judgement should be based on clear and objective criteria so we would warmly welcome anyone to explain this to us and the public – particularly the residents of Meeting Lane, Chapel Road, Lower Road and Park Road who did not ‘sign up’ to living on main access roads to a significant development and who will still not, according to this latest proposal, get new footways to offset the increased risks for foot journeys to the village centre. The Parish Council consider that Highways’ continuing to ignore these very reasonable questions very concerning, and humbly appeal to reviewing members of ESDC to push this line of questioning until satisfactory answers are obtained.

3.9. Planning refusal C8815 [Use of land for the erection of one dwelling, Lower Rd Grundisburgh] 1986:

“The proposal is not in the interests of highway safety, being approached along a fairly narrow road, close to a completely blind double bend and without footways or level verges.”

3.10. The roads that pedestrians, cyclists and those with mobility difficulties will use to access the village facilities are Chapel Road and Meeting Lane (the so-called ‘desire line’), no matter the improvements to footpaths on/around the site because of the significant additional distances involved in using them. As with Lower Road and Park Road, there is currently a proposal to designate these roads as ‘Quiet Lanes’ due to their narrowness and lack of footways. That designation in itself will not make the roads safe, especially in the event of increased traffic volumes and speeds. The residential development site is therefore wholly incompatible with the ‘Quiet Lane’ designations it is surrounded by.

3.11. Planning refusal C6126 [Residential development on land off Meeting Lane] 1981:

“The proposal is premature pending the improvement of Meeting Lane, which is a narrow unclassified road which in its present form does not represent a satisfactory means of access for additional development.”

4. Pedestrian Access to Village Services

4.1. There remains a reliance on improvements to Footpath 20 but many of these improvements are outside the site area and we understand notice has not yet been served on the land trustee. Hedgerow 5 is proposed to be removed to facilitate a pedestrian access yet this hedge does not form part of the existing highway that is maintainable at public expense. Paragraph 13 of the Development Management Procedure Order 2015 is backed by Section 65 (5) of the 1990 Town and Country Planning Act. The Local Planning Authority should not therefore entertain these applications until the Notices have been properly served and a consultation process has been conducted - in line with present PROW change policy.

4.2. We also understand that a grampian condition could equally not be used to secure the highway improvements on land that is outside the control of the applicant or highway authority. The landowner has not agreed to these proposals and our understanding is that, to date, they have rejected the proposal outright. As a result of the judgement in Merritt v SSETR and Mendip District Council it is not possible to impose such a condition when there are no prospects at all of the action in question being performed within the time-limit imposed by the permission.

4.3. Since several smaller sections of the footpath that lie on third party land are officially designated as below 1.5m wide in FP20's definitive statement, we are also interested to understand what statutory powers are being used to secure the additional land to achieve 1.5m width between the site and both Ipswich Road and Post Mill Orchard as described in the site proposer's Transport Assessment? It is noteworthy that the site proposer is only suggesting 'Footpath 20 to be resurfaced to a width of 1.5m where possible' - this does not align with Highways commitment to 1.5m throughout.

4.4. With regards to the design and construction of the proposed footpaths, we are grateful for the new information provided by the site proposer but now have serious reservations about the use of 'above-ground' construction for paths passing through veteran tree root protection areas; particularly those on third-party land as detailed in the Arboricultural Assessment. Typically these constructions require significant topsoil backfill along either side to even off the 'step' created by the raised footpath. In this instance it is doubtful the third party would allow such encroachment onto their land and as SCCs statutory powers do not extend beyond the physical limits of the PROW we do not see how this will be a viable proposition if we are to achieve the necessary 1.5m widths throughout.

4.5. Putting matters of statutory powers aside, we also wish to question the basis for Highways' direction that 1.5m wide footpaths are sufficient. During our own 'Review of Access Proposals' (attached) we determined that the Suffolk Design Guide stipulates that pedestrian routes should not only have a minimum track width of 1.8m (to allow pushchairs, wheelchairs etc to pass each other easily), but there are strict limits in relation to gradient and forward visibility - both of which are in doubt with this proposed route. Our expectation as a Parish Council is that all new pedestrian links in our village are of a high quality, are accessible to all users irrespective of their physical capability and take an appropriate route - standards which this proposal still fails to achieve any of.

4.6. Quite simply the proposal still does not provide a deliverable, safe or suitable access to services and facilities in the village and it is therefore contrary to both the Local Plan and National Policy. Moreover, the consultation response from the Highway Authority dated 5th March 2021 notes the inadequacies of the footways closest to the site. This demonstrates that the mitigating proposals submitted in support of the Appropriate Assessment also fail and the application must therefore be refused.

5. Ecology

5.1. The proposal is contrary to the Habitat Regulations and Circular 06/05. Appropriate species surveys have not been undertaken and the phase one habitat survey was undertaken in November 2019. Appropriate surveys could have been undertaken during 2020.

5.2. The Ecological Appraisal is inconsistent with the Arboricultural Assessment. Paragraph 3.31 of the Ecological Appraisal states that there are no veteran trees adjacent to the site but the Arboricultural Assessment recognises that the Root Protection Area of at least one veteran tree (and a number of smaller trees) will be affected by the highway works in Park Road.

5.3. Paragraph 4.5.7 of the Ecological Appraisal states that all hedgerows will be retained as part of the scheme but the proposal is to remove Hedgerow 5 altogether, and although it is not detailed in the Arboricultural Assessment, significant stretches of hedgerow along the southern edge of Park

Roadwill also need to be removed outright or will suffer fatal loss of root systems during excavation works to widen the road.

5.4. The Ecological Appraisal and planning application form recognise that protected species will be affected but there have been no appropriate surveys undertaken. Unbelievably the Ecological Appraisal relies on the fact that there has been no survey undertaken for dormice on the site to justify the point that dormice have yet to be identified. An absence of evidence is of course not evidence of absence.

5.5. The Ecological Appraisal accepts that bats use the site but it does not identify the species, the numbers or the routes that they take.

5.6. The Arboricultural Assessment recognises that planning conditions will need to be imposed on land that is outside the site to limit the damage to trees from the highway works, but provides no guarantees that such works could be conducted without considerable, potentially fatal, impact to a great number of otherwise healthy trees and hedgerows along Park Road. The Parish Council tree warden considers that the root protection areas of 2 veteran, 6 category A, 17 category B and 13 category C trees as shown in the arboricultural impact assessment (AIA) would be encroached upon, and in turn cause substantial damage to these trees.

5.7. In the unthinkable event of this application being approved in its current state, we wonder what protection the promised presence of an arboricultural expert during excavation will provide, since it is certain that extensive root systems will be encountered for a great number of trees due to their abutting the current highway boundary. Are we expected to believe that excavation will be halted or that mitigation measures are possible at such proximity to the trees' trunks? The Local Planning Authority would need to be assured that they have the means to enforce such a condition before contemplating any kind of approval. Indeed, what is a 'root protection area' if not an area that is supposed to be protected from any and all excavation?

5.8. The proposal fails the Appropriate Assessment test. Any measures used to inform the decision about the effects on the integrity need to be sufficiently secured and likely to work in practice. The Appropriate Assessment is defective in this regard as it relies on proposed walking routes that are not safe. The roads are unlit and lack footways or verges that can easily be accessed.

6. Impact on Heritage Assets

6.1. An observation about the highway improvements to Park Road and the corresponding impacts to trees and hedgerows detailed in the Arboricultural Assessment is that they ignore one very important factor - and that is the protected status of the setting of Grundisburgh Hall Park - both in Local Plan policy and further in the Planning Inspectors' report. The road widening needed is up to 900mm in places and clearly extends beyond the current highway boundary into the park grounds. Whilst the land owner is entirely comfortable about this encroachment, we would ask just what is the point of policy SCLP 11.8 'Parks and Gardens of Historic or Landscape Interest', if not to protect such heritage assets for the benefit of future generations from the impulses of their current owners?

6.2. With such a protected status, we would expect that the standards to be applied to any proposed changes would be increased significantly such that any movement of boundaries, loss of/impact to trees and hedgerows (even those with a lower arboricultural value in grading terms)

would be have to be demonstrated overwhelmingly in the public interest and not merely satisfy the land owner's private interests.

6.3. We believe that the failure of Aspect Consulting to respect policy SCLP 11.8 and the heritage value of Grundisburgh Hall Park reflects accurately the site proposer's overall attitude to the locale – instead of aiming to add real value and enhance the area they are simply aiming to deliver to the lowest standard they are required to in order to maximise profits. The Parish Council asks that the reviewing members consider this proposal with the highest of standards in mind and not allow for any potential adverse impact to our historic landscape, in line with the Planning Inspector's clear wishes as detailed in his final report.

7. Design Aspects/Quality of Submission

7.1. The revised plans look rushed. There are no strip elevations or proposed floor levels shown and it would not be possible to safely assess the proposals in its context without this information. The Flood Risk Assessment indicates that there is an 8 metre drop over the field but there is no datum point shown or proposed and existing levels shown on the plans. Without this information the Local Planning Authority will not be able to assess the application and the local residents are not being properly informed about the proposal.

7.2. Vehicle access to the site from Chapel Road/Meeting Lane was deemed unfeasible by the Planning Inspector due to its narrow width, lack of footways and the inability for it to be suitably widened. In spite of this the developer is proposing that 2 large properties, plots 53 & 54, are directly accessed from Chapel Road which would appear to be in contradiction to the Planning Inspector's findings.

7.3. The environment of the proposed new development is dominated by car parking. Plots 6,7,8,47 and 48 have no front garden just 2 parking spaces each directly fronting the dwelling. With this level of parking provision, site proposer is acknowledging that this location would have a heavy reliance on car transport which greatly undermines their claims of sustainability.

7.4. Chapel Field is a green field site on the periphery of Grundisburgh and the proposed development does not relate well to the landscape or the scattered nature of the dwellings in that area. It also fails in every way to respect the local vernacular and characteristic features of historic Grundisburgh. It would always emphasise the differences between old and new, never fitting into its setting.

7.5. The Planning Application form also still refers to 80 dwellings, the keys to a number of the plans have not all been updated and we can find no record that the revised plans have been screened for EIA purposes. The addendum to the Transport Assessment has not been proof read and the conflicts between the Ecological Appraisal and Arboricultural Assessment demonstrate a lack of oversight and care. The Heads of Terms have not been updated; the local community would like to be consulted on a complete application that contains up-to-date and accurate information.

8. Summary

8.1. In their latest supporting letter, the site proposer have asked for this application to be presented at the next planning committee and a decision reached quickly. We agree - but for the sake of Grundisburgh residents who have to keep taking time to review the submissions, respond and then suffer excruciating waits as the multitude of issues are debated and investigated.

8.3. Accordingly, Grundisburgh & Culpho Parish Council firmly object to this revised application. Grundisburgh and Culpho Parish Council considers that too many important questions for our community, concerning the above planning applications, remain unanswered. (see previous)

Consultee	Date consulted	Date reply received
Suffolk County Council Flooding Authority	16 February 2021	No response

Consultee	Date consulted	Date reply received
Suffolk County Council – Highways Authority	16 February 2021	5 March 2021
<p>Summary of comments: Reduction in numbers has addressed policy compliance however holding objection because of concerns at the footpath arrangement along Park Road and parking provision. S106 contributions suggested to cover legal work for widening of footpath 20 and potentially bus service improvements.</p>		

Consultee	Date consulted	Date reply received
Suffolk County Council - Rights Of Way	16 February 2021	11 March 2021
<p>Summary of comments: The proposed site does contain a public right of way (PROW): Footpath 20 Grundisburgh. We accept this proposal.</p>		

Consultee	Date consulted	Date reply received
Suffolk Police Designing Out Crime	16 February 2021	No response

Consultee	Date consulted	Date reply received
SUSTRANS	16 February 2021	No response

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	16 February 2021	30 March 2021

Summary of comments:

We note and agree with the comments supplied by James Meyer, the Ecologist at East Suffolk Council. The Ecological Appraisal (Aspect Ecology, February 2021) should be updated to reflect the impacts of the proposed highways widening works.

Consultee	Date consulted	Date reply received
Landscape Team (Internal)	16 February 2021	19 March 2021

Summary of comments:

internal - comments incorporated into report.

Consultee	Date consulted	Date reply received
Head of Housing (Internal)	16 February 2021	No response

Consultee	Date consulted	Date reply received
Major Sites (Internal)	16 February 2021	No response

Summary of comments:

internal

Consultee	Date consulted	Date reply received
Cadent Gas Limited	16 February 2021	22 February 2021

Summary of comments:

We do not object to the proposal in principle.

Consultee	Date consulted	Date reply received
Ipswich & East Suffolk CCG & West Suffolk CCG	16 February 2021	No response

Consultee	Date consulted	Date reply received
Suffolk Police Designing Out Crime	16 February 2021	22 March 2021

Summary of comments:

It is appreciated that designing parking to accommodate good surveillance and enough spaces for both homeowners and visitors, along with allocating garages for every household can be a challenge.

However, there this development in respect of the location of parking/garaging set back too far, opening the rear of these properties up to be more vulnerable

to unlawful incursion due to a lack of surveillance; at least 21 plots have parking spaces that are too far to the side of their plots and have no active surveillance. There are 4 plots that have rear parking allocated and will also have no surveillance for their vehicles. There are two undercrofts, with one by the play area, heightening the risk to these properties of burglary, criminal damage, graffiti and arson. There are 11 alleys incorporated. The perimeter footpath area is a concern, particularly around what were plots 21-24 (now plots 8-11) and the south west corner, as they comprise large Open

Spaced Areas, with no active surveillance.

Historically it is a reasonably low crime area. However, with more housing and new developments catering for a greater population it is highly likely crime will rise within and around this area.

Consultee	Date consulted	Date reply received
CIL (Internal)	16 February 2021	25 February 2021

Summary of comments:

Internal

Consultee	Date consulted	Date reply received
Design And Conservation (Internal)	16 February 2021	26 March 2021

Summary of comments:

Internal - comments incorporated into report.

Consultee	Date consulted	Date reply received
Disability Forum	16 February 2021	19 February 2021

Summary of comments:

The whole development apparently looks all the same but here are my comments from a disabled point of View

Informal footpath's, what are these?

Are they footpath's or not footpath?

No good for disabled access I'm afraid.

The access roads to the proposed development seem to be very narrow, each property has been allotted parking space for two vehicles. What happens when a household has visitors?

Additionally, I'm very concerned that access to shops by public transport for disabled people will be minimal or possibly non-existent.

Consultee	Date consulted	Date reply received
Environment Agency	16 February 2021	No response
Summary of comments: No comments received.		

Consultee	Date consulted	Date reply received
Head of Economic Development (Internal)	16 February 2021	No response

Consultee	Date consulted	Date reply received
Ecology (Internal)	16 February 2021	22 March 2021
Summary of comments: Internal - further information required.		

Consultee	Date consulted	Date reply received
Head of Environmental Services and Port Health (Internal)	16 February 2021	12 March 2021
Summary of comments: previous comments would still apply.		

Consultee	Date consulted	Date reply received
Suffolk Fire And Rescue Service	16 February 2021	16 February 2021
Summary of comments: Fire hydrants recommended.		

Consultee	Date consulted	Date reply received
Planning Policy (Internal)	16 February 2021	No response
Summary of comments: Internal		

Consultee	Date consulted	Date reply received
Network Rail Property (Eastern Region - Anglia)	16 February 2021	26 February 2021
Summary of comments: Network Rail have no objections to the proposals.		

Consultee	Date consulted	Date reply received
Suffolk County Council Section 106 Officer	16 February 2021	3 March 2021
Summary of comments: No objection. Infrastructure requirements to be met through a combination of future CIL funding bids and S106 contributions.		

Consultee	Date consulted	Date reply received
Suffolk County Council Archaeological Unit	16 February 2021	No response

Consultee	Date consulted	Date reply received
CIL (Internal)	26 April 2021	28 April 2021
Summary of comments: If the intention is to phase this application, to result in the phasing of the CIL liability, phasing must be expressly permitted in the description and by phasing plan to enable the CIL liabilities to be separated. If not phased, the CIL liability will be payable for the whole development following commencement. Affordable housing relief may be granted for any on site affordable housing where the criteria in the CIL Regulations is met.		

Consultee	Date consulted	Date reply received
Design And Conservation (Internal)	26 April 2021	No response

Consultee	Date consulted	Date reply received
Disability Forum	26 April 2021	No response

Consultee	Date consulted	Date reply received
Environment Agency	26 April 2021	No response

Consultee	Date consulted	Date reply received
Head of Economic Development (Internal)	26 April 2021	No response

Consultee	Date consulted	Date reply received
Ecology (Internal)	26 April 2021	No response

Consultee	Date consulted	Date reply received
Natural England	26 April 2021	No response

Consultee	Date consulted	Date reply received
Head of Environmental Services and Port Health (Internal)	26 April 2021	No response

Consultee	Date consulted	Date reply received
Suffolk Fire And Rescue Service	26 April 2021	26 April 2021
Summary of comments: The Suffolk Fire & Rescue Service require a Condition on the Decision Notice for the installation of Fire Hydrants.		

Consultee	Date consulted	Date reply received
Grundisburgh and Culpho Parish Council	26 April 2021	11 May 2021
The revised plans, and recent submissions from other consultees, have not provided sufficient cause for change in the Parish Council position on these applications. We remain opposed to the		

proposals on all the grounds stated in our prior responses. We have therefore focused this submission on new information.

Highway Safety

We are very disappointed in the way that our and residents' recent concerns and complaints have been handled by both East Suffolk Council and Suffolk County Council, and are becoming very frustrated with the lack of clarity around the likely impact of the highway access provisions in particular.

Although they are only one of many reasons for our objections, they are the area of greatest disagreement and confusion, and since safety is the primary concern of residents we fully support those who have challenged the judgement of the Highway Authority, particularly after their lifting of objections in the response dated 1st April.

Although we asked the Local Planning Authority for help to understand what the likely impacts to highway users, and in particular pedestrians, would be from the revised proposals our request was not given any fair consideration. As a result, we can only state what we believe the impact of the proposal to be based on our own assessment - which is entirely unfavourable based on our own lived experiences.

We consider that the resulting highway conditions on Lower Road, Park Road and Meeting Lane would be completely unacceptable from a pedestrian safety perspective and extremely compromised in terms of achieving efficient traffic flow. The lanes are simply too narrow and devoid of suitable refuge areas to allow safe passage by those on foot, wheelchair or horseback in the face of increase vehicular traffic from the development.

That the Highway Authority have insisted on companion footpaths for only Chapel Road and less than half of Park Road is a great concern to us, since they are recognising that we need to get pedestrians off impacted lanes, but seemingly only where it is convenient for the developer to do so. The overwhelming majority of impacted pedestrian routes will remain unchanged which of course does not accord with National Planning Policy, which is very clear that pedestrian safety is of utmost importance when assessing planning applications and that all impacts need to be judged; not just those in the power of the applicant to fix.

Since the Local Planning Authority did not feel the need to help us to answer these questions to help with our response, we trust we can expect to see them considered in the case officer's report to the Planning Committee:

1. What are the differences between the highway conditions along Chapel Road and the eastern section of Park Road as compared to Lower Road, Meeting Lane and the western section of Park Road, such that the former required mitigation measures in the form of companion footpaths, but the latter do not?
2. What does the Local Planning Authority assess to be the impact to pedestrians along the western section of Park Road with the introduction of road widening, two-way traffic flow, HGVs and a general increase in traffic volumes?
3. How does the Local Planning Authority view the highway conditions along Lower Road, and what do they assess the impact to be of increased traffic volumes on pedestrians using Lower Road?

Although we welcome the proposed improvements to local junctions around the site, we still question whether the visibility splays needed can be achieved within the highway boundary and considering the vegetation that impacts visibility all year round.

Footpath 20

For us, Footpath 20 remains a major concern. Aside from its limited dimensions and the poor suitability of the route for main access to/from the development, we have come to learn that the footpath sits entirely outside of land controlled by the applicant, with no permission from any of the landowners concerned to conduct excavations or tree/hedgerow removal as indicated in the application.

Mistakes happen, and in this instance the Ordnance Survey has consolidated the field boundary and footpath into a single map feature, when in fact the legally defined footpath sits a few feet away from the boundary, along the hedge and fence line to the north. On the ground, a desire line has emerged taking walkers off the legal path more southwards through a convenient gap in a hedge; it is therefore understandable that the applicant made a mistake in their submission. However, Suffolk County Council PROW team have subsequently failed to correct this error by examining the proposal against their own Definitive Map and highlighting the problem.

Although we acknowledge that highways can approve works within the footprint of the footpath, we understand that they do not have powers to approve/demand works outside of the footpath as needed for levelling and accessing the footpath from the development site, unless agreed with the landowners. We would welcome correction on this point if we are mistaken.

The planning conditions suggested for the upgrades to the footpath are therefore, at best, deeply flawed but potentially unlawful and likely to force undeserving landowners into a legal dispute with the applicant. When you consider the landowners in question are regular homeowners, some elderly and potentially vulnerable this is a wholly unacceptable situation for the Local Planning Authority to knowingly impose upon them.

It also appears that the path over the recreation ground will be unlit, and un-overlooked. Whilst crime and antisocial behaviour was not something at the forefront of our minds when assessing this proposal previously, the submission from the Design Out Crime Officer brought this matter into sharp focus. Aside from the deficiencies pointed out on the site itself, we wish to highlight the problem with asking future residents to access the estate along this path in the dark and, if the applicant's design is accurate, with 5 inch steps off some sections to avoid root protection areas. We have further questions that we would really appreciate being incorporated into the case officer's report to the Planning Committee since we did not get the answers after our previous correspondence:

1. Does the position and route of Footpath 20 as detailed on the applicant's layout plan exactly match that detailed in the Definitive Statement and Map?
2. Does any part of Footpath 20 pass through land controlled by the applicant, or have they provided evidence that they have been permitted access by third party landowners?
3. Does the Highway Authority possess powers to permit the excavation and resurfacing of third party land in order to connect the development to Footpath 20?

4. Does the Highway Authority possess powers to permit the levelling of third party land outside of the defined limits of Footpath 20 to ensure a continuous flat surface either side of the resurfaced path?
5. Does the Highway Authority have powers to permit the removal of trees and hedgerows on third party land, outside of the limits of Footpath 20 or otherwise not interfering with the function of Footpath 20?
6. In the absence of dedicated cycle routes, what does the Local Planning Authority believe is appropriate mitigation for the risks associated with cyclists using an upgraded Footpath 20 to access the school and other village services?

Arboriculture

We are pleased that both Mr. Newton of East Suffolk Council and Aspect Arboriculture issued supplementary information regarding the impact to trees and hedgerows from the proposal. Although the extra information would have been best provided in their initial reports, and with much less protestation, we are glad that reviewing officers and members have clarity that what the Parish Council highlighted about those initial submissions is correct; that the construction works proposed do not in fact accord with the guidelines set in BS 5837:2012, but rather are acceptable in Mr. Newton's and Aspect Arboriculture's professional judgement. This is fine of course, but should have been made clear from the outset, instead of initially using statements like 'within the thresholds' when this was not in fact the case.

We did not criticise the approach taken or quality of the survey as stated by Aspect which, to the contrary, we consider to be of a high standard overall. We simply find it difficult to understand how Aspect could so diligently support the British Standards guidelines in every way apart from in the assessing the impact of construction on Park Road's trees and hedges, where it is arguably most important to preserve the setting of the Grundisburgh Hall Park.

Lastly, to the statement from Aspect that 'the claims by the Parish Council are not technically cogent or robust, and do not benefit from the application of professional judgement' we would like to point out that it is not purely our own judgement that Park Road's widening will have a negative impact on the trees and hedgerows to the south, but is a view shared by Ingent Consulting Engineers, also appointed by the applicant. Their technical drawing 1812-296-001B from May 2019 quite clearly states in reference to Park Road: 'Possible tree/hedge removal and bank stabilisation in order to achieve 4.8m road width due to raised bank and roots'.

section of drawing 1812-296-001B May 2019 provided by Ingent Consulting Engineers

Since our view is therefore technically cogent, robust, and benefits from the application of professional judgement, we now quite rightly ask the question: which of the applicant's assessments concerning Park Road's trees are to be considered correct? Aspect's or Ingent's? We consider Ingent's to be the most accurate since they also considered the steep bank without being forced to. The proposals require excavation to within 300mm of some tree trunks, and to a depth of approximately 300mm. It is entirely reasonable to expect that this will impact root systems, potentially upsetting tree health and stability along significant stretches of Park Road.

Consultee	Date consulted	Date reply received
Head of Housing (Internal)	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
Major Sites (Internal)	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
Cadent Gas Limited	26 April 2021	4 May 2021
Summary of comments: We do not object to the proposal in principle. Please note there is an intermediate pressure gas pipeline that is in close proximity to the development.		

Consultee	Date consulted	Date reply received
Ipswich & East Suffolk CCG & West Suffolk CCG	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
Suffolk Police – Design out Crime	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
Planning Policy (Internal)	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
Network Rail Property (Eastern Region - Anglia)	26 April 2021	29 April 2021
Summary of comments: no objections		

Consultee	Date consulted	Date reply received
Suffolk County Council Section 106 Officer	26 April 2021	27 April 2021
Summary of comments: No objection. Infrastructure requirements to be met through a combination of future CIL funding bids and S106 contributions.		

Consultee	Date consulted	Date reply received
Suffolk County Council Archaeological Unit	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
Suffolk County Council Flooding Authority	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
Suffolk County Council - Highways Authority	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
Suffolk County Council - Rights Of Way	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
Suffolk Police Designing Out Crime	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
SUSTRANS	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
Landscape Team (Internal)	26 April 2021	No response
Summary of comments:		

Consultee	Date consulted	Date reply received
Suffolk County Council - Highways Authority	23 March 2021	1 April 2021
<p>Summary of comments:</p> <p>Further to the submission of amended plans and additional information from the applicant, the Highway Authority is satisfied that the revised proposal accords with the highway related matters within Suffolk Coastal Local Plan allocation SCLP12.52. Should the proposal be permitted, conditions are recommended regarding: submission of access details; improvement/surfacing of footpath 20 prior to occupation; implementation of widening of Park Road; details and implementation of estate roads and footpaths; refuse/recycling; Construction Management Plan; parking/manoeuvring; visibility splays; cycle storage.</p>		

5.5 Publicity

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

Category	Published	Expiry	Publication
Major Application	25 February 2021	18 March 2021	East Anglian Daily Times

Category	Published	Expiry	Publication
Major Application	17 September 2020	8 October 2020	East Anglian Daily Times

5.6 Site notices

General Site Notice
Reason for site notice: Major Application
Date posted: 25 February 2021
Expiry date: 18 March 2021

General Site Notice
Reason for site notice: Major Application
Date posted: 25 February 2021
Expiry date: 18 March 2021

6 Planning policy

6.1 National Planning Policy Framework 2021

6.2 East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020 policies:

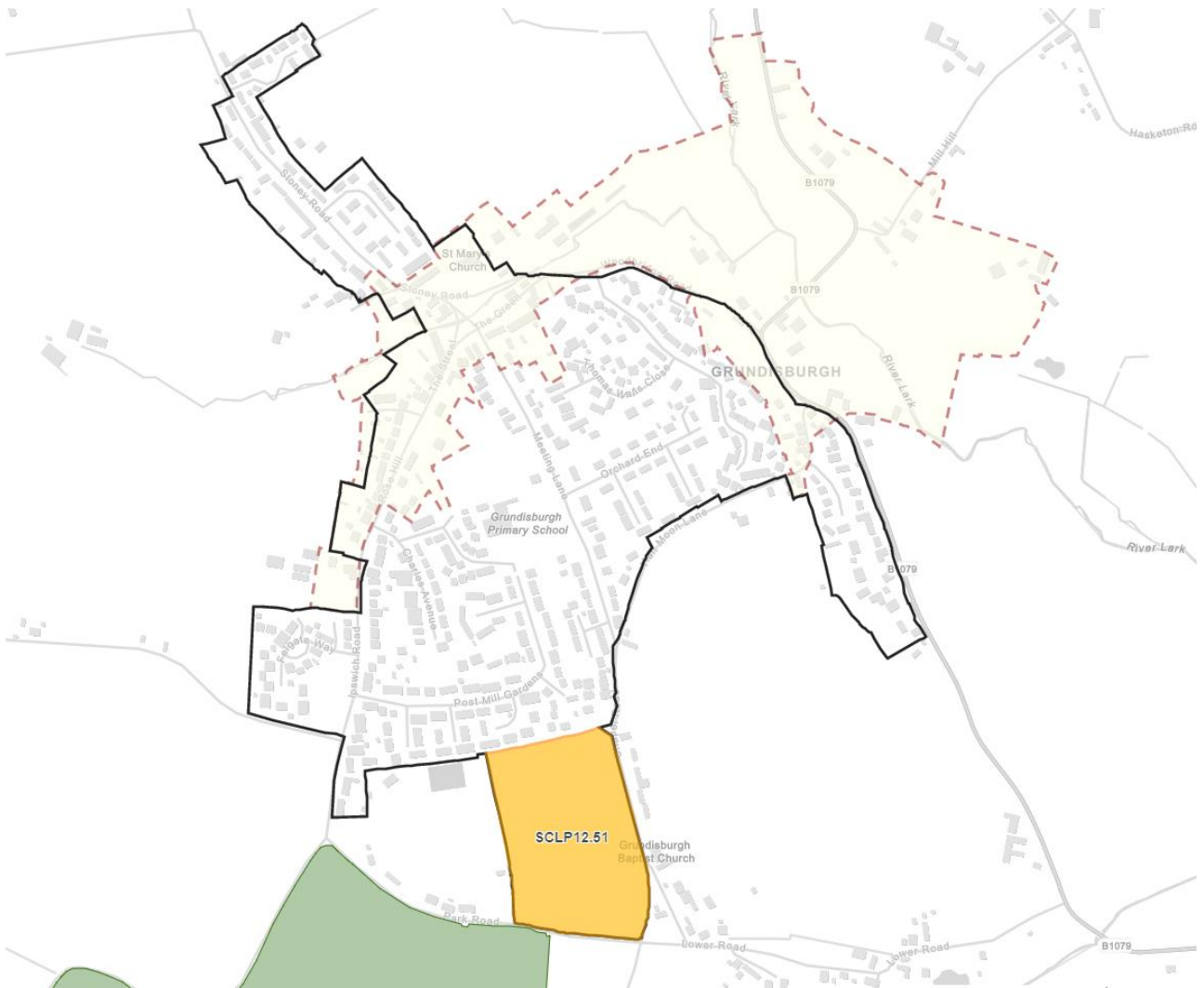
- SCLP3.1 - Strategy for Growth
- SCLP3.2 - Settlement Hierarchy
- SCLP3.3 - Settlement Boundaries
- SCLP5.1 - Housing Development in Large Villages
- SCLP5.8 - Housing Mix
- SCLP5.10 - Affordable Housing on Residential Developments
- SCLP7.1 - Sustainable Transport
- SCLP7.2 - Parking Proposals and 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
- SCLP11.8 - Parks and Gardens of Historic or Landscape Interest
- SCLP12.51 - Land to the West of Chapel Road, Grundisburgh

6.3 The Historic Environment Supplementary Planning Document (SPD) adopted June 2021

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 SCLP12.51: Land to the West of Chapel Road, Grundisburgh (see link for policy extract from Local Plan - [Local Plan - East Suffolk Council - Suffolk Coastal Local Plan \(Adopted September 2020\) - East Suffolk Council, Strategic Planning Consultations \(inconsult.uk\)](#)) for the development of approximately 70 dwellings. The location of the allocation can be seen in the plan below, which also shows the site in relation to the settlement and Conservation Area (denoted by the red dash).



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 Policy SCLP12.51 sets down certain criteria for the development of the site which are considered as follows:-

a) A mix of dwelling types including housing to meet the needs of older people: Policy SCLP5.8 Housing Mix in the adopted Local Plan 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). Broadly, the mix of housing proposed is considered to be consistent with the size mix envisaged by the policy, and the provision for one- and two-bedroom dwellings in particular (totalling 30 out of the 70 subject to the full application representing 43%) reflects the requirement of the policy for a focus on smaller dwellings.

- 7.6 Policy SCLP5.8 states that proposals of ten or more dwellings should demonstrate how the development will contribute to meeting the needs of older people and that 50% of dwellings will need to meet the requirements for accessible and adaptable dwellings under Part M4(2) of the Building Regulations.
- 7.7 35 (50%) of the proposed dwellings would meet the requirements of Part M4(2) of the Building Regulations, consistent with Policy SCLP5.8 and 6 of the proposed dwellings would be provided as bungalows.
- 7.8 Plot 21 is proposed to the higher M4(3) standard.
- b) Provision of affordable housing on site:
- 7.9 23 affordable houses are proposed and these are proposed as 11 affordable rent and 12 shared ownership. The overall number is consistent with the requirement in Policy SCLP5.10 Affordable Housing on Residential Developments for one in three units on sites of ten or more dwellings to be affordable. The Council's Housing Enabling Manager has considered the number, type and tenure of the affordable homes and has confirmed that the mix is acceptable. It is can therefore be concluded that the proposal is compliant with Policy SCLP5.10 in seeking to address specific local identified needs.
- c) Provision of public open space for all ages, to act as focal point for development;
- 7.10 Policy SCLP8.2 Open Space states that new residential development will be expected to contribute to the provision of open space in order to encourage active lifestyles and to increase participation in formal and informal recreation for all sectors of the community to benefit community health, well-being and green infrastructure.
- 7.11 Within the site there are a variety of open spaces totalling some 1.97 hectares catering for different age groups. There is an equipped play area within the centre of the site and areas around the periphery and with main area to the south providing a landscaped buffer between the developed part of the site and the countryside and Historic Parkland to the south of Park Road.
- 7.12 Details of the equipment to be provided within the play area can be secured by condition.
- 7.13 The main area of POS incorporates the drainage basins which will provide amenity and biodiversity benefits, and a circular walking route including informal paths close to Park Road and Chapel Road to provide pedestrian routes off the public highways. The circular walking route provides recreation opportunities for adults and children alike and provides links to Footpath 20. The main area provides an attractive entrance to the development as well as a landscaped buffer between the housing and Historic Parkland to the South. It is considered therefore that the amount and variety of open space within the site provides opportunities for all sectors of the community in accordance with Policy SCLP8.2 and will form a focal point for the development, as required by policy SCLP12.51.
- 7.14 Appropriate management and maintenance can be secured in the S106 Agreement.
- d) Provision of pedestrian access and footways to support access to services and facilities in the village;

- 7.15 The development layout shows connections to the existing public footpath that runs parallel to the northern boundary of the site. This footpath is currently unsurfaced and runs across the recreation ground to the west of the site, before connecting to Post Mill Orchard and Ipswich Road. The application submission identifies improvements to widen and surface this public footpath and thereby facilitate appropriate pedestrian access to services and facilities in the village. To ensure the delivery of this footpath, the applicant has had discussions with SCC Highways and their legal team who have confirmed to them that it is deliverable across third party land using SCC's statutory rights. It is understood that this relates to widening and surfacing of the footpath.
- 7.16 SCC Highways has confirmed that the proposed surfacing works are deliverable by the applicant under a s278 agreement. The improvement works can be secured by condition of the planning permission if granted and this has been recommended by the Highway Authority.
- 7.17 The applicant has agreed to the requested financial contribution of £9,000 to cover SCC's legal costs in widening FP20 and this can be secured by s106 agreement. The specific legal mechanisms for this will be reported in the update sheet.
- 7.18 In respect to the undertaking of the work against landowner opposition, the Agent confirmed *"While every effort will be made to reach an agreement with Fields in Trust as the owner of the recreation ground regarding the proposed works, we are pleased to confirm that the proposed surfacing works to FP20 are entirely deliverable while working within the width of the footpath corridor. This would require more work by hand and smaller plant than normal, but is entirely achievable."*
- 7.19 There has been local concern about the suitability of footpath 20 as a route to the services and facilities of the village and the proposed surfacing work which will need to be raised above ground levels in the area of trees.
- 7.20 Within root protection areas cellweb system is proposed which will result in levels being raised by up to 125mm above current ground levels. If agreement cannot be reached with existing landowners, (and an objection has been received from Fields in Trust) it will not be possible to avoid this difference between the level of the path and adjacent levels which objectors consider will be a severe danger to users.
- 7.21 There is also concern that the surfacing of the path will encourage illegal use by cyclists resulting in pedestrian danger.
- 7.22 The Highway Authority do not object to the proposed measures.
- 7.23 The proposed footpath route does not follow the likely desire line between the eastern part of the site and primary school which would be via Chapel Road/Meeting Lane where there are not continuous pavements/footpaths. There is a footpath link from footpath 20 to Post Mill Orchard, which would provide a pedestrian route to the school but this cannot be widened and is not available to cyclists.
- 7.24 It is considered that the improvement to footpath 20 was what was envisaged by Policy SCLP12.51 and it is considered that the proposal is in accordance with this part of the

policy. It is acknowledged however that there are issues with the creation of raised sections of the footpath in the vicinity of trees 114 and 25 within the recreation ground, however the levels difference is not dissimilar to the relationship between pavement and road at kerb side and is not considered to be such a safety issue so as to justify the refusal of planning permission.

7.25 In respect to the queries raised by the Parish Council in respect of the alignment and connections to footpath 20, the Agent has confirmed:

7.26 Does the position and route of Footpath 20 as detailed on the applicant's layout plan exactly match that detailed in the Definitive Statement and Map?

"The route of Footpath 20 detailed on the submitted layout and Footpath 20 Improvements drawing (contained in the submitted Transport Assessment Addendum) has been checked and confirmed as correct by Suffolk County Council's Senior Definitive Map Officer, Mary George."

7.27 Does any part of Footpath 20 pass through land controlled by the applicant, or have they provided evidence that they have been permitted access by third party landowners?

"The alignment of Footpath 20 is shown on the attached Footpath 20 Improvements drawing (as contained in the submitted Transport Assessment Addendum). This shows that it is partly within and partly outside of the site. Importantly, it is within or directly adjoins the site at points where a connection onto the footpath is shown from the site."

e) Design and layout of the development to be sympathetic to the setting of Grundisburgh Hall Park historic park and garden;

7.28 The built footprint of the development has been kept to the extent that was originally proposed to be allocated. This has enabled the proposed creation of an extensive area of open space to the south of the site that is to be appropriately landscaped to enhance the setting of the hall and garden (in accordance with Policy SCLP11.8) which in this location is bounded by woodland.

7.29 The submitted Built Heritage Statement which accompanies the application identifies the minor amount of inter-visibility from the Site's south-west corner with the park of Grundisburgh Hall is not experienced as being part of any designed view but an incidental view owing to thinning within the park's intended enclosure.

7.30 The Site does not form any part of the park's designed or extended landscape and therefore, makes no contribution to understanding or appreciating its significance. The Site is, therefore, a neutral element within a small part of the park's setting.

7.31 The built element of the site will be kept in the northern sector of the site where it relates to the existing settlement edge, and the southern portion is kept as open space. This limits any potential adverse impact on the historic parkland of Grundisburgh Hall to the south. The area of parkland that comes closest to this site is heavily wooded and there will be only very limited connection between the development and the open areas of the parkland.

- 7.32 It is considered that layout of the development is sympathetic to the setting of Grundisburgh Hall Park historic park and garden and that the impact of the development will have neutral impact upon the setting of this non-designated heritage asset.
- 7.33 The proposed development involves widening of Park Road west of the proposed access. The S278 works relate to the widening of Park Road to reinstate a 4.8m wide un-kerbed carriageway up to the Park Road – Ipswich Road junction west of the site proposed access.
- 7.34 The southern edge of Park Road abuts parkland associated with Grundisburgh Hall and is defined by fragmented sections of lapsed native hedgerow. The hedgerow is primarily comprised of Hawthorn but contains the occasional larger canopied species such as Elm and Field Maple. These species have occasionally outgrown the structure of the hedgerow and are identified as individual trees within the tree survey.
- 7.35 The parkland to the south contains a number of mature English Oak, Beech, Scots Pine, Horse Chestnut and Atlas Cedar. A number of Oak within the parkland have large trunk girths and are large enough to be considered notable and commensurate to veteran tree status.
- 7.36 Except for Oak T74 which is sited c.11.5m from the southern edge of the Park Road, all of the veteran Oaks are offset a sufficient distance from carriageway so as to be unaffected by the S278 works.
- 7.37 Park Road is broadly 4.8m wide and only needs to be widened in select places where the carriageway locally narrows or where soft verge material has accumulated over time. The extent to which Park Road needs to be widened ranges between 300mm and 900mm where adjacent to trees worthy of individual distinction.
- 7.38 Owing to the presence of residential curtilages directly north of Park Road, the carriageway can only be expanded to the south which generates an unavoidable requirement to incur excavation within the RPAs of a number of trees.
- 7.39 The works affecting T74's RPA are equal to 1.5% of the total RPA, comprising ground on its periphery that is known to have been previously disturbed. The works involve the removal of soft material that has accumulated over the carriageway. The likelihood of encountering any significant root mass belonging to T74 whilst removing this detritus to uncover the pre-existing surface and area immediately contiguous to the carriageway is not considered to be of significant consequence in implementing the works.
- 7.40 In terms of pruning work, this will be limited to the ongoing flail management of the lower hedge structure including all larger components. This work is undertaken on an annual basis in any event and is necessary irrespective of the proposals to maintain clearance from the public highway.
- 7.41 There will not be material impact upon the setting of Grundisburgh Hall Park from the proposed widening works.

f) A site-specific Flood Risk Assessment

- 7.42 Flood Risk Assessment and Drainage Strategy Feb 2021 has been provided with the applications.
- 7.43 It indicates that the site is located to the south of Grundisburgh, approximately 4km north west of Woodbridge. The closest significant water feature in the vicinity of the site is a tributary of the River Lark around 0.5km to the north.
- 7.44 Topographically, the site falls from north to south with a level difference of 8m over a distance of 300m. The development is all located to the higher ground with the lowest, dished area to the south east left for SuDS drainage and landscaping.
- 7.45 Low risk flooding does originate from the low point in the adjacent recreation ground and that there is a continued low risk that could affect the development in an extreme storm event, up to the 1 in 1000-year event and the FRA identifies flow paths through the development which includes an interception swale with localized level build-up for floor levels to direct the flow and avoid any flooding of the proposed dwellings. The layout has been designed such that the low point of the main access road can be set to the south of all of the proposed housing and therefore the exceedance water can be led harmlessly to discharge to the south as it currently does without any deviation of it's natural route or interference of the proposed development.
- 7.46 The drainage strategy accommodates all surface water run-off up to 1 in 100-year rainfall event plus 40% climate change within the private permeable paving, swales and pipework prior to discharge into the proposed infiltration basin.
- 7.47 SCC as Local Lead Flood Authority (LLFA) raise no objection subject to the imposition of conditions regarding drainage.
- g) An ecological survey will be required, along with any identified mitigation measures.
- 7.48 An Ecological Appraisal report (Aspect Ecology) was submitted with the application along with further Addendum reports following revision of the application to 70 dwellings and is to provide assessment of the works necessary for the Park Road widening work.
- 7.49 The site is predominantly comprised of arable land with hedgerows and trees on the north and west boundaries and individual trees on the east and south boundaries. The hedgerow along the western boundary is considered to be of particular value and is likely to be ecologically 'important' under the Hedgerow Regulations (1997).
- 7.50 The boundaries of the site are of greatest biodiversity value, with the main arable of relatively limited value for wildlife. The plans for the proposed development show the majority of the vegetated boundaries of the site retained, including the western boundary, new planting is also shown to reinforce and enhance the boundaries. There is only a small section of hedge removed in the north-western part of the site (H5). The implementation of these measures will result in the development having no significant impact on habitats of biodiversity value.
- 7.51 With regard to protected and/or UK Priority species, as identified in Ecological Appraisal the site is of relatively limited value for such species. Seven trees have been identified as having 'low' suitability for roosting bats, these are shown as retained in the plans of the

proposed development. One tree identified as having 'moderate' suitability for roosting bats is proposed for removal, mitigation measures for this are identified in the Ecological Appraisal report.

- 7.52 The boundaries of the site also offer suitable foraging and commuting habitat for bats, the retention and enhancement of these boundaries and the implementation of a sensitive external lighting strategy will be adequate to ensure that use of these habitats by foraging and commuting bats continues post-development.
- 7.53 Development of the site will result in the loss of a small amount of habitat suitable for brown hare and skylark (both UK Priority species), although a large amount of habitat suitable for these species is available in the wider area.
- 7.54 Whilst concern has been expressed by the Parish Council in respect of Dormice, there are no records of the species within 2km of the application site and the development proposals do not significantly impact on habitat that would be suitable for the species even if it was present in the area (scrub, hedgerows, woodland etc). ODPM Circular 06/2005 para. 99 says that surveys can only be required where a protected species is reasonably likely to be present and affected by a development.
- 7.55 Further details of the off site highway works in Park Road were provided in April 2021. This identifies on going hedgerow management on the south side of Park Road and Trees T44 and T102 are to be removed as part of the works. These were considered to be of low bat roosting potential.
- 7.56 The report recommends that the mitigation measures proposed in the Ecological Appraisal should be implemented in relation to the S278 site. It is recommended that the mitigation measures identified in the report should be secured.
- 7.57 It is possible that the S278 works may have impact upon stag beetles (*Lucanus cervus*) which have been identified by third parties as being present in the locality. It is considered that provided the removal of any buried deadwood, roots or other habitat suitable for stag beetle is supervised by a suitably qualified ecologist, experienced in identification of stag beetle larvae and any larvae found appropriately relocated to a previously prepared area of suitable habitat created within the boundary of the site; then impact will be adequately managed. A condition is recommended.
- 7.58 The Ecological Appraisal report identifies a number of ecological enhancement measures which could be implemented as part of the proposed development. However, with the exception of the proposed landscape planting, these do not appear to be shown on the plans for the proposed development. A pre-commencement condition is therefore recommended covering this requirement.

Highway Considerations

- 7.59 The issue of access has been the principal reason for objections to the proposed development from the Parish Council and local residents.

7.60 In the Report on the Examination of the Suffolk Coastal Local Plan in respect of Policy SCLP12.52: Land to the West of Chapel Road, Grundisburgh, the Inspector stated:

“164. The allocation site should be amended so that vehicular access can be taken off Park Road to the south, where sufficient width of public highway should allow safe and suitable vehicular access to be achieved (MM86). The number of dwellings indicated remains at 70 to reflect that the amendments to the site area are principally made to facilitate access for the site, allowing sufficient space for that, open space and to safeguard the setting of the nearby Grundisburgh Hall Historic Park and Garden.

165. The Policy should be amended to make clear that the provision of safe and suitable pedestrian access to services and facilities in the village is required so as to be consistent with national policy (MM86). The supporting text provides information on drainage requirements which requires clarification (MM86).

The changes to the proposed allocation require a change to the Policies Map which does not form part of the MM which the Council should make separately on adoption of the Plan.

166. The proposal has attracted a considerable number of representations. The policy criteria as amended would be effective and should allow for the appropriate development of the site in terms of pedestrian access to the village services and facilities, provide for affordable housing, housing for older people and for public open space, ensure that the design and layout of the site is sympathetic to the setting of Grundisburgh Hall Historic Park and Garden, address flood risk issues and mitigate any ecological effects.”

7.61 The Local Plan Para 12.558 states *“Vehicle access to the site is expected to be onto Park Road, and safe pedestrian access will need to be provided, including exploring opportunities to create safe access to Ipswich Road via the recreation ground.”*

7.62 The submitted Transport Assessment states that a Scoping discussion was undertaken with SCC as Highway Authority prior to the submission of the application. The following summarises what was agreed.

- Vehicular access to be taken from Park Road as per the agreed SoCG.
- Localised carriageway widening on Park Road between the site access and the junction with Ipswich.
- A vehicular passing place is required on Chapel Lane.
- A pedestrian connection to the existing PROW to the north of the site is essential to the acceptability of the site.
- The vehicle trip generation should be calculated using SCC “rural trip rates”, supplied by SCC.
- It was agreed that off-site capacity modelling would not be required.
- The proposal should consider local safety improvements at the junction of Ipswich Road/Park Road and Lower Road/Grundisburgh Road (B1079).

7.63 The site is located on the northern side of Park Road. Park Road runs east-west to the south of Grundisburgh. It is a rural road serving eight residential properties. There is no street lighting and the road is signed as unsuitable for HGV traffic.

- 7.64 Park Road meets Ipswich Road to the west of the site. At the junction of Park Road, Ipswich Road is subject to 30mph speed limit. This increases to national speed limit (60mph) just south of the junction. In the vicinity of the site Ipswich Road is not street lit. It provides direct frontage access to a number of residential properties and is on a bus route.
- 7.65 Ipswich Road forms a north to south route on the western side of Grundisburgh and links with Rose Hill / The Street before meeting Stoney Road and The Green in the centre of the village.
- 7.66 To the south-east of the site Park Road forms a crossroads with Lower Road and Chapel Road.
- 7.67 Chapel Road to the north provides a direct route into the centre of Grundisburgh including to the local shop via Meeting Lane.
- 7.68 Lower Road is a narrow, rural carriageway providing access to a number of properties and access to the B1079. There is an S-bend midway along the road with very restricted forward visibility. Vehicles are able to pass at other locations either side of this bend.
- 7.69 Lower Road continues to the east passing a number of properties and with a mixture of informal passing places within highway. All properties appear to have driveways and available off-road parking. Speeds are low due to the road width and alignment. Lower Road meets Grundisburgh Road (B1079) at a priority T-junction. At the location of the junction with Lower Road, the Grundisburgh Road (B1079) is subject to 30mph speed limit. The road is not street lit.
- 7.70 Park Road, Chapel Lane and Lower Road are within a 30 mph speed limit.
- 7.71 As part of the development proposal Park Road will be widened to achieve a width of 4.8m from the junction with Chapel Rd/Lower Rd (to the east) and the junction with Ipswich Road (to the west).
- 7.72 In addition to the widening at Park Road, a vehicle passing bay is proposed on Chapel Road.
- 7.73 It is also proposed to refresh the carriageway markings at the crossroads junction of Park Road/Lower Road/ Chapel Road.
- 7.74 The visibility splays at the junctions of Ipswich Road/ Park Road and Lower Road/ Grundisburgh Road (B1079) have also been reviewed and improvements identified.
- 7.75 There is however clear local concern regarding the traffic impact in terms of safety on the local highway network, particularly Lower Road to the east of the site.
- 7.76 Lower Road is a narrow rural carriageway with an S-bend mid-way along the road between Park Road and the B1079. In order to establish local traffic conditions an Automated Traffic Counts (ATC) survey was undertaken for a 7 day period from 19/01/2020 on Lower Road.

- 7.77 The Transport Assessment (in relation to 80 dwellings) estimates that the proposed development will generate 54 vehicle trips in both the AM peak and 53 vehicle trips in the PM peak. (47 trips in relation to 70 dwellings).
- 7.78 The proposed development is estimated to add 20 two-way vehicle movements to Lower Road in the AM peak (1 every 3 minutes) and 19 two-way vehicles in the PM peak (1 every 3 minutes). The Transport Assessment considers that the impact of this increase will not be severe or result in an increased safety risk for drivers using the road.
- 7.79 There are informal passing places on Lower Road and there have been no accidents recorded along Lower Road which suggests that drivers are travelling appropriately for the type of road.
- 7.80 Improvements are proposed at the junction of Lower Road / Grundisburgh Road (B1079).
- 7.81 There is local concern regarding HGVs attempting to use Lower Road and not be able to negotiate the bend. The proposal for a residential development will not increase the HGV traffic in the local area once the site is complete and occupied. HGV traffic associated with the construction period will be managed through a Construction Management Plan (CMP) which will be a condition of the permission if granted.
- 7.82 Park Road and Lower Road do not have pavements and are used by pedestrians and cyclists. There is significant concern that the level of increased use will affect the safety of these users.
- 7.83 The Highway Authority have scrutinised the application and following the amendments to the scheme to introduce informal paths within the site along Park Road and Chapel Road confirmed no objection subject to conditions.
- 7.84 The access arrangement follows that accepted during the Local Plan process and evidence submitted with the Transport Assessment (set out above) does not indicate such a level of increase in the use of Lower Road or Chapel Road so as to justify the refusal of planning permission. The Transport assessment identifies 20 two-way vehicle movements to Lower Road in the AM peak (1 every 3 minutes) and 19 two-way vehicles in the PM peak (1 every 3 minutes).
- 7.85 The Parish Council have asked three questions in respect of the highway network and implications of development:
- What are the differences between the highway conditions along Chapel Road and the eastern section of Park Road as compared to Lower Road, Meeting Lane and the western section of Park Road, such that the former required mitigation measures in the form of companion footpaths, but the latter do not?
 - What does the Local Planning Authority assess to be the impact to pedestrians along the western section of Park Road with the introduction of road widening, two-way traffic flow, HGVs and a general increase in traffic volumes?

- How does the Local Planning Authority view the highway conditions along Lower Road, and what do they assess the impact to be of increased traffic volumes on pedestrians using Lower Road?
- 7.86 There is limited difference between the highway conditions in Chapel Road and eastern section of Park Road, compared the parts of Park Road and Chapel Road which abut the site. Improvements through the provision of footpaths are possible along these roads only.
- 7.87 As a result, there will be impact upon pedestrian, cyclists and equestrian traffic within the road system, however with traffic speeds low, the level of intensification will not have such impact on safety or amenity so as to justify the refusal of planning permission.
- 7.88 This is the same with Lower Road where improvements are also proposed at the junction with the B1079.
- 7.89 These matters were considered by the Highway Authority and Inspector during the Local Plan Hearing and have been determined to be acceptable.
- 7.90 The existing bus stop in Ipswich Road is proposed to be improved by the provision of hardstanding and shelter to be secured through S106 Agreement. This will, in combination to the surfacing and widening of footpath 20, provide the sustainable transport elements envisaged by the Local Plan Inspector and which followed in the adoption of Policy SCLP12.51.
- 7.91 Policy SCLP7.1: Sustainable Transport states that development proposals should be designed from the outset to incorporate measures that will encourage people to travel using non-car modes to access home, school, employment, services and facilities. The Highway Authority recommend a contribution towards improved bus service provision which will improve the sustainability credentials of the development. This can be secured through S106.
- 7.92 Subject to the bus service contribution being secured, officers are satisfied (for the reasons given above) that the proposal will not, subject to appropriate highway related conditions, result in such an adverse impact on the local highway network or adverse highway safety concerns, so as to justify the refusal of planning permission.
- 7.93 The Highway authority have confirmed that the amended plans are acceptable and raises no objection to the application subject to conditions.

Design Considerations including connectivity

- 7.94 Policy SCLP12.51 provides criteria on how development of the site should come forward and Policy SCLP11.1 also provide broader design guidance. The NPPF Chapter 12 sets out how the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

- 7.95 Policy SCLP11.1 requires development to support locally distinctive and high-quality design that demonstrates an understanding of the key features of local character and seeks to enhance these features through innovative and creative means. This includes ensuring the development responds to the local context in terms of massing, retaining and/or enhancing the existing landscaping, protecting the amenity of the wider environment and neighbouring uses as well as including hard and soft landscaping to aid the integration of the development into the surrounding.
- 7.96 It is considered that the proposed layout will provide for an attractive development with a mix of house types and designs that will add interest and variety to the appearance of the street scene. There is a landscaped hierarchy of access with the access network framed around the spine road with frontage development and areas of public open space located along the route. Paving blocks are proposed for the minor roads and private drives.
- 7.97 Whilst the house types are regularly seen on developments by this house builder, the mix of neo vernacular and 19th century influences fits well with the variety of houses within the village. The layout has development fronting the areas of open space and Chapel Road and footpaths and provides an attractive public front on all sides.
- 7.98 Parking has been provided in accordance with the Suffolk County Council parking standards to ensure homes have appropriate levels of car and bicycle parking.
- 7.99 It is considered that sufficient space and separation exists between the proposed dwellings to ensure that the amenities of the occupants are not adversely affected by overlooking or loss of privacy. Similarly, it is considered that there is sufficient separation between the proposed dwellings and the existing dwellings to the north to ensure that the amenities of the existing properties are not adversely affected. The proposal is considered in compliance with Policy SCLP11.2.
- 7.100 There was originally concern expressed by the Police – Designing Out Crime Officer concerning the relationship between dwellings and related garaging and car parking; lighting of footpaths, surveillance of footpaths and use of rear alleyways. Amended plans were received in April which introduce additional windows in a number of units to introduce better surveillance of car parking and footpaths. Locking gates were introduced into rear alleyways to limit unauthorised access. Rear alleyways are limited on the development and are required to serve mid terraced units and allow access to bin presentation areas. Lighting of footpaths would have implications for ecology and dark sky on the rural edge of this village and it is considered that the revised layout has secured a satisfactory balance between practicality, aesthetics and security concerns and is not unacceptable.
- 7.101 The scheme involves 35 (50%) of the proposed dwellings meeting the requirements of Part M4(2) of the Building Regulations and 6 of the proposed dwellings would be provided as bungalows. Plot 21 is proposed to the higher M4(3) standard.
- 7.102 It is proposed to widen footpath 20 to 1.5m and surface it. The informal footpaths within the development would be provided at 1.5m and whilst likely to be a bound hoggin surface, they are not a gravel surface and should be appropriately accessible by all regardless of age, mobility or disability.

- 7.103 The proposed development is overall considered to be in compliance with policy SCLP11.1. It is considered to be a high quality development that is considered to have the 'beauty' and attributes expected by NPPF Chapter 12.

Landscape and Visual Impact

- 7.104 The Site is located on the south eastern settlement edge of Grundisburgh and is currently used as agricultural farmland. A mature native hedgerow with mature hedgerow trees defines the western Site boundary with the northern boundary formed of a combination of closed board fencing or hedgerow that defines the rear boundaries to adjacent residential properties / southern settlement edge. The eastern and southern boundaries are defined by ruderal vegetation and bound by adjacent roads. Chapel Lane runs adjacent to the eastern boundary with Park Road adjacent to the south. There is a small but notable group of trees to the south eastern corner of the site.
- 7.105 The residential development that abuts the northern boundary comprises of a mixture of semi detached and detached single storey dwellings which forms an urban edge typical of the wider village. Further development lies adjacent to the eastern edge of Chapel Lane and consists of more notable 1.5 to 2 Storey development, to include Grundisburgh Baptist Church.
- 7.106 The existing recreational ground lies immediate beyond the western boundary which is bound by further residential development along Park Road to the south and Ipswich Road to the west.
- 7.107 'The Suffolk Landscape Character Assessment' has identified that the majority of the Site and the wider setting to the west and south are located within Landscape Character Area 4: Ancient Rolling Farmlands.
- 7.108 The south western corner of the Site and the local landscape setting to the east are identified as being located within Landscape Character Area 19: Rolling Valley Farmland and Furze.
- 7.109 The application is accompanied by a Landscape and Visual Impact Assessment which has been scrutinised by the Arboriculture and Landscape Manager.
- 7.110 With regard to the landscape and visual impact assessment, the proposal will clearly result in a fundamental change from agriculture to housing development, this will not have any significantly adverse impact on wider landscape character. The built element of the site will be kept in the northern sector of the site where it relates to the existing settlement edge, and the southern portion is kept as open space. This limits any potential adverse impact on the historic parkland of Grundisburgh Hall to the south. The area of parkland that comes closest to this site is heavily wooded and there will be only very limited connection between the development and the open areas of the parkland.
- 7.111 Potential visual impacts are also assessed for visual receptors in the immediate surrounding area (PROWs and surrounding roads). Inevitably views from the roads and footpath 20 will be adversely affected by development, but these impacts will moderate over time as boundary planting matures. Beyond these views, distance and existing

vegetation together with maturing new planting will increasingly moderate any adverse visual impacts where they exist.

- 7.112 Additional native species planting along the southern site boundary is proposed as part of the landscape strategy plan which also assists with mitigating any residual impacts. Additional planting is described for the other site boundaries as well as across the open space and throughout the built elements of the development. As far as these are described in the landscape strategy plan, they are acceptable but full details will need to be made a condition of permission should consent be granted.
- 7.113 Overall there will not be any significantly adverse impacts on landscape character, and with an appropriate planting scheme, the landscape character of the site and its immediate surrounds can be enhanced. It is inevitable that there will be initial potentially adverse visual impacts, but these, where they occur, will be moderated by appropriate new planting.

Heritage Assets

- 7.114 The site is well outside the Grundisburgh Conservation Area and does not affect its setting. The site does not fall within the setting of any designated heritage assets that are listed buildings.
- 7.115 The applications were accompanied by a Built Heritage Statement (BHS) which identifies two non-designated heritage assets that may be affected by this development within their setting.
- 7.116 Impacts of the proposed development on Grundisburgh Hall parkland which is locally listed has been considered earlier.
- 7.117 The other heritage asset is the Strict Baptist Chapel on Chapel Road, a non-designated heritage asset. This is because it meets the criteria for aesthetic value as it exhibits a positive external appearance within its streetscene and landscape setting; representativeness as part of the typology of late 18th century and 19th century non-conformist places of worship; and social and communal value as a place of worship.
- 7.118 It is considered that the site does make a contribution to the significance of the chapel as part (or most) of its setting, with clear views afforded of the chapel across the application site in its current open and undeveloped form.
- 7.119 The scale effect of the building when seen in this view, combined with its formal design, suggests that there was an intended degree of visibility in the longer views across the site. The BHS suggests that this view is 'incidental' which seems to the Principal Design and Conservation Officer to be 'unlikely'. For this reason, he suggests that the application site contributes positively to the significance of the chapel as it forms a large part of the surroundings from which it can be appreciated and experienced. He concludes that the proposed development will result in a low level of harm.
- 7.120 The BHS confirms the development will obscure views of the chapel from Park Road and, therefore, erode the ability to appreciate it (primarily the frontage) in its historic open and undeveloped surroundings.

- 7.121 The asset will not be lost. The scale of harm will be of a low level, as the building itself will not be directly affected by the application. Paragraph 203 of the NPPF requires that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.
- 7.122 In weighing the current application that directly affects the chapel as a non-designated heritage asset, the decision maker will need to arrive at a balanced judgment having regard to the scale of any harm or loss and the significance of the asset. The chapel building is not of very great significance – it is not a designated heritage asset. It is of some local importance.
- 7.123 It is the role of the decision maker to strike a balance having regard to the scale of harm set against all the material considerations, positive and negative, in respect of the application.
- 7.124 It is considered that limited weight should be ascribed to the low level of harm and the significance of the heritage asset identified and in terms of paragraph 203 of the NPPF the scheme which is an allocated site, is acceptable in terms of matters of heritage consideration and would accord with policies SCLP11.4 and SCLP11.5.

Ecology

- 7.125 The application site is within 13km of the Deben Estuary SPA; the Deben Estuary Ramsar Site; the Sandlings SPA; the Alde-Ore Estuary SPA; the Alde-Ore Estuary Ramsar Site; the Alde-Ore and Butley Estuaries SAC and the Orfordness-Shingle Street SAC.
- 7.126 The Council, as the competent authority, has to undertake an assessment to determine whether the development is likely to have a significant effect on these sites in accordance with the Conservation of Habitats and Species Regulations 2017.
- 7.127 Given this separation distance it is only considered that the Appropriate Assessment needs to assess impacts arising from increased in-combination recreational disturbance. The applicant has provided a 'shadow' Habitats Regulations Assessment to inform such an assessment and Natural England have also been consulted in their statutory role.
- 7.128 The submitted 'Shadow' Habitats Regulations Assessment identifies the relevant European designated sites for the HRA and the impact pathways which are likely to arise from the proposed development. As recognised in the report, the only impact requiring mitigation is increased recreational disturbance at designated sites arising from in-combination residential development. Mitigation in the form of onsite greenspace provision, connections to the existing PRow network and a financial contribution to the Suffolk Coast RAMS strategy are identified.
- 7.129 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 been consulted on the appropriate assessment undertaken as is required, and have confirmed that they have no objection subject to appropriate mitigation in the form of an upfront per

dwelling contribution to the RAMS strategy and provision of on-site measures such as the circular route and the provision of dog bins. This can be secured in a S106 Agreement.

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

Infrastructure

- 7.131 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 15% of the CIL received from this development which can be spent flexibly on local projects such as play and sports facilities and potentially, in Grundisburgh's case, on the village hall project where there is currently a fundraising effort to achieve a final £25,000 to allow construction of the village hall, which would also serve residents of this development.
- 7.132 In terms of education provision the Infrastructure Funding Statement (IFS) identifies a new secondary school at Brightwell will be funded through S106 Contributions.
- 7.133 Suffolk County Council confirm the need for contribution towards Secondary School education provision, and school transport through S106 contribution.
- 7.134 Pre-school, Primary school, library improvements and waste infrastructure would be funded through CIL.
- 7.135 In terms of health provision the Ipswich and East Suffolk Clinical Commissioning Group have stated that CIL funding will be sought to increase capacity.

Other Matters

- 7.136 The Head of Environmental Services and Port Health recommends a condition regarding unexpected contamination and the submission of Construction Management Plan.
- 7.137 With regards to sustainable construction Policy SCLP9.2 requires a 20% reduction in CO2 emission below the target CO2 emission rate set out in the Building Regulations. The Design and Access Statement and the Sustainability Statement state that this will be achieved through using low carbon technology and/or onsite renewable energy options where practically achievable. Further details of how the 20% reduction in CO2 emissions can be secured by condition.
- 7.138 The proposed housing will be liable for Community Infrastructure Levy for the whole of the permitted Gross Internal Area, although the affordable housing will be subject to potential relief. It is estimated that the CIL from the market housing will be at the High Zone rate of which 15% as Neighbourhood CIL would normally go direct to Parish Council for spending on infrastructure or anything else that supports development.
- 7.139 CIL as a whole is not an economic benefit to be given weight in any planning balance, since it is a developer contribution to mitigate effects on infrastructure, in the same way as a

number of necessary s106 contributions sought in this case. However, the freedom of spending of Neighbourhood CIL does allow wider benefits for the area so modest weight can be given to that as an economic benefit.

- 7.140 The scheme involves 35 (50%) of the proposed dwellings meeting the requirements of Part M4(2) of the Building Regulations and 6 of the proposed dwellings would be provided as bungalows. Plot 21 is proposed to the higher M4(3) standard.
- 7.141 It is proposed to widen footpath 20 to 1.5m and surface it. The informal footpaths within the development would be provided at 1.5m and whilst likely to be a bound hoggin surface, they are not a gravel surface and should be appropriately accessible by all regardless of age, mobility or disability.
- 7.142 The development is laid out with a hierarchy of familiar types of streets, a varied urban form and architecture that reflects local character, informal paths away from busy roads, obvious entrances to buildings, non-slip footways, level changes only when unavoidable with improvements proposed to the bus shelter in Ipswich Road. It is considered that the design is dementia friendly and has had regard to the needs of those with disability.

Benefit and harm of development

- 7.143 Officers consider that the proposed development will provide a high-quality residential development. The development will yield a number of benefits including, amongst other things, affordable housing, green infrastructure, sustainable drainage features and highway improvements. 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, spend in the local economy and the short term benefits of the construction employment. Attention is also drawn to the S106 requirements (see paragraph 9.1 below) which provides further benefits to the local community which could only be realised through development.
- 7.144 There is no identified harm in this proposal on the landscape, the setting of designated heritage assets or the local environment. There is some limited harm to a non-designated heritage asset but this is of low level and is outweighed by the benefits of the proposed development, as required by paragraph 203 of the NPPF.
- 7.145 Much commentary is made to the highway impacts of the development, in terms of the level of additional traffic but also the physical constraints of the road networks and the lack footpaths and passing places. These matters have been addressed in the report and proposed improvements required via S106. Paragraph 7.78 of the report notes the limited additional vehicles on the road as a result of the development and is not disputed by the Highways Authority who do not object to the application.
- 7.146 It is important to note that Highway matters were considered at the Local Plan Hearings (paragraph 7.89 above refers) and found to be acceptable to enable the site to be found sound and allocated. In respect of this, reference is drawn to a recent appeal in Harrogate (reference 3260624) which follows a refusal of permission of a residential scheme comprising 149 dwellings on a site allocated for such in the Local Plan. The application (outline) was refused on grounds that it was unsustainable with poor connectivity to

public transport. The appeal was allowed and a full award of costs made in favour of the appellant. Some key extracts from the costs decision are contained below:

The location of the development is a fixed entity and is something that was clear and obvious, and something the Council would have been well aware of, when the site was allocated for housing development in the Harrogate District Local Plan (2020).

The Council, have in effect, sought to prevent the development of an allocated housing site on the grounds of sustainability, driven by the site's location and access to public transport and local services. Such matters, although capable of being matters of planning judgement, are matters that were previously considered as part of the allocation and the formation of relevant planning policies specific to the site, to which the development complies. The planning application process was not the occasion to reconsider these matters of planning judgement and in doing so, the Council has behaved unreasonably.

It is self-evident that the location of the development is consistent with the policy allocation. Additionally, insufficient evidence was submitted by the Council to suggest that there has been any change to the accessibility to public transport and local services since the Local Plan was adopted only one year ago.

- 7.147 There are, in the opinion of officers, similarities between this appeal decision and the proposal before Committee, insofar that both the sites were allocated for development in recently adopted local plans and matters of principle would have been addressed at the Local Plan stage and should not be used as grounds for resistance of a scheme at application stage.

8 Conclusion

- 8.1 Paragraph 2 of the NPPF (2021) states that "Planning Law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise". That section of the law is contained in S38(6) of the Planning and Compulsory Purchase Act 2004.
- 8.2 The starting point is therefore the Development Plan. Whilst there is considerable objection to the principle of development, the site is allocated for residential development for the level of development currently proposed through this application. In terms of the principle, therefore, the scheme is in accordance with Policy SCLP12.51. Paragraph 11 of the NPPF states in such instances that plans and decision should apply a presumption in favour of sustainable development, which for decision-taking means approving development proposals that accord with an up-to-date development plan without delay. Contrary to the opinion of a number of objectors, reduced weight should not be given to the allocation within the Local Plan because of the level of development allocated within the whole Plan exceeds the minimum required. This would have serious implications to both the Suffolk Coastal and Waveney Local Plan documents, with all allocations, effectively available for re-consideration/challenge.
- 8.3 The objections received to the application, including those by the Parish Council and third parties, are acknowledged, however they do not on this occasion counter the benefits of the scheme or raise matters of such significance that would render the development unacceptable or be able to be appropriately mitigated by condition. It is also noted that

there are no technical objections to the application from statutory parties and requested conditions have been included.

- 8.4 The proposal is considered to represent sustainable development in accordance with the objectives of the National Planning Policy Framework and the adopted Local Plan. The proposal must be determined in accordance with the development plan, unless material considerations indicate otherwise. In this case there are no material considerations which have been identified to be of such significance within this report which persuade that the development should be considered in any way other than in accordance with the recently adopted development plan. The application is therefore recommended for approval with the requirement of S106 requirements and conditions.

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 23 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 Brightwell school;
- Financial contribution to bus service improvements;
- Financial contribution to fund legal work for widening/surfacing of footpath 20.

- 9.2 If the S106 is not completed within six months AUTHORITY TO REFUSE the application.

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 following plans:
 - Site Location Plan 001 received 26 August 2020,
 - External works layout 002 Rev I received 23 April 2021,
 - Planning layout 003 Rev H received 23 April 2021,
 - Materials Plan 004 Rev B received 12 February 2020,
 - S278 General Arrangement 1812-296-278A received 26 August 2020,
 - S278 Road Widening 1812-296-279B received 26 August 2020,
 - Chapel Road Shared Access 1812-296-295 received 26 August 2020,
 - Ipswich Road/Park Road Junction Visibility Improvements 1812-296-008A received 26 August 2020,

- B1079/Lower Road Junction Visibility Improvements 1812-296-009 received 26 August 2020,
- Grundisburgh Footpath 20 Improvements 1812-296-305C received 15 February 2020,
- Landscape Strategy Plan 6647/ASP3 Rev D received 15 February 2020.

And the following house type plans:

- GRU5 108B; 109B; 112B; 114B; 129B; 130B; 145; 146; 219B; 220B; 221A; 228A and 229A received 23 April 2021,
- GRU5 101; 102; 103; 104; 113A; 115A; 116A; 117A; 118A; 119B; 120B; 122A; 123A; 124A; 125A; 126A; 127A; 131A; 132A; 133A; 134A; 135A; 136B; 141A; 143A; 144A; 147; 209A; 210A; 211A; 212A; 217A; 218A; 223; 224; 225; 226; 227 received 15 February 2021;
- GRU5 105; 106; 107; 110; 111; 137; 138; 139; 140; 201; 202; 203; 204; 205; 206; 207; 208; 213; 214; 215 216 and 401 received 26 August 2020

And the following garage plans:

- 301A, 302A, 303A and 304 received 15 February 20210;

And the following miscellaneous plans:

- External Works Details 401 received 26 August 2020

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. Details of the play equipment to be provided on the site and dog bins shall be submitted to and agreed by the local planning authority. The play equipment and bins shall be installed in accordance with the approved details prior to first occupation of the dwellings or in accordance with a programme agreed with the Local Planning Authority.

Reason: To ensure appropriate provision of play equipment and dog bins.

4. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Ecological Appraisal report (Aspect Ecology, April 2021) and Report to Inform a Habitats Regulations Assessment (HRA) (Aspect Ecology, February 2021) as submitted with the planning application and agreed in principle with the local planning authority prior to determination.

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

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

Reason: To ensure that nesting birds are protected.

6. Prior to the removal of the tree identified as T7 in the Ecological Appraisal report (Aspect Ecology, July 2020) it will be subject to further survey for bats by a suitably qualified ecologist to determine if it is being used by roosting bats. The results of the survey work will be submitted to the Local Planning Authority prior to felling being undertaken. If a bat roost is identified suitable mitigation measures will be identified and submitted to the Local Planning Authority for approval prior to felling being undertaken.

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

7. Immediately prior to commencement of development a further survey of the site for badgers should be undertaken by a suitably qualified ecologist. Should any evidence of badgers be encountered suitable mitigation measures will be designed and implemented. A copy of the updated badger survey will be submitted to the Local Planning Authority once it is complete and prior to development commencing. Should any additional mitigation measures be required details of these will be submitted to the Local Planning Authority for approval prior to development commencing.

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

8. Prior to first occupation, a "lighting design strategy for biodiversity" for the site shall be submitted to and approved in writing by the local planning authority. The strategy shall:
 - a) identify those areas/features on site that are particularly sensitive for biodiversity likely to be impacted by lighting and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
 - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To ensure that impacts on ecological receptors from external lighting are prevented.

9. Prior to commencement an Ecological Enhancement Strategy, addressing how ecological enhancements will be achieved on site, will be submitted to and approved in writing by the local planning authority. Ecological enhancement measures will be delivered and retained in accordance with the approved Strategy.

Reason: To ensure that the development delivers ecological enhancements.

10. A landscape and ecological management plan (LEMP) shall be submitted to, and be approved by, the local planning authority prior first occupation of the development. The content of the LEMP shall include the following:
 - a) Description and evaluation of features to be managed.

- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the longterm implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: To ensure that the long-term ecological value of the site is maintained and enhanced.

11. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc indicating lines, manholes, supports etc); retained historic landscape features and proposals for restoration, where relevant. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed number/densities where appropriate; implementation programme.

Reason: To ensure the provision of amenity afforded by appropriate landscape design.

12. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority; and any trees or plants which, within a period of five years from completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation; all works shall be carried out in accordance with the relevant provisions of appropriate British Standards or other recognised Codes of Good Practice.

Reason: to ensure that the appearance of the development is satisfactory.

13. Deliveries to the construction site and collections of waste during the construction phase shall be undertaken between 08.00 and 16.30 (except for the delivery of abnormal loads to the site which may cause congestion on the local road network).

Reason: In the interests of amenity.

14. Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Local Planning Authority. This should contain information on hours of construction and how noise will be controlled so as to avoid annoyance to occupiers of neighbouring properties. Examples of measures to be included are:
- a) Good practice procedures as set out in BS5228:2014,
 - b) Best Practicable Means (BPM) as defined in Section 72, of the Control of Pollution Act 1974 (COPA),
 - c) Careful location of plant to ensure any potentially noisy plant is kept away from the site boundary as far as possible,
 - d) Careful selection of construction plant, ensuring equipment with the minimum power rating possible is used, and that all engine driven equipment is fitted with a suitable silencer,
 - e) Regular maintenance of plant and equipment to ensure optimal efficiency and quietness,
 - f) Training of construction staff where appropriate to ensure that plant and equipment is used effectively for minimum periods,
 - g) If identified as necessary, the use of localised hoarding or enclosures around specific items of plant or machinery to limit noise breakout especially when working close to the boundary.
- The Construction Management Plan shall be implemented in accordance with the approved details.

Reason: In the interests of amenity.

15. 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. 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 BS10175:2011+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.

16. No development shall take place until a scheme for the installation of fire hydrants throughout the site has been submitted to and approved in writing by the Local Planning Authority in conjunction with the Fire and Rescue Service. The fire hydrants shall be installed prior to occupation of dwellings served by the relevant hydrant.

Reason: In the interests of fire safety.

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

Reason: To ensure that the development makes adequate provision for electric vehicle charging points to encourage the use of electric vehicles.

18. Prior to the commencement of development full details of how the development will achieve high energy efficiency standards that result in a 20% reduction in CO2 emissions below the Target CO2 Emission Rate (TER) set out in the Building Regulations and water efficiency of 110 litres/person/day shall be submitted to and approved in writing by the local planning authority. The development shall be constructed in accordance with the agreed details.

Reason: In the interests of sustainable construction.

19. No development shall commence until details of the strategy for the disposal of surface water on the site have been submitted to and approved by the local planning authority.

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

20. 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 by the local planning authority. 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.

21. Within 28 days of completion of the last dwelling/building become erected details of all Sustainable Drainage System components and piped networks have been submitted, in an approved form, to and approved by the Local Planning Authority for inclusion on the Lead Local Flood Authority's Flood Risk Asset Register.

Reason: To ensure that the Sustainable Drainage System has been implemented as

permitted and that all flood risk assets and their owners are recorded onto the LLFA's statutory flood risk asset register as per s21 of the Flood and Water Management Act 2010 in order to enable the proper management of flood risk with the county of Suffolk <https://www.suffolk.gov.uk/roads-and-transport/flooding-and-drainage/flood-risk-assetregister/>

22. 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 by the local planning authority. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP and shall include:
- a. 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. This condition is a pre commencement planning condition and requires details to be agreed prior to the commencement of development to ensure flooding risk as a result of both construction and use of the site is minimised and does not result in environmental harm or even risk to life.

23. No part of the development shall be commenced until details of the proposed accesses onto Park Road and Chapel Road have been submitted to and approved in writing by the Local Planning Authority. The approved accesses shall be laid out and constructed in their entirety prior to the occupation of any property served by the relevant access. Thereafter the accesses shall be retained in their approved form.

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

24. No part of the development shall be commenced until details of the proposed surfacing improvements and links to Footpath 20 as indicatively shown on Drawing Nos. 1812-296 305 Rev C and GRU5 003 Rev H 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 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 in the interests of sustainable travel

25. No part of the development shall be commenced until details of the proposed road widening of Park Road, local junction improvements and Chapel Road passing place indicatively shown on Drawing Nos. 1812-296 279 Rev B; 1812-296 008 Rev A and; 1812-296 009 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 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 in the interests of highway safety.

26. The areas to be provided for storage of Refuse/Recycling bins as shown on drawing number GRU5 002 Rev I shall be provided 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.

27. 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.

28. 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.

29. The new estate road junction with Park Road inclusive of cleared land within the sight splays to this junction must be formed to at least base course level prior to any other works commencing or delivery of any other materials.

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

30. 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 movements.

31. The use shall not commence until the area(s) within the site shown on Drawing No. GRU5 003 Rev H 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.

32. 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 relevant dwelling is brought into use and shall be retained thereafter and used for no other purpose.

Reason: To encourage the use of cycles and low emission vehicles.

33. Before the access onto Park Road is first used visibility splays shall be provided as shown on Drawing No. 1812-296 278 Rev A with an X dimension of 2.4m and a Y dimension of 59m 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.

34. Before the access onto Chapel Road is first used visibility splays shall be provided as shown on Drawing No. 1812-296 295 with an X dimension of 2.4m and a Y dimension of 59m and 52.8m 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.

35. 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 Policy SCLP11.3: Historic Environment of Local Plan and the National Planning Policy Framework (2021).

- 36. 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 35 and the provision made for analysis, publication and dissemination of results and archive deposition.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Policy SCLP11.3: Historic Environment of Local Plan and the National Planning Policy Framework (2021).

- 37. Prior to the commencement of development a detailed Arboricultural Method Statement supported by 1:500 scale technical drawings should be prepared and submitted to the Local Planning Authority for approval in writing. Work shall be carried out, including all tree protection work only in accordance with the approved Statement.

Reason: In the interests of amenity/ecology, insufficient detail has been provided at application stage.

- 38. Prior to first occupation of the proposed development, a copy of the built heritage statement shall be deposited to the Suffolk County Council Historic Environment Record, with deposition to be confirmed to the Local Planning Authority.

Reason: In the interest of social history.

- 39. The removal of any buried deadwood, roots or other habitat suitable for stag beetle (*Lucanus cervus*) larvae must be supervised by a suitably qualified ecologist, experienced in identification of stag beetle larvae. Any larvae found must be appropriately relocated to a previously prepared area of suitable habitat created within the boundary of the site. Any such habitat areas created must be appropriately managed in the long term as part of the Landscape and Ecological Management Plan (LEMP) for the site.

Reason: To ensure that stag beetle, a UK Priority species under Section 41 of the Natural Environment and Rural Communities (NERC) Act (2006), are adequately protected during development.

Informatives:

1. The Local Planning Authority has assessed the proposal against all material considerations including planning policies and any comments that may have been received. The planning application has been approved in accordance with the objectives of the National Planning Policy Framework 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@eastsuffolk.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:

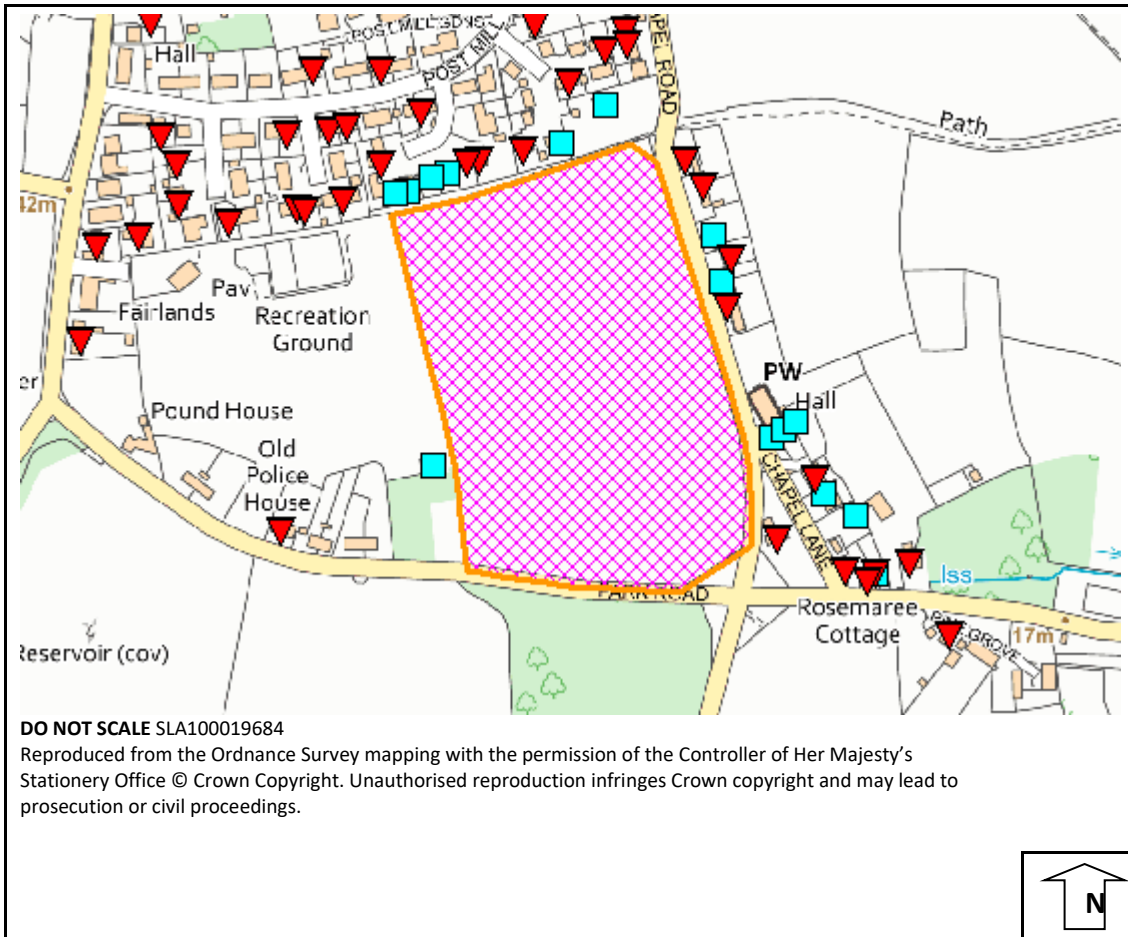
https://www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy/5

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

Background information

See application reference DC/20/3284/FUL on [Public Access](#)

Map



Key



Notified, no comments received



Objection



Representation



Support