



Committee Report

Planning Committee South – 19 April 2022

Application no DC/21/0757/FUL

Location

Land North of The Street
The Street
Kettleburgh
Woodbridge
Suffolk
IP13 7JP

Expiry date 17 May 2021
Application type Full Application
Applicant By George Homes Ltd

Parish Kettleburgh
Proposal Construction of 16no. new dwellings including 5no. affordable homes, with new shared vehicular access, driveways, cartlodes and garages.
Case Officer Natalie Webb
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1. Summary

- 1.1. This application seeks full planning permission for the construction of 16 dwellings, (including five affordable homes) a new shared vehicular access, driveways, cart lodges and garages on land north of The Street, Kettleburgh, IP13 7JP.
- 1.2. The site is approximately 0.75ha of agricultural paddock land, located at the centre of the parish of Kettleburgh. There is an existing access from The Street, which is located in the south-eastern corner. Public Right of Way 19 runs north to south along the western boundary. The site lies within the settlement boundary of Kettleburgh and is not within any designated areas. There are no listed buildings within the immediate vicinity of the site which are impacted by the proposal.
- 1.3. The site is located within the Suffolk Coastal Local Plan Policy SCLP12.53 for the development of approximately 16 dwellings.

- 1.4. The proposed development is supported by officers as a sustainable form of development in accordance with the Development Plan, along with the updated NPPF. The development is fully within the confines of allocation SCLP12.53 and the development as proposed has met the criteria noted within that policy and other specific policies within the Local Plan. Through the course of the application, considerable attention has been given to surface water drainage and highways safety leading to various amendments in order to satisfy the Lead Local Flood Authority and Highway Authority.

Reason for Committee:

- 1.5. The application is presented to the Planning Committee as the Parish Council have raised objections to the proposal, their full comments can be seen in the consultation section of this report and have been revised following revisions of the scheme. The Head of Planning and Coastal Management has requested that the decision is to be made by members at the respective planning committee as the proposal is a major housing development on an allocated site and thus warrants consideration by the Planning Committee, due to its scale, allocated status and the level of public interest in the proposal.

Recommendation:

- 1.6. The application is recommended for AUTHORITY TO APPROVE subject to the signing of a section 106 legal agreement to secure necessary planning obligations; along with the required planning conditions summarised in the recommendation section of the report.

2. Site Description

- 2.1. The site is approximately 0.75ha of agricultural paddock land, located at the centre of the parish of Kettleburgh. The site is square in shape and lies between existing residential development to the east and west. To the north and south are predominately agricultural fields, although the site does not extend beyond the existing building line. The site is bounded by varying degrees of tree, hedge and scrub vegetation on all sides. The Kettleburgh village sign is also located along the southern boundary, adjacent to the highway.
- 2.2. The land levels within the site are higher than the highway (inclining to the north). Similarly, the land levels on the southern side of The Street also decline towards the highway. The site is located within the 'Rolling Estate Claylands', in the Suffolk Landscape Character Assessment. The site is also noted to be within a 'River Valley Landscape' within the Suffolk Coastal Landscape Character Assessment and Settlement Sensitivity Assessment.
- 2.3. The site is not located within an Area of Outstanding Natural Beauty and is not within any designated areas. There are no listed buildings within the immediate vicinity of the site which are impacted by the proposal, the nearest being 'Stone Cottage' (Grade II Listed) further to the north east of the site and 'Pear Tree Cottage,' 'Little Manor' and 'Forge House (Grade II Listed) which are located on the junction of The Street with Low Street to the west.

- 2.4. There is an existing access from The Street, which is located in the south-eastern corner, although this will not be utilised as part of the proposed development. Public Right of Way 19 runs north to south along the western boundary, although there is not direct access to the footpath from the site.
- 2.5. Some public transport exists within the village with buses connecting Kettleburgh to Framlingham, Otley College and Ipswich. There is currently no footway in this part of the village, which connects the site to the rest of the village, including The Chequers Inn Public House to the south or the formal bus stop located adjacent to Church Road to the north of the site.
- 2.6. The site lies within the settlement boundary of Kettleburgh which is identified as a 'small village' within the Suffolk Coastal Local Plans settlement hierarchy Policy SCLP3.2.
- 2.7. The site is located within the Suffolk Coastal Local Plan Policy SCLP12.53 for the development of approximately 16 dwellings.

3. Proposal

- 3.1. The proposals seeks full planning permission for the construction of 16 dwellings, (including five affordable homes) a new shared vehicular access, driveways, cart lodges and garages.
- 3.2. The development will include a range of single-storey and two-storey dwellings, in a mix of flats, terraced, semi-detached and detached properties.
- 3.3. The size of the properties range from 1-4 bedrooms. Five of the dwellings will be affordable dwellings, which are noted as plots 1 – 5 on the proposed layout. The materials proposed include a mix of red concrete roman pantiles, natural slate, buff and soft red brickwork, Hardie plank horizontal boarding (colour to be confirmed).
- 3.4. All properties will have off street parking and the majority of properties have an attached or detached garage or car port. Visitor parking has been included within the provisions where local car parking standards have been met.
- 3.5. A new access is proposed onto The Street towards the south-western corner. A flush pedestrian access is proposed around the access, adjacent to the highway and adjoins the public right of way to the southwest. The footway also continues within the site, behind the hedgerow adjacent to the highway and reconnects to the highway in the southeast corner. The existing hedgerow on the southern boundary will in part need to be cut back and replanted further within the site to provide safe visibility splays. The Kettleburgh Village Sign is also to be repositioned more centrally within the site.
- 3.6. Revised plans and documents have been submitted throughout the consideration of the application to overcome concerns raised by officers and consultees. The most notable change is the reduction from 17 dwellings as initially proposed, to 16 (through the loss of the original plot 14 in the north-eastern corner). Other changes include:

- Plots 10 and 11 from the south-eastern frontage have been relocated to where plots 1-3 were on the western entrance of the access. This was to provide smaller terraced properties adjacent to the existing terraced dwellings, overcome the highways concerns of the second access which would have served plot 11 (now plot 5) and to reduce frontage parking alongside the entrance of the access.
- Following the above new plots 1 and 2 parking have been relocated to the northwest set behind the repositioned plots 10 and 11. Parking is predominately set to the north or side of the houses to remove the parking dominant frontage on the approach into the site.
- Plots 15 and 16 have been amended following the removal of plot 14. Reducing the garages on the frontages and setting them beside the dwellings at cart lodges, so that the dwellings have more of an active frontage and aren't dominated by a large double garage.
- The garages on plots 6-9 have been paired up rather than being built separately, so there is now what appears as two double garages rather than four singles.

3.7. Subsequent plans have also been received to overcome outstanding concerns and where applicable the revised plans and documents are referred to under the relevant headings of the officers report and within the consultee responses below.

4. Third Party Representations

4.1. A total of 38 representations were received during the consideration of the application and through various consultations, 36 of which object to the application on the following grounds:

Design or Layout:

- Overdevelopment of the site, a smaller number of dwellings would be more appropriate.
- Kettleburgh has a mix of varied age and characters of properties. An estate in the same style in that location would be out of character with the existing village and destroy the spread-out appearance.
- Inappropriately dense level of development for the village.
- The development would destroy the open aspect of the village.
- The layout does not follow the surrounding character of development or wider landscape character.
- The height and size of the development is inappropriate and the rise to the land will make it overbearing and it will look out of proportion to the rest of the village.
- The site should be levelled to reduce impact – dominance/overbearing.

Highways or Transport:

- The houses will increase the traffic on an already busy village main street used as a thoroughfare by plenty of non-resident school and business traffic.

- With little public transport, no shops, and few places of employment in the village, the development would bring a significant increase in the amount of traffic on the local roads.
- Insufficient alternative transport methods serving the site.
- These roads were not designed for the amount of traffic that currently travels on them; let alone more.
- Speed limits within the village do not extend to all residences in the parish, and fast traffic outside the restricted area is already a problem.
- Insufficient visibility from site due to changing land levels and parked cars on the highway adjacent to the site.
- Insufficient parking for the proposed dwellings and visitors of the site.

Flood Risk or Drainage:

- The lay of the land has the potential to cause substantial flooding and alter water course both lower in the Street and from the large ditch to the northeast and the ponds in the higher fields.
- The proposed drainage system doesn't appear to be sufficient for the site.
- There are existing problems with surface water run off from the site and flooding on the highway in this location.
- This development is within 20m of a watercourse, is within an area at risk of flooding, will increase the risk of flooding, does not have a 'Sustainable Drainage Plan' and will cause more sewage spills into the Deben.

Residential Amenity:

- The site occupies a rising topography. The field adjacent to the Street being circa 1.5m higher than road height. The site rises by a further 1-1.5m to the extent of the northern boundary. The development has potential to impact daylight, sunlight and privacy.
- Noise disruption from the construction.

Other Matters:

- This many houses will inevitably create more light pollution, either through owners wishing to light their own property or just through internal lighting spilling out.
- Impact to wildlife and loss of habitat.
- Not enough capacity of the foul waste sewage system to adequately cope with the extra load arising from the development.
- Lack of services and facilities within the parish to serve the development.
- Inaccuracies with submitted information, including the proximity to water courses and whether the site is at risk from flooding.
- Green space should be provided for children.
- Village sign should be retained in current position.
- Land stability in the north east may require some form of reinforcement.

- 4.2. Whilst the above points were predominately raised on the initial consultation, a number of further representations received through re-consultations noted that the revised plans/information has not overcome the above reasons for objection.
- 4.3. In addition, one representation of support was received; no reasons were provided for the support. The above is a summary of responses received; full representations can be viewed on the Council's public access page.

5. Consultees

Parish/Town Council

FIRST CONSULTATION

Consultee	Date consulted	Date reply received
Kettleburgh Parish Council	2 March 2021	29 March 2021

Summary of comments:

The Council is aware that there is a presumption of development on this site under Local Policy SCLP 12.53, but on behalf of the village residents is determined to ensure that development is properly provided for in terms of infrastructure facilities, is safe, and is in accordance with the size, location and character of the village. Further to this last point, this Council continues to dispute Kettleburgh's designation in the settlement hierarchy as 'Small Village', having in 2018 made a compelling case to be designated as 'Countryside'.

Council Objects Strongly to the above planning application in its current form, which if approved would result in an inappropriate, dominating development sloping above a countryside village.

The time for consideration needs to be extended because:

- the applicant did not properly take advantage of the Pre-planning advisory process leading to an ill-considered application; and
- there has been no community engagement - local residents had not been notified by letter or posted notices up to the 26th.

Quality of Application

It is common that schemes that require detailed integration into the wider landscape are developed in consultation with a Chartered Member of the Landscape Institute (CMLI). We believe that the applicant has an obligation to engage with a CMLI at stage 2 RIBA for this scale of development. Had they appointed a qualified consultant for this application, they would have identified the multiple conflicts associated with the current site plan, the lack of detail provided in the submission, incorrect flood risk determination and risk of landslip.

Assuming that a CMLI is engaged for revision to the application, we would expect to see as a minimum, a coordinated site plan that resolves the complex site engineering including drainage levels and retaining walls, traffic, parking and fire access, ecology, PROW, and SuDS. It would also provide, through properly prepared plans, site sections and visuals, an accurate three dimensional design of the site, particularly its massing in relation to the topography.

This would support an accurate assessment of the impact of the ridge line elevation through the village to ensure the preservation of the quality and character of the village as required by Local

Plan policy SCLP 12.53, particularly important if the Planning Department is intending to forego for this development its requirements to date on rooflines in The Street.

Council requests that any future proposals for this site or resubmission of this application in any form be accompanied by a detailed Landscape Statement undertaken by a CMLI integrated with the assessments required by other stakeholders such as the Suffolk Wildlife Trust.

Comments

Council makes the following comments based on material planning considerations following consultation with village residents:

1. Loss of visual amenity. Layout and density of building. The proposal does not comply with SCLP 5.2 "Housing Development in Small Villages", which states "such development will be permitted within defined Settlement Boundaries where it is a small group of dwellings of a scale appropriate to the size, location and character of the village". There seems little purpose in SP15 defining the Deben valley as a particularly significant landscape with villages of distinctive historical and architectural value if permission is then to be given for a modern mini-estate sloping above such a village.

The fundamental design does not comply with conditions set out in the Planning Inspector's Report (PIR) further to Suffolk Coastal Local Plan M88 a) "Development will be expected to comply with the following criteria: a) Provision of terraced and semi-detached homes fronting The Street to follow the line of existing buildings;....d) Design, layout and landscaping to respond to the site's location in the river valley;".

The Plans do not comply with SCLP 12.53. The application is for 17 dwellings whereas SCLP 12.53 envisages up to 16. It also exceeds the commonly expected housing density of 21 dwellings per hectare, despite having extended its scope to using the whole field. The proposed dwellings represent an increase of 15% of dwellings in the whole parish. As a result the design is cramped and envisages unworkable internal and external vehicular access and drainage/sewerage provision.

The plans do not comply with SCLP 5.7 Infill and Garden Development, which requires that: "1) Scale, design and materials would not result in harm to the street, the scene or character of the area; and 2) The Proposal is well related in scale and design to adjacent properties, including the design of curtilage areas, parking and access and incorporates landscaping where appropriate to mitigate any potential impacts or to enhance the appearance of the site." This is a significant failing that alone warrants a full review of the design, housing density and style of housing mix.

In any case, although from the plans it might seem that the scheme meets the definition of infill, on the ground it does not. The houses to either side are set in the traditional manner of Suffolk valley bottom ribbon-development in a single row with only some buildings set back behind further from the road.

Further to the PIR, although we cannot yet retrieve evidence, we believe that planning conditions constraining building heights to the existing roofline have been imposed on previous developments along The Street. Precedent therefore seems to exist to restrict building heights in order to preserve the existing roofline and character of the Village.

The new development is a congested 'mini new estate' that would dominate the village appearance with a set of modern 'box' homes inconsistent with the existing character of The Street. The view from the SE would be largely of rear elevations, sheds, waste bins and fences.

Council recommends that planners physically view from the approach road from Hacheston the Hopkins development in Easton, built despite all local opposition. It is compelling evidence that modern houses on a new-estate type plan should not be built on rises in the Suffolk rolling clay lands.

Council suggests the present proposal be amended to reduce density on a plan involving a row of houses fronting The Street with parking to their rear, with perhaps a lesser number set behind but still facing The Street, as is often the case in villages. The attenuation basin could perhaps be avoided by a better long-term approach to drainage in partnership with the relevant authorities.

2. Drainage and Water Systems. The application currently fails to take account of significant drainage and sewerage issues, some of which are well documented. For example PIR MM88 (g and (i. Existing facilities are operating 'on the edge' – Anglian Water has already been sanctioned by the Environment Agency. The application looks solely at drainage of the development site, not the collateral impacts from its construction.

The applicant answers NO to 3 key questions to which the answers are YES:

a. "Is your proposal within 20m of a watercourse?" YES. The whole SE boundary of the site parallels a long established watercourse recognised as such by the Environment Agency at an average of 16m distance (measured).

b. "Is the site within an area at risk from flooding?" YES. While the site itself may not be at risk, properties 'downstream' are. The above-referenced report states "All flooded properties are shown to be at surface water flood risk for the 1 in 30 (3.33%) rainfall event on Environment Agency Risk of Flooding from Surface Water Mapping". Such events are increasingly common and expected to become even more so, which can be expected to place the area into a higher category.

c. "Will the proposal increase flood risk elsewhere?" YES. Water quantity and flow off the proposed hard surfacing at a steep angle will be fast and substantial. As evidenced by the applicant's report by G H Bullard, the land fails the infiltration test and the proposed mitigation using a Sustainable Drainage System (SuDS) has not satisfied SCC (Flooding), which has already submitted a holding objection. Council believes current design envisaging SuDS/attenuation pond and using existing culvert and piping is evidently inadequate.

The main sewage drain is a 100mm pipe that runs down The Street and is managed by Anglian Water (AW). Many of the homes in Kettleburgh as a whole discharge rainwater into this drain as a result of legacy rainwater drainage systems that would not meet current standards. Heavy persistent rain (particularly from flooded gardens into open gullies) causes the sewage drain and the associated pumping station (at the junction of The Street and Low Road) to be overwhelmed. This results in surface effluent from manholes on the road at that junction, fouling of licensed premises serving food and backing-up of toilets in affected dwellings.

The AW Pre-Planning Report dated 19 May 2020 states "The foul drainage from this development is in the catchment of Framlingham Water Recycling Centre, which currently does not have capacity to treat the flows from your development site." On current plans, overflow water from the development 'SuDS' system would not be manageable. It would be better if excess water that

cannot be contained on site was at least sent separately from the development to the back-up watercourse (the river Deben) but better still if the developer with Anglian Water and Highways took the opportunity to upgrade the current facilities as a whole.

In 2019, for the second time in recent years, 6 properties in The Street Kettleburgh suffered internal flooding. One family at Corner House on the junction with Low Road had to leave their home for 6 months for repairs to be effected. This event was severe enough to require a Flood and Water Management Act 2010 Report. This Council formed a working group and engaged with SCC. Their Report Nos FW2019-1605, 2004 and 2246 refer.

There must be clarity about the adequacy of the proposed system, which Council believes is not truly a SuDS system, about how and by whom it will be managed and paid for, and how that will be sustained into the long-term, such as by permanent covenants on the dwellings.

If there are no upgrades, significant questions of legal liability will arise in the event of flooding events.

3. Road Access, Parking and Safety. The photographs of the view W and E along The Street provided by the applicant are misleading in the way that they extend the perspective. Refer to the photographs provided by SCC Highways for a true to life view. Travelling NE, from the T-junction with Low Road, it is a gentle left curve that sharpens just past the site such that it is not possible to see oncoming traffic until the last moment. This is made worse as cars are parked on the road outside the existing homes as they have no other parking space. This issue would be exacerbated by parking necessarily generated by the development.

The applicant has not made provision for safety splays at egress points and how they may be constructed given the constraints of the land. To provide enough visibility, a lot of hedgerow would need to be lost.

Their statement regarding parking is also misleading, with an apparent expectation that most of the houses fronting The Street will park on the roadside. Beyond that, single spaces are an unrealistic allocation for modern living where there are often two cars. Then there is little or no capacity on the site for visitors' vehicles which are presumably also expected to park on The Street, where there is no capacity for it.

The intended egress from Plot 11, directly onto a blind corner will be unacceptably dangerous. Council requests that the plans must as a minimum be altered to remove the two houses on that corner of the development, which will provide scope for more parking on site and a less dense development. Significant traffic calming will need to be introduced to afford safety to pedestrians and road users.

The application does not meaningfully address how pedestrians would safely access this development, the more important as this type of development would be expected to generate an increase in the number of younger families with children.

The Street is a country lane, unchanged for decades, that, along most of its length and in particular along the SE edge of the site, has no footpath. This may have been acceptable in historic times but a modern development must consider the need for footways, including accessing the amenities cited in the application. If the hedge were removed, a path could be laid on the development side of the current hedge, but at the cost of wildlife habitat and

what point a discontinuous section of path?

4. Overlooking, loss of privacy and fear of crime. The applicant's assertion regarding absence of overlooking is misleading. The elevated position of the dwellings to the SW of the site will mean a significant loss of privacy to 'Fieldings', the adjacent dwelling. Please refer to the photographs provided by the occupant in his submission, which definitively show unacceptable overlooking even from the development's ground level. Second storey rear windows would provide a complete view of the existing occupant's garden, bedrooms and living room.

Should any of the bungalows be transformed into two storey dwellings, or dormer extensions, etc. be permitted, there would be a similar impact on the existing properties to the NE. There would therefore need to be restrictive covenants on the single storey properties in that area of the development.

The occupant of 'Fieldings' has also raised important safety issues regarding the applicant's failure to demonstrate how modified use of the Public Footpath between his property and the development site will be managed for safety and crime prevention. This issue must be addressed before planning consent is given.

5. Noise, Light Pollution and Ecology. Local Policy DM23 on Residential Amenity defines light spillage as pollution and makes clear that new noise can cause an unacceptable loss of amenity to existing residents. Light at night would also have an adverse effect on many of the wildlife species noted by residents.

The residents of 'Red Roofs' and 'Fieldings' have raised important evidence based information about the wildlife using the site beyond the submission of the Suffolk Wildlife Trust. Council requests that Planning reviews this carefully as colonies of great crested newts and slow worms in particular are important and the developer must not be allowed to skimp on replacement/improved hedge, tree and sand habitat.

The Street, Kettleburgh is consistently quiet currently, and situated in a night-time dark valley. A development of this size is already contrary to the aims of SCLP 10.3, but if approved nonetheless, a planning condition must be set that there be no street lighting or other bright light spillage at night.

6. Community Facilities. Although the development meets the policy aims of affordable housing – which is welcomed – please note well that the presumption of "local housing needs" is not always appropriate. When a local shared ownership home was recently made available, there were no local applicants after exhaustive search. The home was allocated to a family from Ipswich.

Kettleburgh has few amenities for young people other than an infrequent bus service, a small play area at the Village Green and a Village Hall. The local schools at Easton and Framlingham at all age levels are at maximum capacity. There is no local pre-school facility.

7. Topography. The area to the NE of the site, to the rear of 'Red Roofs', is a former sand quarry with several areas of historic excavation as shown by the Groundsure Site Report provided by the developer, which shows a development as only possibly feasible. The full extent now hidden by vegetation is shown by the historic OS Mapping.

The ex-sand quarry face directly beyond the development's NE boundary is particularly steep. Given the creation of substantial foundations and hard surfacing the development will significantly change the flow of surface and sub-surface water during and after heavy rain events. There is already evidence that increased water flows are making the sandbanks unstable. We understand anecdotally that the developer is considering piling and retaining walls, but this is expensive work.

Sand in the soil structure will come to the surface, get into filters and pumps and cause blockages, so it also poses significant problems for drainage.

All this will need to be taken into account in the revised design. The presence of sand and steep slopes drives the need for a full survey and potentially an indemnity for the property owners impacted before the application is permitted.

Conclusions

Council has described how the proposals could be modified to be less ambitious and dominating, safer, and in line with current housing on The Street. If SCC is minded to permit the application, despite the serious concerns raised by this Council, and the Water and Highways Authorities, it asks

that consideration be given to the following planning conditions:

1. Inclusion of a footpath along the front of the site, inside the hedge-line, and better staging of the Village Sign, to integrate with wider safety improvements to The Street.
2. Permanent traffic calming measures be established before work on the site commences to provide pedestrians and road-users protection before, during and after construction.
3. Forbidding egress directly onto The Street from the NE corner.
4. If and when a suitable drainage system is approved, that the responsibility and accountability for its long-term maintenance and performance is clearly established.
5. Covenants on building modifications in the NE sector.
6. Provision of a detailed Landscape Statement/coordinated site plan that resolves the complex site engineering, undertaken by a CMLI, and integrated with the assessments required by other stakeholders such as the Suffolk Wildlife Trust.
7. That there may be no street lighting or other bright light leakage at night.
8. The need for a full ground survey and potentially an indemnity for the property owners potentially impacted by ground-slip.
9. Applicant must demonstrate satisfactorily how modified use of the Public Footpath between his development site and the existing property will be managed for safety and crime prevention.

Statutory consultees

Consultee	Date consulted	Date reply received
SCC Fire And Rescue Service	2 March 2021	5 March 2021

Summary of comments:

Fire hydrants are required for this development. Additional advice has also been provided in respect of access to water supply, access and firefighting facilities.

Consultee	Date consulted	Date reply received
SCC County Archaeological Unit	3 March 2021	4 March 2021

Summary of comments:

This site lies in an area of archaeological potential recorded on the County Historic Environment Record. As such conditions are recommended for a written scheme of investigation and post investigation evaluation to establish any archaeological potential.

Consultee	Date consulted	Date reply received
Environment Agency - Drainage	2 March 2021	No response

Summary of comments:

No response received.

Consultee	Date consulted	Date reply received
SCC Flooding Authority	2 March 2021	22 March 2021

Summary of comments:

The following submitted documents have been reviewed and we recommend a holding objection at this time:

- GHBullard & Associates LLP, Flood Risk Assessment and Drainage Strategy, 104/2020/FRADS, February 2021

The reason why we are recommending a holding objection is because further information regarding surface water management is required.

The points below detail the action required in order to overcome our current objection:-

- The proposal is served by closed, below-ground attenuation tanks and pipes and does not comply with policy SCLP9.6 of the Final Draft Suffolk Coastal Local Plan which gives preference to above ground SuDS. Therefore, the strategy should be revised to provide open, above ground SuDS.
- Anglian Water should be contacted at earliest convenience to discuss maintenance and adoption of the proposed surface water drainage system. The system should be designed to manage both highway and roof runoff to ensure eligibility.
- The proposed vortex flow control consists of a 52mm orifice. Details of the proposed granular filtering medium should be submitted for review, given the potential for debris congregation. This should be in the form of a cross-section. γ. Groundwater monitoring should be conducted to attain peak seasonal groundwater levels, particularly given that the development is within an area of Medium groundwater vulnerability. This information

is required to support a full application, as per Appendix A of the Suffolk Flood Risk Management Strategy.

- There are concerns regarding the level of cover associated with pipe number S1.007, given its location within the vehicular access and the shallow depth of the basin (0.4m). √. FSR rainfall methodology has been used within the submitted MicroDrainage calculations. A means test should be undertaken, whereby both FSR and FEH methodology is used and the worst-case used for design purposes.
- The outfall from the development is proposed within the 'existing ditch' on the South-Western border of the site. Surface water is then conveyed South, through a culvert and into the existing watercourse on the South side of The Street. Suffolk County Council Lead Local Flood Authority require assurance that there is a suitable connection in place. Photographs should be submitted to provide evidence that there is suitable connection between the existing ditch and watercourse.

Consultee	Date consulted	Date reply received
SCC Highways Department	2 March 2021	25 March 2021

Summary of comments:

SCC as LHA recommends a holding objection until such time as it has been demonstrated that safe and suitable access is achievable for all users.

The current access junction to all plots (excepting Plot 11) does not yet appear to have been suitably designed to meet current standards in terms of safety and convenience of access. Visibility splays have not yet been shown for the access to Plot 11.

Driveways to individual plots and parking spaces should be at right angles to the edge of carriageway. Some relaxation to allow a degree of deviation in the angle of approach can be acceptable but if the deviation is too great then drivers would have to look excessively over their shoulders or suffer approach vehicles and pedestrians in their blind spots. The driveways/parking space accesses to Plots 1 to 6 all seem to be affected by angled approaches, with Plots 5 and 6 definitely unacceptable in terms of the acuteness of angle.

The 2019 Suffolk Guidance for Parking (SGP2019) states: Particular care must be taken whatever the layout to ensure vehicles do not overhang and cause an obstruction or danger to those using roads, cycleways and footways. The parking spaces to Plots 1 to 4, and Plots 7 to 9, have gaps between their marked spaces, and the edge of access road, which will not accommodate an additional parked vehicle without overhang. Such gaps are therefore not acceptable for safety reasons.

The application form states that there are 34 spaces for this 17-dwelling development. Using the SGP2019 requirements, forty spaces are required, thirty-five for residents and five for visitors. The SGP2019 also states: Generally unallocated visitor parking should be provided, where possible, in a

clearly separate group to avoid the potential for residents 'adopting' spaces near to their properties.

The design of the main access junction should include the standard features that would help enable a suitably safe transition from a classified road into a shared surface access road. The visibility currently runs behind the village sign.

To achieve the unobstructed 600mm above carriageway level vertical visibility envelope, it appears that the ground level at the base of Village Sign would need to be reduced by about 300mm - even before taking into account height of any vegetation that may grow (note: the width of the sign post is such that it would not be deemed to be an obstruction if located within the visibility splay.

The outfall from the attenuation basin is shown on the drawings as discharging to a ditch on the western boundary and then on through a culvert under The Street. From a site visit, the situation on the ground appears to be that no outfall pipe is visible at the southern end of the western boundary ditch. There is a highway gully located on the north side of The Street, close to the line of the ditch, and this gully has a pipe outfall to ditch to the south side of The Street. The black ribbed plastic gully outfall pipe is visible in this photo view of the ditch running south of The Street.

It has not yet been demonstrated whether the black ribbed pipe serves only the gully or is connected to the ditch. If the pipe currently serves only the gully then Highway Authority permission is likely to be required if the development's surface water discharge were proposed to drain through it, or, as alternative, a new private culvert under The Street may be required.

The applicant has not yet demonstrated that any walking route improvements, proportionate to a seventeen dwelling development at this location, have been investigated, identified or pursued, as required by National and Local Planning Policy and Guidance;

- NPPF 102(d) Transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.
- NPPF 108(a) In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.

The submitted plans and statements have not yet demonstrated the safe and suitable walking routes the residents and their visitors would be expected to take to access local services and amenities on foot.

In summary, SCC as LHA recommends a holding objection until such time as it has been demonstrated that safe and suitable access is achievable for all users. The development's design, including horizontal and vertical geometry of roads and paths and number and layout of parking spaces, needs to further progressed and amended before SCC as LHA could recommend approval of a FULL permission. The necessary highways related conditions can be recommended at that time.

Non statutory consultees

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	2 March 2021	3 March 2021

Summary of comments:

We have reviewed the application details and have no objections to the proposed development. Given the scale of the development we consider it appropriate to recommend a construction management plan in order to protect neighbours during the construction phase from environmental impacts. We have reviewed the land contamination Tier 1 report and we also conclude that the proposed development site and future users are at low risk from any contaminants present from previous uses.

Consultee	Date consulted	Date reply received
SCC Rights Of Way	3 March 2021	8 March 2021

Summary of comments:

The proposed site does not contain any public rights of way (PROW), however Footpath 19 Kettleburgh runs adjacent to the western boundary of the proposed site. We accept this proposal, however the Applicant should note that any plans for the western boundary of the site must not result in FP19 becoming a narrow corridor. Therefore any hedges adjacent to FP19 must be planted a minimum of 1 metre from the edge of the path in order to allow for annual growth and cutting, and should not be allowed to obstruct the footpath.

Consultee	Date consulted	Date reply received
East Suffolk Design And Conservation	3 March 2021	10 March 2021

Summary of comments:

Internal consultee – comments received and incorporated into the officers report.

Consultee	Date consulted	Date reply received
SCC Section 106 Officer	16 July 2021	11 March 2021

Summary of comments:

Summary of CIL and S106 contributions required from the development.

Consultee	Date consulted	Date reply received
East Suffolk CIL	2 March 2021	12 March 2021
<p>Summary of comments: This application seeks to create new residential dwellings and if approved, will be liable for CIL for the whole of the permitted Gross Internal Area (GIA), chargeable at the High Zone rate.</p>		

Consultee	Date consulted	Date reply received
East Suffolk Landscape Team	3 March 2021	22 March 2021
<p>Summary of comments: Internal consultee – comments received and incorporated into the officers report.</p>		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	2 March 2021	22 March 2021
<p>Summary of comments: We have read the ecological survey report (Liz Lord Ecology, December 2021) and we 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. Further comments included within the officers report.</p>		

Consultee	Date consulted	Date reply received
East Suffolk Drainage Board	16 July 2021	26 March 2021
<p>Summary of comments: The applicant intends to discharge surface water to a watercourse within the watershed catchment of the Board's IDD. We request that this discharge is facilitated in line with the Non-Statutory technical standards for sustainable drainage systems (SuDS), specifically S2 and S4. Resultantly we recommend that the discharge from this site is attenuated to the Greenfield Runoff Rates wherever possible.</p> <p>The reason for our recommendation is to promote sustainable development within the Board's Watershed Catchment therefore ensuring that flood risk is not increased within the Internal Drainage District (required as per paragraph 163 of the National Planning Policy Framework).</p>		

Consultee	Date consulted	Date reply received
Ward Member Cllr Maurice Cook	N/A	29 March 2021
<p>Summary of comments: Objects to the planning application on the following grounds:</p>		

- Dominating/Overbearing
- Drainage
- Flooding
- Over Shadowing
- Parking
- Traffic or Highways

Whilst I appreciate that this plot is included in the local plan for development, there are a number of elements in this application which need to be addressed. The Ridge Height is some meters above the sight line of the rest of the village and is overbearing. The entrance and exit from the site on to The Street does not, at present, provide sufficient safety. The local drainage needs to be significantly upgraded as it is nowhere near sufficient to deal with the additional load of this development. I believe these matters should be brought to the attention of the Planning Committee for discussion when specific details of these concerns can be provided.

Consultee	Date consulted	Date reply received
East Suffolk Housing Development Team	2 March 2021	1 April 2021

Summary of comments:

The application is for a net total of 17 and would attract the 33% policy as per the Suffolk Coastal Local Plan. This equates to 6 homes (5.62 rounded up) The scheme proposed 5 homes on site. This does not meet policy.

40% of all dwellings should meet the building regulations M4(2) wheelchair accessible standards, both for market and affordable homes. The Council's requirements are provided below based on SHMAA evidence and local housing need from the Council's Housing Register.

All homes must be in small clusters of no more than 12 homes and not contiguous, well-integrated and indistinguishable within the scheme. Dwellings should meet the following size standards; 1 bed, 2 persons; 2 bed, 4 persons; 3 bed, 5 persons; and 4 bed, 6 persons.

The mix of homes is 2x1 bed flats and 2x3 bed houses. This mix is acceptable. 2x2 bed houses could be delivered as shared ownership. A further home is required to meet policy.

Consultee	Date consulted	Date reply received
East Suffolk Ecology	2 March 2021	No response

Summary of comments:

No response received

Consultee	Date consulted	Date reply received
Suffolk Police Designing Out Crime Officer	3 March 2021	No response
Summary of comments: No response received		

RECONSULTATION – July 2021

Consultee	Date consulted	Date reply received
East Suffolk CIL	19 July 2021	No response
Summary of comments: No response received.		

Consultee	Date consulted	Date reply received
Environment Agency - Drainage	19 July 2021	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
East Suffolk Ecology	19 July 2021	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
SCC Fire And Rescue Service	19 July 2021	No response
Summary of comments: No response received		

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

Consultee	Date consulted	Date reply received
Suffolk Police Designing Out Crime Officer	19 July 2021	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
Suffolk Wildlife Trust	19 July 2021	No response
Summary of comments: No response received		

Consultee	Date consulted	Date reply received
East Suffolk Landscape Team	19 July 2021	26 July 2021
Summary of comments: Internal consultee – comments incorporated into officers report.		

Consultee	Date consulted	Date reply received
SCC Flooding Authority	19 July 2021	20 July 2021
Summary of comments: The latest consultation does not present any new information relating to the surface water drainage strategy, therefore, the below response remains SCC LLFA's position.		

Consultee	Date consulted	Date reply received
SCC County Archaeological Unit	19 July 2021	22 July 2021
Summary of comments: No additional comments to those provided on 04 March 2021.		

Consultee	Date consulted	Date reply received
East Suffolk Housing Development Team	19 July 2021	23 July 2021
Summary of comments: The application is for a net total of 16 and would attract the 33% policy as per the Suffolk Coastal Local Plan. This equates to 5 homes which the developer is proposing.		

40% of all dwellings should meet the building regulations M4(2) wheelchair accessible standards, both for market and affordable homes. The Council's requirements are provided below based on SHMAA evidence and local housing need from the Council's Housing Register. Dwellings should meet the following size standards; 1 bed, 2 persons; 2 bed, 4 persons; 3 bed, 5 persons; and 4 bed, 6 persons.

The mix of homes is 2x1 bed flats and 3x2 bed houses. This mix is acceptable. 3x2 bed houses could be delivered as shared ownership and 2x1 bed flats as affordable rent.

Consultee	Date consulted	Date reply received
East Suffolk Environmental Protection	19 July 2021	23 July 2021
Summary of comments: Recommends conditions as outlined in their response on 03 March 2021.		

Consultee	Date consulted	Date reply received
East Suffolk Drainage Board	19 July 2021	30 July 2021
Summary of comments: Comments as 26 March 2021.		

Consultee	Date consulted	Date reply received
SCC Section 106 Officer	19 July 2021	3 August 2021
Summary of comments: Revised schedule of contributions received.		

Consultee	Date consulted	Date reply received
Kettleburgh Parish Council	19 July 2021	9 August 2021
Summary of comments: I write for and on behalf of Kettleburgh Parish Council, which cannot overstate its disappointment with this hardly changed application. Council met on 2nd August and agreed to strongly object to this resubmission. As there is no positive new information provided, Council's previous substantive comments and requests for imposition of conditions submitted on 29/03/21 (attached below for information) remain its position. On behalf of village residents it is implacably opposed to the current cheap 'off the peg new estate' design.		

The only points made earlier by the Council addressed by this new consultation are the removal of one dangerously positioned house and a slightly better footway.

The design now features different housing types that will make overlooking of existing properties even worse. It would continue to result in a carbuncle on the face of an ancient country village.

Regarding the absence of adequate drainage provision, both in terms of the onsite provision and abdication of responsibility for collateral flooding damage, the responsible bodies continue to object. Parking, safety, wildlife and landscaping provisions remain unaddressed or inadequate.

Council continues to recognise the presumption of development on the site and remains content to support a less dominating, properly assessed and documented design that would be in keeping with the village scene - as required by planning policies. It expects East Suffolk Council to apply the precedent of earlier planning decisions on roof height, which it expects will mean that new houses will need to be reduced in height and/or cut in to the landscape. Extensive landscaping and planting will be needed to prevent overlooking.

Council questions the value of developing at substantial public expense planning policies aimed at preserving the character of rural villages, only to ignore them and allow development on rising land of the type recently seen at Easton and envisaged again here. East Suffolk Council is therefore requested not to entertain the current design further, and to require a new design in keeping with the existing village. Council requests that, as a minimum, before further documents are submitted for consultation:

- A Chartered Member of the Landscape institute must be engaged and the massing of any development in relation to the topography demonstrated;
- An integrated landscape and site plan including wildlife and arboricultural issues must be presented; and
- The issues of drainage, landslip, crime prevention, parking and overlooking must be properly addressed and solutions documented.

Consultee	Date consulted	Date reply received
SCC Highways Department	19 July 2021	6 October 2021

Summary of comments:

Notice is hereby given that the County Council as Highways Authority recommends that a holding objection/refusal for permission for the following reasons: notwithstanding comments made on the previous application, which some have been addressed in line with SCC as LHA comments.

Further comments that should be considered if the visibility issue is resolved:

- Have the drainage proposals been agreed with the LLFA?
- The attenuation basin needs to be at least 5m from back of adopted highway.
- plot 6 parking is reduced in size, is on a bend/ forward visibility splay line, has no visibility splays indicated.
- there is a half parking space in front of plot 10 and this is contrary to th Suffolk Parking Guidance (SPG) 2019 as encourages over-hang parking, especially close to a junction.
- There is still a lack of visitor parking annotated on the plan. 5 number spaces are required for 17 dwellings.

- The access transition should be designed to have a ramp previous to the block paving to allow for pedestrians to have a flush surface to cross on.
- Where are the bin collection points?
- Where is cycle storage in line with SPG 2019 to encourage sustainable transports modes?
- The interior layout with no forward vis splay on the bend, no maintenance strips shown, tree close to and overhanging carriageway and fencing adjacent to the carriageway would not meet SCC adoptable standards, and as such the road should be signed as a private road.
- Can the footway from the access be extended to the frontage in the south western corner and from the internal link path to the south eastern corner to better link to the village and bus stops? This also ensures that vis splays are provided and kept clear?
- What is this gate linking to? Does this mean that farm machinery and traffic will be using the residential road?

RECONSULTATION – November 2021

Consultee	Date consulted	Date reply received
SCC Flooding Authority	18 November 2021	23 November 2021

Summary of comments:

The following submitted document has been reviewed and we recommend a holding objection at this time:

- GHBullard, Flood Risk Assessment and Drainage Strategy, 104/2020/FRADS, November 2021

A holding objection is necessary because the proposed surface water drainage strategy is likely to increase offsite surface water flood risk and does not comply with national and local policy and guidance. This site has been brought forward, upstream of an area of known surface water flood risk, without discussion with SCC LLFA. It is unknown to what extent discussions have taken place with the LPA. SCC LLFA strongly encourage the applicant and their consultant to proactively engage with the LPA and LLFA.

The holding objection is a temporary position to allow reasonable time for the applicant and the LLFA to discuss what additional information is required in order to overcome the objection(s). This Holding Objection will remain the LLFA's formal position until the local planning authority (LPA) is advised to the contrary. If the LLFA position remains as a Holding Objection at the point the LPA wishes to determine the application, the LPA should treat the Holding Objection as a Formal Objection and recommendation for Refusal to the proposed development. The LPA should provide at least 2 weeks prior notice of the publication of the committee report so that the LLFA can review matters and provide suggested planning conditions, even if the LLFA position is a Formal Objection.

The points below detail the action required in order to overcome our current objection:

1.NPPF para 169 (A) states that SuDS systems should 'take account of advice from the lead local flood authority'. SCC LLFA's advice is that SuDS on this development should be designed to be eligible for adoption by Anglian Water. The existing surface water flood risk downstream means that any lack of maintenance will increase surface water flood risk to residential property.

Therefore, adoption by a statutory undertaker is advised. This is in accordance with Suffolk Flood Risk Management Strategy, Appendix A, page 11 which sets out an adoption hierarchy. East Suffolk Council are advised that if a management company is used, any future enforcement action required against a management company due to lack of maintenance would need to be undertaken by them as a breach of planning

2.The proposed solution for maintaining the existing ordinary watercourse is unacceptable. The proposals would likely see the watercourse cut off with a close board fence. Not only will this make maintenance difficult in terms of access and disruption but it removes any scope for routine monitoring of the watercourse from the site

3.Similarly, the continued reliance on below ground attenuation is not supported by SCC LLFA or Local Plan Policy SCLP9.6. The use of above ground SuDS not only improves biodiversity and amenity benefits, it allows for day to day monitoring of SuDS to check for blockage. A below ground system is not regularly monitored and as such, any blockages are likely to go unnoticed until an issue occurs. In this instance, any issue will increase surface water flood risk to residential property

4.The wide use of small orifices, ranging from 16mm – 40mm diameter is unacceptable. Whilst small orifices can be used in closed systems, the number and size of small orifices on this site increases the likelihood of blockage. This is a direction function of design development not considering surface water drainage requirements and attenuation being designed to fit a fixed layout. This has resulted in the siting of multiple small, below ground attenuation features which could otherwise be combined to accommodate a single feature with a larger orifice. Larger orifices can also be facilitated by increasing the plan area and reducing the depth of attenuated water, but again, this is likely restricted by the pre-determined site layout

5.Appendix H shows multiple proposed rain gardens, but it is unclear what areas these features will serve or how they've been incorporated into the design. One is even located in the middle of a road

6.The swale shown at the front of the site is likely to be too close to property foundations and is unlikely to achieve required offsets – it is also located directly on a proposed footway

7.It is unclear what function the swales north of the access road serve. Given the steep gradient of the site falling away from the location of the swales, it is unclear how the road would drain into them

8.The section of the basin provided demonstrates there is no designed freeboard (which should be a minimum of 300mm) during the critical 1:100+40% rainfall event

9.It is unclear if the basin is adequately sized to deliver sufficient treatment during 1:1+CC, as per CIRIA SuDS Manual Treatment Design Criteria. Whilst some areas of the site are proposed to drain via swales, it looks as though the main access road will drain by gullies and pipes to the proposed attenuation basin. Therefore, the most trafficked section of road will only receive treatment from the proposed basin, hence this need for assessment.

Consultee	Date consulted	Date reply received
SCC Highways Department	18 November 2021	8 December 2021

Summary of comments:

Notice is hereby given that the County Council as Highway Authority cannot make a comment at this time due to a lack of information to make an informed decision. The Highway Authority would recommend a holding objection.

Notwithstanding comments made on the previous plans, which some have been addressed in line with SCC as LHA comments. Thank you for amending plans subject to our previous comments, however the following are still outstanding:

- The attenuation pond is too close to adopted highway.
- Maintainable visibility splay clear of obstructions to be demonstrated.
- The updated plans show vegetation cut to back of footway and visibility splay, this will mean a lot of maintenance to keep the splays clear of obstruction? The highways act requires a 0.5m clearance to adopted highway land. Does the vegetation clearance also allow for this? Also the village sign still appears to be in the visibility splay.
- Have the drainage proposals been agreed with the LLFA?
- The attenuation basin needs to be at least 5m from back of adopted highway including slopes.
- There is a half parking space in front of plot 10 and this is contrary to the Suffolk Parking Guidance (SPG) 2019 as encourages over-hang parking, especially close to a junction.
- Where is cycle storage in line with SPG 2019 to encourage sustainable transports modes? If garages are to be used for cycle storage, they should be designed to cater for them. Garages should therefore be 3m x 7m or sheds should be provided. However, I can condition this at a later stage.
- The access transition should be designed to have a ramp previous to the block paving to allow for pedestrians to have a flush surface to cross on as per Suffolk design guide page 103.
- Can the footway from the access be extended to the frontage in the south western corner and from the internal link path to the south eastern corner to better link to the village and bus stops? This also ensures that vis splays are provided and kept clear?
- I note that the vis splays are indicated at 56.8m westerly and 50.0m easterly. Have any speed surveys been undertaken to justify MfS?

RECONSULTATION - December 2021

Consultee	Date consulted	Date reply received
SCC Rights Of Way	14 December 2021	17 December 2021

Summary of comments:

We last responded to this application on 8 March 2021 and have the same comments.

Consultee	Date consulted	Date reply received
SCC Highways Department	14 December 2021	23 December 2021

Summary of comments:

Notice is hereby given that the County Council as Highway Authority cannot make a comment at this time due to a lack of information to make an informed decision. The Highway Authority would recommend a holding objection until the information has been submitted:

Thank you for plan PW11111_PL01 rev1 submitted. The attenuation pond/drainage feature is still indicated within 5m of land maintainable by SCC. I have drawn a line parallel to the edge of boundary at approximately 5m. It appears that the top of bank is still within 5m of the highway.

My holding objection still stands.

Consultee	Date consulted	Date reply received
SCC Flooding Authority	14 December 2021	23 December 2021

Summary of comments:

The following submitted document has been reviewed and we recommend a holding objection at this time:

- GHBullard, Flood Risk Assessment and Drainage Strategy, 104/2020/FRADS, November 2021

A holding objection is necessary because the proposed surface water drainage strategy is likely to increase offsite surface water flood risk and does not comply with national and local policy and guidance. This site has been brought forward, upstream of an area of known surface water flood risk, without discussion with SCC LLFA. It is unknown to what extent discussions have taken place with the LPA. SCC LLFA strongly encourage the applicant and their consultant to proactively engage with the LPA and LLFA.

Points to overcome the objection are the same as those provided on the 23 November 2021.

Consultee	Date consulted	Date reply received
SCC Section 106 Officer	N/A	19 January 2021

Summary of comments:

A consultation response was previously submitted by way of letter dated 02 August 2021, which was time-limited to six months. The consultation response is valid for a further period to 01 August 2022, unless the proposed scheme is amended.

FINAL CONSULTATION COMMENTS – March 2022

Consultee	Date consulted	Date reply received
SCC Highways Department	N/A	31 March 2022
<p>Summary of comments:</p> <p>Following receipt of additional information submitted by the applicants on 03 March 2022, Notice is hereby given that the County Council as Highway Authority recommends that any permission which that Planning Authority may give should include the conditions shown below:</p> <p>Access Condition: No other part of the development hereby permitted shall be commenced until the new access has been laid out and completed in all respects in accordance with drawing no. 104/2020/03/P5 Thereafter it shall be retained in its approved form.</p> <p>Reason: To ensure the access is laid out and completed to an acceptable design in the interests of the safety of persons using the access and users of the highway. *This needs to be a pre-commencement condition because access for general construction traffic is not otherwise achievable safely.</p> <p>Visibility Condition: Before the access is first used visibility splays shall be provided as shown on Drawing No. 104/2020/03/P5 and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.</p> <p>Reason: To ensure drivers of vehicles entering the highway have sufficient visibility to manoeuvre safely including giving way to approaching users of the highway without them having to take avoiding action and to ensure drivers of vehicles on the public highway have sufficient warning of a vehicle emerging in order to take avoiding action, if necessary.</p> <p>Visibility Frontage Condition: The [hedge, fence, wall or other means of frontage enclosure] along the highway frontage of the site shall be reduced to 0.6m metres above the level of the adjacent carriageway or set back at least 0.5m from edge of carriageway/footway before occupation of the development. Notwithstanding the provisions of the Town & Country (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) it shall be retained thereafter at or below that height.</p> <p>Reason: In the interests of highway safety by providing and maintaining intervisibility between highway users.</p> <p>Surface Water Condition: Before the development is [commenced occupied] details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway including any system to dispose of the water. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.</p>		

Reason: To prevent hazards caused by flowing water or ice on the highway. *This needs to be a pre-commencement condition to avoid expensive remedial action which adversely impacts on the viability of the development if, given the limitations on areas available, a suitable scheme cannot be retrospectively designed and built. This is a pre-commencement condition because insufficient details have been submitted at planning stage with regard to the access and The Street.

Construction Management Plan Condition: A Demolition and Construction Management Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to work commencing on site. The strategy shall include access and parking arrangements for contractors vehicles and delivery vehicles (locations and times) and a methodology for avoiding soil from the site tracking onto the highway together with a strategy for remedy of this should it occur. The development shall only take place in accordance with the approved strategy.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway and to ensure minimal adverse impact on the public highway during the construction phase. This is a pre-commencement condition because an approved Management Strategy must be in place at the outset of the development.

Consultee	Date consulted	Date reply received
SCC Flooding Authority	N/A	01 April 2022

Summary of comments:

Suffolk County Council, as Lead Local Flood Authority (LLFA), have reviewed application ref DC/21/0757/FUL

We have reviewed the following submitted documents and we recommend approval of this application subject to conditions:

1. GHBullard, Proposed Surface Water Drainage Layout, 104/2020/03/P5, 23/03/2022
2. PeterWellsArchitects, Proposed Site Plan & Location Plan, PW1111_PL01 Rev K, 03/03/2022
3. Microdrainage calculations dated 03/03/2022
4. GHBullard, Impermeable Geotextile Lining Layout, 104/2020/06/P2, 03/03/2022
5. GHBullard, Proposed Surface Water Drainage Construction Details, 104/2020/05/P5, 03/03/2022
6. GHBullard, Surface Water Drainage Impermeable Area Catchments, 104/2020/04/P4, 03/03/2022

It should be noted that SCC as LLFA still have concerns RE the failure to integrate the existing ordinary watercourse into the development's layout. We consider this approach to have the potential to increase downstream surface water flood risk (as highlighted in the FRA) without adequate mitigation through monitoring and maintenance. Access to the watercourse for visual inspection, access to the watercourse for maintenance, identification of those responsible for monitoring and maintenance and restrictions to prevent obstruction of access to the watercourse from the development side are aspects we expect to be considered as part of any maintenance strategy for any future discharge of conditions application.

We propose the following conditions in relation to surface water drainage for this application.

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

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

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

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

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

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

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

4. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the LPA. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP shall include:

Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:-

- i. Temporary drainage systems
- ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
- iii. Measures for managing any on or offsite flood risk associated with construction

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

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

Informatives

- Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991
- Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017
- Any discharge of surface water to a watercourse that drains into an Internal Drainage Board district catchment is subject to payment of a surface water developer contribution

6. Publicity

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

Category	Published	Expiry	Publication
Major Application	4 March 2021	25 March 2021	East Anglian Daily Times

Site notices

General Site Notice

Reason for site notice: Major Application
 In the Vicinity of Public Right of Way
 Date posted: 10 March 2021
 Expiry date: 31 March 2021

7. Planning policy

National Planning Policy Framework 2021

SCLP3.1 - Strategy for Growth (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP3.2 - Settlement Hierarchy (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP3.3 - Settlement Boundaries (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP3.5 - Infrastructure Provision (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP5.2 - Housing Development in Small Villages (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP7.1 - Sustainable Transport (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP7.2 - Parking Proposals and Standards (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP9.2 - Sustainable Construction (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP9.5 - Flood Risk (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP9.6 - Sustainable Drainage Systems (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP10.1 - Biodiversity and Geodiversity (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP10.4 - Landscape Character (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP11.1 - Design Quality (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP11.2 - Residential Amenity (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP11.7 - Archaeology (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

SCLP12.53 - Land North of the Street, Kettleburgh (East Suffolk Council - Suffolk Coastal Local Plan, Adopted September 2020)

Recreational Disturbance Avoidance and Mitigation Strategy Supplementary Planning Document (SPD) adopted May 2021

National Design Guide January 2021

8. Planning Considerations

- 8.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Suffolk Coastal Local Plan (covering the former Suffolk Coastal Area) was adopted on 23 September 2020.
- 8.2. Paragraph 47 of the NPPF states “Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.”
- 8.3. Paragraph 10 of the NPPF reinforces that the heart of the Framework is based on a presumption in favour of sustainable development, with Paragraph 11 further confirming that Plans and decisions should apply a presumption in favour of sustainable development and for decision making this means approving development proposals that accord with an up-to-date development plan without delay; or

Principle of Development

- 8.4. The Local Plan was adopted in September 2020 and sets the Council's development vision for the period up to 2036. Within the plan are a number of allocated sites which will deliver housing growth across the plan area throughout the plan period (2018-2036). Local Plan Policy SCLP3.1 specifically outlines the spatial strategy for growth to be delivered over the plan period, noting the intention to significantly boost the supply of housing, the mix of housing available and the provision of affordable housing, through the delivery of at least 542 new dwellings per annum (at least 9,756 over the period 2018 - 2036).
- 8.5. The land north of The Street, Kettleburgh (approximately 0.75ha) is allocated within Local Plan Policy SCLP12.53 for the development of approximately 16 dwellings.
- 8.6. The principle of residential development on the site is therefore planned for and entirely supported by the Local Plan. This allocation forms part of the delivery of the strategy of the Local Plan as set out in Policy SCLP3.1 as noted above, which aims to ensure the vision for the Local Plan is delivered alongside the requirements of the National Planning Policy Framework.
- 8.7. Policy SCLP12.53 sets out the criteria for the development site as:
- a) Provision of terraced and semi-detached homes fronting The Street to follow the line of existing buildings;
 - b) Provision of affordable housing on site;
 - c) Provision of a contribution towards a new early years setting;
 - d) Design, layout and landscaping to respond to the site's location in the river valley;
 - e) Retention of hedgerows and trees bordering the site, subject to the provision of safe access and egress. Where hedgerow removal is required replanting elsewhere on the site will be required;
 - f) Provision of a survey detailing the likely ecological impact on the biodiversity of the site and surrounding area;
 - g) Evidence is required to demonstrate there is adequate Water Recycling Centre capacity or that capacity can be made available;
 - h) Retention and enhancement of Kettleburgh village sign in order to create a central focal point in the village; and
 - i) Confirmation of adequate capacity in the foul sewerage network or action to upgrade to create the required capacity.

- 8.8. The principle of development is established through the Local Plan site allocation where the material considerations of the policy will be discussed in detail under the relevant headings below.

Design of Development

- 8.9. The site is allocated for development of approximately 16 dwellings. The site is currently in agricultural use and occupies a rising topography (to the North) and therefore the development will need to be carefully designed to ensure that it complements the character of the existing village. Linear development along the frontage, with further development to the rear, would reflect the existing streetscene. The development should also not impact the sensitive landscape.
- 8.10. The site, by default, integrates into the village by virtue of its position and offers the opportunity to be well connected to its village surroundings. The preamble to Policy SCLP12.53 refers to the site's sloping topography and landscape character context and these provide useful parameters. The preamble goes on further by making layout suggestions, including the use of a frontage range of linear form with rear development.
- 8.11. Given that the allocation is for around 16 dwellings, it is apparent that it is envisaged that this site is developed to its full depth to accommodate this quantum of housing. On this basis, the proposed layout pattern can be judged acceptable and is reflective of the more modern development adjacent to the south-west (Lings Field), rather than the linear one-plot depth pattern of the rest of The Street which can be typified as having a more village character.
- 8.12. The existing surrounding buildings are a pleasant mix of the traditional and modern with a varied palette of materials. Street Farm provides an attractive visual focus of mixed buildings and towards the junction of The Street with Low Street. Materials include red brick, painted render, brick-and-render, flint, a very orangey pantile, and some weatherboarding.
- 8.13. The use of pantile as a roofing material unifies most of the dwellings that front The Street and is an important characteristic to note. Building forms are simplified volumes and are all dual-pitched. Nearly all the buildings on The Street are dwellings and these impart a strongly residential character to it.
- 8.14. Houses appear individually, paired and in groups but, importantly with gaps of varying sizes between. Thus, there is no real impression of continuous built frontage on either side of the road. Houses mostly face the road, some are at right angles to it, but very few directly abut it and the setback is a characteristic of nearly all dwellings.
- 8.15. The allocation requires a provision of terraced and semi-detached homes fronting The Street to follow the line of existing buildings. The proposed layout includes two pairs of semi-detached dwellings and a row of three terraced properties along the site frontage. The row of terraced properties lies adjacent to a row of existing terraced dwellings to the southeast of the site (plots 3, 4 and 5). Whilst these dwellings will be larger than the existing row of 'cottage style' terraced properties to the east, they will include some architectural details which can be seen in these properties, such as windows under the eaves, chimneys and solid course detailing (although two of the terraced properties

have painted the brickwork). The properties will be similar in appearance to a row of terraced dwellings further east along The Street (4, 5 and 6 Barrel Cottages). The proposed dwellings will have slate roofing, with buff facing brickwork, painted timber doors and windows (colour to be confirmed). These will all be two bedroom properties. The proposed row of terraced properties will also be set back from the highway and the existing terraced properties. Parking will be to the rear of plot 4 and the west of plot 3.

- 8.16. Centrally within the frontage of the site, will be two pairs of semi-detached dwellings (plots 6-9). Again, these dwellings will be set back from the highway and will have small front gardens. Each dwelling is of an 'L-shape' design and would occupy a similar site area to other pairs of semi-detached dwellings along The Street and Church Road. These dwellings will have red concrete pantiles and soft red facing brickwork, with timber windows and doors (colour to be confirmed). These properties will also have solid course detailing and functioning chimney stacks on the sides of the properties. These properties also have a single cart lodge parking space and bay parking.
- 8.17. To the west of these properties which front the highway is the proposed access to The Street and the attenuation basin.
- 8.18. The design of the frontage dwellings is appropriately traditional in approach, which is considered the right approach for this site, along the front at least, to appear contextual and to fit in with the prevailing traditional character of the streetscene. Whilst there is preference for all dwellings along the streetscene to have a pantiled roof, as this would better relate to the prevailing character of development, plots 3, 4 and 5 and currently indicated to have slate roofs. Details of all material finishes has however been requested by condition and the applicant is encouraged to consider a pantile roof for these plots. Notwithstanding material finishes, it is considered that the proposal meets criterion a of SCLP12.35 as there is a provision of terraced and semi-detached dwellings on the site frontage which broadly follows the building line of the existing dwellings.
- 8.19. The remainder of the dwellings largely form a cul-de-sac from the one access point. Whilst we usually seek outward facing houses along countryside edges; an inversion of the layout shown here, back gardens abutting the countryside is actually a feature of The Street and the layout here is too small to see any other configuration working.
- 8.20. Plots 12 and 13 on the northeast and eastern boundary of the site are proposed to be single-storey dwellings; both have detached cart lodges. Plots 14, 15 and 16 will all be two-storey, detached dwellings located towards the northern boundary and highest point of the site. Whilst these will be marginally higher than the dwellings on the frontage of the site, it will predominately only be part of their roofscapes which are notable, with the remainder of the dwellings screened by the dwellings along the site frontage. An agricultural access is retained in the northwest corner of the site. Plots 14 and 15 have attached single cart lodges, with plot 16 having a detached double cart lodge.
- 8.21. Along the western boundary of the site, above the attenuation basin are plots 10 and 11 are a pair of semi-detached dwellings. These have a frontage onto the internal access, rather than fronting The Street. As noted above, there are examples of dwellings along The Street which are gable on to the highway, which is an acceptable design approach. Plot 11 has an attached cart lodge and plot 10 has a detached cart lodge.

- 8.22. Plots 1 and 2 directly north of Plots 10 and 11 have a similar relationship within the site. These plots appear as a pair of semi-detached dwellings, but contain two flats (one on the ground floor and one on the first floor) both served from separate entrances.
- 8.23. The north-east and south-west edges of the application site correctly have back gardens backing onto back gardens. The north edge of the site is bounded by back gardens and the boundary treatment here will have to be carefully considered to avoid a parade of 2m high close-boarded fences. A condition has also been included for details of boundary treatments to be submitted.
- 8.24. Subject to further details of material finishes and boundary treatments to be submitted by condition, it is broadly considered that the proposal demonstrates a clear understanding of the character of the built, historic and natural environment and has used this understanding to complement local character and distinctiveness within the design and layout of the dwellings; therefore the proposal accords with SCLP11.1.
- 8.25. In addition to the above, criterion h of SCLP12.53 requires the retention of the Kettleburgh Village sign within the site. Whilst the sign has been repositioned to achieve visibility splays, it has been positioned centrally within the sites frontage and provides a central focal point as required by the policy. The proposal therefore meets SCLP12.53 criterion h.

Affordable Housing and Mix

- 8.26. The National Planning Policy Framework requires local planning authorities to identify the size, type and range of housing required.
- 8.27. Local Plan Policy SCLP5.8 requires new development 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).
- 8.28. On proposals of 10 or more non-specialist dwellings at least 50% of the dwellings will need to meet the requirements for accessible and adaptable dwellings under Part M4(2) of the Building Regulations. All specialist dwellings will be expected to meet the requirements for accessible and adaptable dwellings under Part M4(2) of the Building Regulations. The applicant has confirmed that plots 3, 4, 5, 6, 7, 8, 9 and 10 will be constructed to meet Part M4(2) and a condition has been included to ensure the delivery of these units.
- 8.29. Of the proposed market dwellings, there is a mix of 2, 3 and 4 bedroom properties. There will be four 2 bedroom, three 3 bedroom and four 4 bedroom market properties.
- 8.30. In accordance with Policy SCLP5.10, residential development with capacity for ten units or more or sites of 0.5ha or more will be expected to make provision for 1 in 3 units to be affordable dwellings, and to be made available to meet an identified local need, including needs for affordable housing for older people. Of these affordable dwellings, 50% should be for affordable rent / social rent, 25% should be for shared ownership and 25% should be for discounted home ownership.

- 8.31. This equates to five homes on a site of 16 dwelling, which the developer is proposing. The Council’s requirements are provided below based on SHMAA evidence and local housing need from the Council’s Housing Register.

Schedule	Beds/Person	Detached / Semi-d Terrace	Storey Height	Internal Fl. Area sqm [sq ft]	Parking Arrangements
Plot 1	1b/2p	Flat ground floor	1	52.9 [568]	1.5 parking bays
Plot 2	1b/2p	Flat first floor	1	55.6 [598]	1.5 parking bays
Plot 3	2b/4p	House end of terrace	2	74.6 [802]	2 parking bays
Plot 4	2b/4p	House mid-terrace	2	74.6 [802]	2 parking bays
Plot 5	2b/4p	House end of terrace	2	74.6 [802]	2 parking bays
Plot 6	2b	House semi-detached	2	82.8 [890]	1 bay cartlodge
Plot 7	2b	House semi-detached	2	82.8 [890]	1 bay cartlodge
Plot 8	2b	House semi-detached	2	82.8 [890]	1 bay cartlodge
Plot 9	2b	House semi-detached	2	82.8 [890]	1 bay cartlodge
Plot 10	3b	House semi-detached	2	114.2 [1228]	2 parking bays
Plot 11	3b	House semi-detached	2	114.0 [1226]	1 parking bay + 1 bay cartlodge
Plot 12	3b	Detached Bungalow	1	97.4 [1048]	2 parking bays
Plot 13	4b	Detached Bungalow	1	140.6 [1513]	2 bay cartlodge
Plot 14	4b	House detached	2	138.4 [1488]	1 bay garage
Plot 15	4b	House detached	2	138.4 [1488]	1 bay garage
Plot 16	4b	House detached	2	166.4 [1791]	2 bay cartlodge
					5 visitor bays

- 8.32. Plots 1-5 inclusive are proposed to be affordable dwellings.

- 8.33. The mix of homes is 2x1 bed flats and 3x2 bed houses. This mix has been assessed by the Council’s Housing Enabling team and is acceptable. It is suggested that the three 2 bed houses could be delivered as shared ownership and two,1 bed flats as affordable rent. The delivery and mix of affordable dwellings will be secured within the S106 agreement and would thus accord with SCLP5.10 and criterion b of SCLP12.53 which requires affordable housing to be provided on site.

Landscape, Visual Impact and Ecology

- 8.34. Landscape character is the distinct, recognisable and consistent pattern of elements that makes one landscape different from another. Landscape assessment helps to describe the important features and characteristics of different areas of landscape. This helps to make recommendations for future protection, management and planning. An up-to-date Suffolk Coastal Landscape Character Assessment (2018) and Settlement Sensitivity Assessment (2018) are important tools in proposing, shaping and determining proposals for new development, analysing and identifying landscape features and characteristics in particular parts of the plan area. Proposals for development should be informed by and sympathetic to the special qualities and features, strategy objectives and considerations identified in these documents.
- 8.35. The site is located within the ‘Rolling Estate Claylands’, in the Suffolk Landscape Character Assessment. The site is also noted to be within a ‘River Valley Landscape’ within the Suffolk Coastal Landscape Character Assessment and Settlement Sensitivity Assessment.
- 8.36. Local Plan Policy SCLP10.4 states that development will not be permitted where it will have a significant adverse impact on rural river valleys, historic park and gardens, coastal, estuary, heathland and other very sensitive landscapes. As the site is allocated for

development it is broadly accepted that the development of the site would not result in significant adverse impacts to the landscape, subject to design, layout and any restoration or enhancement of the natural landscape.

- 8.37. The site would seem to fit in reasonably well with the existing built layout of the village and follows the generally linear pattern that characterises Kettleburgh, as highlighted in the Suffolk Coastal Landscape Character Assessment. Due to the topography of the site and surroundings, the site is essentially positioned within a 'valley' with limited wider landscape views than those within the immediate vicinity of the site. Given the allocated status of the site, the remaining critical landscape issue will be how the development has an impact on existing site boundary vegetation and specifically hedgerows and trees.
- 8.38. The Council's Landscape Manager has reviewed the proposal and initially raised concern due to the placement of dwellings adjacent to the hedgerows and trees on the boundaries; something which SCLP12.53 criterion e specifically seeks to retain. It was recommended that the applicant undertake a tree and arboricultural impact assessment to ensure that the position of the built structures does not impact any of the existing vegetation; however, this was not submitted with the revisions to the layout, which equally sought to overcome the concerns raised.
- 8.39. The revised plans have largely overcome officer's concerns although there is still some concern that the cart lodge for plot 16 is too close to the boundary and will impact existing trees/hedge. A condition has therefore been included for a method of construction beneath trees/hedge for the cart lodge.
- 8.40. Policy SCLP12.53 notes that the development should retain hedgerows and trees bordering the site, subject to the provision of safe access and egress. Where hedgerow removal is required replanting elsewhere on the site will be required. As previously noted, there will be a requirement to remove some of the hedging along the southern boundary of the site to provide a safe access and egress. The hedgerow is to be repositioned in order to accommodate the visibility splays on the southern boundary however, it does not appear that the removal of sections of the hedgerow for access has been considered. Similarly, a section of hedgerow on the northern boundary appears to also be proposed for removal to create the agricultural field access.
- 8.41. Hedgerows are a UK and Suffolk Priority habitat (under section 41 of the Natural Environment and Rural Communities (NERC) Act (2006)). The National Planning Policy Framework and Local Plan Policy SCLP10.1 seek to ensure that all development maintains and enhances the environment, including protecting Priority habitats and species. Therefore, the proposals should demonstrate replacement planting totalling a greater length than the areas to be lost, in order to deliver biodiversity net gain. The hedgerow planting should consist of a native, species rich mix. The final specification and other tree and landscape planting provision are to be secured by condition.
- 8.42. As foraging and commuting bats have been identified as potentially using hedgerows and trees adjacent to the site, then it is important that there is no light spill from external lighting and that dark corridors are retained around the site for the foraging and commuting bats.

- 8.43. Proposals for development should protect and enhance the tranquillity and dark skies across the plan area. Exterior lighting in development should be appropriate and sensitive to protecting the intrinsic darkness of rural and tranquil estuary, heathland and river valley landscape character. A lighting strategy for all external lighting has been requested by condition to ensure that the development does not adversely impact landscape character, dark skies or ecology.
- 8.44. The application is supported by an Ecological Impact Assessment (EclA) (Liz Lord Ecology, December 2021) and the conclusions and proposed mitigation measures identified are broadly acceptable and policy compliant, the recommendations made within the report are conditioned to be implemented in full, via condition.
- 8.45. It is recommended that integral swift nest bricks should be incorporated into buildings that are of minimum two storeys. The incorporation of swift nest bricks is an established way to enhance biodiversity within a development and provide net gain. There are records of Hedgehog, a UK and Suffolk Priority Species, in the surrounding area. To maintain connectivity for this species, we recommend maintaining hedgehog permeable boundaries (with gaps of 13x13cm at ground level) as part of this development to maintain connectivity for the species.
- 8.46. As such, a Biodiversity Enhancement Strategy should be produced, detailing the how the enhancements made within the Ecological Assessment are to be incorporated within the development, including their locations. This is recommended as a condition to the officer's recommendation.
- 8.47. Subject to further details required by condition, the development is therefore considered to accord with SCLP12.53 criterion d, e and f, SCLP10.1 and SCLP10.4.

Residential Amenity

- 8.48. Local Plan Policy SCLP11.2 requires the Council to have regard to the following matters when considering the impact of new development on residential amenity:
- Privacy/overlooking;
 - Outlook;
 - Access to daylight and sunlight;
 - Noise and disturbance;
 - The resulting physical relationship with other properties;
 - Light spillage;
 - Air quality and other forms of pollution; and
 - Safety and security.
- 8.49. The layout has been carefully considered so that any window/door positions avoid any overlooking and loss of amenity to neighbouring dwellings, whilst maximising natural light and views to the front and rear garden areas from the new dwellings. Within the site, the proposed dwellings would not impact on each other's amenity.

- 8.50. The proposed plots which are most likely to impact the existing development are plots 5 to the southeast and plot 10 to the west. Plot 5 will be a two-storey dwelling, although due to changes in land levels and modest scale of Honey Suckle Cottage, will appear slightly dominating in appearance. However, the layout provides a gap and set back between plot 5 and Honeysuckle Cottage which seeks to reduce impact. There are windows on the western elevation of Honeysuckle Cottage which look into the development site, however it is not considered that there would be a loss of light or shadowing as a result of the proposed development due to the distance between the dwellings. There are no first-floor windows on the side elevation of plot 5 which would cause overlooking or loss of privacy. Windows on the rear elevation of plot 5 are similarly located to those on Rose Cottage, which adjoins Honeysuckle Cottage.
- 8.51. To the west, adjacent to plot 10, is the public right of way and Fieldings, a one and a half storey dwelling which fronts the highway. Behind the dwelling are an array of outbuildings, garage and stables which run north to south adjacent to the public right of way. The existing vegetation along this boundary is quite dense in places. Concern has been raised by the owner of this property about future complaints arising from the keeping of horses adjacent to the site, particularly from waste. However, this would be a civil matter between the existing property and future occupiers of the dwellings. Plot 10 is set behind the building line of Fieldings and is positioned adjacent to the garage at the back of the dwelling. The rear elevation of plot 10 has three windows on the first-floor; two serve a bathroom and en-suite, with the third serving the third bedroom. This window would be located to the north of the garage at Fieldings and would not directly overlook the main amenity space. Similarly, the rear first-floor windows of plots 11, 1 and 2 would overlook outbuildings, but are also partially screened by the vegetation on the western boundary.
- 8.52. The design quality of the proposal is acceptable and is considered to provide a good standard of amenity for both existing and future residents. Although there will be short term disturbance during the development of the site these impacts can be controlled and mitigated through a construction management plan secured by condition.
- 8.53. The removal of some permitted development rights is considered appropriate in this instance to ensure that there are no additions to the development which could result in adverse harm to amenity. It is therefore recommended that permitted development rights are removed for upward extensions, alterations or additions to the roof, addition of porches or other extensions/alterations, addition of outbuildings and means of enclosure. It is also considered prudent to remove permitted development rights for hardstanding to ensure that there is no additional increase in flood risk from additional hardstanding which has not previously been accounted for in the drainage calculations.
- 8.54. In accordance with the above, the proposal is considered to accord with SCLP11.2.

Sustainable Construction

- 8.55. The Local Plan states that all new developments of more than 10 dwellings should achieve higher 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.

- 8.56. All new residential development in the plan area should achieve the optional technical standard in terms of water efficiency of 110 litres/person/day. The use of locally sourced, reused and recycled materials, along with on-site renewable energy generation are encouraged in order to achieve environmental net gain in new build or conversion developments. Development proposals are also encouraged to set out measures for minimising waste arising from the construction process.
- 8.57. Proposals should improve the efficiency of heating, cooling and lighting of buildings by maximising daylight and passive solar gain through the orientation of buildings.
- 8.58. In addition to the requirements set out by Local Plan Policy SCLP9.2, East Suffolk Council has a draft Sustainable Construction Supplementary Planning Document. This outlines a number of conditions which should be included within the grant of consents to ensure that the new homes and buildings in the district are meeting the above standards. Where applicable these have been included with the officer's recommendation and subject to these being fulfilled, the development accords with SCLP9.2.

Highways, Sustainable Transport and Public Rights of Way

- 8.59. Local Plan Policy SCLP7.1 relates to sustainable transport and seeks, amongst other things, to locate and design development so it can be accessed via multiple modes of transportation, and with safe and suitable access for all. Section 9 of the NPPF supports these policy requirements and promotes opportunities to walk, cycle or use public transport. 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. As such development proposals will be supported where:
- Any significant impacts on the highways network are mitigated;
 - It is proportionate in scale to the existing transport network;
 - All available opportunities to enable and support travel on foot, by cycle or public transport have been considered and taken;
 - It is located close to, and provides safe pedestrian and cycle access to services and facilities;
 - It is well integrated into and enhances the existing cycle network including the safe design and layout of new cycle routes and provision of covered, secure cycle parking;
 - It is well integrated into, protects and enhances the existing pedestrian routes and the public rights of way network;
 - It reduces conflict between users of the transport network including pedestrians, cyclists, users of mobility vehicles and drivers and does not reduce road safety; and
 - The cumulative impact of new development will not create severe impacts on the existing transport network.
- 8.60. The site was allocated within the Local Plan, where the above criteria would have been considered at site selection. It is therefore broadly considered that the proposed development is of a scale which is proportionate to the highways network, without causing severe impacts when considered independently or cumulatively. However,

consideration has to be given to the details relating to highways matters proposed by the development.

- 8.61. Suffolk County Council (SCC) as Local Highways Authority (LHA) initially raised a holding objection until it could be demonstrated that a safe and suitable access could be achieved for all users. This was because the access junction to all plots does not yet appear to have been suitably designed to meet current standards in terms of safety and convenience of access and the main access into the site did not include the standard features that would help enable a suitably safe transition from a classified road into a shared surface access road. Concern was also raised that the development did not provide sufficient parking in accordance with the Suffolk Guidance for Parking (SGP2019).
- 8.62. The level of parking provision required can be influenced by the location of new development, accessibility to public transport, provision for cyclists and the availability of public and on-street parking. As local highways authority, Suffolk County Council published the current 'Suffolk Guidance for Parking' in 2019. The document provides details in respect of vehicle parking standards to be implemented across the county subject to local considerations. Residential standards in the County Council document are presented as minimums and the Local Plan will seek to ensure appropriate parking does not proliferate the parking issues faced by many communities.
- 8.63. In accordance with Local Plan Policy SCLP7.2, proposals involving vehicle parking will be supported where they take opportunities to make efficient use of land and they include:
- The provision of safe, secure, and convenient off-street parking of an appropriate size and quantity including addressing the need for parking or secure storage for cars, cycles and motorcycles, and where relevant, coaches and lorries;
 - Opportunities to reduce the recognised problem of anti-social parking or potential problems that may arise which impacts the quality of life or vitality of an area for residents and visitors;
 - Appropriate provision for vehicle charging points and ancillary infrastructure associated with the increased use of low emission vehicles; and
 - The incorporation of sustainable drainage systems (SuDS), permeable surfacing materials and means of protecting water quality in drainage schemes should be ensured.
- 8.64. Further information was also sought in respect of the attenuation basin (proximity to highway, discharge route and method). The full extent of the concerns raised are included within the consultee responses section above.
- 8.65. The applicant has submitted several revised site layout plans seeking to overcome matters raised by the LHA. In the LHA response of the 23 December 2021, most matters previously raised had been resolved, however one matter was outstanding. This related to the attenuation pond/drainage feature still being within 5m of land maintainable by SCC. The basin therefore needed to be moved further to the north away from the highway and the cart lodge to plot 10 would need to be omitted.

- 8.66. Revised plans (104-2020-05PS 104-2020-05PS, 104-2020-06P2, 104-2020-03P4, 104-2020-Proposed Network, 104-2020-001-JAH, PW1111-PL06 rev E and PW111-PL01 rev K) were received on 03 March 2022 to overcome the outstanding highways and LLFA concerns.
- 8.67. These drawings primarily relate to outstanding drainage issues, nevertheless, does illustrate that the cart lodge to plot 10 has been omitted and the parking for the plot will instead be provided to the front of the dwelling.
- 8.68. Drawing 104-2020-05PS was later received on 23 March 2022 and is referenced within the LHA's response of 31 March 2022. It is however noted that this plan still shows the outline of the omitted cart lodge for plot 10. This was subsequently revised on and has been updated in the recommended conditions.
- 8.69. Following the submission of the above revised plans the LHA have removed their holding objection subject to the inclusion of the following conditions (detailed in full in SCC LHA response dated 29 March 2022):
- Access Condition
 - Visibility Condition (removal of Permitted Development Rights within the visibility splays)
 - Visibility Frontage Condition (height of fencing or planting along the site frontage with the highway)
 - Method of preventing surface water entering the highway
 - Construction Management Strategy
- 8.70. As a Construction Management Plan/Strategy has also been requested by the Council's Environmental Protection Team, the highways condition has been reworded to include both consultees requirements.
- 8.71. SCLP7.1 also states that in designing and assessing development proposals, the public rights of way Network should be considered as a means of encouraging physical activity, providing access to the natural environment, supporting tourism, reducing travel by vehicular modes, reducing carbon emissions and (where relevant) aiding recreational avoidance of sensitive sites. The site is adjacent to but does not have from within the site to the public right of way along the western boundary. However, the footway along the frontage of the site will connect to the public right of way to provide access for residents of the site.
- 8.72. The proposal is therefore considered to accord with SCLP7.1 and SCLP7.2.

Flood Risk and Surface Water Drainage

- 8.73. The site is not located in flood zones 2 or 3. The site is within flood zone 1 which is has a low probability of flooding from rivers or the sea. However, The Street and the land on the south of the development site is at risk of surface water flooding. The levels within the site decline from north to south (towards The Street) it is therefore essential that any

development does not increase the potential risk of surface water flooding. There has been local concern raised in many of the representations received over flooding in this area.

- 8.74. Where possible, developments should use sustainable drainage systems to drain surface water. Local Plan Policy SCLP9.6 requires Developments of 10 dwellings or more, or non-residential development with upwards of 1,000 sqm of floorspace or on sites of 1 hectare or more, will be required to utilise sustainable drainage systems, unless demonstrated to be inappropriate. Sustainable drainage systems should:
- Be integrated into the landscaping scheme and green infrastructure provision of the development;
 - Contribute to the design quality of the scheme; and
 - Deliver sufficient and appropriate water quality and aquatic biodiversity improvements, wherever possible. This should be complementary of any local designations such as Source Protection Zones.
- 8.75. Runoff rates from new development must be restricted to greenfield runoff rates wherever possible. No surface water connections should be made to the foul system and connections to the combined or surface water system should only be made in exceptional circumstances where there are no feasible alternatives. Foul and surface water flows should also be separated.
- 8.76. Suffolk County Council (SCC) as Local Lead Flood Authority (LLFA) initially commented on the submitted Flood Risk Assessment and Drainage Strategy (GHBullard & Associates LLP/2020/FRADS, February 2021) and raised a holding objection, as more information was required, including:
- The proposal is served by closed, below-ground attenuation tanks and pipes and does not comply with policy SCLP9.6 of the Final Draft Suffolk Coastal Local Plan which gives preference to above ground SuDS. Therefore, the strategy should be revised to provide open, above ground SuDS.
 - Anglian Water should be contacted at earliest convenience to discuss maintenance and adoption of the proposed surface water drainage system. The system should be designed to manage both highway and roof runoff to ensure eligibility.
 - The proposed vortex flow control consists of a 52mm orifice. Details of the proposed granular filtering medium should be submitted for review, given the potential for debris congregation. This should be in the form of a cross-section.
 - Groundwater monitoring should be conducted to attain peak seasonal groundwater levels, particularly given that the development is within an area of Medium groundwater vulnerability. This information is required to support a full application, as per Appendix A of the Suffolk Flood Risk Management Strategy.
 - There are concerns regarding the level of cover associated with pipe number S1.007, given its location within the vehicular access and the shallow depth of the basin (0.4m).
 - FSR rainfall methodology has been used within the submitted MicroDrainage calculations. A means test should be undertaken, whereby both FSR and FEH methodology is used and the worst-case used for design purposes.

- The outfall from the development is proposed within the ‘existing ditch’ on the South-Western border of the site. Surface water is then conveyed South, through a culvert and into the existing watercourse on the South side of The Street.
- Suffolk County Council Lead Local Flood Authority require assurance that there is a suitable connection in place. Photographs should be submitted to provide evidence that there is suitable connection between the existing ditch and watercourse.

8.77. The applicant subsequently and continuously updated the Flood Risk Assessment and Drainage Strategy to overcome the holding objection. The revised Flood Risk Assessment and Drainage Strategy (GHBullard & Associates LLP 104/2020/FRADS, November 2021) submitted on 18 November 2021 maintained a holding objection from the LLFA. The LLFA stated that:

“A holding objection was necessary because the proposed surface water drainage strategy is likely to increase offsite surface water flood risk and does not comply with national and local policy and guidance. This site has been brought forward, upstream of an area of known surface water flood risk, without discussion with SCC LLFA.”

8.78. The LLFA’s response dated 22 December 2021 (detailed in full in the consultee section above) outlined nine action points to resolve the holding objection:

1. *NPPF para 169 (A) states that SuDS systems should ‘take account of advice from the lead local flood authority’. SCC LLFA’s advice is that SuDS on this development should be designed to be eligible for adoption by Anglian Water. The existing surface water flood risk downstream means that any lack of maintenance will increase surface water flood risk to residential property. Therefore, adoption by a statutory undertaker is advised. This is in accordance with Suffolk Flood Risk Management Strategy, Appendix A, page 11 which sets out an adoption hierarchy. East Suffolk Council are advised that if a management company is used, any future enforcement action required against a management company due to lack of maintenance would need to be undertaken by them as a breach of planning.*
2. *The proposed solution for maintaining the existing ordinary watercourse is unacceptable. The proposals would likely see the watercourse cut off with a close board fence. Not only will this make maintenance difficult in terms of access and disruption but it removes any scope for routine monitoring of the watercourse from the site.*
3. *Similarly, the continued reliance on below ground attenuation is not supported by SCC LLFA or Local Plan Policy SCLP9.6. The use of above ground SuDS not only improves biodiversity and amenity benefits, it allows for day to day monitoring of SuDS to check for blockage. A below ground system is not regularly monitored and as such, any blockages are likely to go unnoticed until an issue occurs. In this instance, any issue will increase surface water flood risk to residential property.*

4. *The wide use of small orifices, ranging from 16mm – 40mm diameter is unacceptable. Whilst small orifices can be used in closed systems, the number and size of small orifices on this site increases the likelihood of blockage. This is a direction function of design development not considering surface water drainage requirements and attenuation being designed to fit a fixed layout. This has resulted in the siting of multiple small, below ground attenuation features which could otherwise be combined to accommodate a single feature with a larger orifice. Larger orifices can also be facilitated by increasing the plan area and reducing the depth of attenuated water, but again, this is likely restricted by the pre-determined site layout.*
5. *Appendix H shows multiple proposed rain gardens but it is unclear what areas these features will serve or how they've been incorporated into the design. One is even located in the middle of a road.*
6. *The swale shown at the front of the site is likely to be too close to property foundations and is unlikely to achieve required offsets – it is also located directly on a proposed footway.*
7. *It is unclear what function the swales north of the access road serve. Given the steep gradient of the site falling away from the location of the swales, it is unclear how the road would drain into them.*
8. *The section of the basin provided demonstrates there is no designed freeboard (which should be a minimum of 300mm) during the critical 1:100+40% rainfall event.*
9. *It is unclear if the basin is adequately sized to deliver sufficient treatment during 1:1+CC, as per CIRIA SuDS Manual Treatment Design Criteria. Whilst some areas of the site are proposed to drain via swales, it looks as though the main access road will drain by gullies and pipes to the proposed attenuation basin. Therefore, the most trafficked section of road will only receive treatment from the proposed basin, hence this need for assessment.*

8.79. The following revised plans have been reviewed by the LLFA:

- GHBullard, Proposed Surface Water Drainage Layout, 104/2020/03/P5, 23/03/2022
- PeterWellsArchitects, Proposed Site Plan & Location Plan, PW1111_PL01 Rev K, 03/03/2022
- Microdrainage calculations dated 03/03/2022
- GHBullard, Impermeable Geotextile Lining Layout, 104/2020/06/P2, 03/03/2022
- GHBullard, Proposed Surface Water Drainage Construction Details, 104/2020/05/P5, 03/03/2022
- GHBullard, Surface Water Drainage Impermeable Area Catchments, 104/2020/04/P4, 03/03/2022

8.80. The revised plans show plots 3, 4 and 5 in their original position and the proposed dry swale in front has been omitted. A dry swale to the front of plots 14, 15 and 16 has been added, and the hedging to this area omitted. The drainage design has been amended to

increase the minimum restricted pipe size. The additional information also included a letter dated 03 March 2022 which includes reference to the maintenance of the watercourse to the west boundary.

- 8.81. The LLFA acknowledged the changes and confirmed that the amended details had overcome the concerns raised to a stage where any outstanding details can be submitted by condition.
- 8.82. It should be noted that SCC as LLFA still have concerns regarding the failure to integrate the existing ordinary watercourse into the development's layout. The LLFA consider this approach to have the potential to increase downstream surface water flood risk (as highlighted in the FRA) without adequate mitigation through monitoring and maintenance.
- 8.83. Access to the watercourse for visual inspection, access to the watercourse for maintenance, identification of those responsible for monitoring and maintenance and restrictions to prevent obstruction of access to the watercourse from the development side are aspects we expect to be considered as part of any maintenance strategy for any future discharge of conditions application. Permitted development rights should also be removed from the rear gardens of dwellings backing onto the watercourse to control the ability to gain access.
- 8.84. The LLFA recommend approval subject to the inclusion of the following conditions:
 - Strategy for the disposal of surface water
 - Implementation, maintenance and management of the strategy
 - Verification that the drainage is built and functions as approved
 - Construction Surface Water Management Plan (CSWMP)

Archaeology

- 8.85. The former Suffolk Coastal area has a rich, diverse and dense archaeological landscape with the river valleys, in particular, topographically favourable for early occupation of all periods. The distinctive character of the historic environment in the former Suffolk Coastal area includes outstanding coastal archaeology of all dates. The Suffolk Historic Environment Record provides information about archaeological sites throughout the Suffolk Coastal Local Plan area and is used to identify sites that may be at risk from development.
- 8.86. This site lies in an area of archaeological potential recorded on the County Historic Environment Record. There are several records with Roman (as well as Prehistoric and Medieval) material in the vicinity (KBU 003,005, 019). Potential for Roman Material is suggested by the topographic position at a small tributary of the Deben. Also, the location at the roadside just outside the village core could have been an area of medieval settlement contraction.
- 8.87. As a result, there is high potential for the discovery of below-ground 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 in order to achieve preservation in situ of any important heritage assets. However, in accordance with the National Planning Policy Framework (Paragraph 199), any permission granted should be the subject of a planning condition to record and advance understanding of the significance of any heritage asset before it is damaged or destroyed.

- 8.88. In addition, Policy SCLP11.7 requires a full archaeological assessment of sites within potential areas of archaeological importance to describe the significance of any heritage assets affected and to ensure that provision is made for the preservation of important remains, particularly those that may be demonstrably of national significance.
- 8.89. The relevant conditions have been included within the officer's recommendation; as such the proposal is considered to accord with SCLP11.7.

Financial Contributions (CIL and S106)

- 8.90. Suffolk County Council (SCC) have commented in respect of contributions which are required by the proposed development. These largely include matters which would be covered by Community Infrastructure Levy (CIL), however also include matter which will be subject to a section 106 agreement (S106).
- 8.91. SCC have confirmed that contributions towards primary, secondary and sixth form education expansion will be required by CIL, in addition to library improvements and waste infrastructure. Primary and secondary school transport contributions (and monitoring fee) are sought by s106 agreement.
- 8.92. Criterion c of SCLP12.53 requires a contribution towards a new 'early years' setting. Early years provision is forecast to be over capacity in Framlingham ward. As such a new setting will be required, potentially within allocation SLCP12.50 Land off Laxfield Road, Dennington. The Infrastructure Delivery Framework suggests that this would be a contribution through a Section 106 agreement. However, the County Council have confirmed that since the Local Plan has been adopted, a new nursery facility has been built in Framlingham which supersedes the above requirement. As such, there is currently a surplus of places within catchment and no early years contribution is sought as part of this development. This does not stop future early years provision being covered through CIL collected from this development.
- 8.93. In addition to the above, the site lies within the Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) zone of influence (Zone B).
- 8.94. The Conservation of Habitats and Species Regulations 2017 ("Habitats Regulations") lays down the legislation on the conservation of natural habitats and of wild fauna and flora. The Habitats Regulations require the competent authority (in this instance, the Council) to determine whether the development is likely to have a significant effect on the interest features of European sites protected under the legislation and, if there would be, to carry out an Appropriate Assessment of the implications of the proposal for the site's conservation objectives in accordance with the regulations.
- 8.95. The Recreational disturbance Avoidance and Mitigation Strategy has been prepared to provide a mechanism through which impacts from increased recreation can be avoided

and mitigated via financial contributions towards the provision of strategic mitigation. Where mitigation is proposed to be provided through alternative mechanisms, applicants will need to provide evidence to demonstrate that all impacts are mitigated for, including in-combination effects.

- 8.96. In order to mitigate the increased recreational disturbance impacts on European designated sites arising from new residential developments a financial contribution or mitigation measures are required for this development. The applicant has opted to pay the financial contribution, which is included within the s106 agreement, rather than an upfront payment. Furthermore, the proposal is considered acceptable in accordance with SCLP10.1.

Other Matters

- 8.97. The site allocation requires that the applicant is able to demonstrate there is adequate Water Recycling Centre capacity or that capacity can be made available and equally that there is adequate capacity in the foul sewerage network or action to upgrade to create the required capacity.

- 8.98. The submitted Flood Risk Assessment and Drainage Strategy (appendix J) includes the response from Anglian Water as part of a pre-application enquiry undertaken by the applicant in relation of the capacity for Water Recycling. This states:

"The foul drainage from this development is in the catchment of Framlingham Water Recycling Centre, which currently does not have capacity to treat the flows from your development site. Anglian Water are obligated to accept the foul flows from your development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the planning authority grant planning."

- 8.99. As Anglian Water have confirmed that they will take the necessary steps to ensure that there is sufficient capacity for the proposed development, criterion g and i of SCLP12.53 have been met.

9. Conclusion

- 9.1. 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.
- 9.2. The starting point is therefore the adopted Development Plan (Suffolk Coastal Local Plan). The application site is allocated under Policy SCLP12.53 whereby the level and type of development proposed meets the criteria noted within that policy.
- 9.3. The proposed design and layout of the development is considered to be acceptable and would not result in adverse harm to the sensitive landscape.

- 9.4. The proposal is considered to represent sustainable development in accordance with the objectives of the National Planning Policy Framework and adopted Local Plan. The proposals have been revised to meet the requirements of the Highway Authority and provide suitable safe access and suitable parking provisions. The development will provide a satisfactory drainage scheme which seeks to reduce surface water flood risk potential from the site.
- 9.5. The development is therefore considered to accord with the aforementioned policies and is recommended for approval.

10. Recommendation

- 10.1. AUTHORITY TO APPROVE with conditions (including but not limited to those summarised in section 10 of this report); and subject to the completion of a S106 Legal Agreement to secure obligations (including but not limited to):

- Affordable housing provision.
- A financial contribution towards primary and secondary school transport.
- Contribution towards RAMS (either S106 or S111)

11. Recommended Conditions

1. The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.

Reason: This condition is imposed in accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall not be carried out other than in complete accordance with the following:

Received 04 April 2022:

- PW1111-PL12-Rev B

Received 23 March 2022:

- 104/2020/03/P5 received

Received 03 March 2022:

- PW1111-PL01-Rev K
- PW1111-PL06-Rev E
- 104-2020-03-Rev P4
- 104-2020-04-Rev P4
- 104-2020-05-Rev P5
- 104-2020-06-Rev P2

Received 12 July 2021:

- PL02-Rev D
- PL03-Rev C

- PL04-Rev D
- PL05-Rev D
- PL06-Rev D
- PL07-Rev C
- PL08-Rev C
- PL09-Rev C
- PL10 Rev C

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

3. Notwithstanding the submitted details, no development shall commence until details of the roof, wall materials and finishes to be used have been submitted to and approved by the local planning authority.

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

4. No development shall commence until details of the means of enclosure (i.e. hedgerows, fences, gates etc) for the boundaries between plots, and the external boundaries have been submitted to and approved by the Local Planning Authority. Each section of the approved means of enclosure shall be erected prior to the occupation of the dwelling to which they specifically relate. The approved means of enclosure shall thereafter be retained in their approved form.

Reason: In the interests of visual and residential amenity.

5. No development shall commence until a detailed Construction Method Strategy has been submitted to and approved by the Local Planning Authority. This statement shall set out hours of construction/activity on site, delivery hours for materials and equipment to the site before and during construction, access and parking arrangements for contractors vehicles and delivery vehicles (locations and times) and a methodology for avoiding soil from the site tracking onto the highway together with a strategy for remedy of this should it occur. Thereafter the approved construction statement shall be adhered to throughout the construction of the development.

Reason: In the interest of highway safety to avoid the hazard caused by mud on the highway and to ensure minimal adverse impact on the public highway and neighbouring amenity during the construction phase.

6. Prior to the commencement of development, a scheme for the provision of fire hydrants shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented in its entirety prior to the first occupation of the dwellings. It shall thereafter be retained and maintained in its improved form.

Reason: In the interests of the safety of the future occupants of the hereby approved development.

7. 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 SCLP11.7 of Suffolk Coastal Local Plan (2020) and the National Planning Policy Framework (2019).

8. 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 7 and the provision made for analysis, publication and dissemination of results and archive deposition.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Policy SCLP11.7 of Suffolk Coastal Local Plan (2020) and the National Planning Policy Framework (2019).

9. Prior to occupation, evidence of the energy performance and water efficiency standards shall be submitted to, and approved in writing by, the local planning authority. The dwelling(s) within the hereby approved development must achieve the optional technical standard in terms of water efficiency of 110 litres/person/day in Policy SCLP9.2 or any future document/policy replacing this, as measured in accordance with a methodology approved by Building Regulations Approved Document G.

Reason: To ensure that the finished dwelling(s) comply with Policy SCLP9.2 of the East Suffolk Council - Suffolk Coastal Local Plan (2020) and to ensure Building Control Officers and Independent Building Inspectors are aware of the water efficiency standard for the dwelling(s).

10. Prior to first occupation of the hereby approved development details of all the measures in the approved Energy Statement that have been completed shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the finished development implements the approved sustainable measures to comply with Planning Policy SCLP9.2.

11. Prior to first occupation and/ or use of the hereby permitted development a British Research Establishment Environmental Assessment Method New Build Post Construction Stage (PCS) final rating and certificate of assessment demonstrating the development achieved the 'Very Good' standard or equivalent shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development complies with Planning Policy SCLP9.2.

12. The following dwellings shall be constructed to meet the Requirements of M4(2) of Part M of the Building Regulations for accessible and adaptable dwellings and therefore retained in their approved form:

- Plot 3
- Plot 4
- Plot 5
- Plot 6
- Plot 7
- Plot 8
- Plot 9
- Plot 10

Reason: To ensure the development complies with Planning Policy SCLP5.8.

13. Development must be undertaken in accordance with the ecological avoidance, mitigation, compensation and enhancement measures identified within the Preliminary Ecological Appraisal (PEA) (Liz Lord Ecology, December 2020) 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.

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

Reason: To ensure that nesting birds are protected.

15. No external lighting shall be installed unless a "lighting design strategy for biodiversity" has been submitted to and approved in writing by the local planning authority. The strategy shall:

1. 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

2. 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.

16. Prior to any works above slab level 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.

17. A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior first occupation of the development. The content of the LEMP shall include the following:

- o Description and evaluation of features to be managed.
- o Ecological trends and constraints on site that might influence management.
- o Aims and objectives of management.
- o Appropriate management options for achieving aims and objectives.
- o Prescriptions for management actions.
- o Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- o Details of the body or organisation responsible for implementation of the plan.
- o Ongoing monitoring and remedial measures.

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The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term 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.

18. Within 3 month(s) of commencement of development, precise details of a scheme of landscape works (which term shall include tree and shrub planting, grass, earthworks, driveway construction, parking areas patios, hard surfaces etc, and other operations as appropriate) at a scale not less than 1:200 shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure that there is a well laid out landscaping scheme in the interest of visual amenity.

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

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

20. No development shall commence, or any materials, plant or machinery be brought on to the site until full details showing the position of fencing to protect all trees and hedgerows, shown to be retained on the approved plans, have been submitted to and approved in writing by the Local Planning Authority. The protective fencing shall comply with BS.5837 and be retained throughout the period of construction unless otherwise agreed in writing by the local planning authority.

Reason: To protect the trees/hedgerow during the course of development in the interest of visual amenity.

21. No development shall commence until a method for construction for the proposed cart lodge for plot 16 has been submitted to and approved in writing by the local planning authority. Thereafter the method of construction shall be adhered to and implemented in its entirety unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the roots of the trees/hedging are not damaged during construction.

22. 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 BS 10175:2011+A2:2017 and LCRM) 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.

23. No other part of the development hereby permitted shall be commenced until the new access has been laid out and completed in all respects in accordance with drawing no. 104/2020/03/P5 Thereafter it shall be retained in its approved form.

Reason: To ensure the access is laid out and completed to an acceptable design in the interests of the safety of persons using the access and users of the highway.

24. Before the access is first used visibility splays shall be provided as shown on Drawing No. 104/2020/03/P5 and thereafter retained in the specified form. Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.

Reason: To ensure drivers of vehicles entering the highway have sufficient visibility to manoeuvre safely including giving way to approaching users of the highway without them having to take avoiding action and to ensure drivers of vehicles on the public highway have sufficient warning of a vehicle emerging in order to take avoiding action, if necessary

25. The [hedge, fence, wall or other means of frontage enclosure] along the highway frontage of the site shall be reduced to 0.6m metres above the level of the adjacent carriageway or set back at least 0.5m from edge of carriageway/footway before occupation of the development. Notwithstanding the provisions of the Town & Country (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) it shall be retained thereafter at or below that height.

Reason: In the interests of highway safety by providing and maintaining intervisibility between highway users.

26. Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway including any system to dispose of the water. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained thereafter in its approved form.

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

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

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

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

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

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

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

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

30. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction (including demolition and site clearance operations) is submitted to and agreed in writing by the LPA. The CSWMP shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction. The approved CSWMP shall include:

Method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include:-

- i. Temporary drainage systems
- ii. Measures for managing pollution / water quality and protecting controlled waters and watercourses
- iii. Measures for managing any on or offsite flood risk associated with construction

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

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

31. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking or re-enacting the said Order] no development of any kind specified in Part 1, Classes A, AA, B, C, D, E, F and Part 2 Class A of Schedule 2 of the said Order shall be carried out unless otherwise agreed with the local planning authority.

Reason: In order that the local planning authority may retain control over this particular form of development in the interests of amenity and the protection of the local environment and the amenity of adjoining residents and to ensure that access to the watercourse can be maintained if necessary for maintenance

12. 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. The applicant is advised that the proposed development may require the naming of new street(s) and numbering of properties/businesses within those streets and/or the numbering of new properties/businesses within an existing street. This is only required with the creation of a new dwelling or business premises. For details of the address charges please see our website www.eastsuffolk.gov.uk/planning/street-naming-and-numbering or email llpg@eastsuffolk.gov.uk
3. Note: It is an OFFENCE to carry out works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority.

Any conditions which involve work within the limits of the public highway do not give the applicant permission to carry them out. Unless otherwise agreed in writing all works within the public highway shall be carried out by the County Council or its agents at the applicant's expense.

The County Council's East Area Manager must be contacted on Telephone: 01728 652400. Further information can be found at: www.suffolk.gov.uk/environment-and-transport/highways/dropped-kerbs-vehicular-accesses/

A fee is payable to the Highway Authority for the assessment and inspection of both new vehicular crossing access works and improvements deemed necessary to existing vehicular crossings due to proposed development.

4. The submitted scheme of archaeological investigation shall be in accordance with a brief procured beforehand by the developer from Suffolk County Council Archaeological Service, Conservation Team.
5. Any works to a watercourse may require consent under section 23 of the Land Drainage Act 1991
6. Any discharge to a watercourse or groundwater needs to comply with the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017
7. Any discharge of surface water to a watercourse that drains into an Internal Drainage Board district catchment is subject to payment of a surface water developer contribution
8. 1.PROW are divided into the following classifications:

- o Public Footpath - only for use on foot or with a mobility vehicle
- o Public Bridleway - use as per a public footpath, and on horseback or by bicycle
- o Restricted Byway - use as per a bridleway, and by a 'non-motorised vehicle', e.g. a horse and carriage
- o Byway Open to All Traffic (BOAT) - can be used by all vehicles, in addition to people on foot, mobility vehicle, horseback and bicycle

All currently recorded PROW are shown on the Definitive Map and described in the Definitive Statement (together forming the legal record of all currently recorded PROW). There may be other PROW that exist which have not been registered on the Definitive Map. These paths are either historical paths that were not claimed under the National Parks and Access to the Countryside Act 1949 or since, or paths that have been created by years of public use. To check for any unrecorded rights or anomalies, please contact DefinitiveMaps@suffolk.gov.uk.

2. The applicant, and any future owners, residents etc, must have private rights to take motorised vehicles over a PROW other than a BOAT. To do so without lawful authority is an offence under the Road Traffic Act 1988. Any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy. We do not keep records of private rights and suggest that a solicitor is contacted.

3. The granting of planning permission IS SEPARATE to any consents that may be required in relation to PROW. It DOES NOT give authorisation for structures such as gates to be erected on a PROW, or the temporary or permanent closure or diversion of a PROW. Nothing may be done to close, alter the alignment, width, surface or condition of a PROW, or to create a structure such as a gate upon a PROW, without the due legal process being followed, and permission being granted from the Rights of Way & Access Team as appropriate. Permission may or may not be granted depending on all the circumstances. To apply for permission from Suffolk County Council (as the highway authority for Suffolk) please see below:

- o To apply for permission to carry out work on a PROW, or seek a temporary closure - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/> or telephone 0345606 6071. PLEASE NOTE that any damage to a PROW resulting from works must be made good by the applicant. Suffolk County Council is not responsible for the maintenance and repair of PROW beyond the wear and tear of normal use for its classification and will seek to recover the costs of any such damage it is required to remedy.

- o To discuss applying for permission for structures such as gates to be constructed on a PROW - contact the relevant Area Rights of Way Team <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> or telephone 0345 606 6071.

4. To apply for permission for a PROW to be stopped up or diverted within a development site, the officer at the appropriate borough or district council should be contacted at as early an opportunity as possible to discuss the making of an order under s257 of the Town and Country Planning Act 1990 - <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/public-rights-of-way-contacts/> PLEASE NOTE that nothing may be done to

stop up or divert the legal alignment of a PROW until the due legal process has been completed and the order has come into force.

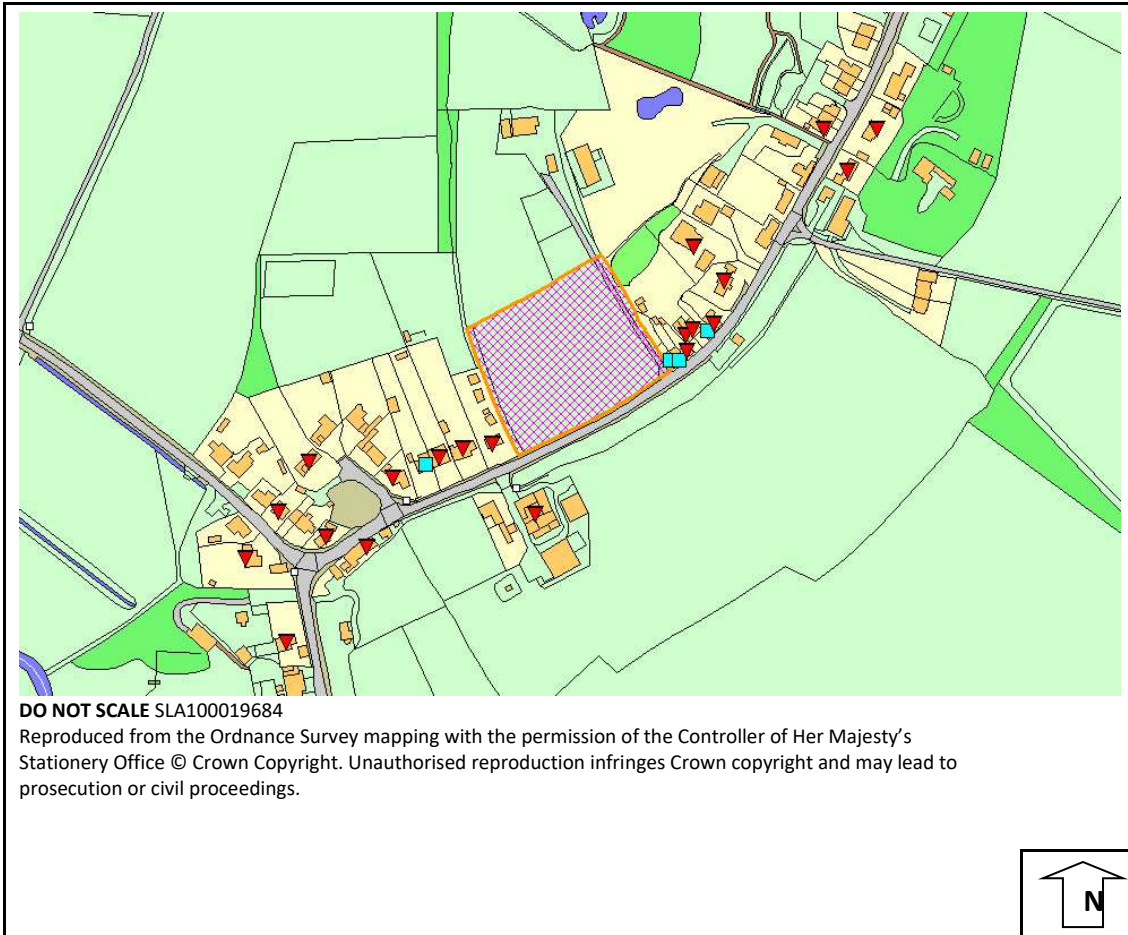
5. Under Section 167 of the Highways Act 1980 any structural retaining wall within 3.66 metres of a PROW with a retained height in excess of 1.37 metres, must not be constructed without the prior written approval of drawings and specifications by Suffolk County Council. The process to be followed to gain approval will depend on the nature and complexity of the proposals. Construction of any retaining wall or structure that supports a PROW or is likely to affect the stability of the PROW may also need prior approval at the discretion of Suffolk County Council. Applicants are strongly encouraged to discuss preliminary proposals at an early stage.

In the experience of the County Council, early contact with the relevant PROW officer avoids problems later on, when they may be more time consuming and expensive for the applicant to address. More information about Public Rights of Way can be found at www.suffolk.gov.uk/roads-andtransport/public-rights-of-way-in-suffolk/

13. Background information

See application reference DC/21/0757/FUL on [Public Access](#)

Map



Key



Notified, no comments received



Objection



Representation



Support